

THE
AUSTRALIAN COLONIES;

TOGETHER WITH NOTES OF
A VOYAGE FROM AUSTRALIA TO PANAMA

In the "Golden Age,"

DESCRIPTIONS OF TAHITI AND OTHER ISLANDS IN
THIS PACIFIC,

AND A TOUR THROUGH SOME OF THE
STATES OF AMERICA,

IN 1854,

BY H. HUSSEY.

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INTRODUCTORY REMARKS.

THE writer of the following pages has been a resident for fifteen years in the Colony of South Australia. He has endeavoured to give such information about each of the colonies, but more particularly the one in which he resided, as he trusts may be both useful and interesting to his English readers, and to his friends in Australia—some of whom previous to his departure requested him to take notes, and furnish them with the result of his observations; to whom, as well as to the former, he hopes the latter part of this little work will not be uninteresting. In the few countries visited by him, the writer has seen sufficient to make him well pleased with his adopted land, and to see that each country possesses advantages and disadvantages far more equally balanced than many are disposed to admit.

Having determined on leaving Adelaide for a few months in order to visit England and the United States, he availed himself of an opportunity that offered, in the steamship "Golden Age," of proceeding *via* Panama. This enabled the writer to satisfy himself, and he doubts not, from the contents of this little work, others will be satisfied, that, notwithstanding the desirability of the Panama route, as the shortest and most direct route between England and the colonies of Australia, as well as the United States, it is not one that could at present be recommended; but when the following improvements are effected, the writer has no hesitation in stating, that it will be the quickest mail, and the most pleasant passenger route that can be selected. To insure this it will be necessary that, in addition to a coal depot at Tahiti, or one

of the other islands in the Pacific, a steamer should always be in readiness there, in order to convey the mails and passengers forward, instead of having to stay to coal; the railway across the Isthmus must be completed, and a steamer must also be in readiness on either side the Isthmus.

The steamers for the Pacific need not be large, as they would seldom meet with rough or boisterous weather. The "Golden Age" was far too large, and her extensive cabins and upper works on deck offered great resistances to the steady contrary wind she met with during nearly the whole of the passage across the Pacific. In addition to this, she had not all her furnaces alight. Taking both these things into consideration, the voyage of the "Golden Age" can scarcely be taken as a fair specimen of what might be accomplished on this route. The number of days under steam from Sydney to Panama was 32½ days. Under more favourable circumstances, there is little doubt, but that the passage might have been accomplished in 30 days, or even less, without stoppages. The passage from the Isthmus to New York has been made in six or seven days, and reckoning one day for crossing, the States might be reached in less than 40 days. The passage from New York to England is made in ten or twelve days, which would make the number of days from Australia to England *via* New York, about 50, but from the Isthmus to England direct, a few days less, so that there is little doubt but that, with proper management, the communication between England and Australia might be effected in about 45 days by this route. Without reckoning stoppages, the writer was only 55 days on the passage from Australia to England, *via* New York, and the steamers in which he proceeded made by no means quick passages.

The people of Sydney would derive the greatest advantages from the opening up of that route, as this would be the nearest point for the departure and arrival of the steamers to and from the Isthmus. The Overland India

route is no doubt the best for the Adelaide mails, the communication has already been effected by this means in 55 days. Melbourne lying between Sydney and Adelaide, would probably derive the greatest benefit from the Panama route. The loss sustained, by the owners of the "Golden Age," (which was stated to be £1000, the want of confidence in the route no doubt deterring many from proceeding this way); the suspension of the operations of the Company formed in England, for opening up the Panama route; the steamers of the Peninsula and Oriental Company, and the General Screw Steam Company being required for service in the war with Russia, the whole of the colonies have to depend for their mails upon the runs of the clipper ships between Liverpool and Melbourne. The quickest passage that has been made by a sailing vessel from Melbourne is 63 days ten hours. The distance to Melbourne direct, is about 14,000 miles; by the India Overland route from Southampton to Adelaide about 12,000, and from Southampton to Sydney, *via* Panama, about the same distance. A steamer is now building, which is intended to reach the Australian Colonies in 30 or 35 days, and to circumnavigate the globe in about 60 or 70; if this is accomplished, all the other routes will sink into insignificance, but however this may be, one thing is certain, that the quickest communication, and the cheapest mode of conveyance for both mails and passengers, will do more to unite each country with the other than almost any other project which has been or may be set on foot.

Since the writer's arrival in England, he has heard several complaints of the difficulty which many sober, industrious persons have met with in their efforts to emigrate. From what he could learn, such an amount of priestly and parish influence is generally necessary as to preclude, in many cases, the possibility of those not belonging to the Establishment getting a passage. Notwithstanding all the restrictions imposed in the Emigration Regulations, a large number of idle and worthless cha-

racters find their way out to the colony in the emigrant ships.

The following are the different methods of proceeding under the Emigration Regulations:—First. Married agricultural labourers, and miners (for South Australia) under the age of 45, if they can procure the necessary certificates, can go out on payment of £1 per head; Married journeymen mechanics and artizans, such as blacksmiths, carpenters, masons, sawyers, wheelwrights, gardeners, &c. under 45, £2 per head. Secondly.—Purchasers of Crown Lands in the colony may, within one month after payment of the purchase money, nominate for free passage in the emigrant ships, two statute emigrants for every £80 so paid, the sum paid by the emigrant being as aforesaid. Thirdly, the sums required by the Emigration Commissioners to be paid for the passage of emigrants nominated without the purchase of land are: for the class of emigrants first mentioned above, under 45, £4; and for the second class, under 45, £6; wives of emigrants now in the colony, under 45, £10. Either the whole or part of the last-named amounts must be deposited with the Colonial Treasurer in the colony, by parties wishing to assist the emigration of their friends; but, in case of part payment only being made in the colony, the balance of the passage money must be paid in England to the Emigration Commissioners, before the Embarkation Order is issued to them.

The best months for leaving England, are May, June, July, and August, which would enable persons to arrive in the colony in the spring, and previous to the busy season of the year.

The emigrant ships generally make the quickest passages, if the clipper ships sailing from Liverpool are excepted. The average passage of emigrant ships is about three months, and of cargo and passenger vessels from three to four months.

THE
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 ETC., ETC.

CHAPTER I.

WESTERN AUSTRALIA AND SOUTH AUSTRALIA.

WESTERN Australia, as its name signifies, is the western portion of the vast island or continent of Australia, or New Holland, as it is also called. Many maps give both these names, but in such a way as to lead any one to suppose, that part of the island is Australia and part New Holland, whereas one name is as applicable to the whole as the other. It derived the name New Holland from the Dutch navigators by whom it was first discovered in the year 1606; and subsequently, from having been classed by geographers as a portion of Austral, or Southern Asia, it has derived the name of Australia, or the Great South Land. The island lies in the Southern and Indian Oceans, between 112° and 153° east longitude, and 10½° and 39° south latitude. Its greatest length from west to east is 2,400 miles, and from north to south about 2,000 miles; its average breadth 1,400 miles, and the extent of coast line about 8,000 miles.

Western Australia is the largest but least important or attractive of the colonies of Australia. It comprehends the entire country between the longitude of 129° east and the shores of the Indian Ocean. Within these limits there is an extent of territory of about 800 miles from east to west, and 1,200 miles from north to south, containing an area of about 1,000,000 square miles, with

a coast line of 4,000 miles. From its geographical position, it is the first land reached by vessels from India, and those steamers from England which are compelled to make for the nearest land to coal.

The colony was founded in the year 1829, but on account of the unproductive nature of the soil, and other disadvantages which the settlers have had to contend with, it has never made much progress; indeed, at times, it has been threatened with depopulation and abandonment. The soil for the most part is poor, and unsuitable for agricultural purposes. Some tracts of country have been discovered suitable for sheep and cattle runs, but these are frequently at such a distance from the settled districts, as to expose those who venture to occupy them to the attacks of the aborigines.

Within the last few years some mineral discoveries have been made, but their richness has not, as yet, been such as to return a large profit, or attract much attention. There are vast forests of timber, some of which supply a species of mahogany which has become an article of extensive use and export. The crops of grain are light, and the produce precarious. The vine is extensively grown in some parts, and has been found to yield tolerably well. The Zante currant also has been introduced, and promises to reward its cultivators. Melons, and other fruit requiring heat, without a rich soil, can be produced in abundance.

For some years the complaint of the settlers was, the want of labour, but while higher wages, and a better prospect for their investment was presented to the working man in the neighbouring colonies, it was not likely that those who could leave would remain, or that any number would be attracted thither. The settlers, failing to get a supply of labour, in the ordinary way, petitioned the home government to send out convicts, which singular request was complied with. Thus, while the colony of Van Diemen's Land was striving to get rid of this burden of vice and immorality, Western

Australia was seeking the infliction, with the prospect of gain, but without counting the costs. The result has been what might have been anticipated: the settlers have gained in one way but they will lose in another, for crime and immorality have increased so as to render additional protection needful, and a more expensive administration of law necessary, to say nothing of the prejudicial influence of a convict population upon society at large, and upon the rising generation, in particular, as well as presenting a barrier to intending settlers, who might otherwise make this place their home.

Perth is the capital of the colony, and since the steamers of the Peninsular and Oriental Company have established a depot for coal at Swan River, the trade has somewhat increased. The steamers of the English Royal Mail Company also made this place their depot at first but on account of the complaints of the Melbourne and Sydney merchants of the delay occasioned by coaling here and calling at Adelaide, the direct mail steamers proceed to Melbourne first, going from thence to Sydney, while a branch steamer is kept in readiness to convey the mail to Adelaide.

The colony of Western Australia has its own Governor, Legislative Council, law officers, etc. When Adelaide became a bishopric, Western Australia was included, and placed under the ecclesiastical supervision of the Bishop of Adelaide, but it has since been determined to make it a separate See. There is a Roman Catholic bishop, several priests, and some nuns in Western Australia, who have latterly been directing their attention to the conversion of the aborigines, but with very little success. The Wesleyans have also a Mission Station here, and a school for the education of native children, but from the wandering propensities of this race, it has been found exceedingly difficult to retain youth a sufficient length of time to impart instruction; and after they have received a tolerable amount of instruction, and acquired habits of civilised life, they

almost invariably return to their former wild and barbarous mode of living.

Swan River, which is the principal river in the colony, is navigable for a few miles, and the settlers generally have located upon its banks. It is about 1,300 miles from Adelaide. There are very few vessels engaged in the trade between the two places. South Australia sends grain, flour, and other commodities, which may be in demand in Western Australia, and in exchange receives timbers and such articles as may be in excess in the latter colony, and in demand in the former one.

The colony of South Australia is situated between the colonies of Western Australia and Victoria. Its boundaries include an area of about 300,000 square miles, and are as follows :—On the north, by the 26th degree of south latitude ; on the east, by the 141st degree of east longitude; and on the west, by the 132nd degree of east longitude; and on the south, by the Southern Ocean. This colony is penetrated by two large gulfs, called Gulf St. Vincent, and Spencer's Gulf; the former of which is 40 miles wide at the mouth, and 130 miles long ; the latter is 55 miles wide at the entrance, expanding to 100 miles wide in parts, and is about 230 miles long.

At the entrance to Spencer's Gulf is the fine land-locked harbour of Port Lincoln, little inferior to any other harbour in the world, but which, on account of the barren country around it, is little visited by ships. There are a few settlers in the township, and some large flocks of sheep find pasture in favoured spots a few miles in the interior, but the aborigines have, at times, been very troublesome.

A narrow neck of land, called Yorke's Peninsula, divides Spencer's Gulf from Gulf St. Vincent. This tract of country is also used for sheep runs, and a few collisions have taken place between the aborigines and the shepherds, but the police force having recently been augmented at this and other out-stations, the aborigines seldom molest the shepherds or the sheep. Kangaroo

Island, which is about seventy-five miles in length and twenty-five in breadth, lies on the opposite side of the entrance to Gulf St. Vincent, and ships from Europe and the East enter the gulf here through what is termed Investigator's Straits. The first settlers landed here at Kingscote Harbour in 1836, but being unable to obtain a supply of water, they abandoned the island, and proceeded, after an encampment on the main land at Rapid Bay, up the gulf to Holdfast Bay, where they found what is now called the Plains of Adelaide, and located upon them.

Kangaroo Island is, at present, almost uninhabited except by a few shepherds and sealers. It is nearly covered with underwood, and is of little use for either agricultural or pastoral purposes. It is divided from the main land by a narrow channel, called Backstairs Passage, through which ships from the neighbouring colonies of Victoria, Van Diemen's Land, and Sydney, usually enter the Gulf.

The Murray, the principal river in the colony, or in Australia, empties itself into the sea a few miles along the coast, outside of this passage. There is a sand-bar at the mouth of the river, and being exposed to the sweep of the Southern Ocean, there is a heavy surf, which renders navigation from without extremely dangerous and almost impracticable; but a railway has been constructed, seven miles long, to connect the township inside the bar with Port Elliot, an harbour on the outer coast.

For some forty or fifty miles up the eastern side of the Gulf the land seen is high and rocky, and has two or three tolerably sheltered bays. Beyond this the rocks are lower, and the land becomes more undulating, sloping down towards the sun, while ranges of hills appear in the distance, Mount Lofty being seen above the rest when opposite Holdfast Bay. This bay, which is the place where the early settlers landed, may be known by its white sandy beach. After passing it, the light-ship,

with a few vessels at anchor near, shows the direction to the entrance of the harbour. Before a vessel gets opposite the bay, she is signalled in the city as being in sight, and after passing the bay, is signalled as going round to the port. On arrival at the light-ship, a pilot is taken on board, and large ships usually come to anchor, and await the arrival of the steam-tug to tow them up to the port, a distance of about twelve miles.

The deep channel leading to the salt-water creek or inlet, is narrow, and two bars, with a sufficient depth of water for most vessels under a thousand tons, are crossed a short distance from the light-ship. There are mangrove bushes growing on each side the creek, and a few miles up is a large sheet of water, called the North Arm, which is the site of Newhaven and the New Port. The water here is much deeper than at the present port, and, from other harbour facilities which this place will afford for an extensive shipping business, it is likely that, ere long, a large town, with wharves and warehouses, will be found upon the banks of this arm of the creek. In the Act of Council for constructing the City and Port Railway, provision is made for a branch line to be extended to this place.

Before arriving at the Port, the plains extending to the northward can be seen, bounded on the east by the first low bald hills, the loftier, and thickly-timbered ranges rising in the background. The creek being very winding, the port is not seen till the vessel is nearly up to it. The port is on the eastern side of the creek, and the wharves, which are built of wood, extend for a considerable distance. Vessels two and three abreast lie alongside to discharge and take in cargo ; and at other times are moored in the stream. These wharves are generally occupied by drays receiving goods from the ships to convey to the city, and by others depositing grain and ore for shipment. There are extensive warehouses and bonded stores upon or in the vicinity of the wharves, and, as might be expected, large hotels and public

houses for the accommodation of new comers, sailors, and others.

There is a depot for the reception of emigrants at the Port, where they may remain for a few days till they obtain employment or find a residence. There are three or four churches belonging to various denominations, a bank, a Mechanics' Institute, and two or three other institutions. The population of the Port is about 4,000.

On the opposite side of the creek are some ship-building yards, a patent slip, water-works, etc. About a mile across this narrow neck of land is the gulf and a signal-station, which vessels pass in going round to the Port.

There is a good macadamised road leading from the Port to the city, at the commencement of which a number of stage-coaches, omnibuses, and other vehicles, start at short intervals for the conveyance of passengers. For the first mile the road is through a swamp, and the next along the Commercial Road, through Albert Town; then come the Plains, with here and there a belt of trees, and sections of land fenced in and cultivated on either side. At the Half-way House, that part of North Adelaide standing on the western hill is seen, with Christ Church rising above the other buildings. The town of Hindmarsh is next seen at the foot of the hill, with Bowden, Prospect Village, and Islington, skirting the hills to the north. Hindmarsh and Bowden have each a large number of inhabitants, and several places of worship. After crossing the River Torrens at Hindmarsh, the road branches to the south, and after passing Thebarton, a village on the right, and the Slaughterhouse and Jail on the left, the West Terrace of Adelaide can be seen, on a rising ground, with the signal-station occupying a prominent position ; at a little distance from which is the Roman Catholic Chapel, the Public Cemetery, and the Plains, stretching away to the foot of the southern hills. Before ascending the rising ground leading to the city, there is a pretty view of North Adelaide on the hills, across the

valley and river which divide it from its southern neighbour.

In the vicinity of this, the north-western corner of the city, is the site for the terminus of the City and Port Railway, now in course of construction, and not far distant the shed and pens where a market is held for the sale of horses, cattle, and sheep.

The principal entrance to the city from the Port is at the top of Hindley Street, which, with Rundle Street, commencing at the central cross street, forms a continuous street a mile long, and can be seen from this elevation nearly to the end; the shops on either side, and the vehicles and foot passengers moving up and down, presenting a lively panoramic view, These two streets are neither the widest nor the most central, but this being the first part of the city occupied, business has concentrated here. The shops are built of brick, and are from one to three stories high; some of them with plate glass fronts and fittings in proportion. Goods of every description are displayed for sale, and articles of luxury, as well as the necessaries of life, can be procured, if the means are not wanting. Hotels and public-houses meet the eye every few doors along the streets. Many new comers must wonder, as they pass along, how all these places could be built, stocked, and supported by such an apparently small population, and in so short a time as the colony has been founded. The peculiar feature of the shops on the southern side of the street is the verandahs to the extent of the pavement, to shelter them from the rays of the sun. These streets are crossed in the centre by King William Street, the widest street in the city, and near the crossing are some of the finest buildings, banks, offices, etc. Here the coaches and omnibuses start for the Port, and a cab-stand is in the vicinity. At the northern extremity of King William Street is North Terrace, running parallel with Hindley and Rundle Streets, and a road leading across the Park Land to North Adelaide, which may be seen from the

terrace, with Government House and domain on the right, and the Council Chamber to the left. In front of the domain is a pleasant promenade, which is much frequented during the summer evenings.

The next street south, running parallel with Hindley and Rundle Streets, are Currie and Grenfell Streets. These principally contain the stores of wholesale merchants, some of which are large and handsome structures, and, though the street is wide, it is at times almost impassable in places from the number of drays loading and unloading grain and goods. The other streets to the south are fast filling up as far back as South Terrace, which latter, having a pleasant prospect across the Park Lands to the foot of the hills, is occupied with villas and private residences, with gardens and shrubberies around.

To the south, King William Street leads to the Government Offices and Victoria Square, dividing the several streets running east and west. This street bids fair to be the location of the principal public buildings. Already there are to be found here two Banks, two Exchanges, the Chamber of Commerce, Mechanics' Institute, the General Post Office, Police Office, Corporation Offices ; and at one of the corners across Victoria Square, the Court House, a handsome stone building, two stories high, with a flight of stone steps leading to the entrance, the top of which is supported on massive fluted pillars. Near to this building is the site of the Roman Catholic Cathedral, the foundation of which is laid; and in the centre of the square, the disputed site of the Protestant Cathedral, a large body of the colonists questioning the right of Governor Robe to make the appropriation of this part of the square for the purpose.

East Terrace is occupied by a few villas. Near to the north-east extremity, stand the Hospital and Lunatic Asylum, and St. John's Church at the south-east corner. The prospect from this terrace is across the park-lands and the plains to Glen Osmond, and the foot of the hills, about four or five miles distant.

This part of the city stands on an area of about one square mile, having a terrace to the north, south, east, and west; and beyond these, from half a mile to a mile of park-lands on either side; in some parts shaded with trees, reserved as places of resort for the recreation of the inhabitants. From the open and elevated parts of the city, the waters of the Gulf are just visible to the westward; and as the sun rises over the mountains and sets over the sea, the view, both morning and evening, is very beautiful at times.

North Adelaide is situated on the top and sides of a low hill, taking its rise from the valley, or park-lands, about a mile wide, through which the River Torrens runs. It is mostly the residence of those whose business or occupation is in South Adelaide. Many of these residences are tasteful buildings, with pretty gardens and shrubberies around them. Nearly every description of architecture is to be found here, from the humble cottage to the stately mansion; and nearly every variety of flower and shrub comes to perfection, without the aid of artificial heat. The population of Adelaide is estimated at from 10,000 to 15,000.

Both North and South Adelaide are supplied with water from the River Torrens. The water is raised by a steam-engine, filtered, and conveyed to the dwellings by water-carts; the charge being from 1s. to 1s. 6d. for about fifty gallons. Wells have been sunk by several persons on their own property; good water being found at a depth of from 60 to 70 feet. The fuel mostly consumed is wood, the charge for which, varies, from 30s. to £2 per ton.

The rent of business premises is from £2 to £10 per week, and even more, according to situation: a small shop and two or three rooms, in a good position, can generally be rented for about £4 or £5 per week. The rent of private residences in North and South Adelaide was somewhat as follows, at the time the writer left Australia:—For a two or three-roomed cottage, from

9s. to 12s. per week; for a four, five, or six-roomed ditto, from £1 to £1 10s. per week. The price of town land varies in the same proportion as rents; some in the back parts of the city being as low as £1 and £2 per foot; and some as high as £60 and £70 per foot frontage. The only tax upon property in the city, is a city rate levied by the Corporation for the repair of the streets, and for general improvements.

At the time the writer left Adelaide, the price of the prime articles of the necessaries of life, was as follows:—bread, 4d. per lb.; butter, fresh, 2s. 6d. per lb.; ditto, salt, 2s.; cheese, 1s.; beef and mutton, 8d. to 9d. per lb.; potatoes, 4d. per lb.; flour, 4½d. per lb.; rice, 4d. per lb.; sugar, 3½d.; tea, 2s. 6d.; coffee, 1s. per lb.

The price of clothing, in consequence of competition, is generally not very high. Fruit, when in season, may be purchased at the following rates:—Apples and pears, from 6d. to 9d. per lb.; figs, from 3d. to 6d. per dozen; peaches, apricots, and nectarines, from 6d. to 1s. per doz.; grapes, from 3d. to 4d. per lb.; cherries, 6d. to 9d. per lb.; melons, 1d. per lb.; almonds, green, 3d. per lb.; pomegranates, 3d. each.

The following was the average rate of wages for mechanics and others:—Shopmen, from £60 to £100 per annum, with board and lodging; butchers and bakers, from 8s. to 9s. per day, with board and lodging; tailors, 1s. per hour, without board and lodging; shoemakers, 8s. to 10s. per day, without board and lodging; carpenters, bricklayers, masons, plasterers, wheelwrights, and blacksmiths, from 14s. to 16s. per day, without board and lodging; domestic servants, males, £40 to £50 per annum, with board and lodging; females, £20 to £25 ditto.

The affairs of the City are managed by a Corporation, consisting of a Mayor, four Aldermen, and twelve Councillors, who are elected annually. The revenue of the Corporation is derived from an annual rate of

about one shilling in the pound, levied upon the assessed value in rent of all occupied or unoccupied land and premises, and grants of money from the Colonial Government. There is also a Corporation for the joint towns of Kensington and Norwood, pleasantly situated, about one or two miles from Adelaide.

The number and classification of the churches in North and South Adelaide is nearly as follows:—Baptists, 3; Bible Christian, 1; Church of England, 3; Christian Brethren, 1; Congregational, 2; German Evangelical, 2; Disciples, 1; Friends, 1; New Church, 1; Presbyterian, 3; Primitive Methodist, 1; Roman Catholic, 1; Wesleyan Methodist, 2; and 1 Jewish Synagogue, making a total of twenty-three places of worship. Some of these congregations are small; the largest building is that belonging to the Wesleyan Methodists, capable of holding upwards of 1,000 persons. There is a Protestant and Roman Catholic Bishop; and a large number of priests belonging to both churches, are located in different parts of the colony; and most of the churches before-mentioned have ministers and congregations in the towns and villages throughout the country districts.

The churches are erected and the ministers maintained by voluntary contributions. An Act of Council, passed a few years since, provided for grants from the public revenue for three years to all denominations who chose to accept thereof, but as there was a large body of colonists opposed to the principle of State support to religion, an effort was made by them to have that Act repealed, and prevent the passing of a similar one. In the latter object this party were successful, and, from the strong feeling which was expressed by a numerous and influential part of the community against any such interference by the Government in matters of religion, the obnoxious measure is not likely to be again brought forward. The Act referred to was in opposition to the principle upon which the colony was founded, and was,

while in operation, as well as in its introduction, one of the most fruitful sources of strife amongst the several religious denominations. The increase of places of worship since the suspension of the Act has been such as to augur well for the voluntary principle, but the Church of England, although having the largest number of members (many of whom no doubt are merely nominal, and take little interest in Church extension,) has not made anything like the progress which other Churches have made. It appears to be too expensive an establishment to be introduced into a new country without extraneous aid.

Education is supported by Government in the following manner:—A Board of Education is appointed, who receive applications from teachers, male and female, in the city and the country districts, either keeping or desirous of keeping schools. The applicants must possess educational qualifications, and have the promise of a certain number of scholars. The situation of the school and other circumstances are considered by the Board, and a licence granted accordingly, which entitles the teacher to a gratuity of £40 or £60 per annum, as the Board may determine, independent of school-fees. The Scriptures may be used in the schools, but religious catechisms or teaching of a sectarian character is not allowed. During a portion of the year 1853, the number of licensed schools and scholars was as follows:—Town and suburban schools, 54; boys in attendance, 1,661; girls do., 1,309;—country schools, 49; boys in attendance, 1,147; girls do., 938;—total number of schools, 103; scholars, 5,055. The number of licensed schools has considerably increased since the above return was made, and in addition to these there is a large number of private educational establishments. The Collegiate School of St. Peter's, established by the Church of England, and principally supported by that body, but open for the admission of youths of other denominations, is the principal scholastic institution in the

colony. It is incorporated by Act of Council, but does not receive aid from the Government. The College buildings are extensive and handsome, pleasantly situated on an elevation near the Park-lands, with several acres of land adjacent.

The religious and other institutions of the colony are somewhat similar to those in England, and comprise Bible, Missionary, Tract, and Total Abstinence Societies; Libraries and Mechanics' Institutes; Philosophical, Agricultural, and Horticultural Societies; Hospital, Lunatic, and Destitute Asylums. Each of the three last-named are supported by Government from the public revenue, and no taxes are levied upon the inhabitants for the support of the poor, sick, or afflicted, or for the maintenance of religion.

There is a Missionary Institution at Port Lincoln, under the superintendence of Archdeacon Hale, the object of which is, the education and training to habits of industry the aboriginal youth of the colony. It is supported partly by Government and partly by voluntary contributions, and has been the most successful attempt yet made for the improvement of this degraded race. There was formerly a large school in Adelaide for the aborigines, but there were two great difficulties to contend with in the city; the one was the immoral influence of the European population) and the other the love of these children for the wild habits of their forest home, which led them to leave the school at any time and return to their parents in the bush. Such children as are eligible, and are willing to avail themselves of the institution, are sent to Port Lincoln, where they can remain as long as they please, provided they comply with the regulations of the institution. They are there taught husbandry and useful arts, as well as reading, writing, etc. The aboriginal inhabitants, natives, or black-fellows, as they are severally called, live in tribes, and are scattered over the country. Large numbers formerly located on the banks of the river Torrens, near the

city, but they now appear to prefer a country life. They have recently been very useful to the settlers since European labourers have been scarce, and have, in some instances, received as good wages as many labourers in England. There are aboriginal resources in different parts of the country, which, as these people do not choose to avail themselves of, are leased to the colonists for cultivation.

The Mining Companies of South Australia are numerous, but a few only have been carrying on operations during the last few years. Of these the principal one is the South Australian Mining Association, to whom belongs the famed Burra Burra copper-mine. The original £5 shares have sold as high as £220, and it returns a profit of 400 per cent. per annum to the shareholders. Silver and lead mines have been profitably worked, but the high rate of wages, and migration to the gold-fields, have retarded of late the working of the mines. The Strathalbyn Mining Company have recently commenced successful operations at their mine at Strathalbyn, which resulted, in one instance, in the following yield of metal to the ton of ore:—40 per cent. for lead, 90 ounces of silver, and 6 ounces of gold. The extent of the mineral resources of this colony are doubtless as yet unknown and almost unlimited. The total quantity of ore raised in the colony since the discovery of the mines in 1844 has been as follows:—Copper ore, 115,520 tons, valued at £1,732,800; silver-lead ore, 2,429 tons, valued at £29,148.

There are several Land and Building Societies, which have enabled hundreds of the working classes to become possessed of comfortable residences on the payment of a small sum weekly.

The main roads leading from the city to the country are kept in tolerably good repair. The settled parts of the colony are divided into 13 counties, 47 hundreds, and 21 districts. Under the District Council's Act each district is entrusted with the management of its local

affairs. The Council consists of five members, who elect their own chairman; three retire by rotation, and three are elected annually to supply their place. A rate, for the repair of roads and other improvements is fixed at a public meeting of rate-payers.

Throughout the country districts there are between 60 and 70 branch post-offices. The inland prepaid postage is *2d.*, and the unpaid *4d.* Letters and magazines received by ship are also *2d.*, and those sent out of the colony *6d.*; in each case for single letters. Newspapers pass free, but all periodicals under four ounces are charged *2d.* Nearly all the mail conveyances take passengers to their several places of destination.

The main road to the north passes over a level country, extensively cultivated, skirted on one side by hills and on the other by marshy land near the sea. About 14 miles from Adelaide is the town of Salisbury, and 13 miles farther Gawler Town, situated on a river bearing the same name. This latter is a large and thriving place. The road from Gawler Town to the Burra Burra mines is mostly over a level country, and two or three villages lie in the route. The mines are about 100 miles from Adelaide. The name of the township is Kooringa, and a considerable business is carried on here. Beyond the Burra Burra mines there are several large sheep-runs, some of which extend to Mount Remarkable and the head of Spencer's Gulf, upwards of 200 miles from Adelaide.

A north-east road enters the mountains a few miles from Adelaide, and leads to some beautiful fertile valleys, where large quantities of grain and fruit are grown. The sources of the Torrens are in this direction, about twenty miles from Adelaide. The water is collected in a chain of ponds, which in the rainy season flow from one to the other, thus forming a continuous stream, fed, in its onward course, by several small creeks running down from the mountains.

An east, or south-east road, enters the mountains at

Glen Osmond, which is a favourite place of recreation, affording a fine view of the plains, city, port, and gulf to the westward. Proceeding up the glen, the road runs through a romantic mountain country, leading to the agricultural district of Hahndorf (one of several German towns in different parts of the colony); Mount Barker, a district which, although named after a mountain, is a large tract of hilly and undulating country, on an elevation of between 8,000 and 4,000 feet above the sea. The atmosphere here is much cooler than on the plains, and the crops of grain grown here are very heavy. Beyond Mount Barker the country has a downward tendency in the direction of Strathalbyn and the river Murray. Along the banks of the Murray there are several sheep and cattle runs, and since the navigation of the river by steamers, the attention of settlers and others has been directed to the present and probable resources which are thus opened up. The river has already been navigated upwards of 700 miles, and at certain seasons it is anticipated that 1,000 miles can be accomplished. The estimated number of sheep on the banks of the Murray and its tributaries, in the colonies of Victoria and New South Wales, is 540,000, which would probably yield 2,227,500 lbs. of wool, valued at £167,062 10s. The principal part of this produce, it is anticipated, will be conveyed down the Murray in steamers to the township of Goolwa, thence by railway to Port Elliot for shipment, adding materially to the prosperity of South Australia, as the same facilities for sending down the wool can be used to supply provisions, etc.

The south road leads across a plain of about ten miles, covered with farms and farm-houses, with the river Sturt winding through it, then over the ranges to the agricultural districts of Morphett Vale, Noarlunga, Willunga, the river Murray, and Encounter Bay—the last-named place being about sixty miles from Adelaide, and about seven miles from the township of Goolwa, the

harbour for the Murray River steamers to load and unload their cargoes.

A road to the south-west, through the Black Forest, leads to Holdfast Bay and Brighton, the former five, and the latter eight miles from Adelaide. Both these watering places are much frequented in the summer months; those who have business in the city being able to go to and fro, morning and evening, by means of public or private conveyances.

The animals mostly used in drays and other vehicles in Adelaide and the suburbs are horses, but in the country districts teams of bullocks are generally to be seen, which travel slowly but surely over the long steep hills so frequently to be met with.

A return for 1853 gave the following estimate of live-stock in the colony:—Horses, 7,213; cows, 39,284; bullocks, 33,791; calves, 14,814; sheep, 427,541; goats, 471; pigs, 12,284. The price of good draught horses is from £40 to £50; saddle and light harness horses from £20 to £30; working bullocks, from £18 to £22 per pair; dairy cows, from £8 to £10; sheep, from £1 to £1. 5s.

The quantity of land under cultivation in the year 1853 was as follows:—Wheat, 50,191 acres; barley, 7,695; oats, 3,123 acres; hay, 16,889 acres; potatoes, 946 acres; vineyard, 355 acres; garden, 2,263 acres. The total quantity of land alienated from the Crown is about 1,000,000 acres. The number of acres sold during the year 1853 was 218,398, realising £298,559, and during one quarter of 1854, the quantity sold realised £102,600. 11s. 3d.

The unsurveyed and unsold lands belonging to the Crown are leased to squatters for the purpose of depasturing their flocks and herds; the annual rent for such lands being from 10s. to £1 per square mile, according to the quality of the land. Some of the large stock-owners occupy, in this way, from 200 to 300 square miles.

The land in the country is surveyed by the government and divided into 80 acre sections, which are advertised some time previously to the day of sale. The upset price is £1 per acre, but the price realised is frequently as high as £2. These government land sales are held weekly, and are conducted after the manner of ordinary sales by auction, the highest bidder being the purchaser.

The rate of wages given to agricultural and farm-servants at the time the writer left Adelaide was as follows:—Married couples, £45 to £70 per annum, with board and lodging; single men, £50 to £60 ditto; shepherds, £35 to £50 ditto; hut-keepers, £20 to £25 ditto.

The value of goods imported into the colony for the year 1853 was about a million and a half; and the exports, the produce of the colony, about three quarters of a million; but as there has been a decrease in the imports for 1854, and an increase in exports, the amounts for the latter year will be more equal.

The probable revenue and expenditure of the colony for 1854, is estimated as follows:—Total estimated revenue, £304,836; total expenditure, £289,586. 18s. 8d. The return of the population of the colony in 1854, was 81,752; 13,000 of whom had entered the colony within a period of eighteen months.

The form of Government is principally representative; the Executive Council is composed of the Governor, Colonial Secretary, Registrar-General, Advocate-General, and the Surveyor-General; each of whom, with the exception of the Governor, has a seat also in the Legislative Council, with a Speaker, four members nominated by the Crown, and sixteen members elected by the colonists. A new Act for the establishment of a Parliament in South Australia has been formed; and will, probably, come into operation in the year 1855. It provides for a Legislative Council, and a House of Assembly, which is to be called the Parliament of South Australia. The qualification of electors by this Act, is

the possession of a freehold estate of the value of £20; or the occupation of a house of the value of £5 per annum.

The climate of South Australia is changeable, but healthy notwithstanding. The year may be divided into four seasons, somewhat as follows :—From the beginning of September to the end of November, a spring corresponding with an English summer; from December to the end of February, the Australian summer; the thermometer sometimes rising to 110° or 120° when the hot winds are blowing, which is seldom more than ten or twelve days in the year; and at other times, from 80° to 100° in the shade; from March to the end of May, an autumn, or second English summer; and from May to the end of August, a winter, consisting of cold winds and rains. Snow is unknown, and frost nearly so; ice being seldom seen, and when seen, rarely thicker than a sixpence. The mean quantity of rain which fell annually from the year 1839 to 1854, was 22.548 in.; and the average number of days on which rain fell in each year, was 112.

During the summer months, the inhabitants of the city are frequently annoyed with dust storms. These are not peculiar to this city or to the colony of South Australia, for they are experienced alike in Victoria and New South Wales, and in the cities of Melbourne and Sydney. These are rarely seen in the country districts, where there is not much traffic. As regards the heat, I have seldom felt it more oppressive in Australia than I did in America, although the thermometer was much higher in the former than in the latter country. The atmosphere in Australia is dry, while in most parts of America it is moist and humid, which causes it to have a more distressing effect upon the constitution. The weather in Australia is subject to sudden and great changes from heat to cold, which, without proper caution with regard to clothing, would, of course, be productive of colds and fever; but where such precautions

are taken, these changes are pleasant and refreshing, and the dust and hot winds are soon forgotten. The most prevalent diseases are fever and dysentery, and these are frequently brought on by carelessness and indiscretion. If attention is paid to the first symptoms of dysentery it is easily checked, but if neglected has, in many cases, terminated fatally. About a tea-spoonful of the rind of a pomegranate grated, and made into tea, has frequently produced a cure. The immoderate use of water and fruit generally brings on the disease. The surest road to health, in an exciting climate like that of Australia, is abstinence from intoxicating drinks, and a moderate use of animal food. Intending emigrants need not expect to find what I have said practised by the colonists generally, but it would be well for their health and happiness if such rules with regard to living were observed.

The state of society in South Australia is, I think, decidedly preferable to that of either of the other colonies, for the following reasons :—New South Wales, though not now a penal colony, has not recovered from the evil effects and influence of a convict population; the colony of Victoria, with its golden treasures, has attracted largely the worst class of persons from all parts of the world, many of whom, failing to find gold, and being too idle to work, live by robbery and plunder. Western Australia is now a penal colony, which has, and will exercise an unfavourable influence upon the society of this little community. Neither of these remarks are applicable to South Australia. The principal inducements which have been held out to colonists here, are a genial climate, a safe and profitable investment of capital, either in land, mines, or sheep-farming; to men of business, good profits and a steadily increasing trade; to agriculturists, good land at a moderate price, in large or small quantities; to mechanics and labourers, good wages, with the prospect of soon acquiring a piece of land, and erecting thereon a dwelling for themselves

and families ; and to all, a liberal form of government; no support or interference by the government in matters of region, and such assistance for the education of the rising generation as the circumstances of the colony

Capitalists going to South Australia, will find eligible investment for their capital, but they should not be in too great a hurry to do so. A little time for observation will generally be found profitable. Men of business, unless provided with a large and saleable stock of goods, will do well to take a situation, and become acquainted with the manner of doing business, and then, when an opportunity offers, either in the city or the country districts they could avail themselves of it. Agriculturists will find every facility for commencing profitable operations if they possess the means; if their capital is limited, they will have to lead somewhat of a bush life for a time till they can erect a comfortable dwelling, and fence in their land. Large families, the several members of which can employ themselves usefully on the farm, and thus save much of the expense of labour, are pretty sure to do well. There are several ways in which farmers of small capital can make a commencement. If they have only sufficient capital to purchase the land, fence it in, and erect a temporary dwelling, they can generally raise sufficient money to stock it and cultivate it the first year, the crops from which would, in all probability, enable them to pay the interest, and a large portion of the principal the first year. Another way in which land is to be had is on lease for a term of from seven to twenty-one years, a right of purchase being generally given at the expiration, or at any time during the term of lease ; but few with a less capital than £250 or £300 should commence on their own account. A good situation, and a twelvemonths' experience would, in all probability, find such persons in as good a position at the end of five years, as if they had begun farming at first for themselves. Numerous opportunities are to be

met with here similar to those in America ; small farmers giving up their farms, and taking larger ones at a greater distance, offering the smaller ones to new comers and new beginners. Mechanics, labourers, and farm servants, should take a situation for a short time—unless a good situation, with a respectable employer, should offer—immediately on their arrival, and be as economical as possible in order to save expenses. It is better to go to work at once at a low rate, than not to go to work at all. A good workman can soon find out who gives the best wages.

It is a mistaken idea that some have formed, that inferior workmen will do for the colonies. The colonists are able and willing to pay good wages to good workmen. If they cannot get these, they will take what they can get until better offer, and then the inferior workman must be content to work for lower wages; but it need not be inferred from this that none but first-rate workmen will be likely to obtain employment; there is room for all, and steady, persevering industry is pretty sure to be well rewarded.

South Australia, in addition to its vast mineral resources, produces sufficient grain to supply the whole population, and a surplus for export to the sister colony of Victoria, estimated for the year 1854 at 3,000,000 bushels; but which, on account of an unusually dry season, will fall short of that quantity. This colony also ships large quantities of fruit, and even vegetables, to Melbourne. The quantity of fruit produced in this colony is not to be judged of by the prices I have quoted elsewhere. The expense attending bringing it to market, and the high rent of shops, are the causes for the prices charged in the city; but at the gardens, or in the country, it may be had for a mere trifle, and so easily can it be produced, that what has frequently been quoted in reference to this subject is literally true :—every one who possesses a small piece of land may "sit under their own vine and fig-tree."

It is unreasonable to expect for this, or any new

colony, an uninterrupted season of prosperity. Over speculation, in either land, mines, or merchandize, is sure to check, for a time, the rapid strides of progression, which have so characterised this and the sister colonies of Victoria and New South Wales. But these checks are only of a temporary character ; the colony of South Australia, with its flocks and herds, agricultural and mineral productions, has, in itself, the elements of abiding and increasing wealth and prosperity. While Victoria produces abundance of gold, and South Australia abundance of grain, the one is sure, in exchanging its gold for grain, to enrich the other.

The writer, having resided in the colony almost from its first settlement, has been an observer of the several checks it sustained at different periods. At such times, nothing could be more unpromising than the state of affairs, and nothing more surprising than the rapid progress of a reaction and returning prosperity. The old colonists, who have passed through these ordeals, will not be likely to be panic-stricken when such temporary depressions occur, but will retrench their expenditure, and, like a ship preparing for a storm, will take in sail, and bravely weather it, knowing that it will soon be over.

In the early part of 1854, being desirous of visiting England and America, I took into consideration the best and most expeditious way of doing so. A favourable opportunity appeared to present itself in the departure of the fine steam-ship "Golden Age," on an experimental trip to the Isthmus of Panama. Large and showy bills announced "40 days to the United States! 50 days to England!" and although I had my doubts as to the probability of reaching either of the places in the number of days stated, I was anxious to satisfy myself and others as to the practicability and probable utility of the Panama route. Accordingly, on the 28th of April, I embarked in the steamer "Havilah," a regular trader between Adelaide and Melbourne, leaving behind in this

land of my adoption many kind relatives and friends, who commended me to the care of the Lord.

This vessel had a large number of passengers on board, many of whom, from their beards and dress, could safely be set down as gold-diggers. The fare by this steamer from Adelaide to Melbourne, a distance of 500 miles, was £10. 10s. in the first cabin, and £7.10s, in the second, but other steamers were charging lower, as this one would doubtless have to do as competition increased. After the usual noise and confusion attending the starting of a steamer, we gently glided from the Port, the screw imperceptibly propelling us along. In the evening we proceeded down the Gulf, and went through Backstairs Passage in the night. Next morning, being inclined, but unable from weakness and the effects of sea-sickness, to go on deck, I lay quietly in my cabin, envying some little children who were running about the saloon and enjoying themselves. The steward occasionally paid me a visit, to see if I was in want of anything, but, in this dilemma, my wants were soon supplied. I inquired if there were any other passengers suffering like myself, and he informed me that one or two of my own sex, and nearly all the ladies, were in the same unpleasant predicament. In the night I looked out of my cabin window, and saw the brilliant light on Cape Otway, a bold point of land along the coast, on which is erected a lighthouse. It is no doubt the best way, when passengers are able to do so, to get on deck, and keep on deck as much as possible. The following day I made an unsuccessful attempt to get on deck, and only succeeded on the third day in time to see the vessel enter Hobson's Bay.

CHAPTER II.

VICTORIA AND NEW SOUTH WALES.

THE colony of Victoria, formerly called Port Phillip, embraces the country between the River Murray, a line drawn from its sources to Cape Howe, Bass' Straits, and the 141st meridian of east longitude. It extends about 250 miles from north to south, by about 500 miles from east to west. Melbourne is the well-known capital of this golden land, and is approached from the sea, as will be briefly described hereafter.

On the 1st of May, as the "Havilah" approached the entrance to Hobson's Bay, the "Golden Age" was observed entering the bay in an opposite direction. This immense bay extends for 40 miles, from south to north; and from 20 to 60 miles in the opposite direction. Through the narrow opening, little more than a mile wide, inside the reefs, the tide rushes at times with great impetuosity; and it is considered a dangerous place for the navigation of sailing vessels, without the wind and tide in their favour. On the western side of the entrance is a lighthouse; and about 15 miles further up the bay, in this direction, an inner harbour, upon the shore of which the town of Geelong is built. The wind freshened as we proceeded up the bay, and the sea rose in a short time, quite as much as was agreeable, I imagine, to most on board; the waves tossing our vessel about like a little boat, and giving some on deck a wetting. In the afternoon we came to anchor at William's Town, at the northern extremity of the bay. Opposite this township,

the large ships lie at anchor; and a magnificent fleet is generally to be seen here, with small steamers, vessels, and boats threading their way from one to another, hurrying to and from the shore; and going up and coming down the river to and from Melbourne with passengers, goods, and provisions. William's Town is a miserable looking place, built mostly of wood, and is calculated to give new comers an unfavourable impression of the city of Melbourne, and of the colony.

About four o'clock in the afternoon, a small steamer came alongside of the "Havilah," and took the passengers and their luggage on board. This is an operation that occupies very little time; and passengers should be prepared for a speedy departure from the vessel they arrive in, if they do not wish to lose their passage. After the steamer started for the River Yarra Yarra, any person might wonder where the river was, for its entrance is not discernible along the low greensward which lines this part of the bay. However, after a little time, we were in the narrow muddy channel; and amidst shouting to barges and vessels to get out of the way, we proceeded up this winding stream for about five miles, with low banks and bushes on either side. For about two miles further up the river, vessels of from 100 to 300 tons were lying on each side, leaving room for two vessels to pass, and hardly. Near to the city, there are some tanneries and slaughter-houses, which are anything but pleasing to the eye, or to the smell.

On arriving at the wharf, we were boarded by a number of eager porters, who, following the example of their Yankee brethren, seize the luggage, and appear very anxious to convey it somewhere. This class of persons are great imposters; and new arrivals would do well to make themselves acquainted with the charges porters and carriers are allowed to make by the municipal Ordinance. A man who carried part of my luggage to an hotel, wanted to charge me 8s. I paid him 6s., and afterwards found he was only entitled to 3s.

The hotel I went to happened to be full, and not liking to go in search of another after dark, I lay down on a sofa; but not being very well pleased with the appearance of those who took up their quarters in the same apartments, I removed to an adjoining room, full of gold-diggers, in whom I had more confidence, and passed a sleepless night upon two chairs. During the night, I heard the cry of "murder" in the street, proceeding from some drunken rioters; and next morning, I saw from the newspaper that a man had been stabbed in the night, and was not expected to recover. Such cases are, however, of less frequent occurrence now than they were a year or two since, the police force being more effective and efficient.

The city of Melbourne extends along the banks of the Yarra Yarra for about two miles. The city lies in a valley and on the sides of two hills; the latter part being by far the most pleasant, but the former the part where most of the business premises are situated. On one of these hills is the signal-station, and, not far distant, the cemetery. There is a pretty view from this elevation of the bay and shipping; also of the river Yarra Yarra, and some park-like spots upon its banks. The shops and houses are built of brick and stone. Many of the former are large and handsome buildings, but on account of the different sizes and heights of these places of business, the streets have an irregular appearance. Large hotels, and immense warehouses built of granite, occasionally meet the eye; the one looking large enough to receive a ship-load of passengers, and the other a cargo of merchandise. The streets run parallel; many of them were not paved, and as the rain fell heavily while I was there, I saw a good specimen of the mud of Melbourne; the great traffic both of horse and foot passengers splashing it up in every direction. Large boots and leggings were in general use, and when these got pretty heavily coated, I observed many wash them in the stream of water rushing down the gutters.

The growth of this city is only equalled, if surpassed, by that of San Francisco, in California. Any attempt at description would be almost impossible, for its progress in one year has been such as to effect a total change in certain localities. Small buildings are pulled down, larger ones erected in their place, others are added to, and vacant ground occupied. There are Banks, Exchanges, a Chamber of Commerce, and most other mercantile institutions for the facility of trade. The streets are generally crowded, and nearly all appear to be in a great hurry, as if there was something to be done and not sufficient time to do it. Large and rapid fortunes have been made, and many no doubt are expecting to do the same. Several American merchants and tradesmen have located in the city, and have doubtless contributed not a little to the zeal and energy displayed in the business portion of this community,

The city is divided into four wards, and is under the government of a Mayor, four Aldermen, and twelve Town Councillors. The City Hall is a noble granite building in course of erection. The city improvements are effected partly by means of a rate, and partly by sums of money from the public revenue. The population of the city in the early part of the year 1854 was estimated at 100,000.

The churches in the city are generally large and costly buildings, and were somewhat as follows in number and denomination:—Baptists, 5; Church of England, 6; Congregational, 4; Friends, 1; Presbyterians, 4; Roman Catholic, 1; Unitarian, 1; various other congregations, 4 or 5; and 1 Jewish Synagogue. There is a Protestant and Roman Catholic Bishop, and several churches and ministers of the various denominations are scattered over the diggings and in the country districts.

The sum of £50,000 was voted for the year 1854, to aid such denominations as chose to accept of it for the erection of churches and the support of ministers, the proportion to each being double the amount raised by

voluntary efforts. Many have availed themselves of this boon, supposing, probably, it would not last long, and churches are in course of erection in nearly all directions.

The system of education differs from that in operation in South Australia. There are two classes of schools partially and wholly supported from the public revenue. They are termed National and Denominational Schools; the former are under the management of a Board of Education, and the latter are managed by the ministers of the several denominations. In the year 1853 there were 125 Public Schools, attended by 5,781 scholars, at an expense for the year of £56,468. 6s. 1d. During the first six months of 1854, there were 167 Denominational Schools, attended by 12,000 scholars; and 35 National Schools, attended by upwards of 2,000 scholars. The following sums were also voted by the Council for a University and Library:—40 acres of land, £30,000 for the building, and £9,000 for endowment; £20,000 for a Public Library, and £6,000 for books.

I visited one of the largest of the Denominational Schools, belonging to the Church of England. I found the Bible was made a class-book of, and from the manner in which it was used, both by the teacher and the scholars, I did not anticipate any favourable results. The teacher had the Bible in one hand and a cane in the other; and the youngsters were either amusing themselves, as opportunity offered, or giving some vague answers to the teacher, which incurred his anger, and the infliction of the rod followed. These children, as well as many more, who are thus taught to use the Scriptures, evidently regarded it with the same aversion as some of their other exercises, instead of being taught to love and respect the sacred volume. This school, in other respects, appeared well and ably conducted.

There are in Melbourne the usual auxiliary and local religious and benevolent institutions to be met with in an English city. Bible, Tract, and Missionary Societies, hospitals, asylums, &c. Among the latter may be

mentioned two or three homes for houseless emigrants, supported by the government and voluntary contributions. There is a Mechanics' Institute, and several Literary and Scientific Associations.

In the vicinity of Melbourne, there are several large and thriving towns and villages, which form outlets for the over-population of the city. Some of these are pleasantly situated; but much of the land in the immediate neighbourhood of Melbourne is low and swampy, which must render such parts, and the city, to some extent, unhealthy. It is a novel sight, morning and evening, to observe the crowds of people pouring in and out of the city, across the noble bridge over the Yarra, to and from business, in omnibuses, and all description of vehicles, as well as on foot.

The principal road out of Melbourne is, of course, in the direction of the diggings. In the wet weather it is almost impassable, and for making it good, an immense amount will have to be expended.

The country districts are divided into twenty-four counties. Previous to the gold discoveries, these were mostly occupied as sheep-runs. They are now divided between the gold-diggers, agriculturalists, and sheep-farmers. The Crown lands have only recently been submitted to public competition; and such as have been thus offered, have been mostly town allotments, so that this colony does not present to agriculturists such facilities as South Australia.

The gold fields have been, since the year 1851, the principal attraction in the colony of Victoria. This prolific source of wealth has enriched thousands, and ruined hundreds who have chanced to be unfortunate in their fruitless search of it, or, having found it, squandered it in profligacy and vice. The estimated number of persons on the gold-fields of Victoria, which spread over about 30,000 square miles of country, in the early part of the year 1854, was 100,000. The cost of carriage to the mines, about eighty miles distant, was £80 per ton. The average yield of gold per week, is

from 35,000 to 40,000 ounces; and the annual yield of gold in this and the neighbouring colony of New South Wales, has been valued at £15,000,000.

The rent of business premises in Melbourne is very high, and may be rated at from £10 to £20 per week, and even more than this in good situations. The wages of shopmen are from £150 to £200 per annum, with board and lodging.

The rate of wages for mechanics and others is higher in Victoria than in either of the colonies; but the prices of provisions and house-rents are proportionably high, as the following brief list will show : — Carpenters, masons, bricklayers, blacksmiths, and wheelwrights, from £1 to £1. 5s. per day, without board and lodging; slaters and plasterers, £1. 10s. to £1. 15s. per day, ditto; labourers, from 10s. to 12s. per day, ditto; married couples, for the country, from £70 to £80 per annum, with rations; shepherds, from £40 to £45 per annum, ditto; good farm-labourers, from £1. 5s. to £1. 10s. per week, ditto; female servants, from £25 to £40 per annum, with board and lodging.

The rent of small two and three-roomed houses, in and near Melbourne, from £1. 10s. to £2 per week; wood, £2 per ton; water, 4s. to 5s. per hogshead; bread, 5d. per lb.; beef and mutton, 6d. to 8d. per lb.; butter, fresh, 4s. to 4s. 6d. per lb.; ditto, salt, 2s. 6d. to 3s. per lb.; cabbages 6d. to 9d. each; potatoes, 4d. to 5d. per lb.; milk, 1s. 6d. to 2s. per quart; eggs, 6s. per dozen.

The population of the colony, in the early part of 1854, was estimated at about 250,000; and before the end of the year, it is likely to reach nearly 850,000. There is a large proportion of foreigners, from nearly all parts of the world. No less than 800 Chinese arrived during my short stay, several hundred of whom I saw landing and coming up the river.

There is an electric telegraph in operation, and a railway has been opened between Melbourne and Hobson's Bay, and two or three more are in course of construction and in contemplation.

The total amount of imports to the colony of Victoria during the year 1853, was £17,675,472; the exports for the same period being £9,708,411.

The form of Government is somewhat similar to that of South Australia, consisting of a Governor, Executive, and Legislative Council. A new constitution has been framed for this colony, as well as for South Australia and New South Wales, providing for a Parliament, to consist of two Houses, the members of one of which are to be elected by the people, and of the other, nominated by the Crown.

The state of society in this colony, as might be imagined from the numbers who have only been attracted to it from the love of gold, is anything but desirable. Extravagance and profligacy, drunkenness and robbery, are the prevailing evils and vices, and not unfrequently want and misery are to be met with, brought on by sickness and disease. In no part of the world are the smiles of Fortune so capricious as here—masters become servants, and servants masters; the poor become rich, and the rich often become poor from over-speculation and reckless expenditure. It will doubtless take years to form the mass of people assembled and assembling here into an orderly and well-regulated community.

Having taken my passage in the steam-ship "Golden Age," I proceeded down the river in one of the small steamers, loaded with passengers. I found the "Golden Age" to be all that she had been represented. Her saloons were spacious and handsome, and her proportions altogether such as are rarely to be met with in large steamers. She is about 3,000 tons burthen, and her engines of 1,000 horse-power. She could accommodate about 300 cabin and 600 steerage passengers.

Soon after I arrived on board I observed a large number of boats coming in the direction of the steamer. These I found contained the officers of Government, and influential persons accompanying His Excellency Mr. La-trobe, who was proceeding to England *via* Panama. The Governor was received on board with cheering and firing

of guns, and as the steamer proceeded down the bay, many of the vessels hoisted their flags, which afforded an admirable opportunity for seeing the different nations to which they belonged. We came to an anchor for the night, and next morning steamed along the coast, which we scarcely lost sight of all the way to Sydney. The distance from Melbourne to Sydney is about 600 miles, and the passage generally occupies three days under steam.

We passed the entrance to Botany Bay at sun-down, and soon after arrived off the Heads. The approach to Port Jackson is through a narrow opening in the high rocks, which extend for some distance on either side. After passing a pretty bay inside the Heads, we got a glimpse of part of the city by moonlight. We proceeded up the noble harbour, which is completely landlocked, and has a sufficient depth of water and capacity for receiving the fleets of all nations, and came to anchor a little distance from the shore.

The colony of New South Wales, which is the oldest of the Australian colonies, joins that of Victoria. It is bounded on the east by the Pacific Ocean; extends on the north to the 26th parallel of south latitude; on the west to the 141° of east longitude; and on the south its boundary is a straight line from Cape Howe to the nearest source of the Murray. This range of country comprises 400,000 square miles. The Crown has the power to form a separate colony of the territories north of the 80° parallel of south latitude. At this point the climate becomes of a semi-tropical character, and this colony will probably become to the other colonies what the Southern States of America are to the North. The principal settlement in Northern Australia (which this part of New South Wales is called) is at Moreton Bay. Sydney is the capital of New South Wales, and is the oldest and finest city in Australia. Melbourne has of late become a powerful rival to Sydney, both as respects extent, population, and trade, but it has not the advantage of such a fine harbour as Port Jackson, which is one of the finest in the world. The streets and buildings

of Sydney are little, if at all, inferior to those of some of the principal cities of England.

There are several large towns in New South Wales, and the country for a considerable distance, in every direction, is thickly populated, and there are postal communications with Sydney from every quarter. Agricultural and pastoral operations are extensively carried on in the country districts, which are for the most part well watered. Some of the rivers in this colony are navigable for small vessels, and towns and villages are situated on their banks. Here, as in the colonies of Victoria and South Australia, the distant parts of the country are occupied for cattle and sheep-runs. Coal is found in great abundance in the counties of Newcastle and Maitland, to the north of Sydney, and is an article of export as well as of consumption. The principal articles of export, before the discovery of gold, were wool, oil, tallow, hides, grain, and coal.

The gold-fields of New South Wales, which are scattered over a large extent of country, are not so rich and prolific as those of Victoria; but, from the internal resources of the colony, it is not so dependant upon these uncertain riches for its prosperity.

The colony is divided into 46 counties, and the city of Sydney into wards, the affairs of the latter being managed by a Mayor, Aldermen, and Councillors.

There is a fine Protestant and Roman Catholic cathedral in the city, and till lately a Protestant Bishop and Roman Catholic Archbishop were resident in the colony. There are several churches in the city, and in the towns and villages in the country, belonging to the various denominations. There are grants from the public revenue to aid such of the religious bodies as are desirous of availing themselves of it; and the Church of England has some valuable property, granted to it in the early days of the colony.

The religious, benevolent, literary, and scientific institutions of the colony are numerous, on a larger scale,

and of a more permanent character than those in the sister colonies, having been longer established, and, at the same time, tolerably well supported.

Large grants from the public revenue have been made for the endowment and maintenance of a University, and also for the establishment and support of National and Denominational Schools, as in the colony of Victoria. In the early part of 1854, there were 46 National Schools, numbering 3,651 scholars; 174 Denominational Schools, with 14,879 scholars; making a total of 220 public schools, and 18,530 scholars.

As to the form of government, the remarks made with reference to the government of Victoria are applicable to this colony.

The population, at the close of 1853, numbered 231,088 souls.

The rate of wages, rent, and the price of provisions, are somewhat between the prices set down for Victoria and South Australia.

The imports and exports for 1853 were as follows:—Imports, £6,342,397; exports, £4,523,346.

New South Wales, for the last few years, has ceased to be a penal settlement, and the state of society may now be said to be as good, if not superior, as that in the colony of Victoria. Drunkenness is here, as in the sister colonies, the prevailing vice, in fact, the parent of nearly all other vices. In the early part of 1854, there were no less than 400 public-houses in Sydney, 50 of which were stated to be in one street. The Total Abstinence Societies in each of the colonies are making vigorous efforts to check the progress of this demoralizing practice, and an Anti-Liquor Law League has been organized, the members of which are endeavouring to bring this subject so prominently before the public as to ensure, if possible, legislative interference in the matter, in order that the bright prospects of the colonies and the colonists may not be blighted by this baneful and destructive vice of intemperance.

CHAPTER III.

DEPARTURE FROM AUSTRALIA.

ON Thursday morning, 11th of May, while the anchor was being weighed, a few of the morning newspapers were brought on board, which sold at a high premium. The Sydney people, I think, must have been under the impression that we had dropped down the harbour the previous evening, or those, who are in the habit of visiting ships on their arrival and departure, to dispose of the earliest and latest newspapers or other commodities, would have paid us a visit; but as it was, the final trading was left to a few boatmen, who hurried to and from the landing-place till the anchor was tripped, the whistle sounded, and the paddle-wheels put into motion. The whistle appeared to have attracted the attention of several citizens, who hastened to the heights to witness our departure. We passed silently down the harbour for some distance. As we approached the anchorage of the large ships, a salute was fired, the vessels hoisting and dipping their flags as we passed. The pilot, who had accompanied us from Melbourne, left us at the Heads. Two parting guns were fired from the ship, and the passengers gave three cheers, which were returned from the pilot-boat's crew. We now put out to sea with sails set to a gentle breeze in our favour. When we got outside the harbour, the hatches were opened, and I saw two or three men lying beneath them, confined in chains. It appeared that the

sailors, and others of the ship's company, had an objection to the voyage to the isthmus of Panama, and without consulting the convenience of the captain, or any one but themselves, had determined, if possible, not to go. While, therefore, the captain and officers were busily engaged making final arrangements a large number (eighteen I was afterwards informed) made their escape. Those now released from bondage, were the unlucky ones who were caught in the act, and secured. The captain having everything ready to sail, did not, it appears, think it well to detain the vessel for the runaways, preferring to put to sea short-handed as he was. The land was in sight all day, but in the evening we began to leave it far behind, and many, doubtless, took a last view of the coast of Australia.

Next day, the 12th, we had a fine day and a favourable breeze, but very few availed themselves of the genial influence of either ; they were overcome by the irresistible effects of the motion of the vessel, and preferred, under these circumstances, the quiet of their berths to the most delightful sea breeze. I could sympathize with such, being, if not like-minded, at least in a similar unpleasant situation.

On Saturday, the 13th, we sighted and passed Howe's Island. There are four families, comprising about twenty persons, who reside on this pretty little island, which stands up like a rock in the ocean. I saw it stated in a Sydney paper, that on a recent visit of H.M.S. "Calliope," the chaplain of that ship baptised five children belonging to these families, and that he was probably the first clergyman who had visited the island. In the course of the morning we passed a brig bound to Melbourne. She was requested to report us on her arrival. The day was fine till towards evening, when it came on to rain.

On Sunday, the 14th, we had as fine a morning as could be desired ; the sea was nearly calm, and a few light clouds floated above the horizon ; but under the

most favourable circumstances, those who have been accustomed regularly to attend a place of worship and enjoy the privilege of Christian fellowship on shore, feel something wanting on such days as these at sea. The following lines, though truthful, cannot always be realised, when the associations of home and the company of those we have been accustomed to meet in the house of prayer are wanting :—

"When the Sabbath's peaceful ray, O'er
the ocean's breast doth play, Though no
throngs assemble there, He who hears
and answers prayer. Is present where the
surges sweep, And on the calm and
peaceful deep."

There was service to-day in the saloon, but as it was not generally made known through the ship, the attendance was not so large as it probably would have been, had the usual notice of the time and place been publicly made known. The service was conducted by a clergyman of the Church of England, and one of the ladies presided at the harmonium. There appeared to be a little dissatisfaction amongst some of the passengers, on account of this service being made, to all appearance, so exclusive.

On Monday, May 15th, we sighted Norfolk Island, the ocean prison-house of the doubly-convicted felon, and the vilest of the vile, from the former convict settlements of New South Wales and Van Dieman's Land. This island is distant about a thousand miles from Sydney. It is, I think, about fourteen miles in circumference. It is extremely healthy, and produces grain, vegetables, oranges and other fruits in abundance. There is a beautiful tree grows here, called the Norfolk Island Pine, which is a favourite in the artificial shubberies of Australia. As we passed by the island, I observed several of these trees towering above others, and looking like sentinels, with arms extended, on the heights. There is but one good landing-place, the

coast consisting of rocks rising nearly perpendicularly from the sea, so that the chances of escape are very few; but some of these desperadoes have made the attempt at various times, and in a few instances have been successful. They have on two or three occasions boarded ships that have been lying there, murdered some of the officers and crew, and made off with the vessels. A friend on board informed me that, on one occasion, a boat's crew sent off with vegetables, seized a vessel, and made for the northern coast of Australia. Here they landed, robbed and plundered some stations along the coast, but were ultimately captured in a state of exhaustion. One would almost imagine that these people could have little desire to leave such a delightful spot; but the beauties of nature, I suppose, have little attraction for these depraved people; indeed, the beauty of the spot probably only adds to the misery of their confinement upon it, as their minds can be so little in unison with the beautiful and perfect works of the Creator. It has been stated, with what degree of correctness I know not, that the British government contemplates giving this island to the inhabitants of Pitcairn's island, that island having become too limited for the increased population of its interesting inhabitants. As we left Norfolk Island, we had a glimpse of the landing-place, which is on the east side of the island, and above it a fine green lawn or field appeared, with some long white buildings in the rear. The population of this island is, I think, from 800 to 1,000. In the evening we had a fine view of the moon rising, it being near the full. When there are no clouds, and the sea not very rough, the moon or sun rising at sea looks like a ball of fire floating for a few moments on the water.

The next two or three days we had nothing particular to notice, except the rolling of the ship, which, as the wind at times blew fresh, was rather disagreeable. This more than ordinary rolling was afterwards accounted for

as follows,—that so many men having left us at Sydney the coals were stowed on the second deck instead of on the third.

On Wednesday, May 17th, it was reported that we had passed the antipodes of the meridian of Greenwich, and that we had gained a day; some, however, were rather doubtful that in travelling so short a distance we had gained so much time; indeed, I was not quite satisfied myself that such was the case, until I arrived at Tahiti a few days afterwards, and inquired what day it was there; I was told it was Thursday, May 25th. I found then, by adding another Wednesday, dating it the same, the days came right. On the second Wednesday, the captain expected to pass a reef, and a sharp look-out was kept ahead.

On Thursday, May 18th, we sighted two or three vessels in the morning; one of them looked like a steamer, but it is more likely that she was a whaler, and that the smoke we saw was from the furnace used for trying down the oil. In the afternoon we saw a vessel bearing down towards us; she proved to be a whaler, 40 days out from Sydney. Captain Porter threw a bundle of Sydney newspapers overboard, which the whalers lowered their boat to fetch, and though the papers would be rather damp by the time they were picked up, they would doubtless be highly prized, and beguile many of those weary hours these whalers spend upon the deep. We saw some flying-fish, and shoals of porpoises to-day; indeed, scarcely a day passed but numbers of the former were to be seen.

On Saturday, May 20th, there appeared some doubt as to whether this was Saturday or Sunday. Not being quite sure myself whether the next day would be regarded as Sunday, I determined to observe this day as well as I could; many other passengers also observed this as the Lord's day. The cooks evidently were not aware of the fact that the day was altered, for they prepared the usual Sunday plum-puddings.

Next day, the 21st, I afterwards found was observed as Sunday in the saloon, where the clergyman officiated as on the previous Lord's day. The wind came on to blow pretty strong to-day, and the top-gallant yard was sent down. We sighted land in the morning, and came abreast of it about four in the afternoon. This was the island of Raratonga. We had an excellent view of it, as we passed within a short distance of the shore. It had a very picturesque appearance. From the beach, on which we observed some natives and their canoes, the land, for the most part thickly wooded, rises at a gentle elevation to the foot of the mountains, which also appeared thickly wooded and covered with green to the very summit. These mountains are of almost every shape and size, and those towards the centre of the island very high. Two or three looked like volcanoes, and for the most part these mountains appeared to have been subject to some violent convulsions of nature, and to have been cast up in huge masses one above another. In some places their sides are naked and perpendicular rocks, presenting a striking contrast to the rich foliage and herbage in other parts. As we passed the farther extremity of the island we saw the Missionary station, a neat looking church, and a long range of white buildings.

On Monday, May 22nd, the wind still blowing strong, and the ship rolling considerably, the foreyard was sent down, to ease her as much as possible. We passed a ship to-day which had left Tahiti for Sydney a few days previous to our arrival there.

We did not sight the Tonga or Friendly Islands ; but passed a little to the south of them.

The following interesting particulars, relative to these islands, are extracted from a communication of the Commissioner of the Sandwich Islands to his Hawaiian Majesty, dated Sydney, May 1st, 1854. He says :— "The present population of the six islands, namely, Eua, Hapai, Vavau, Keppels, Boscawen, and Tonga, is estimated at about 16,000. A Wesleyan Mission has been

established here since 1829, and it is believed that the islanders have made considerable progress in Christianity. There is also a (French) Catholic Mission, in connection with the Vicariate of Central Oceanica. The Archipelago is governed by King George, aided by his subordinate chiefs. The proper title of King George is Tua Kanakobolu, but he is generally styled King of the Friendly Islands. His position, as respects the relationship he holds as sovereign of the archipelago, with the powers of Great Britain, France, and America, is, as yet, rather equivocal. It has been assumed that the sovereignty of the Tongan archipelago rests, by hereditary right, not in King George, but in Tuatonga, who, as his title imports, is the highest chief of those islands. His rank seems to be derived from the supposed divine origin of his ancestors, and the supposed divinity of his own office and person; but this divinity, both of his ancestry and himself, has ceased to exist, and there are not wanting historical proofs that, even in the days of heathenism, the power, and position of Tuatonga was rather that of a pagan high-priest, with supposed divine, or semi-divine attributes, than of a sovereign chief; and that the will of the regnant chief for the time being was supreme. King George is of middle age, of commanding stature, and of tolerably dignified bearing. When he visited Sydney, he always dressed neatly in black; but it appears that on his return to his own country, he cast aside these trappings for the primitive costume, which consists of a mere wrapper. He has a tolerably good residence at Nukualofa. The building is a little improvement on the native style, and serves also for the head-quarters of the Wesleyan Mission in this archipelago. The houses are near the beach, but the church, a primitive structure, stands in the rear on a hill, and forms a striking feature in the prospect.

"The approach to Nukualofa by the eastern entrance is very beautiful, as many as fourteen islands being visible at one time. The church already alluded to is

attended by a very numerous and apparently attentive congregation, who are remarkable for good singing. It contains but one pew, which is set apart for the use of the king and his consort, Queen Charlotte. The Tongans, as a people, are but just emerging from barbarism. The morality of these people is spoken of as being superior to that of the inhabitants of the other Polynesians ; at the same time they are represented as self-opinionated and lazy.

"There has been considerable difficulty in the way of opening up trade with these people, on account of their extravagant notions. The king has set apart Fitumotu, or Observatory Island, a small island about one and a half mile in circumference, facing Nukualofa, as a depot, for coal, etc., in the hope of inducing the directors of the Panama line of steamers to make Tonga a stopping place. The principal articles of produce here are pork, yams, cocoa-nuts, and fowls.

"There are two remarkable monuments of antiquity upon the island of Tonga, the tombs of the old kings. They are shaped like the base of a large pyramid, and consist of two pillars of stone set perpendicularly, with a third block resting across.

"The island of Tonga is of coral formation, although differing from other islands of this nature in the possession of a most fertile soil, and of a (comparatively speaking) considerable elevation. Some parts, it is stated, are as much as 100 feet above the level of the sea. The climate is said to be unhealthy and unpleasant, being hot and humid during the day and cold at night. The rank luxuriance of the vegetation, coupled with the level nature of the country, is doubtless the principal cause of whatever is disagreeable and unhealthy in the climate. The island, taken on the whole, is fertile and fruitful in the extreme ; in fact, is a perfect orchard.

"All the islands of this archipelago are not of the same character. Some are of volcanic origin, and of (comparatively speaking) great elevation. Eua is one of these,

although there are others, it is said, more lofty. The elevated parts of Eua are about 800 feet high, and are covered with vegetation to their summit. There are several cones, with fertile valleys between them, through each of which runs a small stream.

"At a distance of 170 miles from Tonga, is Alta, or Sola Island, a rather barren spot of volcanic formation, inhabited by about 150 Tongans, originating from a party who were blown away from the main group while voyaging in canoes, and have since made no attempt to return. King George went to this island some time ago, but these people not being cognizant of the death of the late Tua Kanakabolu, would not acknowledge him as their sovereign. The king, it is stated, contemplates visiting them again, and either to bring them, back to Tonga or Christianize them. The former would certainly not, as stated, be a justifiable act; and the latter praiseworthy work the Tongan (Wesleyan) Mission has it in contemplation to undertake.

"This last-mentioned island is regarded, by a gentleman who furnished much of the above information, 'as the point of a chain in actual formation ; although some (he says) regard these islands as the remains of a subsidiary continent. There are here (he adds) more evidences of creation than of subsidence.' The Hawaiian Commissioner says there are few who will not regard it as an established fact that the island world of the Pacific is still in process of creation. Among the Paumotos (the Dangerous Archipelago) it is notorious that islands may be seen in their various stages of formation, from the sea-washed rock, to the comparatively fertile lagoon island, covered with groves of orange, cocoa-nut trees, etc.," as elsewhere briefly described in these pages.

On Wednesday, May 24th, as we expected to reach Tahiti on the morrow, the anchor and guns were got ready; but as we were in an American ship, there was no demonstration of loyalty to our British sovereign on this her natal day.

On Thursday, May 25th, soon after daylight, we sighted the island of Morea. The rain fell heavily, and the sky presented one dense mass of dark clouds. These passing over, presented to view the island of Tahiti, which, with Morea and its southern extremity, looking like another island, had the appearance of three distinct islands. The scene behind us for some little time was as animating as that before, as, in addition to the black clouds there were several water-spouts, which lasted for some minutes. These water-spouts gradually extended at that part nearest the clouds, while the part nearest the sea retained its cylindrical form.

Tahiti, as we approached it, looked like a chain of very high mountains, taking their rise immediately from the water's edge. These mountains have each a number of gullies, running down in the direction of the sea, as if the water-courses of ages had made channels for themselves. At the bottom of an immense gorge or valley, down which a river seemed to flow, stood some houses, and we could perceive smoke curling upwards amidst the trees. After passing this valley a still larger one appeared, the mountains on each side being probably some thousands of feet high, and consisting of a number of smaller hills and valleys. This valley, I was afterwards informed, was the entrance to others that penetrated far into the island. There are two or three similar entrances to the interior of the island of Tahiti.

The island of Morea, like that of Raratonga, consists of a number of mountains, rising one above another, in a variety of shapes; the peaks of the highest, at the time we passed, were enveloped in clouds. There is one singular piece of rock on this island, of immense height, looking like a huge monument or obelisk.

Passing round the island of Tahiti, the bay and harbour of Papeete appeared, with its long coral reef running far out into the sea. As we neared this interesting settlement, the excitement on board increased. Our colours, French, English, and American, were displayed,

and the signal fired for a pilot, who soon made his appearance, rowed by four natives. We then entered the narrow passage between the two reefs of coral, and steamed up the bay, passing the pretty little island just inside the reef, which is covered with cocoa-nut and other trees, and has a small battery of guns upon it. The houses next appeared along the beach; being for the most part of wood, painted white, and surrounded and shaded with green of every hue, they had a very inviting appearance. Groups of natives as well as Europeans could be seen along the shore, looking at our monster vessel, the largest, probably, they had ever seen. There were about twelve vessels lying at anchor in the harbour. These consisted of 3 French war vessels, 2 American ships, 3 English ships, and 2 or 3 others.

We anchored within about half a mile of the shore, and were soon surrounded with a number of natives, whose canoes were loaded with fruit of various kinds. It was some time before the natives could get on board, and in the interval a rather novel incident occurred. The vent for the discharge of the surplus steam was suddenly opened, and it shot out, hissing and roaring upon the water's edge for a considerable distance. The natives, whose canoes were in a line with the rush of steam, appeared panic-stricken; one of their canoes was capsized, and its owner and contents thrown into the sea; the owner of another, as if anxious to escape with his life, jumped into the water, leaving his canoe and its contents to the mercy of the steam and sea. The fright was soon over, and the canoes soon re-occupied by their owners, who are almost as expert in the water as many are upon the land.

As soon as the natives could bring their fruit on board, it was eagerly purchased; the charge for oranges and lemons was a franc or shilling for about two dozen; bananas, cocoa-nuts, pine-apples, etc., in proportion.

About an hour after our arrival, the steamer was visited by the principal officers of the French govern-

ment; and Captain Porter, on landing shortly afterwards, had an interview with Queen Pomare. It was evident, the French Governor was disposed to render every assistance to the captain in getting the coals on board. He allowed the French war steamer to go down the harbour and tow up one of the vessels loaded with coals for our vessel. He also interested himself in furnishing the captain with a large number of natives to assist in transshipping the coals. About 150 natives were engaged to work day and night in watches, much to the furtherance of our speedy departure, but not much to the comfort of those on board, who were desirous of a quiet night's rest, the songs and shouts of the natives rendering nature's sweet repose impossible.

I landed in the afternoon in one of the boats plying between the steamer and the wooden jetties or wharves. The charge was a franc or shilling each way. It is usually sixpence, but of course the boatmen and others made, preparation and calculation for the "Golden Age." One of the shrewd hotel-keepers had actually put up a sign, with the name of the steamer in letters sufficiently large to be read from her deck.

My first impression of the natives, the females in particular, was anything but favourable; not in respect to their features, for they mostly had intelligent and pleasing countenances, but there was a levity in their manner which plainly indicated the loose state of morals among them. I was afterwards informed, on good authority, that it was almost impossible for those who had known the advances these natives had made in the knowledge of the Scriptures, and in practical Christianity, to convince themselves that the beings they saw so much altered for the worse, were the same as they had been accustomed to see receiving Christian instruction, and attending regularly the religious services at the Missionary Chapel.

The buildings facing the bay commence at the eastern extremity with a dockyard and coal-yard; then follow hotels and stores for a considerable distance. Next to

these, extending westward, are most of the public buildings. These consist of a post-office, police-office, barracks, workshops, storehouses, the residences of the English and American Consuls, the Bethel Chapel, native Chapel and School-house, Mission-house and printing-office, and, at a distance from the latter, the Battery.

A very imperfect idea of the extent of the town can be had from the deck of a ship in the harbour. The thick foliage around and at the back of the buildings skirting the beach, appears to extend to the foot of the mountains a few miles distant; but in walking along the beach, narrow streets disclose to view the principal part of the town. These avenues at first appear to lead to numerous gardens with houses here and there, but on walking down one of them for a short distance, I came to a street or road running parallel with the beach, in which were shops, hotels, and some neat and pretty wooden houses, surrounded with beautiful flower and fruit-gardens. In the eastern part of this first street from the beach, is the market, consisting of two sheds, for the sale of fruit and vegetables. The season not being a very good one, the supply was small, and the prices unusually high. Between the two sheds there is an iron fountain and a ladle. Similar iron fountains are placed at the corners of some of the streets, from which a fine clear stream of water flows continually. There appeared to be abundance of water in every direction, and there was a stream down most of the streets into the sea. There is a Roman Catholic chapel not far distant from the market. Farther to the westward, and looking down an opening towards the bay, stands the governor's house, a neat concrete building two stories high, with a garden, lawn, and fountain in front. A new house is building for the governor, not far distant from the old one. Its appearance at present is rather singular. It is built of coral, and has a deep verandah and balcony on each side supported by

pillars. The upper part is surmounted by a large metal cupola. In an enclosure adjoining the present government house, stands the residence of Queen Pomare. That part of the street leading to the government house is entered by a strong gate, just inside of which is the arsenal, with some heavy guns and heaps of cannon balls. There is an embankment thrown up around these government buildings, on which a few guns are mounted. The street above mentioned is called the Broom road, and extends for a considerable distance round the island. To the westward from government house, it leads to the French hospital, convent, botanical gardens, brickyards, battery, and burial-ground. There is a bridge just before coming to the battery, crossing a river, which flowing down by the side of the embankment empties itself into the sea. The entrance to the fort from the road is through a garden and a grove of trees. There were only eight guns mounted, but they were of very heavy calibre. Nearly opposite the entrance to the fort, is a path leading to the cemetery, which is situated in a secluded spot, surrounded on three sides by mountains or hills. Facing the entrance there is a large stone monument, erected to the memory of the French slain in battle with the Tahitians. Some of the graves had railing round, and were tastefully ornamented with flowers. At the foot of one inscription, describing the loss of two infants at the ages of one and two years, was a glass case, containing two pretty wreaths of flowers. Several of the inscriptions were written on wooden crosses, and one, to the memory of a lieutenant, was ingeniously cast in iron, the open letters of the inscription forming part of the casting of the cross. Many of the graves had fallen in, and the railings round them had fallen down. This was the original French burial-ground, the English one being adjoining the chapel; but about four years since, the French cemetery was appointed as the place for the interment of all, whether French, English, or Tahitians.

The government has not, as yet, made any charge for burial here, nor appointed any person to keep it in order. It is pleasantly shaded with orange and other trees.

The first object of attraction on landing the day after our arrival, was a trial, or rather the fining of a number of natives for some transgression of the law. A stout and aged Tahitian, who acted as magistrate, was sitting under a verandah, with a small desk in front of him, and holding a book and pencil in his hand. His dress was something similar to that of a policeman. The names of the culprits (who were males and females to the number of about twenty) were called out one by one, and on their walking forward and paying a sum of money, a certain mark was put in the book. There was neither fending or proving, but a sullen look or laugh generally followed the payment of the fine. I afterwards learned the offence of these natives, and the amount of fine due for the same. They had no doubt received their first-fruits from the arrival of the "Golden Age," and like many other foolish persons whom fortune has smiled upon in the land of gold, they were bent on spending what they had in a carousal. At the western extremity of the town, near to the battery, and in the midst of a thick grove of trees, where many of the natives reside, was the place where the *gendarmes* came suddenly and unexpectedly the night before upon those who were bent upon revelry and glee, and as the French do not allow their unwilling subjects on this island any great degree of Christian liberty nor anti-Christian enjoyments, as many of those (who had purchased intoxicating drinks and were using them too freely) as could be caught, were taken into custody and shut up in the *calabouse* all night. The fine inflicted for drunkenness is two dollars, or, in the event of non-payment, so many days' work upon the road. The first two or three years after the French had conquered the Tahitians, the former prohibited as far

as possible, the sale of intoxicating drinks to the latter. This was doubtless a wise precaution on the part of the French for their own safety, as the Tahitians might, under the influence of strong drink, take revenge upon their enemies; but it was a measure opposed to the interests of France, and one that will probably, as the French feel themselves more secure, be modified, or entirely repealed. The laws regulating the importation and sale of wines and spirits have recently been altered, so as to allow of the more extensive use of French wines by the Europeans and Americans; and finding that the natives can get them by this means, the French will probably remove the restrictions, but enforce the penalty; thus augmenting their revenue and increasing their trade.

Every precaution is taken by the French to prevent an outbreak of the natives. The passengers of ships lying in the harbour are not allowed to take their fire-arms on shore, and consequently the natives cannot become possessed of them. A cannon is fired from one of the men-of-war lying in the harbour every evening at eight o'clock, after which time any native found abroad from his home is taken up and put into the *calalouse*. Another cannon is fired at four o'clock in the morning, after which time they are at liberty to go where their occupation or inclination prompts them. The firing of the guns, the beating of drums, and the sound of the bugles, morning and evening, clearly indicates that Tahiti is a naval and military station. These warlike sounds echo through the villages and mountains far into the interior of the island.

Shortly after landing, I called upon Mr. Howe, the agent of the London Missionary Society, who kindly gave me much information respecting the state and prospects of the Tahiti Mission. His report was an unfavourable one, as might be anticipated from the events that have taken place on the island during the last few years. Not only have the missionaries had to

contend against the baneful effects of war, but against the immoral influence of a resident and stationary military and naval force. Add to this, the occasional visit of whalers, and ships calling to and from Australia and California, with large numbers of gold-diggers, and then there is no cause for wonder how or why this once thriving missionary station could, or has become, as immoral as it once was virtuous. But, in addition to the evil influence above-mentioned, there is to be taken into account the prohibitions and restrictions imposed upon the missionaries, preventing them from exercising that moral influence they once could without opposition or danger. Many interesting works have been written, detailing the labours of the first missionaries to the islands of the Pacific; the dangers to which they were frequently exposed, and the success which attended their efforts, after much patient toil, to become familiar with the language, habits, and customs of the various heathen tribes found upon the different islands. Under the impression that few, if any, of these labours and labourers have engaged more attention or excited more interest than those upon the island of Tahiti, I have concluded that the following recent brief particulars, although unfavourable, will not be uninteresting.

The missionaries commenced their work on the island of Tahiti at the beginning of the present century, and one of the first missionaries (Mr. Davies), who was sent out in the year 1800, is at present living on the island. He resides at Papara, a few miles from Papeete. He is both blind and infirm from age, and with the exception of an occasional visit from Mr. Howe, he may almost be said to have taken leave of this world. It is well, perhaps, that he is spared from seeing much that would doubtless cause him sorrow, though he may not be entirely spared from hearing the reports of the vice and immorality of this once virtuous and happy people. An old resident whom I met with at the Mission-house, in describing the altered state of the island in almost

every respect, said, "Tahiti was once a garden, it is now a wilderness." The causes which have produced this change I have briefly alluded to, and those who have read the accounts of the mission from time to time, are doubtless well acquainted with them. Leaving the past, it is an interesting matter of inquiry, as to what is doing, or what may be done by Britain and her missionaries, for a people who have been and may now be said to be, forcibly alienated from a nation whom they love and esteem. The following brief extract from the Report of the London Missionary Society, for 1854, gives but too truthful a picture of the present state of the mission and the people :—

"From the communications which have reached the Directors, they have been called," (says the Report,) "to sympathise with their Missionary brethren under various trials which they have been called to suffer.

"In Tahiti, the arbitrary restrictions imposed by the French authorities on the ministers and members of the Mission Churches are continued in all their force. The pastors are no longer chosen by the members of the Churches, but must receive their appointment from the secular chiefs of the several districts, sanctioned and confirmed by the French Governor; and the power which appoints, can in like manner remove them at pleasure.

"The influence of such authority is equally injurious to the liberty of the ministers and the purity of the Churches. As an illustration, a native pastor has been banished the island for non-compliance with this arbitrary and unchristian imposition; and in another instance, in which the member of a Church had been seduced into the commission of gross sin by a superior French officer, the Church was compelled, by the author of her crime, to revoke its act of discipline and to retain the offender in its fellowship. Such demoralizing and licentious influence, sustained by rank and authority, cannot fail to be fearfully obstructive to the labours of the faithful Evangelists, who deeply deplore the evils they are unable to remove, and, in humble earnest prayer, still wait on God, and hope for deliverance.

"It is some alleviation, however, to add that, although bribery and vice have wrought many evils in Tahiti, Popery has hitherto won no converts from among the native Christians."

The last paragraph is somewhat cheering, and there is another fact still more so. The people of Tahiti, as well as of some of the other islands, are sincerely attached to the Word of God. This I had some proofs of during my short stay. Since the year 1847, it appears the people of Tahiti have remitted the sum of £1000 to the funds of the British and Foreign Bible Society, for the edition of the Tahitian Scriptures sent out to them. During the year 1853, three thousand copies of the Tahitian New Testament were sent out by this Society for distribution at Tahiti and the Society Islands. The London Missionary Society have also furnished seven thousand copies of the Tahitian Hymn Book, which are highly prized. This is the brightest ray of hope for the future. The French Government are disposed to encourage education; all then who can should be taught to read, and every facility afforded the teachers to supply copies of the Scriptures to as many as can read; and if they once receive the truth in the love of it, there need be little fear of their principles standing the test of Popery, infidelity, and vice.

The silent Missionary at Papeete occupies a most important, though somewhat painful and self-denying position. Were he to accept the office of preacher or pastor in any district, his labours would be almost exclusively confined to that district; whereas at present he can supply the whole of the island with books and such publications as he is allowed to print. I was pleased to see the messengers from the native teachers, located in different parts of the island, come to him for supplies of Bibles, Testaments, and school books. They generally brought notes written in their native language, and their kind and affectionate manner, and the delight with which they received the books, was very pleasing to me. Then there is the mission press, which I was sorry to find was almost at a stand still for want of labour. Being a printer, I was proud to render what little assistance I could during my stay. The permission of

the French Governor has to be procured before anything is circulated by this means; and if the Governor was likely to be free from Roman Catholic influence, there would not probably be much opposition from this quarter; but the Roman Catholic Bishop, before he left for France, had manifested a strong desire to arrest the progress of truth, in whatever form it might be presented, and still further opposition is expected on his return. Unless from interested motives, or from fear, there is not much probability of the natives becoming converts to the Roman Catholic religion, for those whom they regard as their enemies and oppressors are so nearly associated with it, that they like the one about as much as the other. It may not generally be known the nature and extent of the oppression the Tahitians are subjected to by the French protectorate. The arbitrary laws of the latter are more grievously felt because they are generally enforced by chiefs and others whom the French have placed in authority, and who have thus forfeited the regard and esteem of their countrymen, for the sake of honour and emolument. After the Tahitian has tilled the ground, and the earth has yielded its increase, the produce has to be divided into five parts; one part only of which goes to the producer, the other four parts are appropriated for protection, administration of the laws, to the chief of the district, and for the support of the hospital. By this and other means, the produce and revenues of the country pass through the hands of the French; and the natives are thus taught to regard their rulers, not only as the receivers, but as the givers of all that their country produces, or their nature requires. But this is not all that the Tahitians are subject to. When there are roads to be made, they must make them, whether they are engaged in the field or in sport. The making of these roads is a mode of punishment for nearly all offences when the fine is not forthcoming; but the innocent at times are no less free than the guilty.

The land at Papeete, I was informed, is principally held on lease, but some has latterly been offered for sale. A notice appeared some time since in the French paper, stating that all lands not fenced in, would be considered as unclaimed and unsold. The town is not badly laid out, and should it become a station for steamers running between Australia and Panama, it will most likely become a place of considerable trade. The principal articles of export hitherto have been oranges and cocoa-nuts, lime, lemon, citron-juice, etc.; but the total amount of exports for the year is insignificant compared with those of the Sandwich Islands. A large amount is annually expended in the shape of supplies for whalers and other vessels calling here; but, with the exception of pigs, fruit, and vegetables, the goods have first to be imported, and therefore do not enrich the country to any great extent. Several attempts have been made by the French to cultivate the vine, but, hitherto, with little success. The soil is of a dark colour, rich, and well watered, and would, probably, in many parts, produce fine crops of Indian corn. The French, however, are bad colonists; they lack energy and perseverance. What is wanting in the French in this respect, however, the Americans will probably supply. These latter have already erected large hotels and stores, and there is little doubt but that, as trade increases, a population will be attracted to the island, who will hereafter operate favourably for the European, if not for the native population.

The power of the Queen is very limited, and it is generally thought her successor will have less. The Tahitians appear averse to the French and to the French rule. This is not to be wondered at, for the latter appear to be anything but what they profess to be, namely, the protectors of the former. The position of the Tahitians is, in fact, little better than that of slaves, and their slavery is the more grievous to be borne, from the fact of their having tasted the sweets of

liberty, and given proofs of their ability to govern themselves.

While at Tahiti, I took a walk one day with a fellow-passenger into the interior. We first went for a mile or two along the Broom road, on each side of which for some distance there are gardens and land under cultivation. We then turned off into a narrow road, cut through a forest of quava and other fruit-trees, and shrubs of various kinds. The quava, which was introduced here a few years since, has overrun the country for a considerable distance, and threatens in some parts to choke everything else. About four or five miles from Papeete, we passed a small native village or two, and soon after came upon the banks of a river, running swiftly over large smooth stones. We found we had entered a valley, down which this river flowed. As we proceeded up the valley, the road was shaded by fine orange-trees and bread-fruit trees, and the mountains on each side became more elevated as we advanced. Multitudes of small lizards sported about in the leaves by the road-side, and little streams of water issued from the sides of the rocks, and were lost again among the green bushes. At each turn in the road the scenery became more wild and beautiful. Sometimes on looking up, the mountains appeared like a wall rising perpendicularly several hundred feet, and their huge summit at times projected over, threatening destruction to those beneath. In other places the mountains rose gradually to a similar elevation, and were covered to their very summit with trees and shrubs. The beauty of this mountain scenery was heightened occasionally by waterfalls, sometimes issuing from the top of the rocks, and at other times hidden from view by the green foliage, till, meeting with some obstruction, they would foam over and fall in snowy flakes, or run down a gentle stream. Now and then a wild pigeon would fly across the heights; but with the exception of this, sublime, solitary nature reigned supreme. The mountains seemed to reach the

clouds, and, where not too steep, were covered with trees; waterfalls, like silvery fountains, flowed down their sides, forming a river, which bubbled and rushed over large stones till it reached the level country and the sea. At the head of the valley the scene is truly grand. The mountains form a sort of amphitheatre, enclosing one with a pointed summit apparently upwards of 1000 feet high. Crossing a bridge over the river, we began to ascend a mountain pass. We met a few guides and their mules, which are generally hired by parties visiting the fort. After an ascent of about a mile we got a view of the little blockhouse, with a French flag flying, and two or three of the guards sitting around. The house is near the edge of a perpendicular rock of immense height. On one side there is a fine waterfall, which is lost in small clouds of pure white vapour ere it reaches the bottom of the valley. On the other side is the pass cut in the side of the mountain, leading to the fort.

This fort is the place where the French captured the Tahitians; the latter were on the heights and the former in the valley; and it was a matter of no small surprise to me, as it doubtless has been to others, how the Tahitians, in such a position, could have been taken; but I was afterwards informed that the success of the French was entirely through the treachery of a native chief. The fort is situated on a small *plateau*, commanding an extensive view of the valley and the mountains on the other side. At the back of the fort are a few houses, the residence of the French officers, surrounded with neat gardens, containing, besides vegetables, many pretty flowers. This little cultivated spot had a singular appearance, surrounded as it was by such wild scenes of nature. The mountain by which this *plateau* is reached, rises between 200 and 300 feet higher, and it is said the summit can be seen in the bay; the French are making a path up to it, to hoist a flag and telegraph if necessary. We were informed that the winding path up this short distance,

would be about a mile long. On the opposite side of the *plateau*, a French guide conducted us down a flight of steps, cut in the earth, to a natural reservoir, the continual overflowing of the water from which forms the fall, which is seen coming up to the fort. The water has here formed first a cave, and then a basin; the depth of water in the latter is about 18 feet, and as the sun never penetrates into this recess, the water is delightfully cool and refreshing; it flows into an outer basin before falling over the mountain. Our guide, who was one of the French soldiers stationed here, informed us that the wild boars occasionally come down the mountain on the opposite side of the valley to the water; and that at times, they heard immense masses of rock falling from the heights with a noise like that of thunder or of an avalanche. After a short rest we descended to the valley, highly delighted with the magnificent scenery we had witnessed, and which had so amply repaid us for a walk of about nine miles. About half-way down the mountains there is a little stream of water issuing from a rock through a tin pipe. Here we halted and took some refreshments; and with the aid of a bathe in one of the deep rocky basins of the river, and the juice of a few oranges we picked up under the trees, we were enabled to reach Papeete with comparative ease, after a walk of about eighteen miles. We were overtaken on our return by a mounted party, consisting of the French Governor, the late Governor of Victoria, their *aides-de-camp*, and two or three friends who had been on a similar tour to ourselves, and whom we had met at the cave. There are two or three other valleys on the island, not unlike the one we had seen. We spent one Sunday at Tahiti, and a delightful day it was to me, as it doubtless was to many others. Mr. Howe usually sends an invitation to the officers and passengers of ships lying in the harbour, to attend the English service at the Bethel chapel; but not having a sufficient number printed for us, two or three passengers were deputed to invite the rest.

I went ashore about eight o'clock, and being too early for the native service, which I was desirous of seeing, I sat down under a tree. I had not been there long, before an aged native came by with a book in his hand. I was curious to know what it was, and held out my hand to have a look at it. He gave it me, and I found it to be portions of the Scriptures, printed at different times in the native language, and bound up together. It bore evident marks of constant use, and was, no doubt, highly prized by this aged Christian. I handed it back to him, and as I supposed he was on his way to the church, I followed him. The native church at Papeete is a large wooden building, with a gallery, capable of holding upwards of one thousand persons. On this occasion it was not more than a quarter filled. A young native Evangelist was in the pulpit. A hymn was given out, the singing of which was led by a female to a lively tune; and though all did not engage in this part of the service, those who did sing, sung sweetly, and kept good time. Prayer followed, and then a portion of Scripture was read. After again singing, the sermon commenced. The youthful preacher appeared to have a good flow of language, and from his energetic and impressive manner, he seemed to feel the force of what he said. Many of the Tahitians present had Bibles, and made use of them. Some referred to the passages of Scripture quoted, while others with a pencil made a mark, or wrote down some striking passage from the mouth of the preacher. The congregation were both devout and attentive, and mostly composed of aged men and women. I was informed that a few years since this church was well filled every Lord's day. The causes which have led to this sad change, I have before alluded to, and the effects cannot but be a source of regret to all who are interested in the progress of the Gospel among the heathen.

I next went to the Bethel Chapel, a wooden building capable of holding upwards of 100 persons. The late Governor of Victoria and several of our passengers were

present. The service was conducted by Mr. Howe in an interesting and edifying manner. His prayers were appropriate and comprehensive, and the singing was delightful. He preached from Proverbs iii. 6, "In all thy ways acknowledge Him, and He shall direct thy paths." In his discourse he made special reference to the providence of God, in bringing so many of those present thus far on their journey, and exhorted them to acknowledge the preserving hand of the Lord in their future travels, and seek His guidance and direction in all the various circumstances of life.

There was service at the native Chapel in the afternoon, and the aged native I met with in the morning I saw repairing thither.

The hotels were open throughout the day, and many of the natives were engaged in selling fruit. The Tahitians, a few years since, were strict observers of the Lord's day, but many now only follow the example of the French, and keep the first part of the day, and a great many keep it not at all. Some 50 or 60 were constantly engaged in loading our vessel with coal; these did not work in the forenoon, but were set to work as usual in the afternoon.

There was service at the school-room, adjoining the Mission-house, in the evening. It was conducted by Mr. Howe, in the same interesting manner as in the morning. The congregation was small and select. There was an interesting Tahitian family present, consisting of an aged female, her daughter and son-in-law, and four or five grand-children. Among the latter were two or three interesting females, neatly dressed in the European style. The grandmother, who had a remarkable good memory, was introduced to Mrs. Bligh (daughter of Captain Bligh, of the "Bounty") who was one of the passengers by the "Golden Age." The former remembered Captain Bligh's visit to Tahiti, and described his person, and some little incidents that occurred at the time. She also remembered my father's visit to the island in 1825, and pointed

out the part of the harbour where the vessel lay. He was then engaged in the pearl and coral fishery, and employed several natives as divers.

On Monday, May 29th, the captain of the "Golden Age" invited a number of passengers to a pic-nic party, up one of the valleys. The day was fine, and they doubtless enjoyed the beauty of the scenery and the repast provided for the occasion. In the evening I had one of those treats which nature frequently presents to an admirer of its beauties, but which are so often disregarded by the sordid mind. I was walking upon the beach near to the missionary's house. On one side stood the houses, with a deep green foliage surrounding and rising above them. There was not a breath of air to move the leaves, nor a cloud to cover the bright spangled sky. On the other side was the calm ocean like a sea of glass, with a setting moon shining in the distance, just giving a faint view of the island of Morea. The surf upon the coral reef broke with a soft murmur. The gun had fired, and the dums and bugles had sounded, and with the exception of the song of the natives, who were loading our vessel with coals at the other part of the harbour, not a sound was heard. Now and then a native, who was behind his time, softly paddled his canoe on shore, and disappeared among the trees. The early part of the morning and the evening are the most delightful portions of the day. The heat of the sun is rather oppressive in the middle of the day, and the less bodily exercise at such times, the better for the European constitution. The climate of Tahiti is generally considered healthy, but indolence would, I should imagine, be as prejudicial to health there as excessive bodily exercise. The American and European inhabitants at present on the island, may not generally be said to be of an industrious character. Their trade is very irregular, dependant on the arrival of ships. They are inactive till then, but endeavour on these occasions to make up for loss of time by extra exertion and extravagant charges.

Many of our passengers were desirous of renting rooms or houses during our stay, but few were able to do so. I was fortunate in early making the acquaintance of the Missionary, Mr. Howe, who kindly invited me to partake of such accommodation as his house would afford during our stay. Many who have called at Tahiti, will doubtless remember with pleasure, the kindness, hospitality, and Christian fellowship, of this gentleman and his lady.

CHAPTER IV.

DEPARTURE FROM TAHITI—ISLANDS IN THE PACIFIC OCEAN—
ARRIVAL AT PANAMA.

ON Tuesday, the 30th of May, while finishing a letter at the Mission-house, I heard the well-known signal for the passengers to be on board. The whistle sounded twice, and even thrice, before I could finish my letter, collect my papers, and take leave of my kind friend Mrs. Howe. I hastened along the beach, meeting Mr. Howe, who commended me to the Lord, and bade me farewell.

On arriving at the vessel, I found I could not get on board until Queen Pomare, who was about to ascend the steps, had got on deck. She had come to see over our line vessel before its departure. A salute was fired from the steamer, as the queen, accompanied by some of her family and others, left the shore. As I did not like, while on shore, either to give or take the trouble to go and see her, I was glad of this opportunity. When I saw her, she was seated on one of the sofas in the saloon; she appeared somewhat fatigued, probably on account of her late illness. She is plain in her features, and, on this occasion, was plain in her dress, which appeared to be of green merino or something of the kind. I was told that she sometimes dresses in figured silks and satins. The captain showed her the elegant saloons of the steamer, with which she appeared pleased, as did also those who accompanied her. After taking some refreshments, the queen and suite retired.

A number of natives, with supplies of fruit in their canoes, kept at a little distance from the vessel. They asked a much higher price for it now than they had hitherto done. The immense quantities consumed and purchased for the voyage had probably somewhat lessened the supplies, and they were shrewd enough, no doubt, to guess, that such as had neglected to get a supply, would not mind paying a higher price at the last moment. They did not, however, on this occasion, display the wisdom of traders in perishable commodities, who will usually sell at a sacrifice, rather than have such goods left on hand.

At eleven o'clock, the anchors being stowed, two guns were fired, the paddle-wheels were put in motion, and the monster vessel proceeded on her voyage, amid the cheers of the hundreds of persons assembled on the beach, and of the natives in their canoes. They doubtless had good cause to cheer, for the pockets of the passengers had been lightened not a little, to the advantage of the residents of Tahiti. After passing the coral reef, the pilot left us, and many a longing eye was doubtless cast towards the pretty sheltered bay, as the boat pulled back to the shore. For my own part, I must say I felt some regret at leaving, though for many reasons I cannot say that I should like to make that place my home.

In passing round the island, it was somewhat singular to observe the many shapes it assumed. Towards evening it grew dim in the distance, and before night was lost to view ; there was a large quantity of fruit on board, which quite scented the vessel, and lasted for some days ; indeed, with care, I kept the last of my oranges till I reached Panama.

The day after leaving Tahiti, a sharp look out was kept for the Chain Islands, or Dangerous Archipelago. We sighted two or three of them in the afternoon; they had a singular appearance; one or two of them looked something like floating mounds of earth with a few trees

on them. A very pleasing description of one of these islands, as also of two or three others visited by the governor of Tahiti a short time previous to our arrival there, appeared in the French newspaper. A fellow-passenger took the trouble to translate two or three of them for me, and I have made such extracts as I think may be interesting.

The name of one of these islands is Rairoa. The interior is an immense lake, supplied with water from the ocean, through one or two openings in the land. The bottom of this lake is composed of coral, and is pretty deep in all parts. The land which surrounds the lake is very narrow, being only from three hundred to six hundred feet wide. This place is divided into fifteen districts, and is governed by chiefs, some of whom, it is stated, are Tahitians. The number of inhabitants is estimated at about four hundred: their food consists of fish and fruit. They have no water on the island, and are thus compelled to use the milk of the cocoa-nut. They are described by the French paper as being all Protestants, and as having several native ministers of the Gospel among them. They are also described as being a very amicable people, and very fond of singing hymns. For this purpose they meet together at their ministers' houses, or under the shade of the cocoa-nut trees, in the evening. The land being very low and exposed to the rays of the sun, the natives sleep during the heat of the day, and sit up a considerable part of the night, especially when it is moonlight; some of these moonlight scenes are described as being quite enchanting. This land is supposed not to have, been above water any great length of time, as the surface soil is not very deep ; the vegetation, however, is luxuriant. This would almost seem to be an island, in course of formation ; if so, the immense bed of coral which forms the bottom of the lake will probably hereafter appear above water.

Another island, called Meetia, not belonging to this

group, is described somewhat as follows :—To the eastward, twenty leagues from Tantira, rising perpendicularly from the Pacific Ocean, is a large double rock, upwards of twelve hundred feet above the level of the sea. It is of volcanic origin, or rather, the entire island is an extinct volcano. There is not a point of rock that does not bear traces of the subterranean ores of the earth. After having with some difficulty gained the mountain height, and seated yourself upon the edge of the precipice, says the French writer, the eye is lost in a vast abyss of nine hundred feet in depth, clothed from top to bottom with the bright foliage of innumerable large fruit trees and wild flowers. Except in the neighbourhood of the crater, the vegetation is of the most luxuriant description. It is delightful to walk along in the neighbourhood of these large forests; but not a note of a bird is heard, to enliven the solitude of the scene. The rats, as at Tahiti, have not, as yet, reached the forests, nor are there any serpents or dangerous reptiles. Along the shore, at the foot of the mountains, the ornamental *debris* from the hills have formed a species of terrace of the richest soil, varying from three hundred to six hundred feet broad. Here the natives have their villages. They are active and industrious. Their homes are very neat, and surrounded with gardens enclosed with walls of loose stones, to exclude the wild hogs. They abound with coconuts, bananas, taro, sweet potato, bread fruit, &c. The inhabitants must have come originally from Taiurba, where they have frequently sought refuge from the occasional invasions of the Pomatous of the island of Aira. They are very hospitable, and received the representative of France, on his late visit, with the most cordial welcome. The approach to the island is very difficult, as there is neither harbour or anchorage. Vessels must lay to, and lower their boats, in a sea continually agitated by strong breezes, as well as rapid and variable currents. The landing is effected at two

different points; on the windward side you are driven onward by the surf, which threatens to crush your boat to atoms on the iron-bound coast, but an opening in the rock presents a fissure some yards in width; here, the waters breaking, fill the small channel with a mass of foam. Hardly is the entrance into the whirlpool effected, than both boat and men are laid hold of by the natives and drawn ashore. On the east side the landing is easily effected in a small creek, tolerably sheltered; but once ashore, you must climb a steep rock, in the sides of which some steps are cut. The habitations of the natives are distant from the landing-place. What a pity, says the French writer, that this charming oasis in the Pacific Ocean is completely destitute of fresh water! What a luxury is the milk of the cocoa-nut here, in the heat of the day, and, in fact, at all times; for this is all you have to mix with your wine, to prepare your tea and coffee, and for the use of your toilet. There are no mosquitoes or troublesome insects, and the air is elastic and dry, all the humidity of the atmosphere being continually absorbed by the plants, which in vain seek for nourishment from the bowels of the earth.

A third, called the island of Matea, differing from the two former, is described as follows:—It elevates its white and abrupt form about three hundred feet above the level of the sea. It may be seen, from the deck of a vessel, at a distance of twenty miles. It lies isolated, about forty-two leagues from Tahiti, towards the N.N.E., and twenty leagues from the western portion of the Pomatous. It is of an irregular quadrangular form, crowned with a verdant forest, from the centre of which rises a mass of rock, whence the eye embraces the whole island. The approach is not easy. As at Meetia, it is to windward on the N.E. side that a landing is effected. Here, amidst the breaking surf, between two rocks, the canoe darts into a tiny basin, much more dangerous than at the former isle; and you must watch the moment when the wave rises, to gain the shore.

The rocks here are of a coral formation, whilst at Meitia they are volcanic. The native village stands on a *plateau*, flanking the mountain. The inhabitants, one-fourth of whom are children, number about two hundred in all, under a single chief. Their morals are described as being in a deplorable state, particularly as regards the female population. The men are laborious. Tara, arrow-root, and all the roots of Tahiti, are produced here. Cocoa-nuts abound throughout the island, and in some parts form magnificent groves; from the size and number of these trees, it is concluded that the island has been inhabited a long time. Limpid streams, issuing here and there from the rocks, furnish an abundant supply of fresh water. In the sides of the mountains are deep caves, forming basins of excellent water; these caves are ornamented with stalactites of a fine colour.

The summit of the mountain is gained by a rugged pathway, traced on the face of the rock. The entire island is a vast *plateau*, slightly undulating, and covered with forests. A very good road, macadamized in places, traverses it, and can be travelled with facility, the trees affording a continuous shade. Here you meet with entire forests of *tamane*, and clusters of varied coloured flowers, that fill the air with their perfumes. The soil is composed of carbonate of lime, mixed here and there with sand. The forests here are not silent, like those of Tahiti: on all sides may be seen pigeons and parrots, whose notes re-echo through the woods; also, turtle-doves of a beautiful white plumage, and a variety of other birds. There are no reptiles here, if you except innumerable lizards, which sport about among the dry leaves. The heat of the day is moderated by the refreshing sea breeze, which banishes the mosquito. The nights are incomparably beautiful. Here, says the French writer, as at Meitia, and more so than at Tahiti, the philosophical *solitaire* can go and forget the troubles of the world. And here, I would add, the contemplative Christian can go, admire the wonders of

creation, and hold sweet communion with that great and glorious Being, who has planted these beautiful islands in the vast and almost boundless Pacific Ocean.

The two or three days after leaving Tahiti were principally occupied by the passengers in narrating adventures on, and recollections of the island; and in anticipating the time we should reach Panama, and how we should get across the isthmus. Thus it is with the mass of mankind; they look behind and before, at the past and the future, more than at the present. Memory recalls pleasurable scenes that are past, in the vain hope of enjoying them over again, regretting opportunities that have been lost, never to be regained; while hope looks forward to many a pleasure which turns out a *mirage*, and fear, to many a danger which never appears.

On Sunday, June 4th, while engaged in reading my Bible, one of the passengers asked me if I would preach a sermon; he said he had not heard one for a twelve-month. I thought this was rather a singular request, and one I was not much prepared to comply with; however, I told him if he knew any of the passengers who were desirous of meeting together for worship, I would be happy to do my best in conducting it. He said he had no doubt there were some who would gladly attend. I mentioned the subject myself to two or three fellow-passengers, who were pleased with the plan, and promised me their assistance. In the morning I attended with a friend the service conducted by the minister in the saloon, but we could hear scarcely anything, on account of the noise made by the machinery. In the afternoon, I asked the captain's permission to hold a meeting for worship in the fore-castle. This he readily granted. I then put up a notice of the time and place. At three, a goodly number assembled under the awning; I had a supply of hymn-books, and we commenced by singing a hymn. I then offered up prayer, read a portion of Scripture, and delivered a short address from Titus ii. 11—14, which was attentively listened to. I

certainly did not anticipate so large or so orderly a congregation.

On Thursday, June 8th, a male passenger, who had been suffering from consumption, and who had taken his passage in the hope that it would prove beneficial to his declining health, died. At two in the afternoon, the big bell was tolled, the funeral service read, and the body committed to the deep. A large number of passengers were present at the funeral. There is, I think, in addition to the lonely situation of the dying person at sea, something peculiarly hurtful to the feelings of absent friends, in a death on shipboard and interment in the deep, to one on land. The thought that there might have been no friend present to hear the dying request or perform the last kind offices pertaining to such sad events is sufficiently poignant, whether on land or sea; but in a burial at sea, friends can scarcely divest themselves of a feeling somewhat akin to that of the loving Mary of old; they may inquire, but ask in vain, "Where they have laid him." That will never be known till the voice is heard, saying to the sea, "Give up," and to the floods, "Hold not back."

On the following day, we sighted a vessel which was supposed to be a whaler. We were now getting pretty much out of the track of vessels, and although we were drawing near to the line, the weather was not very warm. We had the S.E. trade winds ahead, and a smooth sea day after day, which made this part of the passage rather monotonous.

On Sunday, June 11th, we held our meeting, as on the previous Lord's day, at three in the afternoon. The attendance was larger this time. After singing and prayer, in the former of which I was pleased to find many joined, I delivered an address from John v. 39. I was pleased to find the Sabbath-day so well observed, outwardly at least, as it was on board this vessel.

On Monday, June 12th, we crossed the line. The sea, as is usual in these latitudes, was calm, disturbed only

by our huge paddle-wheels, some porpoises and flying-fish. There was no shaving through the day; but in the evening a sorry substitute for Neptune made his appearance, looking more like a chimney-sweep than the celebrated sovereign of the seas. He had a razor in one hand and a paint-brush in the other, with the latter of which he did the most of his business or pleasure. The cabin passengers, I was informed, instead of drinking Neptune's health, more wisely, though I know not how prudently, toasted the captain and others in champagne.

On Saturday, the 17th, a little after daylight, we sighted the island of Cocos. It is uninhabited, except by some wild pigs and other animals. We did not sight the Galipagos group, as we passed to the south of them.

Considerably northward of our course from Australia, lay the Sandwich Islands. These are an interesting group, and from their position, bid fair to become places of importance. They lie more immediately in the route of vessels voyaging to and from China, between Australia and California, and of vessels rounding Cape Horn. They will probably become one of the United States of America. Like most of the islands of the Pacific, they were visited at an early period by Missionaries, who, notwithstanding the dangers and difficulties they had to contend with at first, laboured on, until they were gratified at witnessing many evidences of the power of the Bible and Christianity, amongst these once heathen and barbarous people. These islanders have now a regularly organized government, a legislature, courts of justice, etc. The king of Hawaii a short time since instructed his Commissioner at Sydney, to endeavour to open up a trade with the inhabitants of the Tonga, or Friendly Islands, of which notice is made in a former part of this work.

It is, however, sad to reflect, that with the progress these islanders have made in civilization, vice and immorality have more than kept pace therewith. This is not to be wondered at, when we consider the character and evil influence of those who have of late years visited

the islands, being for the most part whalers and gold-seekers.

Before the discovery of gold in California, these islands were visited by few vessels, except those engaged in the whale-fishery; but since that period, the progress the islanders have made, in a commercial point of view, stimulated doubtless by the Americans, of whom there are now large numbers, is surprising. The following is a report of their trade for the year 1853:—Imports, £256,370; exports, £93,200, of which £38,200 were of foreign productions. Among the exports were 635,000 lbs. of sugar, 500,000 lbs. of coffee, 300,000 lbs. of Irish potatoes, 150,000 lbs. of sweet potatoes, 3,700 hogs, and 2,000 cocoa-nuts. The arrivals of merchant vessels were 195; of whalers, 535. During the year there were 175,396 gallons of sperm oil, 3,787,548 gallons of whale oil, and 2,020,164 lbs. of whalebone transhipped at the islands. The islands have 52 vessels engaged in coasting, which are 1,388 tons in the aggregate. Four hundred vessels obtained supplies there during the year. The average cost of the supplies for the merchant vessels was £40, and for the whalers £55. The revenue for the year was £31,128.

These islands, in regard to their formation, vary, as do most of the Pacific islands, but in luxuriance of vegetation they all seem very much alike. I find, from a recent work on the Sandwich Islands, that the forests abound with immense beds of strawberries. The writer says, "I could have picked bushels in a short time, ripe, beautiful, and blooming. On this fruit thousands of birds, ducks, and wild geese sustain life, and it renders then: flesh a delicacy which cannot be surpassed. Whole groves of immensely tall raspberry bushes were loaded with fruit of an incredible size. They are invaluable to quench thirst; but after eating a few, their flavour seems to become bitter and disagreeable. In the lower regions of the woodlands the traveller crushes some delicate tropical flower at nearly every step. These gems of

innocence and beauty intersperse the grass until it begins to diminish."

I was struck with the description given by the same writer, of the beautiful scenery of one of the valleys in these islands, as being somewhat similar to what I saw at Tahiti. It is as follows:—"The valley of Wai-pio," says the writer, "may justly be termed the Eden of the Hawaiian Islands. Long before I saw it, I had heard it frequently spoken of in terms of the warmest admiration, and had prepared my mind for something beyond the usual character of the scenery so profusely scattered over the group. On reaching the brink of the tremendous bank by which its southern limit was bounded, the scene was truly magnificent. The bed of the valley reposed at a depth of two thousand feet below. The dwellings of the natives dwindled away nearly to the size of ant-hills. The numerous herds of cattle which were quietly grazing in the everlasting pastures were hardly discernible. On the opposite bank—much higher than the one on which I stood—glittering cascades, broken in thirty abrupt falls, were tumbling from rock to rock, half sportively, half angrily. The centre of the valley was enlivened with two crystal rivers, winding their tortuous path to meet the foaming surge that broke on the fair sand-beach at its mouth. There was something about that valley so lovely and undisturbed, that it pictured to the imagination the paradise in which the first man wandered with the first woman. It seemed to belong to another world, or to be a portion of this, into which sorrow and death had never entered."

A gentleman who had visited many of the islands of the Pacific remarked, that since the gold discoveries in California and Australia, it was extremely difficult to open up or carry on trade with the inhabitants of these islands. Indeed, so great was the change, that they might almost be said to be turned upside down. This may be principally accounted for, I think, from the circumstance of vessels calling at the different islands on

their way from Australia and California, having on board a number of successful gold-diggers, whose lavish expenditure for the fruits so bountifully supplied by nature, led the islanders to suppose that a golden age had arrived, and that traders could afford to give in the same proportion for fruit and other productions, as the successful gold-diggers had given for the former. It is quite probable that these beautiful islands will, ere long, be peopled extensively by Europeans and Americans. There are already large numbers of the latter on several of the islands, and many French residents at Tahiti and Hawaii. There is a very respectable-looking newspaper, called the "Polynesian," published at Hawaii.

CHAPTER V.

ARRIVAL AT PANAMA, AND CROSSING THE ISTHMUS.

ON Sunday, June 18th, we sighted the coast of Central America. As we drew near, the land appeared high and hilly, and covered with dense forests in almost every direction. This Sunday, unlike our former ones, turned out a busy day. Sails were unbent, the cable got up, and all things prepared to enter port. The passengers, many of them, were busy packing up, and others watching the coast and our progress up the Bay of Panama. Some pieces of timber floated past the vessel, on one of which two large birds stood erect, and at some little distance they looked like two men in a canoe. From the confusion on board, we were unable to hold our meeting for worship in the afternoon, but in the evening a few of us met to return thanks for having been brought safely thus far on our journey. The day had been oppressively warm, giving us a foretaste of what we might expect on the Isthmus.

At two o'clock next morning I went on deck and saw a blue light burning, which I at first took for a lighthouse, but which, I was informed, was a steamer exchanging signals with us. We went alongside of her, and the captain spoke her. She proved to be the Callao steamer with the English mails. After speaking her, our vessel passed her, and soon left her far behind. The news of the arrival of this steamer was no doubt very acceptable to those of our passengers who were going direct to

England. Those of us who were going to America had been hoping that it was the California steamer, but we were doomed to meet with a double disappointment, as the California steamer we afterwards found had arrived, and the New York steamer had started two or three days previous.

On Monday, June 19th, soon after daylight, we passed the island of Taboga, and some other small and pretty islands, like rooks rising up in different forms out of the water, covered with vegetation from their summit to the water's edge. Occasionally, beneath the shade of the cocoa-nut, the palm, and other trees, we observed some houses delightfully situated, looking towards the bay and the city. We came to an anchor about seven o'clock, two or three miles distant from the city, and fired one or two guns. *We* had evidently taken the Panama people by surprise, for it was some time before any boats put off, and when they did, they came at such a slow pace, that the patience of many of our passengers was somewhat exhausted. This delay, however, afforded us an opportunity of taking a good view of the city and the beautiful islands situated at a short distance from it. A small steamer plies between the island of Taboga and the city ; this is mostly a pleasure trip. The city has rather a pretty appearance from the water, when two or three miles off. Its cathedral and other white buildings present a pleasing contrast to the ever living green by which it is surrounded.

About eight o'clock, the Callao steamer came up the bay, and anchored much nearer the city than we did, Shortly after some boats came alongside. The boatmen had no doubt calculated upon making the most out of the passengers of the "Golden Age." They had probably handled a large amount of Californian gold, and wished to have the same experience in regard to Australian gold. They wanted two dollars a head for landing each passenger ; but some, I heard, were put ashore for one dollar. I went off in one of the first boats. The boatmen, who

were natives, pulled us slowly towards the shore. Some of the passengers became impatient, on account of the burning rays of the sun to which they were exposed. The captain's gig coming up behind us, a little emulation, I suppose, incited our boatmen to increased exertion. They pulled till the perspiration ran off them in a stream. As we drew near to the shore, we were all so intent upon landing, that we did not observe for a time the surf that was rolling on behind us, and which threatened once or twice to swamp our boat. In the midst of this now apparent danger, one of the passengers observed some large animal in the water close to the boat, which, on being informed that it was a shark or an alligator, did not render our situation anything more agreeable. The boatmen take the precaution to collect the fares before they run the boat close in to the landing-place. They have probably been induced to take this step from the dishonesty of some unprincipled Californians. In our case there was some time lost in attempts to get the fare reduced, and in exchanging sovereigns; those who had brought such coins, found them to be at a discount of fifteen cents. In this confusion of changing money, one unfortunate German beside me only got, I think, about six shillings change for his sovereign. Passengers should provide themselves with American money, the value of which is understood best all over the Isthmus ; a few dimes are particularly useful. The fares having been settled, anything but amicably, another pull or two of the oars brought us within a few feet of the shore. Here our boat was seized by a number of native men and boys, who took good care that it did not come close enough to the beach for the passengers to effect a landing without their aid. They grasped hold of the luggage, notwithstanding the remonstrance of the bewildered owners, who had to mount the backs of the men to follow it. Once ashore, the first job was to find our luggage. This we did, in different hands, each one who had managed to get hold of a parcel of it demanding so much for bringing it

ashore. A similar demand was made by the one whose back we had availed ourselves of. In the midst of this confusion we were followed in every direction by a number of hotel-keepers and runners ; each one recommending the superiority of his own hotel, and some depreciating and abusing the owners of others. If ever patience was called for, it was on this occasion. After some time a friend and I managed to get our luggage together, and followed a person who said he kept a private boarding-house, the most comfortable one in the city. Not knowing anything to the contrary, and wishing to be as comfortable as we could during our short stay, after passing through a gateway leading into the principal street, we soon arrived at our so-called comfortable quarters. My friend took a survey of them, and found that the sleeping quarters consisted of a few berths, one above another, under an open shed, in a narrow passage at the back of the little front shop, which had a few bottles of something on the shelves, a few cakes, etc., on the counter, and nothing looking very clean. We found, alas ! that we had been too confiding, and that instead of coming to the best we had come to the very worst hotel in the place. We determined at once to move on in search of something better than the *best*, and getting the natives to shoulder our luggage again, which they did, with the recommendation of our would-be host to charge us a dollar more for carrying it further.

A little higher up the street we came to the Louisiana Hotel, where we determined to take up our quarters. We had certainly made an excellent exchange ; for this hotel is, without exception, the best in Panama, both for comfort and respectability. Here a most difficult task, requiring both patience and forbearance, occupied us for some time. We were surrounded by all those sable gentry who had taken so much interest in our arrival as to assist us to land, and bring up our luggage to the hotel. For this attention some demanded dollars, and others so many dimes ; but to discover the sum total of

the demand, or the manner in which it was to be divided, was a calculation which, I think, none but the hotel-keeper or some *calculating* American could have arrived at. With the assistance of the former, who, after hearing the services rendered by each, fixed the remuneration, we managed in about half an hour to see the last of these extortionate attendants, and were left in quiet possession of a room with a balcony in front, looking down into the square open court below, and upward to another balcony leading to the rooms on the third floor. Here I rested for a time, and then took a stroll through the ancient city of Panama.

The Spaniards, it is stated, in a work entitled "The Isthmus of Panama, and what I saw there," commenced to build the present city of Panama at the latter end of the seventeenth century, after the former city bearing that name, about six miles distant, had been destroyed by a crusade of buccaneers, under the command of a notorious leader named Morgan. To provide against a similar attack, they strongly fortified their city. The fort and walls now standing, though in rather a decayed state, plainly indicate its former strength. It is said to have been a place of wealth and importance, but had been going to ruin until within the last few years. The discovery of gold in California, and the consequent emigration to that country, and return therefrom across the Isthmus, has imparted a new spirit of enterprise to its inhabitants, which now comprise a large number of Americans and Europeans. The streets are narrow, tolerably well paved, but not over clean. There is a well-paved square, in which stands the Cathedral, a large massive white stone building, and some offices connected with the Government. There are also two or three very ancient churches in different parts of the city. The houses are mostly of wood, built in the Spanish style. They are in general two or three stories high, have balconies in front, and on each side of the open court at the back, and in lieu of windows, shutters and doors.

The Americans, with the renovations they have effected, together with the showy signs with which they have adorned some of the old buildings, give them rather a grotesque appearance. Not content with this, however, they have begun to erect new ones, and it is likely that, ere long, they will alter the appearance of the city altogether. There are several extensive American hotels, express houses, warehouses, etc. The inhabitants, the native portion more particularly, have an indolent and sickly appearance. They are a mixed race; comprising Americans, Frenchmen, Spaniards, Mestizoes, (a mixed remnant of the aboriginal inhabitants,) Negroes intermixed with them, and pure Negroes. The Roman Catholic is the religion of the country. There are a large number of priests and other dignitaries of that Church, and a convent or two in the city. There is here an American Protestant Missionary, and an effort is being made to erect a small chapel, for which purpose subscriptions are solicited by a printed notice at most of the hotels. Panama is considered more healthy than almost any other part of the Isthmus; and it would doubtless be much more so, if the accumulation of bones and other filth around the city was cleared away. That part of the city outside the wall, where the market for the sale of meat, vegetables, and fruit is held, is almost filthy enough of itself to breed a pestilence. There are government authorities here, such as they are; but they are generally, I suppose, so much occupied with the internal affairs of the country—the revolutions and civil wars—that they have not much time to devote to sanitary improvements. It is more than likely that they will not be troubled at all, in a few years, with the affairs of the Isthmus of Panama. The city is supplied with fresh water from a river two or three miles distant. It is carried on the back of mules, in small casks, one fixed on each side of the saddle, with a few green leaves and stems of some herb or plant fixed into the bung-hole, to prevent the spilling of the water.

Soon after my arrival at the hotel, taking a walk down the principal street, my ears were greeted with the ringing of a merry, though not very musical, peal of bells, proceeding from the cathedral tower. From the frequency of their striking out, and the length of time they continued ringing, I concluded that it must either be some great festival, or else that they were giving us a welcome. Whichever way it was, I, as well as many of our passengers, paid a visit to this large place of ceremonial observances. Along the front of the building are carved wooden images of the Apostles. The front entrance is by a flight of stone steps. Inside the door is a turning to the right and left, and in front a grand display of flowers, rosaries, and other ornaments, with an image of the Virgin in the centre. At one of the entrances is a notice, requesting persons visiting to behave themselves with decorum. It is certainly a pity that such a notice should have been necessary in this or any other place of worship, however erroneous their service may be considered. The interior consists of a centre aisle, with a nave on each side, two rows of square massive stone pillars supporting the former. The centre part of the building is enclosed with a railing, outside of which are some benches used for seats. Carved images stood in niches in different parts of the side walls, and a large number round about the altar. In a gallery near the entrance stood a small organ, in tone very little superior, if at all, to the ordinary barrel organ. By the side of it a native was playing a violin, accompanied by two or three vocalists. With this choir the service was being chanted, in rather more of a bawling than melodious manner. The chanting over, a young priest, in an elevated pulpit, read over hurriedly some prayers, to which the congregation, consisting of a few nuns and aged females, responded aloud. He then came down and disappeared, leaving the remainder of the service to the choir and the congregation.

I attended, with one or two other passengers, the

evening service at the Cathedral. The place was dimly lighted up, and the congregation about the same as in the morning. There was no chanting, but a number of prayers, which, a passenger who understood the language informed me, were principally addressed to the Virgin Mary.

The hotel I was staying at is situated near to a gate of the city, just inside of which stands a large and ancient church. I observed that most persons (natives) entering this gate lifted their hats, the women and children more particularly, who wear this article as well as men. This, I found, was done out of respect to certain images, exposed to view in a small building fronting the church.

There is a daily newspaper published at Panama. I visited the printing-office, which is owned by some enterprising Americans. The premises are rather extensive, and in one of the rooms files of British and American newspapers are placed on a long desk, and access to them is offered by the liberal and obliging proprietors to passengers who may visit Panama.

In consequence of the news brought by the Callao steamer of the progress of a revolution or rebellion at no great distance from Panama, the day after our arrival, the government sent out a recruiting party through the streets, with fife and drum, to raise a corps to assist in quelling it. I happened to meet with a company of this badly equipped and hastily drilled army of *irregulars* in the interior, a few days afterwards. I do not think many of *our* passengers were much alarmed with the

* A day or two after I had crossed the Isthmus, there was a grand Roman Catholic procession through the city. A fellow-passenger, who witnessed it, informed me that it was headed by two or three pretty little girls, dressed up to imitate angels. They had silvery wings fastened on each shoulder, and no doubt looked the pictures of innocence, but presented, I imagine, a sad contrast to the motley group that followed them. Was images of the Virgin were placed in different parts of the city, on coming to which the procession bowed themselves to the earth.

fear of a sudden invasion; but one of them informed me that, two or three days after I had crossed the Isthmus, there was a report through the city that the Negro population, indignant at being pressed into the service, were rising *en masse*. The shutters and doors of many of the hotels and stores were closed up, in anticipation of an attack, but it appeared to have been a false alarm.

I think most of us were as anxious to leave Panama as we were to get there. The hotel charges are high; but, taking into consideration the prime cost of what Europeans and Americans consider the necessaries of life, the unhealthiness of the climate, and the discomforts attending a residence in this country, these hotel-keepers are not, I think, too well paid. The expense of living is from one dollar and a half to three dollars per day, exclusive of wines or other extras. For the three dollars the fare is plain, and therefore very little can be expected at the lower prices.

The English steamer was to sail four days after our arrival, and those who were going by her made preparations to cross on the second and third day. I did not at all like the idea of waiting nearly a fortnight for the New York steamer, and after some consideration I determined, with a friend, to proceed by the English steamer to St. Thomas's, and if there did not appear any chance of getting from there to America, to proceed direct to England.

Having resolved to cross the Isthmus, the next thing to be done was to provide ourselves with mules. This we did, not in the way that had been pointed out to me, but after the example of many who probably had not been cautioned, as I had, to hire mules only of the forwarding agents in Panama. This advice my friend and I did not follow. We concluded, I suppose, that a mule was a mule whether hired of a forwarding agent or a muleteer. I was well aware of the reputed obstinacy of these animals, but did not think there was so much difference in them as I afterwards experienced. As

several of the passengers, who did not want to be troubled with their luggage, had sent it through the express, or forwarding agents, my friend and I at first thought of doing the same; but we afterwards changed our minds, and resolved to accompany it ourselves. Accordingly, we hired three mules of a person who appeared to belong to the hotel at which we were stopping; one for our luggage, and one each for ourselves.

The next morning we were up at five o'clock, and made preparations to start. On going into the street a rather novel sight presented itself. A large party were going across, and in front of the hotel some fifty or sixty mules, with their drivers, were ranged along the pavement. My friend having found one of ours, assisted to load it with the luggage, and sent it on before. The scene at starting was most amusing. There was the variety of saddles—high and low, large and small, with their grotesque and fanciful trappings. Then there was the buckling up of the saddles, and strapping on small parcels of luggage, 20 or 30lbs. of which is allowed to be carried on the mule as well as its rider. The hire, if not previously settled for, has to be paid on mounting; and then follows the disagreement about the value of sovereigns, and the amount of change, if American money has not been provided. This part of the business over, the animal's head or tail has to be disengaged from that of another to which it is fastened. Some impatient rider is perhaps fixed in this way behind and before, and he shouts to be freed from his comical position. Then there is the turning and twisting about of the animal, the spurring of the rider, the shouting and beating of the driver, the rattling of hoofs on the pebbly street, one or two collisions, and then off—but it is a very doubtful case how far the animal will go.

My friend selected a large animal, while I mounted a diminutive mouse-coloured one. We set off together; but he soon found out he had an animal that did not like crossing the Isthmus; and finding all his efforts vain

to get him to do so, he determined to go back and change him for another. As there were numbers going across, he thought I had better go on, as my mule was disposed to do so, and he would soon, as he supposed, overtake me. Accordingly, I rode leisurely along, with plenty of company behind and before. The day was fine, the weather clear and warm. The road at first was level and good. For some distance out of the city it is lined with native houses, built of upright poles, plastered with clay, and roofed with palm leaves and a kind of thatch. Some of them are divided, with mats, into two apartments. They are none of them over cleanly in appearance, and their inhabitants were sitting and lounging about, as if life were a burden to them. After riding three or four miles over a road in some places paved with large pebbles, and in other places not at all, I came to a wooden building, called the "Five-mile House." Here, and at two or three other places near, refreshments may be had. These houses are open in front, exposing to view a few bottles on a shelf at the back of a rude counter, and a few cakes, etc., in the front. One, evidently of a superior character, had a table covered with a white cloth, and a few cups and saucers set upon it, signifying that tea and coffee could be had there, but not, I am sure, at a trifling cost. The large party I mentioned seemed to enjoy the first part of their journey; but I suppose after the novelty was over, the reality of the dangers of the latter part of the journey, and the fatigue attending it, did not excite many pleasurable emotions. Two or three of the ladies were being conveyed across in hammocks, fastened to a long pole, and carried on the shoulders of the natives, or negroes. This is a very expensive mode of conveyance, requiring four or eight men to relieve each other. One gentleman informed me that he paid one hundred and twenty dollars to have his wife thus carried; and that the expense of having his family and luggage taken across would be little short of three hundred dollars. Other ladies were riding mules;

and children were held in front of natives also riding mules. This is the best way of having the latter conveyed. It is more expensive than if the children rode by themselves, but, unless they have had some experience, it is hardly safe for them to do so.

After I had travelled about six or seven miles, the road began to get bad. It was sometimes through mud, sometimes up and down rocky hills, with holes which had in the first instance probably been made for the feet of the mule to climb up or descend by, but which had, from length of time and frequent use, become much deeper; and sometimes along a narrow pass cut through hills where the soil and stones could be removed. In these places there was generally just room enough for the feet of the mule; the bottom consisted of mud and large loose stones, some of which it was as much as my little animal could do to step over. To avoid some of the worst parts of the road, the mules, without any regard for the scratches their riders may get from the boughs by the roadside, or for the danger of the rider being hung, as was Absalom of old, keep as close as possible to both the annoyance and danger. There are several native houses and enclosures by the road-side, in which were growing crops of Indian corn, bananas, yams, and other fruit and vegetables. Everything planted, both by nature and by hand, appeared to be in a flourishing state. I travelled on in this way till I got some fourteen or fifteen miles along the road. I had not hurried, expecting my friend to overtake me every minute; with this expectation, I did not keep up with the large party, the last of whom had by this time nearly all passed me. At this part of my journey my mule began to show signs of disinclination to proceed any further; and, coming to a very bad place in the road, he came to a dead halt. At this juncture a native woman came to my assistance. She beat the stubborn brute, but with no better success than I had done, and I doubt whether she felt the same remorse as I afterwards did for using such harsh

means to get the animal to go. Finding it impossible to go forward, and being somewhat exhausted, I alighted, and fastened my mule to a post in front of the native house. A man who resided at this house was lying on the grass, sick of the fever. He just looked up at me, and in a low tone of voice asked for a dime, which moderate request I complied with. For the information of English readers, I would here mention that a dime is an American silver coin of the value of ten cents, or *5d.* English. I then walked into the house, where I found two women and some children, and made a significant sign expressive of my wants. These were understood, and a small twist, such as are generally purchased and kept for sale by these roadsiders, was handed to me, the charge for which was a dime. This native hostess seeing me look about for something else, repeated the word "eggis" two or three times. I interpreted this eggs, and nodded assent. I found I was quite right, for two eggs were soon brought, and the woman, pointing to an out-house where the cooking operations in this and other warm countries are carried on, finding I approved of her suggestion, immediately dispatched a little fat fellow, in a state of nudity, to cook the eggs. They were brought in shortly afterwards, and, rather to my surprise, a spoon was handed me to eat them with. The charge for these extras I understood to be two dimes. I next helped myself to a drink of water, from a large earthen jar which is used by these people to keep water in, and it is certainly kept in this way quite cool and refreshing. Having finished my meal, I began to consider how I was to proceed, I looked in vain along the road for my companion, or any more of my fellow-passengers. Now and then a party of muleteers with loaded mules passed by, but neither they nor any of the people at the house could answer my inquiries as to the distance to Cruces, or how I could get there. A shake of the head followed all my questions, until one or two of a lighter complexion, but not at all of the good Samaritan character, came by that

way. These persons told me I was a long distance from Cruces, and from Panama; that I was not in the right road to Cruces, or to the railway station; and that I had better get along as fast as I could, as it was not safe to travel alone. Having given me this anything *but* pleasing information, they rode on, and I again sat down in the house, with the reflection that it was vain to trust in man for help, and that I must, as I had done before, put my trust in the Lord. I could not go forward, and did not much like the idea of riding about fifteen miles back alone. I surveyed the interior of the dwelling, to see if I could reconcile myself to a night's lodging in such a place, or whether it would be safe to do so. The house was of the ordinary kind in those parts, consisting of one large room, not very wind or water-tight, and without any floor save the hard earth. In one part of this room a cot or hammock was suspended from the roof, and about half-way over was a loft, which was reached by a slanting post with notches cut in it for steps. This I presumed was a sleeping apartment, but neither above nor below looked very inviting to take a night's lodging in. I did not apprehend much danger from the invalid, nor from the cheerful-looking women and children; but after I had been there some time, one or two men, whose countenances were not so prepossessing, made their appearance. While I remained at this house, a large number of soldiers, a detachment of the force raised at Panama to put down the rebellion, passed by. They were the *irregulars* before mentioned, and they certainly had a grotesque appearance. Their skin was from the light-brown Spanish to the jet-black Negro. They were young and old, tall and short, and for the most part without shoes and stockings. After a stay of nearly two hours at the native house, seeing the company I was likely to have if I remained, I determined, if possible, to return to Panama. I mounted my mule, and finding he would go home, I rode leisurely along the road, meeting several parties of soldiers and natives, I took the precaution,

now and then, as I passed, to make a polite bow, and not look back, as if at all suspicious that all was not right. After riding past bushes and through mud, I arrived late in the afternoon at Panama, in almost as bad a plight as ever Don Quixote or his attendant Sancho Panza are represented to have been in. On entering the gate, I was met by my less successful, but in one respect more fortunate friend, who had tried two or three mules, but could not get out of the city. I was soon surrounded by a number of eager inquirers as to the cause of my return; but I was glad to retire, being quite exhausted. My friend expressed his fears that we should lose our luggage, which had gone on before, but I felt confident we should find it at the railway station. We determined to hire fresh mules, and proceed next morning to look after it.

We hired our mules early next day at one of the express-houses, and soon found how dear we had paid for experience. The charge for the three mules on the previous day was ten dollars each, and with the exception of ten dollars returned to my friend, was a total loss, leading, as we afterwards found, to the loss of our luggage. We were charged twelve dollars each for the two mules, and were soon mounted and on the road. Mr. La Trobe, the ex-Governor of Melbourne, his aide-de-camp, and five gentlemen, were crossing that morning, and they kindly allowed us to join their party. Just after starting, the rain fell heavily, drenching us rather freely, but cooling the atmosphere. A short distance from Panama we fell in with an old man, who had acted in the capacity of "Jemmy Ducks," or, feeder of live stock on board the "Golden Age," who had started the previous evening to walk across, in order to take his passage for England. I met him as I returned, and advised him not to attempt to cross so late in the day. He said he had taken my advice, and stopped all night at a native house near Panama. He made an attempt to keep up with us, but finding he could not do so, some of the gentlemen of the party kindly offered to pay the hire of the guide's mule

for him, which arrangement was no doubt very satisfactory to both Jemmy and the guide, the latter being far more able to walk through such a country than the former, and was well paid for doing so. Jemmy was a droll fellow, and contributed not a little to the amusement and comfort of his patrons.

After travelling along the road some ten or twelve miles, I found we had turned off somewhere into another road. It was quite different to the Gorgonna road, which I afterwards found I had travelled, as well as the large party of English passengers the previous day. We crossed a rather wide but shallow river, and at a little distance entered a road or pass cut in the mountains. The road as we proceeded was sometimes through and sometimes round the side of hills, profusely covered with trees and shrubs in great variety, and of the most beautiful description, the different shades of colour, shape, and size of their leaves being such as almost to baffle calculation or description. There were first the little creeping vines and shrubs, with varied coloured flowers, then the spear and other grasses, above them the prickly and other kinds of acacia, the castor-oil shrubs bearing bright red berries and flowers, and the different varieties of the palm, with their large and graceful leaves. In fact, we saw nearly all kinds of tropical plants and shrubs, with here and there a forest of stately trees, enshrined from the root upwards to and among the branches with ivy, which, in some places, not being able to climb any higher, grew downwards, and hung in graceful festoons to the earth. Occasionally we passed a decayed tree, where the dead ivy was left hanging down from its branches like ropes. Other trees were covered with moss, as were also the loose rocks or stones along the road. Butterflies, of the most beautiful colour, were sporting about among the leaves, and now and then a pretty bird would be startled from its roost.

Some parts of this mountain pass, however, were not so bright and beautiful as I have just described. Fre-

quently we had to pass along through a narrow defile, where the forest and foliage was so dense as to give a solitary and dreary aspect to the road. Nought would be heard save the sound of running water, and the mules gently treading through the narrow path, or ascending or descending some steep incline. In such parts as these the lonely traveller would be anything but agreeably surprised to find the existence of human beings, such as are to be met with here occasionally. We passed two or three native houses in such localities. I observed in one, which was open in front, four dark-skinned and not very amiable-looking men. They were sitting and lying about, with their machetes, or long knives, hanging up near to them.

In some places the defile was so narrow as not to allow of two mules passing each other. We came in contact with several droves of mules returning to Panama. At first they threatened to do the foremost of the party, which on one occasion was Mr. La Trobe, some damage, as they showed a determination to get through regardless of the consequences, which, in his Excellency's case, but for a sudden turn, would certainly have been an overthrow. Afterwards our guide took the precaution to give a signal before entering; this consisted of the well-known cry of "coo-ee" repeated several times. I remember there was a difference of opinion in the party about some parts of this road through the mountains, whether it was cut down to near its present depth, or whether a shallow channel was cut for the water, and the remainder of the depth formed by that element. His Excellency, I believe, was of the latter opinion, but I was rather inclined to the former, from the smooth sides of the cut, which, if done by water, would, I think, have been much more uneven. Some parts of the road bear evidence of having been formed for many years, most likely by the early Spanish residents.

We arrived about midday at the Seventeen-mile house,

and I am sure that there was not one of the party who did not wish this part of the journey finished, and one or two of the mules began to look jaded as well as their riders did fatigued. At this house of refreshment the party halted, but beyond beer and spirits the traveller must not expect much refreshment along the road. At one house I asked for some biscuits ; the man was doubtless somewhat abashed at offering me the article, and informing me the price. He gave me four small round hard biscuits, for which he charged me two dimes. These roadsiders will generally charge as much as they can get, and there is no doubt but that what they cannot sometimes get by charging, they will by helping themselves. At a little distance from this seventeen-mile house there are two roads, one leading to Cruces and one to Obispo. As the former was the nearest, I was glad it was taken, as it afforded my friend and self an opportunity of inquiring after our luggage. The approach to Cruces is extremely pretty ; the road, which is here in good condition, winds round the side of a hill, down an incline into the town. Cruces has been a place of considerable importance, being the head of the river navigation of the Chagres. It consists principally of a long street reaching down to the river. The houses, which are nearly all built in the native style, stand a short distance from each other.

The natives here, at Panama, and elsewhere on the Isthmus, are very fond of cock-fighting. It is most likely that their fondness for this brutal sport has arisen from the example of the early Spanish residents. At the front and sometimes at the back of many of these houses there were game cocks fastened to the door, There are large numbers of fowls upon the Isthmus, but beyond these fighting-cocks, they did not appear to be of a superior breed. They have a summary way of killing the fowls at any time, by just knocking them down with a long stick.

One of the party, surprised at seeing so many inhabit -

ants, with little apparent means of subsistence, inquired how these people managed to get a living. He was informed that they mostly had land at a short distance from the town, which they cultivated, and lived upon the produce. Their wants are few, and these nature supplies to a great extent in this prolific country, without much of their industry and aid. There are a few hotels belonging to the Americans; these are wooden buildings, with their usual showy signs.

We halted at the house of a native near to the river. He was an intelligent young man, and undertook to provide us with refreshments, and afterwards convey us in his boat to Obispo, the railway station. After long and great preparations, and sending here arid there for different articles to enable his guests to partake of the repast he was preparing in something like hotel style, the host spread the little table with much better fare than could have been expected in the time and place. There were boiled fowls, and boiled salt meat, with sundry little etceteras that were not to be despised.

The repast being over, our host prepared his boat to convey us to Obispo. After a few pulls of the oars we were carried swiftly down the stream. The river near to Cruces is wide, but not very deep, and here and there trees and logs of wood appeared above and below the water. The scenery upon the Chagres is varied and beautiful. In some places lofty hills, densely timbered, rise up from the water's edge; in others, there are gentle slopes, covered with the brightest green pastures, terminating with white sandy shores ;' and again impenetrable underwood, covered with ivy, forming delightful natural arbours, facing the river, of every imaginable shape. The woods were teeming with merry songsters; and many kinds of birds, large and small, from the little noisy parrot to the graceful heron, occasionally flew across the river. I was rather curious to see an alligator on the banks, which is no uncommon sight; but though the sun was shining, not one made its appearance to

gratify me or any one of our party. Arriving at a small channel out of the course of the river, our boat was suddenly swept round into it, and after proceeding about half a mile, the line of railway appeared, and we were soon afterwards landed on a muddy bank. The stream we had last entered was the Rio Obispo, from which the village here is named, and there is a bridge over it close to the railway station.

Obispo, in addition to its native population, has several so-called hotels, and two or three forwarding houses. The hotels are of a novel description ; and being mostly intended for the accommodation of travellers to and from America and California, they display showy signs with the names peculiar to those countries and people. These places are built of wood, mounted on piles, and are generally two stories high. On our right was a sign inviting us to "Old Joe's Eating House," and on our left a cleanly looking place styled the "American Hotel," with a slender balcony in front. We made our way to the latter, and the landlord, a man of colour, finding we were going to take up our quarters with him, made preparations for us accordingly. His Excellency and party being desirous of refreshing themselves with a wash, were shown up a ladder leading to the upper story, This part of the building had neither table nor wash-hand stand, its furniture consisting of a few chairs and dusty stretchers. Here "Jemmy" made himself particularly useful and amusing to his patrons. He did all he could to anticipate their wants and wishes, and ordered the waiter here and there with a threat, little heeded, that "he'd make the niggers move." It was well for him that he was not alone while thus making free with the colour of the landlord and his assistant; but he was sagacious enough to know where and when to be silent, as well as when to make himself heard. I was not a little amused at his frequent sympathetic expressions of condolence on the loss of my friend's luggage and my own. The poor "gintilmen" were to be pitied, and the rascals who had

stolen it should be flogged. We made inquiry about it here, as well as at Cruces, but with no better success, the only reply to our questions being to the effect, that we need not expect to see it again. After supper in the lower apartment, we were again shown aloft, to recline our exhausted limbs upon what might be termed an apology for a bed. The heat was oppressive, and the mosquitoes troublesome, but fatigue, like hunger, is not very fastidious. Soon after sunrise, the boards began to creak with the footsteps of one and another of the party, and when all were in motion, it seemed almost too much for the slender rafters beneath. Obispo, unlike Cruces and some of the other towns or villages, is busy from morning till evening, independent of the traffic across the Isthmus. The trains running to Aspinwall bring up goods and material to Obispo, from whence they are conveyed by other trains to where they may be required along the line of railway. The trains running to Calivera, or the "Summit" as it is also called, from its being the extent to which the rails are laid, convey the labourers to their different places of employment, and back again to meals and to sleep. To avoid the low swampy country at Obispo, the line of rail is raised from 15 to 20 feet.

After breakfast it was suggested that either my friend or myself should return to Cruces, and make further search for our luggage. My friend volunteering to go, a canoe was hired, and he set off in company with a man and boy. They were gone little more than three hours, and returned unsuccessful. The man charged a dollar for the canoe, and my friend gave another dollar to our late host at Cruces to aid him in the search. The charges at the hotels of Cruces and Obispo and by the roadside are according to circumstances. If a price is not stipulated for, the traveller may expect them to be enormous. From half a dollar to a dollar per meal, and from two to four dollars per day, is about the usual price. The train leaves for Aspinwall at two o'clock in the afternoon, and as there appeared to be little chance of finding our lug-

gage, we took our departure in it. The carriages are commodious, and well fitted up in the American style. The charge for each passenger by the railway is 12½ dollars, allowing 100lbs. of luggage; all above that weight being charged at the rate of 3 cents per lb. The road winds round the foot of the hills in a very circuitous manner, cuttings and viaducts having been avoided as much as possible on account of the labour. The scenery along the line of rail is very interesting for some distance, including two or three views of the river Chagres, and some pretty hills and slopes; but as we drew near to Aspinwall, the road is level, and runs through a forest of underwood. There are several iron tanks along the road, and piles of wood for the supply of the engines. It is a single line of rail at present, and the road has already had to be repaired in many parts, owing principally to the heavy fall of rain at times, washing the loose soil at certain places from the embankment, and at others depositing more than is required. There are two or three bridges over the Chagres and smaller streams, and one to connect the Island of Manzanilla with the main land.

We arrived at Aspinwall at a quarter past five o'clock. Almost the first object of attraction was the English mail steamer preparing for departure. The steam was issuing from the escape valve, giving notice of its better use in a short time; the boats were hurrying to and fro, and many of the Americans cast a longing look after each party of their more fortunate English fellow-passengers. My friend made inquiry of the English Consul, who is the agent for the steamers, as to the passage money and accommodation; but finding she was crowded, and unable to take only a certain class of passengers, we determined to await the arrival of the New York steamer. The English steamer started about dusk, with his Excellency and a large number of passengers by the "Golden Age."

The next thing to be done by those who were going to

remain, was to find food and shelter. This was no difficult matter for those who had means, as there are a large number of hotels and restaurants; but such as lose their luggage, or are robbed of their money and gold, find themselves in anything but an enviable situation. My friend and I took up our quarters for the night at the "City Hotel," the largest and best in the place. The charges, we considered, were too high for us to remain; but as it was too late to look *out* for a comfortable and more moderate place of abode, we left that for the morrow, and enjoyed a good night's rest, notwithstanding the heat, being protected from the other nightly deprivors of sleep by mosquito curtains.

The next morning after breakfast, for which and our bed we paid two dollars, we took a stroll round the city, to look out for an habitation for the few but wearisome days we had to spend in this unhealthy and oppressively warm place. This city, named after one of the Directors of the Panama Railroad Company, is situated upon the western side of Manzanilla Island, on the shores of Navy Bay. The bay, which is formed by the island and the main land, is about 2½ miles wide and 4½ miles long. It affords good anchorage for vessels in nearly all parts. The site of the city and a large tract of country was purchased a few years since, by the Panama Railway Company, from the Government of New Granada. The Company have erected a fine covered pier, at which their steamers, of 2,000 tons and upwards, can lie alongside. Rails are laid from the main line to the edge of this pier, to facilitate the loading and unloading of vessels, The city is laid out on an extensive scale, the buildings, at present, mostly fronting the bay. The hotels, forwarding-houses, and shops, are of wood, and some of them two and three stories high. The railway runs along in front of these erections, and terminates near the entrance to the bay. The trains passing to and fro with earth, rails, and timber, and the departure and arrival of the daily train to and from Obispo, give the place a somewhat lively

appearance; but with all this seeming activity there is so much languor in the population, the result of extreme heat and sickness, that an American or European would at once be convinced of the sacrifice that must be made in taking up a residence in this part of the Isthmus of Panama. We had heard at Panama that Aspinwall was far more unhealthy than the former city, but there are so many misrepresentations from interested motives, that it is not generally safe to trust to reports current on either side of the Isthmus. My own impression at first was in favour of Aspinwall, but two or three days' residence there convinced me to the contrary. The land is lower and more swampy than at Panama, and there is consequently more of the obnoxious miasma in the atmosphere. The night-air is said to be most prejudicial to health; the eating of any quantity of fruit, or drinking too much water or alcoholic drinks, is also injurious to health. In fact, to avoid disease and death here, the strictest regard must be paid to temperance for the body and quiet for the mind.

As dinner-time drew nigh, my friend and I went to an hotel where we thought we could remain during our stay; but on taking a survey of the "fixings," as the landlord called them, in the sleeping apartment assigned us, we thought the want of mosquito curtains and other conveniences would not only deprive us of comfort but of health; besides this, the landlord, a not very prepossessing person in his appearance, and who was just recovering from an attack of fever, entertained us during our short stay with such dismal narratives of disease and death, and dreadful atrocities of our species in the southern states of America and elsewhere, which he had either witnessed or read of, that we did not feel over-charmed with his company, though his manner was civil and obliging. His only lodger, too, was a victim of the fever, and died while on his passage to New York in the same vessel as myself. Taking these and other circumstances into consideration, we determined to return to our first quarters. Our

former host, conscious of the superiority of his accommodations, welcomed us with a smile of self-approbation. The charges at this hotel are four dollars per day, but a considerable reduction is made in taking lodgings by the week, which, as we had to stay that length of time, we did. Both the landlord and his wife were suffering from fever, and the assurance given in Australia that the Isthmus was entirely free from sickness, seemed anything but a reliable or truthful one. This hotel is fitted up and conducted in the American style. One side of the bar is devoted to the sale of liquors, and the opposite side has a long desk, on which are placed files of newspapers, while a bagatelle board occupies the centre of the room. Across the hall is the breakfast and dining-room, which is capable of seating upwards of two hundred at a time. The house has sleeping accommodations for a like number, and is surrounded with a deep verandah and balcony, which are used during the day for lounging and smoking in, and closed up at night with Venetian shutters for sleeping apartments when necessary. Here I first noticed the habit the Americans have of leaning back in their seats, and placing their feet on a level with the body. I afterwards found this practice so universal in the States, that many of the hotels place a footrail about three feet high for the use of those who have contracted this singular habit.

The only delightful promenade at Aspinwall is on the covered steam-boat pier, and thither each day we bent our steps, casting many an anxious look towards the entrance of the bay, to get the first view of a steamer which we expected to take us hence,

The Sunday after our arrival, we made inquiry as to the time and place at which Divine service was held. We were informed that it was held in one of the warehouses of the Pacific West India Mail Company; but on proceeding thither at the appointed time, we found that there would be no service, because one of the Company's steamers was unloading her cargo there. There is a

minister of religion here, as there is also at Panama, but our fellow-passengers on that side of the Isthmus were more fortunate than we were. I was informed, by one who attended the Protestant place of meeting at Panama, that he heard an excellent discourse from the minister there, who, except on the arrival of a number of passengers, experiences much difficulty in getting anything like a congregation together.

The arrival of the train each day, bringing straggling parties of our fellow-passengers, was a pleasing relief to the monotony of the former part of the day. The time and manner of crossing, the expenses on the road, the losses sustained by some and the imposition practised upon others, were all fruitful matters of conversation, and furnished topics of interest to beguile the time. The unloading of the luggage-cars, too, was watched by me, in the vain hope of recognising some of the missing luggage sent on. Each package that was not claimed by the passengers had on the ticket of the agents by whom it was forwarded, and was conveyed at once to their warehouse on this side of the Isthmus. The arrangements of these houses are admirable, and although the transit of goods by this means is the most expensive, still it is the most safe and expeditious, these houses having only once or twice suffered any loss. The charge for luggage is ten cents, per lb., or about £2. 10s, per cwt. A ticket is given in receipt for it, corresponding with the one attached to the package, and valuable property can be insured. The largest express establishment here, as in America and Australia, is that of Adams & Co., who are bankers, postmasters, and general agents and forwarders, for nearly all parts of the world.

One of the passengers came across minus all his gold, worth about £600. It was stolen out of his travelling bag fit one of the hotels at Panama, and he was unable to recover a grain of it. There is a semblance of government and law at Panama, but if property is lost or

stolen it is seldom recovered. At Aspinwall they had no form of government at the time we were there, with the exception of a Vigilance Committee, whose main object was to protect themselves and their property. In the case of the unfortunate man before mentioned, the English and American consuls at Panama procured him a passage to New York, and a subscription was raised to defray his expenses across the Isthmus. There were two or three other cases of robbery reported among our passengers, but no loss of life, so far as was known.

There is a newspaper published at Aspinwall as well as at Panama, but from the representations made by them as to the security of life and property, and the absence of cases of robbery and crime reported by them, they cannot be taken as fair exponents of the state of affairs on the Isthmus. Such policy is not likely to advance the trade and traffic of the Isthmus, but, on the contrary, is calculated to arouse suspicion and distrust in the minds of those who know anything to the contrary of the statements circulated through these and other channels.

The traffic across the Isthmus during the last six years, has been probably little less than 300,000. The expense of transit for this number may be estimated at about thirty dollars each, or nearly £1,000,000 sterling. The trade of the Isthmus is confined almost exclusively to America, and there was a considerable falling off, both in the amount of imports and exports, during the year 1853 as compared with the previous year. The reason of this decrease in the imports may principally be attributed to the over-stocking of the market during the year 1852; and the decrease in the amount of exports is small compared with that in the imports. The total amount of imports from the United States, for the year 1853, was 856,470 dollars, or a little over £170,000; and the exports to ditto for the same year 553,528 dollars, or over £100,000. The principal articles of import are certain kinds of food, wearing apparel,

iron and wood manufactures, earthenware, coin, etc.; and the exports—hats, sarsaparilla root, ipecacuanha, turtle and turtle-shell, India-rubber, and some fine qualities of wood for dyeing, etc.

After we had been at Aspinwall a week, we were gladdened with the news of a steamer being in sight. She proved to be the "George Law" from New York, bringing about two hundred passengers. This number were soon located in the several hotels, which would probably accommodate in the aggregate two thousand persons.

The next day the steamer, "El Dorado," arrived from New Orleans, bringing a small compliment of passengers. Those who arrived by the "George Law," took their departure for Panama in the nine-o'clock train, to join the California steamers there. We were now anxious to hear of the arrival of those steamers, as the Atlantic steamers take their departure so soon as the passengers and specie are conveyed across, We had most of us stayed long enough on the Isthmus to be convinced of its unhealthiness, and were all more or less suffering from debility and fever. We happened to be there in the rainy season, which is the most unhealthy. The rains usually begin to fall in May and cease in December. The intense rays of the sun, after a shower of rain, are almost insufferable, imparting, as they do, an indescribable humid moisture to the atmosphere. The Isthmus lying in eight and nine degrees of north latitude, is subject twice in the year to the vertical rays of the sun.

By the return train in the afternoon the first of the California passengers arrived, so well do the steamers on each side of the Isthmus keep to their time. The office for the sale of tickets we found would not be open till the next day, a few hours previous to the starting of the steamers, but it was reported the passage-money would be high, because there was no opposition this trip, The rival company have only a sufficient number of vessels

to run them alternate trips. When the steamers belonging to both lines are in port at the same time, (as was the case a day or two previous to our arrival,) the passage-money is sometimes as low as 30, 20, and 12 dollars, according to the accommodation. This trip it was reported the prices would be 100, 80, and 60 dollars, which it probably would have been but for the representation of our captain as to the time we had been on the Isthmus, and the expenses we had been put to in consequence. Under these circumstances we found, on taking our passage next day, that the Australian passengers were to be charged 80, 60, and 40 dollars to New York, and 90, 70, and 50 dollars to New Orleans,

On Saturday, July 1st, we prepared to depart, and I, for one, was thankful to be able to do so. In the morning I went to see one of our passengers, who was suffering from an attack of dysentery, which, having been neglected for some days, proved incurable. I found him insensible and in a dying state, his limbs cold and contracted with pain. He died shortly after I saw him, and his interment and the settlement of his affairs were left to be arranged by the American consul. Dysenteries and diarrhoeas are diseases prevalent on the Isthmus, as well as fevers. To avoid the former, the strictest attention should be paid to the diet. Fruit and water, exposure to the heat and rain, are generally the causes which produce these complaints, and the remedy taken is frequently as injurious to the system as the disease itself. Brandy and other strong drinks are generally recommended, and if the person attacked is not in the habit of taking these stimulants, a moderate quantity of the former would perhaps operate favourably; but the quantity required to be taken by those who habituate themselves to such drinks, would excite fever, and be very injurious to the system. A moderate dose of stringent medicine, taken in the first stage of these diseases, seldom fails to effect a cure; but delays, as in the

case before-mentioned, are extremely dangerous. The principal causes of fever are exposure to the night air, the miasma in the atmosphere after a fall of rain, over exertion of either body or mind, and the use of alcoholic drinks. The remedy recommended, by a late surgeon of the Panama Railway Company, is the judicious use of fifteen grains of quinine.

By the afternoon train this day the remainder of the California passengers arrived, and a novel scene ensued. They took their tickets and went down to the pier, where the steamers were lying, to await the signal to go on board. They were dressed after the fashion of gold-diggers, which includes almost all fashions, and had beards of every kind, which these persons consider it their privilege to wear. They were mostly armed with revolvers and muskets, the discharging of which lasted till some time after we were under weigh. The "El Dorado" first fired her gun, took her few passengers on board, and started for New Orleans. The party left behind upon the pier began to show signs of impatience, but none were allowed to go on board till the gun was fired, when a rush was made to each gangway, and, in about half an hour's time, upwards of two hundred passengers and their luggage were on board, and the steamer ready to depart. The pier was clear, the streets appeared to be forsaken, as we steamed away out of the harbour with no little feeling of delight. The steamer, "George Law," of 2,500 tons, is named after the largest shareholder in the Panama railway, and in the line of steamers connected with it. The city has a fine appearance from the water, the new wooden buildings extending along the shore of the bay for a considerable distance, giving it the appearance of a place of business and importance.

The first night on board was, as might be expected, one of confusion, and the next day (Sunday) was little better. The California passengers reported that some of their shipmates were missing. One they asserted had

been shot and robbed while crossing, and a few were unable to get across in time for the steamer.

Monday, July 4th, being the day for the celebration of American Independence, I was curious to know, as we were in an American steamer and almost in American waters, going through the Gulf of Mexico, whether the love of this people for their nation would be manifested on the sea. I had seen her Britannic Majesty's birthday passed by unobserved, and from the ordinary routine of the first part of the day, at which the sailors grumbled not a little, I rather expected this would be the same; but about noon, the loading and pointing of the guns gave evidence of something in the shape of loyalty. At twelve, a salute was fired, and the stars and stripes hoisted on the peak. In the evening some fireworks were let off, but there was little drinking or disorder. I noticed the only drink given from the ship was that of ice water. My attention was directed from the diversions on deck to a scene of a very different kind below. A small group of persons were sitting beside a lower berth, watching, by the light of a lantern held by a sailor at the further end, the dying features of one, whose feeble life was fast departing. He was a foreigner, who had been suffering from an attack of fever some time at Panama. I saw him on the pier, among the other foreigners, but knew not that he was in the ship. It appeared that he had come on board, almost unobserved, found his way to an empty berth, and lay down in it, without strength perhaps to rise again. His body was shortly afterwards committed to the deep, the purser taking charge of his money and effects.

On Wednesday, July 5, we sighted the island of Cuba, and saw the lighthouse on Cape Anthony. The land on the side of the island we passed was low, but appeared more elevated on the Atlantic side. Some of the Americans have, for the last few years, manifested a strong desire for this island to become an integral part of their nation. The Southerners appear to take the

most active part in this affair. As the government measures are considered by this party too slow and ineffectual, attempts have been made to raise and equip freebooter or filibuster expeditions, for the purpose of taking the island by force. The senate have, on the other hand, not only denounced such proceedings as being without their sanction, but have issued a proclamation, warning any who might take part in such an expedition, that they will be acting in opposition to the wishes of their rulers, and will be punished by the laws of their country. The principal reason assigned by the Americans for wishing to possess Cuba is, that it lies along their southern coast, and would enable them to protect their commerce and shipping in those parts. The popular expression of feeling is in favour of having it on some terms, either by purchase, annexation, or conquest, and little doubt is entertained by the press of America as to possession of the island by one of these means. Spain, however, does not appear very willing to part with Cuba, or, perhaps, cannot do so without incurring the displeasure of England and France. It is stated that the Cubans have threatened, in the event of an attack, to have their revenge by setting at liberty the negro slave population, whose number is estimated at about 700,000 out of an entire population of a little over a million. These, it is supposed, once free, would fight for their liberty, under the impression that if conquered by the Americans, they would again become slaves. The total value of the annual productions of Cuba is stated to be upwards of 50,000,000 dollars, or £10,000,000 sterling. The principal articles of export are sugar, coffee, and tobacco.

After passing the island, we got into the gulf-stream, and the next day sighted the coast of Florida and several vessels passing to and from the southern harbours of America. The weather had been fine, and the sea calm since leaving Aspinwall, but at this part of our passage we were threatened with a storm. The lightning which

had appeared in faint flashes at the close of the two or three previous days, became more vivid, and the sky more dark, but contrary to our expectations, we had a fine view of the lightning without the storm. While in the gulf-stream, which is caused by the waters of the Mississippi flowing into the gulf, and thence to the ocean, I observed in two or three places the different currents of water in the ocean, giving the sea for some distance a calm surface, while the other parts were agitated by rippling waves.

On Saturday, July 8th, no land was visible, but we expected to reach New York on the morrow. In the early part of the morning I observed the person whom I had seen in one of the hotels at Aspinwall suffering from fever, lying on the deck in a weak and deplorable condition. A sailor, who appeared to have a kind heart, was attending to his little wants ; but the sailor having to leave him for a time, I took his place. The poor fellow had been gradually sinking, but had kept up his spirits in the hope of reaching New York. He now appeared to have no hope of recovery, and was ill-prepared to meet death. Like many who have been partially taught, and have only imperfectly understood the plan of salvation, he saw not that he was a sinner, and stood in need of a Saviour. There can be no sight more sad and solemn to the Christian, than to witness the approach of death to those who are unprepared to meet it. Death-bed repentances are not much to be depended on; not because Christ cannot then save, but because faith has to contend with reproaches, doubts, and fears, without being able to render obedience to the Gospel and love to Christ. Towards the middle of the day he grew worse, but with the application of a blister and some medicine, he recovered a little towards evening. Leaving him for a short time, I found him attended on my return by a lady from the cabin. She soon resigned her charge to me and others, who now came forward and followed her example. The lady, who I afterwards found was Miss

Helen Heron, a celebrated actress on her way from California to the United States, did more for this poor fellow in her absence than when present with him. She enlisted the sympathy of the captain and others in his behalf. The captain gave orders to have him removed to the hurricane deck, where he would have more air, and had a sail put up over him to keep off the damp. Four of us arranged to sit up with him all night, and were supplied with ice and ice-water to quench his thirst and cool his head. He recovered sufficiently during the night to entertain hopes of again seeing his wife and little ones next day at New York; but on the Sunday morning a thick fog came on, the damp from which appeared to operate unfavourably upon his system. Throughout the day he was irritable, and, like many who are brought near to death, and partially recover, his thoughts were again of this life and the cares thereof. In the evening, a little before sunset, I went up to take my turn at watching and attending upon him. I saw that a change had taken place for the worse. He complained of cold, and after putting on some clothes, I saw a few minutes after that it was the cold hand of death. He moved his lips a few seconds, and shortly afterwards expired.

Soon after dusk, the fog cleared away, and we saw the lighthouse on Staten Island and Sandy Hook, as well as the lights of steamers and vessels in different directions. When abreast of Staten Island, blue lights were displayed as signals for a pilot, who came on board some two hours afterwards. After burying the poor fellow, who had died, upon the island, we steamed away up the Sound, and as the dawn of morn appeared, we had a view of the harbour of New York, with its forest of masts and funnels of steamers. At this early hour many vessels were in motion ; steamers were tugging barges loaded with goods, and the steam ferry-boats were conveying living masses to the scene of their labours here and there. A few stragglers found their way to the pier where our

vessel was being made fast, anxious to render us such assistance as they doubted not we stood in need of, as much as they did the compensation in return. The news soon reached the city that our vessel had arrived, and a number of porters and carriages were soon in attendance to convey us and our luggage hence.

The voyage from Aspinwall, Navy Bay, a distance of 2,150 miles, was accomplished in 8½ days, and reckoning 1 day for crossing the Isthmus, and 32½ days under steam from Sydney to Panama, the total number of days under steam from Sydney to New York was only 41; and if the "Golden Age" had not experienced head winds nearly the whole voyage, there is little doubt but that, if there had been no delay in coaling, and a steamer ready at the Isthmus, passengers could have been landed at New York in 40 days, as announced, and with a favourable wind in a few days less. There cannot be a doubt but that this route is the shortest and best from Sydney to the United States and Europe, when all things are in readiness.

CHAPTER VI.

NEW YORK, TORONTO, NIAGARA FALLS, AND CINCINNATI.

As soon as the steamer was fastened to the pier, a number of porters rushed on board, handing their cards to the passengers, and recommending the hotels to which they belonged, and whose name they had affixed on their hats and carnages, as the cheapest and best in the city. I imagine these zealous persons receive a certain sum for each traveller they take to an hotel; but the difficulty a new corner experiences is, which pressing invitation to accept.

My companion and I took up our quarters at an hotel, pleasantly situated in front of the City Hall. The hotels of America are mostly on a very large scale, are admirably conducted, and well adapted to the wants of a travelling community. At the entrance is usually a large hall, on each side of which are sofas and chairs, and at the further end an office, where a book is kept for persons to enter their names as soon as they arrive. Clerks are in attendance to assign the room, and take charge of any luggage, for which a check is given, corresponding with the one affixed to it, or it may be at once conveyed to the traveller's apartment. The key of the room, when not required, is left at the office, and inquired for by its number at any time. In most of the hotels, each room is furnished with a Bible by the American Bible Society. A bell-pull is also fixed in each room communicating

with an ingenious bell-telegraph fitted up in the office, which communicates again with the servants' department. There is generally a door out of the hall leading to the reading-room, which is furnished with files of newspapers, sofas, and chairs. Another door leads to the breakfast and dining rooms or restaurant. There is generally a private entrance for ladies, and a saloon for their exclusive use. Most of the hotels provide meals, and charge for them and lodging so much per day or week, but some few charge only for the room, and have a restaurant attached. It is optional at the latter whether the meals are taken there, or in any other part of the city. These last are a great convenience to those whose business or pleasure may lead them any distance from their hotel. The charges at the former are from one to five dollars per day, and at the latter from half a dollar to a dollar per day. The hotels are the palaces of the Americans, and some of them are certainly equal in extent and grandeur to many residences of the nobility. The St. Nicholas Hotel, situated on Broadway, New York, is built of marble, with an elaborately carved front, four or five stories high; and at a little distance from it is the Metropolitan Hotel, a noble structure, with about one hundred windows looking out upon the busy thoroughfare of Broadway. Some of the hotels in the city have as many as two and three hundred rooms, and at the watering-places as many as five hundred. The lower part of the hotels, as well as of many public buildings, is fitted up for shops.

My first impressions of New York were favourable in many respects. There was an absence of gin-palaces and public-houses, and although intoxicating drinks are retailed at most of the hotels and many of the shops, I saw scarcely any drunkenness in the cities of America, and was informed that such is seldom to be seen, except in the more immediate neighbourhood of the shipping. The whole stock of liquors kept at one of the large hotels I should imagine would be consumed at an English

public-house in one day. It is true there are in New York a number of Dutch restaurants and drinking-houses, but being underground, they are scarcely known or seen.

The streets in the neighbourhood of the wharves are narrow and irregular ; the extent of warehouse accommodation is immense, forming many entire streets, seven, eight, and even ten stories high.

Broadway is the principal place of business and pleasure, in fact it is to New York what Oxford and Regent Streets are to London. It lacks, however, the similarity in the style of buildings of the latter, and although called Broadway, it is not so broad as Regent Street. Here and there a shop or hotel with an extensive and beautiful marble front, is situated beside buildings of a very different style of architecture and appearance. The display of goods is rich and varied, but the shops do not appear so heavily stocked as those in the streets of London.

The other leading thoroughfares in New York are called avenues, which commencing at certain points, extend in a straight line through the city north and south, the cross streets branching off right and left. These streets are numbered from 1 to 227, and are labelled at the corner, in addition to the number, east or west, whichever side they may be. There is a double line of rail laid through the centre of these avenues, along which railway cars, drawn by two horses or mules, are running every few minutes. This mode of travelling is novel, cheap, and easy. These cars will carry about thirty passengers, and the charge is three cents for any distance under three miles. The omnibus charges for a like distance are generally five cents, but a few have reduced their charges to three to compete with the cars. The hackney coaches of America are of a superior description to the English ones. They are drawn by two horses, with neat plated harness. Travellers have to pay, however, for this superiority of style. The charge

is twenty-five cents, or about one shilling per mile, or part of a mile ; and strangers, who know not distances, are almost sure to be imposed upon here as elsewhere by this class of persons ; but there is a remedy in cases of imposition. Each owner, or driver, as in England, is compelled by law to have a number affixed to his vehicle, so that in cases of dispute he may be summoned before the authorities, and if he makes an overcharge, he forfeits all the fare.

There are several squares in New York, planted with trees and shrubs, and the streets in the more retired parts of the city have trees growing on each side of the road, giving the streets a pretty appearance, and affording a shady promenade during the summer season.

The buildings of New York are mostly of brick and stone, the public buildings being almost entirely of the latter. Of these, the finest is the City Hall. It is 216 feet long, 105 broad, and 65 feet high, and combines the Ionic, Corinthian, and Composite orders of architecture; the front of which and ends are built of white marble, and the rear of freestone. The centre of the roof is surmounted by a cupola, overlooking the city. A sentinel is stationed here to give alarm in case of fire. At the back of the cupola is a tower, in which there is an immense large bell, weighing 9,910lbs., which is rung or tolled as soon as a fire breaks out. As soon as it is heard, the fire engines are in motion, and the direction in which they are to proceed is at once made known. Fires are of frequent occurrence in New York as well as in other American cities. I sometimes heard this bell tolled two and even three times a day. The fire brigade of New York is an efficient force of upwards of 2,000 men. They are divided into engine, hose, hook and ladder, and hydrant companies, having 84 engines, 49 hose carriages, 40 ladders, 88 hooks, and 8 hook and ladder trucks. The City Hall is used for various national and municipal purposes, each different office having its name affixed to the door, and each part of the

building the various offices to be found in it, In front of the City Hall is a park with a fountain of water in the centre.

The Custom-house, also built of marble, is 200 feet long, 90 wide, and 80 high. The Merchants' Exchange, built of granite, and roofed with the same material, is 200 feet by 171. These two buildings have each a spacious rotunda, where the principal part of the business is transacted, and which are severally surmounted by lofty and handsome domes. Most, of the large public edifices in America are built in this style, which appears to combine both convenience and elegance, ready access being attainable to all parts of the building from the rotunda in the centre.

The Post-office is an ancient stone building, formerly used as a church by the Dutch. The business transacted at this office is very extensive, but the postal arrangements in America did not appear to me as perfect as those in England. There appeared to me to be too few Branch post-offices, and too many voluntary receiving houses or places, for the security of letters. Boxes are placed in nearly all the hotels, many of the shops, and on many pillars and posts in public situations. The principal part of the delivery seemed to be at the Post-office, and not by means of messengers. The Post-office, as well as other public buildings and institutions, have places set apart exclusively for ladies. The Americans appear to have a great respect for females, and have made admirable arrangements for their comfort, both in the institutions of the country, and in travelling through it. The inland postage in America is 3 cents, and between England and America 24 cents ; of the latter, England and the English mail contractors have 19 cents, and America 5.

There are a large number of Express Houses in all the American cities, which undertake to forward goods and parcels all over the city and the world. The vans of one of their houses, namely, that of Adams and Co., are seen

all over America, like Pickford's vans in England. Messages and orders for any of these houses can be written on slates, which are hung outside the shops in all parts of the city, which are attended to as the conveyances pass along.

The Halls of Justice and City Prison are both comprised in a massive building in the Egyptian order of architecture. It is 253 feet by 200 feet. The prison is capable of accommodating in the whole about 300 persons. One wing of the building is used for female prisoners, under the superintendence of a matron. On going up the steps of this building with a friend, we inquired of a bystander what place it was :—he replied, "The place for all liars." This answer was not a bad one, for there are few who hesitate not to depart from the truth, but will commit other crimes against society and individuals. The great enemy of our race is called a "liar from the beginning" and the "Father of lies."

The before-mentioned are the principal public buildings I visited ; besides these, however, there are several worthy of the attention of visitors. The benevolent institutions of New York are numerous and well supported. There are about 20 asylums, hospitals, and infirmaries, for the destitute, sick, and diseased. Large numbers of emigrants are constantly arriving in New York from Ireland and elsewhere. Many of these land in destitute circumstances, and not unfrequently afflicted with disease. In this way they become at first a burden to the country, but it is the pride of the Americans that they have, and will have, no poor, excepting the sick, afflicted, and infirm, and these they seem determined to place above want.

It must not be inferred from the above remarks that there are no beggars in America; this class of too frequently wilful dependents are to be found almost everywhere. Amongst those I met with was an old blind man, who said he had fought the battles of his country and wanted bread. On questioning him pretty closely as to

why he did not avail himself of the institution for the blind, he confessed that he was a pensioner, had spent his last receipts, and wanted a little just to help him on till the next payment was due. Begging and trading are commenced at a very early age in New York as well as in London. Soon after dusk the hotels and public places are visited by numbers of old and young, male and female, having for sale a variety of knicknackeries, and some with nothing but their pitiable appearance to excite the sympathy and invite the aid of the humane. I inquired of a young toothpick seller what sort of a trade he carried on. He said he sold a good number, and being no doubt proud of his business and well pleased with the returns, voluntarily disclosed the secrets of his business, and said he bought for 1½ cents and sold for 3 cents. A little girl, who it appeared was begging for her supper, told me that she went to school through the day, and had to take home 2 cents to her mother in the evening for her supper, but she was too honest to say that she would be deprived of it if she did not take home the money. These youngsters, who mostly go to school through the day, are sent out, or take upon themselves to go, upon these trading and begging pursuits at night. They glide almost imperceptibly into the halls and reading-rooms of the hotels, from whence they are occasionally driven by an attendant into the street, Here they visit those who, on the warm summer evenings, sit along the front of the hotels, to smoke cigars or catch a cooling breeze.

Great attention is paid in America to education, and if either parents or children neglect it, they have, in nearly all cases, only themselves to blame, The schools are built and the teachers paid from the public funds, and no charge is directly made for the instruction of pupils. The cities are divided into wards, and each ward is supplied with schools according to its requirements. There are in New York 46 Ward schools, 58 Primary ditto, 7 Asylum ditto, 8 Missionary ditto, and

6 Ward and 3 Primary schools for coloured children. The Ward schools are generally three stories high. The lower story is the infant department, the second the girls' school, and the third the boys' school. The large rooms have a class and lecture room attached, and the comfort and convenience of both teachers and scholars are studied in the fitting of them up. There is a separate seat for each scholar, and two only sit at one desk. These schools can accommodate from 500 to 1500 scholars. The salary of the principals is from 1000 to 1500 dollars, and of assistants from 500 to 1000 dollars. There are upwards of 60,000 children receiving free instruction in New York. No religious instruction is given in these schools, but a chapter out of the Bible is read at the opening.

I visited one of the Ward schools during my stay in New York. The teachers appeared well qualified to instruct, and the children quick at receiving instruction; but one of the difficulties the teachers have to contend with is, the frequent absence of scholars, who come and go almost at pleasure. I observed a marked difference between the behaviour of the boys and girls on leaving school, which was to some extent, no doubt, the fault of the teachers of the former, who allowed the boys to take up their hats and hurry away, while the teachers of the latter stationed themselves in different parts of the room, and shook hands with each scholar on leaving.

The youth of America are generally forward, both in their manners and learning. They appear at a very early age to throw off the restraints of home and parental influence, and think and act for themselves. This is certainly allowing liberty of thought and action at too early an age, and is carrying out the principles of freedom to a ridiculous and injurious extent. This evil cannot be traced to the education they may invariably acquire at school, but to the want of parental training at home, I have frequently heard parents in Australia, as well as in America, express their surprise that their children were

so disobedient, and that they had no power over them. If parents do not teach and enforce submission in these countries, as well as in England, it is vain for them to expect it from their children.

The Sunday schools of America are attended by all classes of persons, and the numbers receiving religious instruction in them in New York alone is about 44,500. They are generally regarded and spoken of as valuable institutions, but they appeared to me to be much neglected; and though they enjoy a more favourable position, both in their relation to the churches and in the public mind, than the Sunday schools of England and the colonies, still they do not occupy so much time, and impart a similar amount of religious instruction as their less favoured sister institutions. I visited some of the American Sunday schools, and was generally informed that it was an unfavourable season of the year for so doing. I was not previously aware that these institutions had their seasons, but I now found that not only the teachers, but many of the scholars, were able to visit the fashionable watering-places during the summer, for the benefit of their health; and in consequence of this, some of the Sunday schools were actually closed for a few weeks or months. These schools are generally held but once a day; the course of instruction is very similar to that pursued in England, but the discipline of the schools and the behaviour of the scholars was not such as I anticipated, but this was, no doubt, partly owing to the absence of regular teachers and officers. Nearly all the schools are supplied with libraries, and have every facility for carrying on their operations. They are held in large rooms beneath the places of worship, which, although frequently not very well lighted, are cool and pleasant. These rooms are used for religious meetings during the week.

The churches in America are numerous, and both the cities and the country appeared to be well supplied. All sects have equal rights and privileges. Their churches

are built and their ministers supported by voluntary contributions; but some sects are far more numerous than others. In some States, Presbyterianism prevails; in others, Methodism; and in others, the Baptists. The Episcopalians and the Congregationalists are the most numerous in two or three of the Eastern and Northern States. In the Western States, the Churches of the Reformation are making considerable progress. In the Southern States, as well as in nearly all the States, the Roman Catholics are to be found in large numbers; the French forming a large portion of the population of the former, and the Irish of the latter. The places of worship of the various denominations are generally handsome and commodious, and towers, spires, and Gothic edifices, belong to no sect in particular, any more than organs and choirs.

I visited some of these churches during my stay in New York and in other places. The Episcopal Churches (which on one or two occasions I erroneously termed the Church of England, and was corrected for so doing,) are handsome structures; the style of building, and manner of conducting the service, being very similar to that of the Church of England. Trinity Church, in New York, which is one of the largest and finest buildings belonging to this body, is very handsomely fitted up with dark carved wood. The roof of the centre aisle is supported on massive pillars, and light is admitted through the richly-stained windows on each side and at the end. It has only one gallery at the entrance of the church, in which stands a large organ and seats for the choir. There is service every day in the week, and two vergers are constantly in attendance, to look after the building and conduct such visitors as may desire to have an extensive view of New York up the lofty spire. Being anxious to observe the order of the Churches of the Reformation, I first attended their place of worship in New York. The building is neat, and after the style of many of the American churches, having open seats, and, instead of a

pulpit, a platform with a desk in front and chairs in a recess at the back, on which were seated two venerable looking elders. The service had commenced, and consisted of singing, prayer, reading the Scriptures, and an exhortation, which last, delivered by Dr. Sheppard, was both argumentative and instructive; the singing was good, and all seemed to join in it; the prayers were fervent, fluent, and comprehensive. I was very well pleased with this first visit, intending to observe further the principles and practice of these churches during my stay in America.

In the afternoon I attended a Presbyterian church, The building was a fine Gothic structure, with a lofty spire. The interior was fitted up with oak, which corresponded well with the dark-coloured stone walls and arched roof. The light being admitted through richly-stained glass windows, gave the whole of the interior an impressive appearance. There was a fine-toned organ, and the singing was left almost entirely to a choir, which consisted of well-trained and efficient singers. The discourse had reference principally to the prevalence of cholera and preparation for death, I was not so well satisfied in the afternoon as in the morning. There was more in this last place to gratify the senses, and less to edify the mind. I went in the afternoon to the church of the Puritans, a handsome edifice, situated in one of the squares, with the expectation of hearing Dr. Cheever, but found that he, like many other preachers and numbers of persons from the several congregations, were in the country for the benefit of their health, so that the summer season is a very unfavourable one to visit the churches of America. These absentees I found were mentioned in the prayers of the several churches to which they belonged during their absence,

In the evening I walked down Broadway, which was crowded, as it usually is on the Sunday evening, with the votaries of pride and fashion. The omnibuses and railway cars are in full operation throughout the day,

and with the exception of the shops being closed there is little difference in the thoroughfares on the Lord's-day and any other day. The laws are very strict as regards the sale of intoxicating drinks on the Lord's-day, and heavy penalties are enforced on the infringement of these laws, so that those who might be desirous of these indulgences cannot gratify their desires, and must be content with open-air enjoyments. This prohibition no doubt has the effect of increasing the traffic in the streets, which, of two evils, is certainly better than traffic in strong drinks. Vast numbers of the crowds I saw were no doubt going to the various places of worship, whose different services are held at nearly all hours of the day. Proceeding up a narrow passage out of Broadway, I was soon seated in the Tabernacle, The building is nearly in the shape of a circle, the pews rising from the centre to the walls under the galleries, the pews of which are also elevated at the back. The building, I should imagine, will hold about 2,000 persons. Opposite the entrance is a platform, in front of which is a desk, and at the back two handsome sofas, and an arm-chair in the centre. Above this is a smaller platform for the leader of the choir, at the back of which is the organ, and on each side seats for the choir, and beyond these a place for the Sunday-school children. A handsome chandelier is suspended from the roof, which, with the whole building, was well lighted with gas, giving it rather an imposing appearance. The service commenced with the choir rising and singing a piece of music. After this, prayers were offered and a hymn was sung, the congregation sitting all the time, nor did they rise till the concluding hymn and prayer. The discourse was interspersed with anecdotes, which, with poetic effusions, the American preachers, and, I presume the people, are partial to, for they are frequently made use of in the pulpit.

During the summer season the churches, and nearly all public places, are furnished with palm-leaf fans ;

these are used alike by males as well as females, and to a stranger, a whole congregation, with fans in motion, is rather a novel sight. Leaving this practice out of the question, I was not very favourably impressed with the devotional character of some of the congregations I attended. The males generally walked up to the pews with hats on, and both males and females sat during most of the service ; but I must say that, once in the church, they rarely leave till the service is concluded. In most of the churches the seats are free, a collection being made at the conclusion of each service, and as the ministers are generally well supported by their congregations, this is certainly a better plan than letting pews.

There was street-preaching in the course of the day in front of the City Hall, but I was informed by a friend that it was little more than a declamation against the Roman Catholics. This mode of preaching had been very popular just before I arrived in New York, but having almost invariably resulted in a riot, the authorities did their best to suppress it, and the quietly-disposed citizens discountenanced it. At these meetings each party generally indulged in the most bitter invectives' one against the other, and the hisses, yells, and shouts were generally succeeded by scuffles and blows. These meetings were frequently attended by several thousand persons.

The following number of churches will show that there is not a deficiency of church accommodation, to a population of about three quarters of a million :—Baptists, 31; Congregational, 8 ; Disciples, 1; Dutch Reformed, 21 ; Friends, 4 ; Jewish Synagogues, 10; Lutheran, 6; Methodist Episcopal, 33; Protestant, Wesleyan, and Independent Methodist, 8 ; New Jerusalem, 2; Presbyterian, 44; Protestant Episcopal, 45; Roman Catholic, 22 ; Unitarian, 2 ; Universalist, 5 ; various, 10; making a total of 252 places of worship, many of them very large, in New York alone. The total number of churches in the United States is esti-

mated at 36,221, founded and sustained by the several denominations that compose them.

The colleges and theological seminaries of the United States are also supported by the contributions of the several religious communities. They have, in general, large and valuable libraries. There are 50 theological seminaries, and upwards of 100 colleges in the States.

The Religious Societies of America are numerous, and their operations extensive. The principal ones in New York are the American and American Union Bible Societies, the former for the circulation of King James's translation, and the latter for the translation under the direction of the Baptist churches. The premises occupied by the former is a noble pile of buildings in a retired part of the city, used also by the American Missionary Society, and other kindred institutions. The American Tract Society have their principal depot in New York. I visited their premises, which are extensive, and saw a number of steam presses executing sheets of letter-press, stereotype, and engravings, in a superior manner. I was kindly furnished with a report of this Society, and other interesting papers. One of their monthly publications for children has a circulation of about 300,000. Besides these general Societies there are several whose objects are similar, but whose operations are of a local character.

I visited the New York Young Men's Christian Association, and was invited to attend their monthly business-meeting, which I did, and was pleased with the manner in which it was conducted. The premises occupied by this association consist of three lofty and spacious rooms, with sliding partitions, so that for public meetings they can be thrown into one. There is an excellent library of about 2,000 vols. in one of the well-furnished rooms. The association numbers upwards of 1,600 members.

While at New York I paid a visit to the Crystal Palace, and was disappointed in the building and its

contents. The former is unique, but not imposing in its appearance. Its proportions are good, and at a few paces from the entrance the beholder can obtain a view of the entire building. The interior has a light and tasteful appearance; but not much more than half the building is of glass, the other part appeared to be of wood or iron, very tastefully painted, somewhat after the Chinese pagoda style. Beneath the dome an insignificant fountain was playing, surrounded by a few greenhouse plants. The avenues were lined with statues, and some of the courts were tolerably well furnished with various inventions for saving manual labour, among these the sewing-machines occupied a prominent place. The machinery, which was kept in motion by a monster steam-engine, comprised a variety of useful inventions for sawing, planing, moulding, raising water, washing, and other purposes. The agricultural implements were very numerous and varied, and for most articles of utility this exhibition was not amiss, but for a show of elegant goods the shops in Broadway could very well vie with it. I observed one very interesting relic, namely, a Bible brought over by one of the Pilgrim Fathers. This exhibition has proved a failure. It was commenced too soon after the one in England, got up too hastily, and furnished too scantily. The building has been disposed of, and was to be closed on the 1st of November, 1854.

The printing offices in America are nearly as plentiful as provision stores, the food for the mind being considered almost as necessary as the food for the body. As there are large numbers of persons constantly arriving in New York, the tradespeople keep the hotels well supplied with cards and bills of every description, which gives employment to a large number of printers; and I was frequently amused at seeing the care taken by the distributors to display these documents, and the reckless manner in which, a few minutes afterwards, the whole would be gathered up, and placed in a basket kept for

the purpose. The plan of disposing of the placards was no doubt good for trade, but not for profit. I visited some of the largest of the printing establishments, which had each several steam presses at work. The paper is not so good, nor the printing in general so well executed in America as in England. This did not appear to be the fault of the machinery, which is excellent, but is owing chiefly to the inferior quality of the ink and paper. Cheapness and speed are the great desiderata in America, and both these are combined in the newspaper department. There is one daily paper with a circulation of 55,000, the cost of which is only 1 cent. or a halfpenny, and several others equal in number, at 2 cents and 3 cents a copy, about the same size as the *Times*, without a supplement.

Steam is applied to nearly all purposes. One of the most novel uses to which I saw it applied was that of casting type. At each furnace was a pipe, conducting cold air to that part of the machinery which would otherwise become too heated. The steam-power was applied to other purposes in the type foundry besides casting. Most of the large buildings used as manufactories in New York have a steam engine erected in such a way as that each story may be furnished with its power. These floors are frequently let to different manufacturers, all having the advantages of steam without possessing an engine.

My stay in New York was lengthened by the sickness of some of my fellow-passengers, scarcely any of whom had been free from fever since leaving the Isthmus of Panama. Being tolerably well myself I visited such as I knew were sick, and did what I could for them. The worst case I met with was that of a man in a high state of fever, terror-stricken by a guilty conscience and the fear of death. He was endeavouring to keep his head cool with ice, and his body with ice water, but he had striven in vain to cool the body, or to calm the mind. I succeeded in composing his mind, that appearing as needful

as anything for his recovery. Like many others in similar situations, he made promises of amendment of life should he be restored to health, which latter I afterwards heard he was, but as regards the fulfilment of the promises I have my doubts. I made application for the admission of the sufferer into the New York Hospital, not that he was wanting means, but wanting comforts and attention which he could not have at an hotel. After a visit from one of the doctors an order was granted, and I accompanied the poor fellow to the hospital. I had not been in the ward many minutes before I observed another of our passengers sitting on his bed. He informed me that he had also been attacked with fever, and was taken to the hospital he knew not when nor by whom.

Having seen to the sick I prepared to depart. I was desirous of getting to the Falls of Niagara, but the difficulty to most strangers is, which route to take. The halls of the hotels are generally covered with bills, setting forth the advantages of the different routes to the north, south, east, and west. The traveller can go to the Falls by rail or by part river and part rail. I preferred the latter, as it would afford me an opportunity of seeing a portion of the river Hudson and the pretty towns and villages upon its banks.

At four in the afternoon of a warm day in the middle of August, I embarked in one of the large and powerful river steamers, intending to take the rail some forty or fifty miles up the river. Her fittings were elegant and tasteful, and her speed appeared to be unrivalled, for she passed all that she came up with. We soon left New York in the distance, and after passing the pretty islands near to New York and the Palasides, we steamed away up this noble river, which was clotted with white sails and steamers going and coming up and down. The Hudson river railway runs along the bank, in some places at the water's edge, at others a few feet back. At first I conjectured it was only a wall, but I soon

saw a train shoot by, which mocked our speed and left us far behind. There are several thriving and pleasantly-situated towns and villages on the banks of the river, and in addition to the beautiful scenery, a few interesting spots, rendered memorable by the various engagements which took place in the vicinity during the struggle for Independence. The steamer stopped at several places to land passengers, and her arrival and departure was announced by the ringing of a bell.

About sunset, the passengers for Niagara were landed at Newburg, a large town from which a line of railway connects with one for the Falls. It was dusk before the single car, which was to convey the few passengers forward, started. Not having travelled by rail for some sixteen years, I felt rather nervous when the iron horse started off at full speed. Our road for some distance from the banks of the river was hilly, but apparently well cultivated. The evening was warm and sultry, and as we passed along, I observed large numbers of fire-flies by the road-side. There were several towns and villages along the road, and the railway frequently appeared to pass through them, so that as the time for repose drew near, I could observe first the closing of the shops, then in the next place the lights in the upper rooms, and finally total darkness ; and being somewhat fatigued, I envied those who could thus retire to rest.

Pleasures are generally purchased at the expense of fatigue, and the prospect of a view of the mighty Falls of Niagara on the morrow is not sufficient, at the time, to reconcile the traveller to the loss of sleep; but after one view, the price at which it is attained is scarcely worth the reckoning. During the night, the cars attached to our engine had increased in number at the different stations, and at daylight, having to change cars, I perceived that the passengers had also increased so as to require a long train to convey them forward. It is necessary for passengers, who have to change cars upon the road, to bear in mind the name of the place

at which they are to change, as there are no porters in attendance to make it known; but when travellers alight, they have only to observe the name of the places painted on the cars, to which they run.

Soon after sunrise, the cars were visited at each village or town, by a number of youthful provision-merchants and fruit-sellers. These have access to the cars until they start, and frequently have to leap for their life. The American railway cars are differently constructed to those in England. The former are longer, higher, and have more glass windows and Venetian blinds than the latter. The interior also of the former is very different. They have two rows of stuffed and velvet covered seats, which are intended to accommodate two persons, and being on a swing, pivot, a party of four can sit opposite each other. The cars are entered at the front and back, and there being a passage down the centre of each, access may be had from one end of the train to the other. If a small cistern of ice-water is not placed in the middle of the car, boys are employed to attend upon the passengers, and supply them with this acceptable beverage throughout the warm days and nights of the American summer. With one or two exceptions, there is but one class of cars, and they are first-class. On most of the lines there is a smoking-car, and a car for ladies, who may be accompanied by their male relations or friends; but this practice is not deemed necessary on account of any disrespect or annoyance the females of this country are subjected to; on the contrary, from what I witnessed and was assured of, they might travel alone, without experiencing insult or molestation, from one end of it to the other.

In the course of the morning we passed through several thriving towns, mostly built of wood, and a tolerably well-cultivated country. It was harvest-time; the wheat was in the sheaf, and in many parts being gathered in. We passed several farms and farm-houses,

which appeared outwardly to lack both order and ornament. The stacks were not neatly formed, and the houses wanted gardens to give them a desirable appearance; but from such of the inmates of these dwellings as travelled by the cars, I inferred that though they cared little about elegance, they were not disregarding of ease and enjoyment. Lads and lasses, dressed in holiday attire, got up at one station and were put down at another, where it could plainly be seen a friendly visit was the object of their journey. The little villages or towns through which we passed appeared to be well supplied with places of worship; two, three, or more churches could generally be observed among the other buildings, by their little towers and spires, and, in a few instances, even standing by themselves, for the accommodation of those scattered around them. The complaints in the country parts of America is seldom that there are too few places of worship, but more frequently, I think, that there are too many. The Methodists, the Baptists, and the Presbyterians, in these parts appear desirous of having each a church and a preacher, and the consequence is, that the churches and congregations are small, and the preachers badly paid. If these several congregations were united, they would form a Church sufficiently large to support a pastor; as it is, the church and the pastor are generally straitened, but such is the zeal and perseverance of both, that, under the disadvantages mentioned, churches are built and pastors are sustained. These churches certainly prove that the voluntary principle can accomplish all that is necessary for the establishment and maintenance of religion in the country as well as in the city, even under the disadvantages of sectarianism; and if there existed a union of Christians on Christian principles, so that there could be a united action, these churches would be in a far more flourishing state than they now are.

The scenery through which we passed during the morning, was varied occasionally by mountains, forests,

rivers, and canals, and the latter part of the journey was along the shores of Lake Erie, which, like ourselves, was here not far distant from the Falls. This line of railway runs through the State of New York, and the distance from the city of New York to the Falls is between 400 and 500 miles by this and the different routes. The charge by steamer and railway from New York to the Falls, the route I took, was 6½ dollars. There is one route as low as 5 dollars, and another, by railway the whole distance, as high as 7½ dollars ; but as none of these rates were said to pay the railway proprietors, they have, I believe, since raised them. I had lost much of the scenery, as well as my rest, during the night, but the morning light disclosed sufficient to call forth admiration. It could plainly be seen how rapidly cultivation and civilization were progressing in every direction, making a highway for the vast multitudes who are constantly passing onward to the far west.

I did not hear the noise of the Falls till the cars stopped at Manchester, the name of the town on the American side; and even here, though within half a mile, the sound was not loud. The distance at which they are heard must depend partly on the wind ; and the sound, doubtless, reaches much farther below than above the Falls, as we were. There was a great rush of runners and waiters from the hotels at Manchester, to seize the luggage of the passengers, which almost drowned the noise of the rushing waters. After setting down the passengers for the Falls, the cars went on to the Suspension bridge, a distance of nearly two miles below the Falls, the railway running along the banks of the river. Here I alighted, and found my way to an hotel to seek rest and refreshment. After two or three hours' sleep, I walked up the banks of the river, which, in many places, are shaded with trees, and have a park-like appearance. In some of the bends of the river, a beautiful view can be had of the Falls, and of the stream beneath, from projecting points of land upwards of 200 feet high.

The sun was just setting as I reached the Ferry-house, but there was sufficient light to behold, with wonder and delight, this stupendous and indescribable sight. I imagine there are few who do not feel a silent awe as they approach the brink of these mighty falls, or else give audible expression to their amazement. Many have attempted to describe the sight, and their emotions while beholding it, but every such description fails to convey an adequate conception of the extent and grandeur of this rushing, rolling, and falling mass of water. The Falls of Niagara form a chapter in the book of nature, which requires both time and thought to read. It is not so difficult to imagine sufficient water being collected together in one place, and then let loose over an immense precipice ; but when it is borne in mind that an inexhaustible supply of water has for ages rolled onward to the river, lake, and sea beneath, the question might well be asked, How are these great floods conveyed above ? The manner in which they are collected together is as wise and perfect as their dispersion, but far more imperceptible. The dew, rain, ice, and snow, are the sources from which these falls derive their majesty and power, and He who lifts them so gently from the wide expanse of waters, and distributes them where they are required, has also appointed a vast storehouse for a continual supply; but unlike those who gather up in barns. He gathers but to give.

One of the best views of the Horse-shoe Fall is at the Ferry-house, and here also for those who can stand on the brink and look into the abyss below, a good view of this kind may be had of the American Fall. I stood for a few moments in this position, but soon retired. A peep of this kind is quite sufficient for most persons, and I was somewhat surprised to see the number of females who ventured thus far, but I observed they mostly sought the arm of their male companions. Having gratified my curiosity, I retired for the night, promising myself a second visit in the morning. The day had been

extremely warm, and the night was not very cool, but the fatigue of travelling prepared me for a good night's rest.

After breakfast next morning I crossed the Suspension bridge, which is as noble a work of art as the Falls are of nature. The height of this bridge is upwards of 200 feet, and its length about 800. The charge for foot passengers is 25 cents, which includes a return ticket if required. The principal scenery on the bridge is the lofty banks, the rapids just below the bridge, and a distant view of part of the Falls. The immense depth at which the water is below, and the bridge above, can only be seen to advantage by standing on the bridge and looking over.

Proceeding up the banks on the Canada side, some fine views are obtained. The best view of the American Fall is to be had just by the ferry on this side, it being directly opposite. I was getting into the best position to enjoy this view, when I was beset by an eager cabman, who wished me to avail myself of his vehicle, and of his extensive knowledge of all that was interesting and worth seeing. I had some difficulty in getting rid of this intruder upon my enjoyment. He followed me from place to place until he found I was determined not to patronize him. A little further on I was again annoyed in the same manner by cabmen and guides, who are a pest to all those who wish to enjoy this noble sight alone and contemplate its grandeur. The interests of these people are so deeply concerned, that it is not easy to convince them that their services are not required; and they are so extensively patronized by the Americans, who, in their pleasure trips, must ride and be waited upon, that from custom they appear to have almost made a law that travellers must ride. The guides wish every one to visit the Cave of the Winds, for which purpose they provide a suit of waterproof clothing; but I was not so venturesome as to visit this cave, contenting myself with a view of the Horse-shoe Falls from the Table Rock, or

rather that part of the rock which was left when the Table Rock fell. A little below this spot there is a fine view of both Falls, with Goat Island in the centre, and the Tower a short distance from it. Just below the latter is a huge mass of rock, which has fallen from above, and brought the precipice within a few feet of the Tower. It is curious to observe the different shades in the colour of the water, varying with the depth or thickness of the volume. In the centre of the Horse-shoe Fall, the water, when the sun shines upon it, is of a deep blue shade, and is seen through the cloud of white vapour continually rising up before it. The thickness of the body of water here is said to be 18 feet; and the height of the fall 180 feet.

There are several schemes at this interesting place for getting money from the vast numbers of people whose pleasure or curiosity prompts them to pay it a visit. There is one who makes the death of a fellow-creature his means of living. A little wooden shop is erected on the high banks of the river for the sale of fancy articles, the work of the American Indians and others; the customers being attracted by a sign, showing it to be the spot where a young lady, while gathering flowers, fell over, and was killed. At a little distance is a blind man, seated on a bench, with a small peep-show beside him. I told him I thought he must be doing well in such a situation, but he told me his palmy days were over. He said he lost his sight in battle, and had been for the last twenty years located in this spot. He informed me that since the people had availed themselves of the numerous conveyances for taking visitors to the several points of interest, he got very little support, as they generally rode past, instead of walking as they did formerly. He also gave me to understand why the drivers of the vehicles offer to take persons at such low rates from the Suspension bridge or Ferry to the Falls. These drivers, he said, get so much for every visitor they take to an hotel, so that after driving them along the banks, and

giving them a batch of stereotype information, they hand them over to an hotel-keeper, who does not scruple to charge his customers rather more than they would like to pay at any other time; but, like the effects of a powerful appeal, the sum given is, perhaps, not thought of, while the enthusiasm, which the sight has produced, is felt.

There were several fatal cases of cholera at Niagara, which frightened some away and prevented others from coming. Those attacked were mostly Irish labourers, who live in small shanties built of wood. In one case, no one being found to inter the corpse, the place was set fire to, and the body burned. This circumstance created much excitement and alarm, and, doubtless, did not fail to be exaggerated, the further it travelled or became known.

On my way back I halted at the bank above the Ferry, and hesitated whether I should recross the bridge, or venture in the little boat across the eddying stream; but I took courage, and walked down the winding carriage road leading to the latter. The boat is pulled by one man, who must well understand the various currents through which he has to pass. In the shallow water he pulls up in the direction of the Falls, which affords passengers a good opportunity of viewing them from beneath; the boat is then allowed to be taken down the stream, the boatman, meanwhile, pulling out of one eddy into another, in the direction of the opposite bank. The boat is tossed up and down like a cork, and the safety of all depends on each one sitting still, which some are not disposed to do when a little water splashes over into the boat. The eddies formed by the contending currents are well worth seeing, and the agitation of the waters, with the loud roar of the Falls, renders the crossing in this manner singularly interesting. The depth of water in the stream is estimated at 80 feet. On arrival at the Ferry stairs, there is a machine somewhat similar to those used in bringing ore or coal up

from the mines, with seats, used here for conveying those persons to the top, who wish to avoid the immense flight of stairs; but before ascending either way, the visitor should walk up the rocks to within a few feet of the bottom of the American Fall, and one of the finest and safest views can be had of the volume of water falling within a few feet of where the visitor stands, and which, on looking upwards, appears somewhat like a moving wall of glass being crushed to atoms underneath. The charge for the ferry-boat is 12 cents, and if conveyed to the top by the machine the charge is 6 cents more, but nothing is charged for ascending by the steps.

The Ferry-house is built of wood, and in one place is covered with autographs in pencil, or names cut in wood of hundreds of visitors. To enable them to leave these records, knives and pencils are sold on the spot. A daguerreotype artist has located here, who takes views of the Falls, with the likeness of his patrons in the foreground. A few American Indians also take up their quarters here, and carry on a trade in curiosities and fancy articles, which they make up for sale.

At a little distance from the Ferry-house is a bridge, leading to Goat Island and the Tower, the charge for crossing which, and the one to the Tower, is 25 cents. There are some romantic walks through the island, and two or three leading to the bottom of the Falls; but the most singular feature of this central position is, the wonders of nature and art visible on every side. Here are the falling waters, the rocks, and the river; railways on either side, with the whistle of the engine sounding above the roar of the waters; houses, gardens, and trees, along the banks of the river; the electric telegraph wires, like spiders' webs, reaching from bank to bank; and the Suspension-bridge in the distance.

The best and quickest way of visiting the Falls to advantage is, I think, to leave the cars at Manchester, walk down to the Suspension-bridge and cross over it; then to walk up the other side to Clifton-house, and

return to the ferry and cross over in the boat; then cross the bridge to Goat Island and take a backward view of the whole. If visitors have sufficient time, when on the Canada side, they should go up through Drummondville to the Observatories on the Chippewa battleground, visiting the burning springs on their return. These places I went to on my second visit. Near to the road from the ferry, on the Canada side, is an artist's repository, with a variety of views of the Falls from different points. They are accurately and beautifully executed, and worthy the inspection of visitors.

Taking my leave of the Falls for a few days, I proceeded in a stage-coach to Lewiston, to go by the steamer to Toronto. The road, which is a rough one, is along the banks of the Niagara river. We passed a few good houses and a number of small hovels, the residences of the Irish labourers working on the railway from Rochester to Canada. This railway runs, for some distance, about half-way up the lofty banks, and appears, from the heights above, like a narrow ledge of rock. A suspension bridge, to carry it across the river, is being constructed a little below Whirlpool Beach, above Lewiston. This railway is one among many of the triumphs of art over almost insurmountable difficulties, and will, when completed, present a striking contrast to the rolling and jolting stage coaches, by which we had to travel at a jog-trot pace.

On the heights above Lewiston the view is extensive and beautiful. At the foot of the mountains, which terminate here, is the pretty town of Lewiston, situated on the banks of the river, which, on this side, are nearly level with the surrounding country. On the Canada side, the banks are high and thickly wooded. In the distance, beyond the town, and the cultivated parts of the country around, thick forests of trees are seen. The river is seen to wind along till it loses itself in the distant, but just visible waters, of Lake Ontario. The descent to Lewiston is long and steep, and at the bottom of the

hill the passengers' tickets are collected. The distance from the Falls to Lewiston is about seven miles, and the charge half a dollar.

Between four and five in the afternoon, the steamer started for Toronto. The charge for the passage is from a dollar to a dollar and a half, without meals. After leaving the town of Niagara, the vessel steamed away at the rate of fourteen or fifteen miles an hour across the lake. About nine we got a glimpse of the lights at Toronto, and landed shortly after. I was walking up the wharf, luggage in hand, when I was brought to a stand by a watchman, who, with his lantern, took a survey of me and mine, and then allowed me to pass on. The Custom-house authorities are very strict here, on account of the large quantities of contraband goods brought over from the States. I walked up the quiet streets, and took up my quarters for the night at an hotel, which I found, like most others in this city, resembled more the English inns than the hotels in the United States.

Next day I took a survey of the city, which, in many respects, reminded me of the city of Adelaide, in Australia. The streets were laid out, but in many parts were not occupied with buildings. The houses and shops are mostly built of brick, and not very high, but many of those in the business part of the city had either latterly been rebuilt or were rebuilding. The city having been, in the first instance, principally built of wood, several large and destructive fires had done considerable damage; the places thus destroyed were not allowed to be rebuilt of that material. There are some handsome public buildings in the city, one of the finest being the College, which stands in an enclosed shrubbery, and at a little distance from it is a beautiful avenue of trees, called the College Avenue, but open to the citizens for a promenade. The City Hall, Market, Banks, Hospital, Asylum, and the Public Schools, are also large substantial buildings. In the more retired parts of the city the houses stand

apart, and are surrounded with gardens and shrubberies, and in a few of the streets trees are planted on each side, as in New York and other cities in the States.

The following day, Sunday, I attended a Missionary Sunday School. It was held in a chapel belonging to some African Methodists, and some of the coloured children attended it, which is rarely permitted in Canada or in the States. The teachers belonged to different denominations, and I was pleased to observe the cordiality that existed amongst them. At the close of the school I addressed the children, who listened attentively. One of the teachers inviting me to attend with him the service of the Free Church of Scotland, I did so. This building, which is named after Knox, is a large and handsome structure. In the afternoon I attended the Sunday School belonging to this church, and addressed the children. I observed a marked difference between the children here and those I met with in the States. The former were better behaved and more orderly than the latter; but the school here, as in the States, was held but once a day. Canada appears to adopt many practices prevailing in the States. The common school system, as in operation in the States, has been introduced into Canada, and is being vigorously carried out in Toronto.

I was pleased to observe the manner in which the Lord's Day was observed in Toronto. At certain times in the day the streets were crowded with persons going to the various places of worship, but between those hours there were few persons to be seen. The weather was extremely hot while I was there, and several deaths from cholera had occurred. Special reference was made, both in prayer and preaching, to the ravages of this disease, and notices were posted up in the streets, informing persons where to apply for medicine on its first symptoms being known.

There is a Protestant and Roman Catholic cathedral in Toronto, and the following number of churches:—Baptist, 2 ; coloured ditto, 1; Church of England, 4;

Church of Scotland, 1; Congregational, 2; Disciples, 1; Free Church of Scotland, 1; Methodist, 7; Presbyterian, 2 ; Unitarian, 1: in all 24 places of worship to a population of between 40,000 and 50,000. There is a University, 2 Colleges, an Academy, a Grammar, Normal, Model, and 6 or 7 Free Schools.

There are several benevolent and philanthropic institutions in Toronto, two or three of which are conducted by ladies.

Political feeling runs high in this city, and in most parts of Upper Canada. The Clergy Reserves have been a fruitful source of strife for many years, and the representatives of the people appear to be elected principally according to their approval or disapproval of this appropriation. From what I saw and heard during my brief stay in Toronto, I was favourably impressed with the morality of this city, and the manners of the people were more like what they are in the colonies of Australia than what I met with in the States.

Toronto, from its low position on the shores of Lake Ontario is not, I was informed, and should imagine, a very healthy city. It is subject to fogs rising off the lake and low lands, and fevers and ague, which generally prevail in places similarly situated, are not uncommon complaints here at certain seasons of the year.

The currency of Canada is exceedingly difficult for a new comer to understand: the United States, English, and Canada shilling being each of different value. In change for a sovereign 24 shillings were counted out to me, and I thought I had brought my sovereigns to a good market, but on counting it myself I found I had only 20 shillings sterling, the Toronto shilling being so much less in value than the English shilling. The New York shilling is 12 cents, or *6*l. English money. An English shilling passes for 11½ *d.* sterling in the States, and an English sixpence will generally pass for a New York shilling.

The population of Upper Canada has increased very

rapidly of late, and, notwithstanding the large number of persons who have emigrated thither, there appeared to be a great demand for labour. Extensive additions and improvements were being made and effected in the cities and towns. Large tracts of country were being brought under cultivation, and railways were being formed in different directions, to meet the growing wants of the distant parts of the country. A spirit of enterprise and activity was particularly manifest in that part of the province bordering on the States, as if to keep pace with their neighbours on the other side of that mighty stream which had so long separated the two countries, but which was now, by means of suspension bridges, becoming a highway for each to pass over by rail and steam.

For a long period the want of labour has been the complaint of the capitalists and farmers of Upper Canada, but, from what I could learn, more liberal remuneration had been the principal cause of the scarcity; the fact being this,—that large numbers of emigrants arrive in Canada, but finding wages higher in the States, they were induced to go thither in search of employment. Were the wages and price of provisions equal, Canada would doubtless have the preference, and as wages rise there, the labour market will doubtless be better supplied. At the time of my visit, the pay of labourers was about one dollar per day, and of mechanics one dollar and a half to two dollars, which was about the same wages as given in the States, the difference being in the cost of living.

I left Toronto by the steamer, soon after sunrise on the morning of the 24th of July. The lake was calm, and a slight fog rested upon its surface. As we approached the mouth of the river the Americans were firing cannon from the fort at Young's Town, at the entrance of the river. The steamer called at the town of Niagara, which is better situated, and is a more thriving place than the town on the opposite side of the river. There is here a British fort, and a railway running to the falls and Chippewa. I proceeded by the railway to Clifton-house,

over a country which was rapidly being brought under cultivation, though still, in many places, wild and rugged. On the mountain heights there is a fine view of the country reaching to the shores of Lake Ontario. Dense forests, undulating hills, corn fields, farms, and farm-houses, could be seen from the window of the cars. The railway was certainly not one of the best, and I was not sorry when I alighted. The charge from Niagara to Clifton-house, about fourteen miles, was half a dollar. From Clifton-house I went to the pretty village of Drummondville, and found a relative I had sought at Toronto. During my stay here I visited the Observatories; for here, as in nearly all parts of America and the world, there is rivalry and opposition. A second Observatory has been erected, a few feet higher than the first. From the top of the lower one I had a beautiful view of the scenery around, which embraces a cultivated and uncultivated country; towns, villages, and farm-houses; forests, mountains, Lake Erie, the rapids, and the Falls. I also paid a visit to the burning springs, not far distant. This singular phenomena is reached by descending the banks of the river near to the rapids. A little wooden house stands by the water's edge, and visitors are conducted into an inner dark apartment. Here a bubbling of water is heard, and on a lighted torch being applied to the water in a well some three or four feet deep, a flame covers the surface of the water and rises upwards. A large funnel is then placed over the well, and the flame issues out of the top like a large gas light. My kind relative, intending no doubt to add to the novelty of the sight, pulled out an handkerchief and placed it over the flame, but, contrary to her expectations, it took fire. If it had been put into the open flame it would not have been consumed, but, when concentrated, the power was greater. This flame is probably produced by the water forcing certain gases out of the earth by means of an under-current. The water did not taste bad, but had a disagreeable smell.

The rushing of the waters without, and the burning flame within, has rather a singular effect. A book is kept at this, and nearly all places of interest in America, for visitors to register their names.

I also visited the town of Chippewa, which is at a short distance above the Rapids, and affords a good view of the lake, Manchester, and the Palls. There was a steam-boat building here to run between this place and Buffalo, on the other side of the lake; the railway which reaches to this place being to convey passengers between Lake Erie and Lake Ontario, thus forming another highway from Canada to the Par West, and *vice versa*. Here, also, is the Great Welland Canal, which connects, by water, the two lakes just mentioned. This town appeared to be in anything but a thriving state, the reason being, as I was informed, that the property is in the hands of a few individuals, who prefer to keep it rather than dispose of it to the public.

Before again leaving the Falls, I was conducted down a gorge which afforded a fine view of the body of water falling, without being able to see from whence it came, or whither it was going. The water had changed its colour since my first visit, owing to a fall of rain. That which before was blue, now looked muddy and discoloured, and, on descending to the ferry, I perceived a difference in the current. I again crossed over in the little boat, and proceeded by the railway to Buffalo.

Soon after being seated in the cars, a youth passed through them, handing to each passenger an illustrated newspaper. I concluded that this line was very liberal, to furnish passengers with newspapers as well as ice-water, but the youth soon reappeared, and gathered up such as were not bought. A second, and a third visit was paid to each car during this short journey, the vendor having various articles to dispose of. The charge from the Palls to Buffalo was half a dollar, and the road is along the shores of Lake Erie.

Before arriving at any place of importance, a person

passes through the cars with a box, which he hands to each passenger. This box has several divisions, is covered over, and has small openings, like a money-box. Each division has the name of the hotels in the place where the train is going, and the openings are to put in the corresponding checks attached to the luggage, given when it is deposited at the railway station. Passengers have only to put their check into the box labelled with the hotel they intend to stop at. These checks are handed over to the several porters from the hotels, who receive the luggage, and convey it to its destination, without further trouble to the owner, a trifling fee to the porter being all that is necessary. Unlike the railways in England, the railway companies in America do not employ police, or porters, to wait upon the passengers. Whatever assistance passengers require at the railway station in the removal of their luggage, they must pay for or do it themselves.

Buffalo is a large and thriving city, and is visited by most persons travelling to the west by way of Albany. The buildings are mostly of brick, and are, in the principal streets, large and handsome structures. There are some extensive manufactories here, and a large trade is carried on with the new western cities, and intending settlers proceeding to the far west. There are two or three canals pass through the city, supplied with water from the lake. The hotels here, as elsewhere, are on a large scale, to accommodate the thousands of persons passing weekly through the city. In one part there is a shady promenade, with a marble fountain playing in the centre. There are several religious and benevolent institutions in the city, and the following churches:—Baptist, 7 ; Episcopal, 3; Evangelical Lutheran, 4; French Protestant, 1 ; German Catholic, 1; Methodist, 7 ; Presbyterian, 9 ; Roman Catholic, 10 ; Unitarian, 1 ; Universalist, 1 ; various German congregations, 4 or 5, making a total of about 50. The population is a mixed one, as may be inferred from the different places

of worship. The cholera, I found, was very prevalent here, and many had fallen victims to its ravages.

Having taken my passage from Cincinnati about eight o'clock in the evening, I went on board a steamer for Sandusky. There was a band of music playing on the upper deck, and the passengers, hurrying on board, presented a busy scene. The lake and river steamers have an office near the gangway, where passengers, who are, not otherwise provided, can procure tickets. These tickets have to be given up before, or on arrival at the place of destination. There is a room close by for luggage, which is taken charge of by porters, who expect a fee when it is given up to the owners. The bell having rung, we were soon after in motion, and steamed at a rapid rate over the quiet waters of the lake. These steamers are not inappropriately termed floating palaces, and resemble more the flights of imagination than a substantial reality. The upper cabin consists of two saloons, each about eighty feet long, the one separated from the other by a partial division, with an open space on either side. They are handsomely furnished with carpets, tables, sofas, chairs, looking-glasses, etc.; are lighted with large candelabras, and bouquets of flowers, and a piano stood in the ladies' saloon of the one I travelled by. At intervals during the evening the band on deck, and the piano, and some negro performers in the saloon, alternately gave forth their strains. Part of this entertainment, however, was on account of competition and opposition. A rival steamer for Cleveland started a little before us, and before we separated from her, our captain sent up some rockets as a challenge, but it was not accepted, and we pursued our course alone. It was a fine evening, and here and there upon the lake the lights of steamers could be seen; but being fatigued by the day's journey, I left the lively scene and sounds, and got a good night's rest in a comfortable cabin.

Next morning, soon after daylight, I perceived we

were nearly out of sight of land, and steamers and sailing vessels were going in various directions. These fresh-water lakes, or inland seas, are of surprising extent, and can be traversed from one to the other for about one thousand miles. About eight o'clock, the tables in the saloon were spread with dainty and substantial fare, and a number of waiters were in attendance. Soon after breakfast we entered the harbour of Sandusky, the band playing till the passengers had disembarked. The charge for this journey of upwards of two hundred miles, with cabin and fare, was only two dollars, and four dollars for the whole distance to Cincinnati, nearly two hundred miles further by railway.

Sandusky is a large town, about forty miles beyond Cleveland, and is likely to become a powerful rival of the latter city, being further to the west; but the shallow entrance to the harbour is against it. The town is built principally of brick, and there are large stores for the reception of produce and the stowage of goods.

The train for Cincinnati was waiting for the arrival of the steamer, and having taken up the passengers was soon after in motion. After passing through a few miles of cultivated country, we entered some of the large forests of the West, and for about one hundred miles little else was seen but the tall trees on either side the road. Here and there a few acres had been cleared, and were under cultivation; and the log huts of the backwoods-men gave indications that these forests would shortly be levelled, and become the habitations of man. In two or three open places a few houses had been erected—and there is little doubt but these spots will ere long become thriving towns and villages. Passing these forests, our route was through the more cultivated parts of the State of Ohio. The wheat harvest was gathered in, but the Indian corn was in the ear. I observed several large orchards, in which the apple-trees were loaded with fruit. The principal part of the road was only a single line of rail, and on two occasions

the train had to wait about half an hour each time for the arrival of another train. Halting once by the side of an apple orchard, the passengers amused themselves by gathering and eating the fruit hanging over the road.

The railways in America are not so well laid down as those in England ; the carriages are better, but the time is not so well kept. There is more recklessness in America, and consequently many more accidents. In some places the line of rail is fenced in, but in other parts it is left open, and exposed to any obstruction that may chance to occur. Roads frequently cross them without bridges or gates, the only precaution being a large board, mounted on two poles, with the words, "Railway crossing—look out for the cars," painted on it in large letters. Towards the end of the journey, I observed, on one or two occasions, that the speed was greatly increased to make up for lost time. The motion was so violent at one time that I had to hold fast, with both hands, to keep my seat in the car. Before arriving at the last station the conductor gathers up the tickets in each car, having access to all while they are in motion, thus avoiding delay at the end of the journey.

It was about nine o'clock in the evening when the train reached Cincinnati. The evening was warm, and I observed, on passing through the streets, that the inhabitants generally were availing themselves of the open air, either in front of their residences, or promenading the streets. I took up my quarters at an hotel for the night, and next morning took a view of the so-called queen city of the West; but I was somewhat disappointed, not in its size, but in its appearance. The city is large, but the buildings, with the exception of those of a public character, are generally small. This is, I think, principally to be accounted for in this way : that the town allotments were mostly purchased by small capitalists, many of whom have retained them till such time as they could sell them to a great advantage, or erect large buildings upon them. The progress this

city has made in a few years is truly astonishing, and what it will become, in a few years more, will, perhaps, be quite as surprising. At the season of the year when the water is too low for river navigation, business is very slack. I observed a number of large steamboats lying, almost high and dry, upon the banks of the Ohio, and in some of the bars of the river there was not more than a foot or eighteen inches of water. The railway, however, which passes through here from St. Louis to the cities of the East, will materially increase the trade, and do away with much traffic on the river.

Being in this city on the Lord's-day, I attended one of the churches of the Reformation, and was much pleased with the form of worship, and the manner in which it was conducted. There are four of these churches in the city, and a considerable amount of talent and zeal are in active operation, extending a knowledge of the Gospel. I also visited a Congregational Church, but the preacher was too flowery and poetic to please me. I attended two Sunday Schools, which, with the exception of the absence of so many of the scholars, I was very well pleased with. These institutions, I was informed, engage largely the attention of the religious community, and are well supported. The Young Men's Christian Association in this city is composed principally, if not wholly, of Sunday School teachers.

The religious and other institutions here are numerous, and the common school system is in extensive operation. The number of churches are as follows :—Baptist, 7 ; Christian Church, 1; Congregational, 3 ; Disciples, 4; Episcopal, 5 ; Friends, 2; German Evangelical, 6; German Reformed, 3; Lutheran, 3; Methodist Episcopal, 15 ; New Jerusalem, 1; Presbyterian, 15 ; Roman Catholic, 15; Unitarian, 1; Universalist, 2; United Brethren, 1; various German and other Christian Churches, 10 ; and Jewish Synagogues, 4. The population is about 150,000.

There is a large and handsome Roman Catholic

cathedral in the city, and a Protestant Episcopal church, which, though the building is not as large as the one just mentioned, is fitted up in a costly and elegant manner. Most of the other places of worship are large and well fitted up, and have organs and choirs. Passing a Methodist Episcopal church, I observed that the preacher wore a black gown similar to those worn by ministers of the Church of England.

Most of the religious bodies in this and other cities have a book store for the sale of the several books and publications published by each denomination.

The cholera was prevalent at the time I visited Cincinnati. The heat was very great, and the thermometer stood as high as 104° in the shade. During my stay, I observed some new-fashioned coffins and hearses here, with a singular application of glass. The coffins had a piece of glass placed over that part which would afford a view of the countenance of the corpse; the sides of the hearses were principally composed of plate glass, displaying to view the coffin inside.

Fires are of frequent occurrence in this city, and a novel fire-engine, worked by steam, is in effective and general use. The night before I left I was aroused by the noise caused by the report of a fire and the engines passing through the streets. By this means I was deprived of that rest which I required to enable me to pass the next night without any.

Next morning, being unable to proceed by the steamer, on account of the shallow water in the river, I started by the railway to Cambridge, to proceed from thence to Wheeling by a stage-coach. Our route, for some distance, was along the banks of the Ohio. I observed some fine vineyards on the slopes in the vicinity of Cincinnati. The remainder of the day's journey was through the southern part of the State of Ohio, passing several towns, and, for the most part, a cultivated country, occasionally watered by some fine rivers. About nine o'clock the passengers had to alight and enter a stage-

coach, the Cambridge tunnel having fallen in. On arrival at the coaching-house, the passengers had to wait till their places were assigned them in the coaches, and they were then driven on at a rapid rate. During the night we passed through several towns, changed horses four or five times, and soon after sun-rise next morning reached the banks of the Ohio. The view as we descended was exceedingly picturesque, the mist of the morning hanging over the river, and the smoke curling upwards above the lofty hills. When near the bottom of the hills we met a number of vehicles loaded with negroes, male and female, dressed in holiday attire, with music and flags, and appearing full of glee. I found that they were going to keep the anniversary of their emancipation, it being the 1st of August. Soon after leaving this happy company, we crossed the fine suspension-bridge, which separates the free State of Ohio from the slave State of Virginia.

The stage-coach travelling along this line of road will soon be superseded by the railway from Cambridge, which, when finished, will connect New York and the other cities in the north and east with St. Louis and the cities in the west, and down the Mississippi to New Orleans, a distance of from 1,500 to 2,000 miles in different directions. The fare from Cincinnati to Wheeling, by rail and coach, was seven dollars.

On arrival at Wheeling I went to an hotel, where a number of sable waiters were in attendance, one with a brush in hand to dust travellers, and others equally attentive to their wants. The railway travelling in the summer in America is very disagreeable, the roads being dusty, and the windows of the cars having to be open on account of the heat. After refreshment and rest, I proceeded on my journey to Wellsburg, on the banks of the Ohio, and from thence, through a romantic country, to the pretty village of Bethany, for the purpose of visiting Alexander Campbell, who has, with others, for many years been labouring, both by preaching and printing, to bring about a reformation in religion.

CHAPTER VII.

BETHANY—A RELIGIOUS REFORMATION—WASHINGTON—
BALTIMORE—PHILADELPHIA.

THE village of Bethany is pleasantly situated in a hilly country, a few miles from the banks of the Ohio. It is principally known on account of a college established in its locality, for the purpose of enabling Biblical students and others to acquire a knowledge of languages and other branches of learning, calculated to fit the one for extensive usefulness in preaching the Gospel, and the others for their several pursuits in life.

It is also the residence, as I have mentioned, of Alexander Campbell, son of Thomas Campbell, who, in the year 1809, laid the foundation of a remarkable reformation in the Christian religion, which has been more fully developed by his son and others.

Its originators ascribed the present perverted state of religion primarily, and almost exclusively, to the fact, that human creeds have virtually supplanted the Scriptures; they so successfully advocated the cause of the *Bible alone*, and so satisfactorily demonstrated the admirable tendencies of the practical application of this remedy, that many myriads soon rallied around the standard of this Reformation of reformations—the onward progress of which is without parallel in the history of denominational Christianity, and is only transcended by the success originally attending the propagation of the same principles.

The most distinguishing characteristics of the views and practices of the Disciples of Christ, thus co-operating for the restoration of Bible Christianity, are, that "the Bible, wholly and solely, really and truly, is sufficient alone, and alone admissible, as a rule of faith and bond of union." A strict observance of this rule precludes the assumption of any other name than that of Christians or Disciples of Christ.

The following is a brief development of the views of these laudable reformers:—

"They regard all the sects and parties of the Christian world as having, in greater or less degrees, departed from the simplicity of faith and manners of the first Christians, and as forming what the Apostle Paul calls the 'apostasy.' This defection they attribute to the great varieties of speculation and metaphysical dogmatism of the countless creeds, formularies, liturgies, and hooks of discipline adopted and inculcated as bonds of union and platforms of communion in all the parties which have sprang from the Lutheran Reformation. The effect of these synodical covenants, conventional articles of belief, and rules of ecclesiastical polity, has been the introduction of a new nomenclature—a human vocabulary of religious words, phrases, and technicalities, which has displaced the stylo of the Living Oracles, and affixed to the sacred diction ideas wholly unknown to the apostles of Christ.

"To remedy and obviate these aberrations, they propose to ascertain from the Holy Scriptures, according to the commonly received and well-established rules of interpretation, the ideas attached to the leading terms and sentences found in the Holy Scriptures, and then to use the words of the Holy Spirit in the apostolic acceptation of them. By holding fast the form of sound words,' and 'rightly dividing the Word of Truth,' they have succeeded in completely expurgating Christianity of all perversion, and reinstating every item of its primordial state; and in reliance on Divine Providence, they confidently expect soon to re-establish that glorious state of Christian union so intimately and inseparably connected with the conversion of the world, by the great Author of salvation.

"By thus expressing the ideas communicated by the Holy Spirit in the terms and phrases learned from the apostles, and by avoiding the artificial and technical language of scholastic theology, they propose to restore a pure speech to the household of faith; and by accustoming the family of God to use the language and dialect of the heavenly Father, they expect to promote

the sanctification of one another through the truth, and to terminate those discords and debates which have always originated from the words which man's wisdom teaches, and from a reverential regard and esteem for the style of the great masters of polemic divinity: believing that speaking the same things in the same style, is the only certain way of thinking the same things.

"They make a very marked difference between faith and opinion, between the testimony of God and the reasonings of men—the words of the Spirit and human inferences. Faith in testimony of God, and obedience to the commandments of Jesus, are their bond of union, and not any agreement in any abstract views or opinions upon what is written or spoken by divine authority. Hence none of the speculations, questions, debates of words, and abstract reasonings, found in human creeds, (which minister questions rather than godly edifying,) have place in their fellowship. Although they believe the Father, Son, and Holy Spirit to be equally possessed of one and the same divine nature, and personally distinct from one another, yet the term 'trinity' is not found in their religious vocabulary—having no place amongst the *wholesome* words of Divine Revelation, and leading only to vain wrangling and unprofitable speculation. Regarding Calvinism and Arminianism, Trinitarianism and Unitarianism sectaries, as *extremes* begotten by each other, they cautiously avoid all such 'isms,' as equidistant from the simplicity and practical tendency of the promises and precepts, of the doctrine and facts, of the exhortations and precedents, of the Christian institution.

"They look for unity of spirit and the bond of peace in the practical acknowledgment of one faith, one Lord, one baptism, one hope, one body, one Spirit, one God and Father of all ; not in unity of opinions, nor in unity of forms, ceremonies, or modes of worship.

"The Holy Scriptures of both Testaments they regard as containing revelations from God, and as all necessary to make the man of God perfect and accomplished for every good work. The New Testament, or the living oracles of Jesus Christ, they regard as containing the Christian religion. The testimonies of Matthew, Mark, Luke, and John, they view as illustrating and proving the great proposition on which our religion rests—namely: *That Jesus of Nazareth is the Messiah, the only begotten and well-beloved Son of God, and the only Saviour of the world;* the Acts of the Apostles, as a divinely authorized narrative of the beginning and progress of the reign or kingdom of Jesus Christ, recording the full development of *the gospel* by the Holy Spirit sent down from heaven, and the procedure

of the apostles in setting up the church of Christ on earth ; the Epistles, as carrying out and applying the doctrine of the apostles to the practice of individuals and congregations, and as developing the tendencies of the gospel in the behaviour of its professors; and all as forming a complete standard of Christian faith and morals, adapted to the interval between the ascension of Christ and his return with the kingdom which he has received from God ; the Apocalypse, as a figurative and prospective view of all the fortunes of Christianity, from its date to the return of the Saviour.

"Every one who sincerely believes the testimony which God gave to Jesus of Nazareth, saying, '*This is my Son, the beloved, in whom I delight,*' or, in other words, believes what the evangelists and apostles have testified concerning him, from his conception to his coronation in heaven as Lord of all, and who is willing to obey him in everything, they regard as a proper subject of baptism, and no one else. They consider immersion into the name of the Father, Son, and Holy Spirit, after repentance, and a public, sincere, and intelligent confession of faith in Jesus, as necessary to admission into the privileges of the kingdom of the Messiah, and as a solemn pledge, on the part of heaven, of the actual remission of all past sins, and of adoption into the family of God. The Holy Spirit is promised to those who believe and obey the Saviour. No one is taught to expect the reception of the holy Monitor and Comforter, as a resident in his heart, till he obeys the gospel.

"Thus, while they proclaim faith and repentance, or faith and a change of heart, as preparatory to immersion, remission of sins, and the Holy Spirit, they say to all penitents, or all those who believe and repent of their sins, as Peter said to the first audience addressed after the Holy Spirit was bestowed: 'Be immersed, every one of you, in the name of the Lord Jesus, for the remission, of sins, and you shall receive the gift of the Holy Spirit.' They teach Burners that God commands *all men*, everywhere, to reform, or to turn to him ; that the Holy Spirit strives with them, so to do, by the writings of the apostles and prophets; that God beseeches them to be reconciled, through Jesus Christ; and that it is the duty of all men to believe the gospel, and turn to God.

"These immersed believers are congregated into societies, according to their propinquity to each other, and taught to meet every first day of the week, in honour and commemoration of the resurrection of Jesus, and to partake of the emblems commemorative of his death, to read and hear the Living Oracles, to teach and admonish one another, to unite in all prayer and

praise, to contribute to the necessities of saints, and to perfect holiness in the fear of the Lord.

"Every congregation chooses its own overseers and deacons, of whom each church has a plurality, who preside over and administer the affairs of the congregations ; and every church, either from itself or in cooperation with others, sends out, as opportunity offers, one or more evangelists, or proclaimers of the Word, to preach the gospel and to immerse those who believe, to gather congregations and to extend the knowledge of salvation where it is necessary, as far as their means allow. But every church regards these evangelists or missionaries as its servants, and therefore they have no control over any of them ; each congregation being subject alone to the presidency of elders or bishops of its own appointment, amongst whom there is perfect equality. But such congregations as may be planted by him are under his entire control until, after due instruction and probation, it may be deemed expedient to ordain elders and deacons for each congregation out of its own materials.

"Although every congregation is entirely independent of all others in the management of its own internal affairs, yet it is frequently expedient, and sometimes necessary, for many to cooperate as one body.

"As it respects practical Christianity, the disciples enjoy an entire conformity to the Divine will, in heart as well as life. The fruit of the Spirit they believe to consist in all goodness, righteousness, and truth.' They think that the standard of piety and morality cannot be elevated too highly, and that the personal holiness of the professed followers of Christ is the great object to be accomplished by the institutions of the gospel. They regard these as means of salvation, *only* as they prove to be means of renovation; knowing that nothing avails in Christ Jesus but a new creature,' and that 'without holiness no one shall see the Lord.'

"They are the more careful, therefore, to maintain the ancient simplicity and purity of these institutions, which are thus divinely adapted to the accomplishment of an object so greatly to be desired. Perseverance in all the work of faith, labour of love, and patience of hope, is inculcated by all the disciples, as essential to admission into the heavenly kingdom.

"Such being the faith and practice of the disciples of Christ, their rapid increase in number may be attributed to the fact, that they have kept steadily before the community the claims of that common Christianity in which most parties are agreed. This agreement includes every prominent feature of the Reformation, without exception. However parties may differ about

their creeds, all agree with the disciples in receiving the Bible. However various the views of different sects in scholastic theology, all pretty much agree with the disciples in justification by faith, and in the necessity of repentance and reformation of life. However the former may contend with each other about sprinkling and pouring, as modes of baptism, all agree with the disciples, and with each other, that immersion at least is undisputed baptism, and the only mode in which there is universal agreement. Nay, even in regard to the *object* of this institution, the different confessions of faith are almost entirely agreed, stating, in their respective articles upon baptism, that it is, (to adopt the words of the Westminster Confession,) "the sign and seal of regeneration, of remission of sins, and of giving up to God to walk in newness of life." The same sentimental agreement may be predicated of weekly communion, the observance of the Lord's supper, etc., and most happily of the great design of the observance of religion, the promotion of holiness and righteousness of life.

"Thus, having for then object to unite all Christians together in the common faith, without regard to difference of opinion; and in the full enjoyment of the common salvation, without respect to sectarian distinctions ; the disciples labour in joyful hope to aid in bringing about that happy period when all shall be united 'by the unity of the spirit and the bond of peace, in one body and one spirit—in one hope of their calling—one Lord, one faith, one baptism, one God and Father of all, who is above all, and through all, and in all.' "

The churches holding these views appearing to me more scriptural than any I had met with, and having seen the principles quoted above practically carried- out in them, I joined the little church at Bethany, on Lord's-day, the 6th of August.

There are between sixty and seventy churches of the Disciples in the United Kingdom, the largest of which are at Piltdown and Nottingham. There is also a church in each of the three colonies at Sydney, Melbourne, and Adelaide.

Having published elsewhere* an account of my visit

* In the "Millennial Harbinger," for October, a Monthly Magazine devoted to the spread of Primitive Christianity, edited by Elder J. Wallis, Park-terrace, Nottingham, and published by Arthur Hall & Co., Paternoster Row, London.

to Bethany, I shall simply give here a brief sketch of an interesting open-air meeting I attended while there.

On Lord's-day, the 13th of August, the Elder took me with him in a buggy to a place called the Dutch Fork, about seven or eight miles from Bethany. This was one of his earliest preaching stations; but from his numerous engagements, he had not been there for two or three years. Our road at first was along the banks of a creek at the foot of hills, the sides of which were occasionally covered with Indian corn and forest trees. After proceeding four or five miles we began to ascend the ranges; the clouds, which had threatened rain at starting, now cleared away, the sun shone brightly forth, and the view of the surrounding country became more extended and beautiful. Here were mountains and streams of water—valleys, woodlands, corn-fields, and meadows — intermixed as far as the eye could reach. The scene which Nature presented was indeed a lovely one; but a more beautiful and pleasing sight I afterwards found was in store for me. As we drew near to the place of meeting, we observed numbers going in that direction, some walking, but the greater number riding on horseback and in almost every kind of vehicle. Coming to a creek, I was not a little surprised to see what pains the Elder took for his horse to drink, practically illustrating the proverb, that "a good man is merciful to his beast." As we passed round the side of a hill, a busy scene was presented to me; the Elder had doubtless witnessed many such, but it was one quite new to me. Nevertheless, I believe he participated in my pleasurable emotions.

Along the entrance to a shaded glen, horses were fastened to rails, and vehicles of various kinds covered the ground for a considerable distance. Here we halted, and added ours to the number. It was understood that Elder A. Campbell would be present, and this, no doubt, induced a larger attendance than ordinary. At the further end of the glen stood the Meeting-house, which,

not being large enough for the congregation, was not used on the present occasion; the seats, however, had been brought out, and placed under the shade of some sycamore-trees. These seats were appropriated to the females, while planks of timber and the banks of grass served for seats for the males.

The service commenced by the singing of a hymn or two, followed by prayer. Elder A. Campbell then read the first chapter of Hebrews, and delivered a lengthy and interesting discourse, well suited to the rural congregation present. At its conclusion, a hymn was sung, and the disciples arranged themselves as conveniently as possible for commemorating their Lord's death, which was done by most of those present. The evangelist who had taken part in the service gave notice that there would be another meeting at 5 p.m.; and two on the morrow, one at 11 a.m., the other at 5 p.m. The above meeting lasted nearly three hours; the horses and vehicles were again in requisition, and began to move off the ground. There were probably between 200 and 300 present. The Elder told me he had often seen more than 1000 assemble in this manner, and that the scene often reminded him of the words, "The chariots of Israel and the horsemen thereof."

We returned home by a better road than that we had passed along in the morning, and the scenery was quite as beautiful and picturesque. Everything was tranquil: the declining sun shone brightly on the hill tops; there was not a breeze to shake the leaves, or the tall stalks of Indian corn; and the cultivated and uncultivated parts of the country seemed alike hushed in one of Nature's sweet reposes. We arrived at Bethany, however, but just in time to escape a heavy shower of rain which suddenly arose and as quickly passed over. The Elder was somewhat fatigued with the journey, and no wonder, having driven over about fifteen miles of rough and hilly country, and delivered a long address in the open air.

On the 15th of August, I took leave of Elder A.

Campbell and his family, rode through a beautiful country, consisting of some of the finest mountain scenery in Western Virginia; passing on the road the pretty village of West Liberty, one of the oldest settlements in this part of the country, and arrived at Wheeling in the evening. This is a large manufacturing town on the banks of the Ohio. The hills along the banks of the river and for some miles inland abound with coal. Many of the mines are level, and the coal is conveyed in shoots down the steep banks into the steamboats and barges below, or else wheeled out in barrows and piled in heaps just outside the mines.

Next morning I started by railway for Baltimore, a distance of 380 miles; the charge for this journey in the first class cars was eight dollars, and in the second class, five dollars; this was the first second class cars I had met with. The road for some distance was through a level country along the banks of the Ohio, and afterwards along the valleys, and over the heights of the Alleghany mountains. This road is the wildest and most romantic imaginable for railway cars to pass along. Sometimes we were whirled on a ledge of rocks round the sides of a huge mountain, rising far above us, and descending into a silent valley with a little stream just visible through the branches of the trees; sometimes passing through tunnels with huge masses of rock on either side and above, threatening to fall upon us as we entered: I counted no less than ten of these along the road, some of them very long, and none of them arched over; sometimes not content with either of these passes we mounted to the tops of the ranges, and looked down upon the immense precipices on either side. To a beholder on a neighbouring mountain top, the sight of these cars passing along at such a height, must, I should imagine, appear both novel and wonderful. Here and there, on opposite hills, I observed patches of cultivated ground, as if cultivation and population were determined to keep pace with, and follow the railway in its most difficult and

dreary pathway. For some distance along the road, the only dwellings were a few small cabins. Towards evening, we began to descend to a more level and inhabited part of the country, passed through two or three towns, and halted for refreshments at Cumberland, a busy town of about 8,000 inhabitants, at the foot of the mountains. We travelled all night through a tolerably open country, and next morning about 7 o'clock arrived at Baltimore. This line of railway has been a most costly undertaking, and is another of the triumphs of art over exceeding great difficulties. The travelling along this road is slow, as it would be unsafe to go fast over and on the sides of the mountains.

After breakfast, I started by railway for the city of Washington, a distance of about forty miles from Baltimore. The charge for a single ticket was 1½ dollar, and a return ticket, two dollars; good for one day only. The road is through an undulating and picturesque country, with farms and country seats here and there. We arrived about 11 o'clock, and were beset by a host of omnibus-men and porters from the various hotels, who must certainly be a pest to all who are not accustomed to them. The approaches to the city are not very imposing; but on ascending the rising ground leading to it, a glimpse may be had of its magnificent marble buildings. This city, not having been many years since fixed upon as the capital of the United States, may be said to be in its infancy; many of the streets are without buildings as yet; but in the centre of the city there are some fine houses and shops built of brick, with marble steps and facings, which are sufficient to give a visitor some idea of what may be expected in a few years.

After this site had been selected for the capital, General Washington made the following singular arrangement, on behalf of the United States, with the owners of the land upon which the city was to be built:—The owners were to retain every other lot, and for such parts of

the land as were to be taken for squares, walks, &c., they were to be allowed £25 per acre; the public having the right to reserve such parts of the wood on the land as they might think necessary for the ornament of the city. Property did not become valuable for some time, until it was seen that the city was likely to become of considerable importance. It is laid out on a most extensive scale, and has several noble avenues or streets branching out in each direction from the Capitol. I visited two or three of the principal places of interest in the city; the Capitol, Patent Office, and Smithsonian Institute. The Capitol is one of the finest buildings in the United States, and, probably, in the world. It stands on an eminence, and the approach to it is through an ascending artificial shrubbery to a flight of steps, leading to the principal entrance, and the various courts and offices below. On this terrace there is a marble monument to the memory of the great heroes who fell in the conflict for independence; and at a little distance from it, a marble fountain. Here there is a fine view of the exterior of the building, which is entirely of white marble, with spacious balconies, surmounted with parapets and statues. The entire length is 750 feet, and consists of a centre, surmounted by a dome 120 feet high, and two wings. The building covers an area of $3\frac{1}{2}$ acres. The centre flight of steps, at the end of the hall, leads to the magnificent rotunda, which is divided into four parts, having four doors, one at the entrance, and one opposite, opening out to the large balcony in front; and one on either side, leading to the Hall of Congress and Senate Chamber. Between each door, there are two very large and beautiful historical and national paintings; the following are the subjects:—The Landing of Columbus; Embarkation of the Pilgrim Fathers; Baptism of Pocahontas (an Indian female of Virginia), in 1613; Declaration of Independence; Surrender of Lord Cornwallis; Surrender of General Burgoyne; and Resignation of General Wash-

ington;—one space not having been filled up as yet. The Congress and Senate Chambers are fitted up with a greater regard for convenience than for elegance; and as they had not been dusted since the sitting of Congress, which had just broken up, I did not see them to advantage. There are porters in attendance to escort visitors to the top of the dome, but no fee is asked or expected. Here I had a good view of this fine city that is to be, and the surrounding country. The principal public buildings and most thickly populated part of the city are seen to the right. Looking down the centre avenue, the President's house and Ordnance Department are seen in the distance. In another direction, the Park and Smithsonian Institute; and to the left, the river Potomac, with its bridge of little arches a mile long. The dock-yards lie at the back of the Capitol, and there are few buildings at present in that direction. I was shown one of the libraries in the Capitol, which consisted of about 30,000 volumes, and was told that there was another for the use of Congress, of from 15,000 to 20,000 volumes more. The one I saw occupied a large iron room, tastefully painted, having two galleries, and recesses above and below, full of books and furnished with chairs; the centre having sofas and tables.

In the noble building I have briefly described are fought the political battles of this youthful but great nation; and here the principal government business for the several States is transacted; and if extravagant notions are sometimes entertained and brought forward here by the legislators of America, there is certainly, in the extent and grandeur of their Capitol, the rapid rise of their cities, and the vast dimensions and resources of their country, much to create and foster large ideas, and almost boundless conceptions.

I spent a few hours in the Patent Office, which, to see all that there is to be seen, would require as many weeks or months. The building, which is also of white marble,

forms three sides of a square, and covers a large area. Part of it was not finished when I was there, and for want of enclosure it looked like an immense and elegant marble palace, placed upon a barren piece of land. In one part of the building is the National Gallery, in which are collections of Natural History and Mineralogy from all parts of the world; and most of the articles used by the American Indians. I was principally interested in viewing the camp equipage of General Washington, in reading the original document containing the Declaration of Independence, and several of the first treaties with the United States ; one other object of interest to me was, the press at which Franklin worked, 108 years since. When on a visit to England, in 1768, he went into a printing office and said, "Come, my friends, we will drink together—it is now forty years since I worked at this press as a journeyman printer!" He then sent for a gallon of ale. One of the rooms in the wing of this building is set apart for small working models of all patented inventions. It is between 400 and 500 feet long; the top of this room consists of three arches of marble, a large centre one, and two smaller ones on either side. There are glass-cases on each side on the floor, and in a gallery above, for the several models, which were being placed in them while I was there; so that if time had allowed I should not have had an opportunity of seeing all of them.

The General Post Office is a fine building, also of white marble, near to the Patent Office. An interesting relic is preserved here, viz., the book in which Benjamin Franklin, when Postmaster-General, kept the whole of the accounts for the several States then in existence.

I visited the Smithsonian Institute, which was founded by an English gentleman of fortune, by the name of Smithson. He left a large sum of money to the people of the United States, the terms of the bequest being as follows:—"To the United States of America, to found at Washington, under the name of the Smithsonian Insti-

tution, an establishment for the increase and diffusion of knowledge among men." The total disbursements from this bequest, to the year 1853, were about 400,000 dollars. The trustees have experienced considerable difficulty in carrying out the intention of the donor, which are not stated in a very specific manner. They have erected a building of red stone, which for architectural design and beauty is said to be unsurpassed. The interior was being re-modelled at the time of my visit; but I had access to the lecture-room, library, and picture gallery. These parts of the building are open to the public, free, from morning till evening. In the picture-gallery there is an interesting collection of paintings of North American Indians. They comprise accurate portraits of forty different tribes, obtained at the cost of a two years' tour through the south-western prairies, New Mexico, California, and Oregon. The Indians are represented in every variety, from the rudest - states of barbarism to the highest state of civilization to which they have attained. There is a portrait of We-cha-lah-nac-he, or the Spirit, surnamed John Huss, a regularly ordained minister of the Presbyterian Church. The following is an extract from a letter of his, written in the Cherokee language, in 1841:— He says, "We have built a house of God, and meet on the Lord's-day, to pray and preach the Gospel; we have also a Sunday School, a Temperance Society, and a Bible Society." He adds—"The people are gradually improving under the influence of the Gospel." Another striking painting represents an International Indian Council, held in the month of June, 1843, at which there were delegates from seventeen tribes, and about 10,000 Indians present. In the library, under a bust of Smithson, are the following words written and signed by him:—"Any man is a valuable member of society who, by his observations, researches, and experiments, procures knowledge for men." Not far distant from the Smithsonian Institute is the

site of the monument to the memory of General Washington. It is to be 600 feet high, 75 wide at the base, and each State is to have a stone in it.

I visited the rooms of the Young Men's Christian Association. It appeared to be a thriving and prosperous institution, having a good library and a valuable collection of periodicals.

The public schools were 19 in number, and consisted of 4 Ward and 15 Primary Schools.

The number and denomination of the Churches was as follows:—Baptist, 5; Dutch Evangelical, 1; Episcopal, 10; Methodist Episcopal, 6; Protestant Methodist, 1; Presbyterian, 7; Roman Catholic, 1.

While I was in Washington, the Methodists were making preparations to hold a Camp Meeting a few miles from the city. These are held periodically. Tents and tabernacles are pitched, and every day for about a week there are preaching, praying, and singing, and in the intervals pic-nic parties and festive enjoyments. The greatest excitement and enthusiasm prevails, and large numbers of conversions are reported at these meetings. I was informed that not less than 10,000 persons were expected to be present at the one about to be held.

The population of Washington is estimated at about 60,000. It bids fair to be the most aristocratic city (if such a term may be applied to this democratic nation) in the United States. The private residences are large and handsome, and there are more private carriages to be seen here than in the other cities I had visited, and opposite many of the doors there were marble steps to alight therefrom. The city is well supplied with water, and pumps are placed in several of the streets. Except during the sitting of Congress, business is dull here, and the price of most things is higher here than in almost any other city in the States.

Having spent two days in Washington, I returned to Baltimore. This is a large and busy city. It is mostly

built of brick, and has a neat and cleanly appearance. Not having time to go over the city, I took a view of it from the top of the Washington Monument, built of white marble, which is 180 feet high, and is ascended by 228 steps. The view extends beyond the city to the Potomac river, and Chesapeake Bay is seen in the distance. Many of the public buildings are conspicuous on account of the domes or cupolas by which they are mostly surmounted. The large and fine churches are also conspicuous, with their towers, turrets, and spires.

There is a large market here, which was abundantly supplied with meat, dairy produce, vegetables, and fruit. I purchased and enjoyed a fine water-melon, which was the first I had tasted since leaving Australia; the price was 5 cents.

I visited the depot of the Bible and Tract Society, and the rooms of the Young Men's Christian Association, the latter of which appeared to be second only to those of New York. The religious and benevolent Societies are numerous and well supported in this city. There are here large numbers of Roman Catholics, and the Protestant portion of the community appeared to be making united efforts to arrest the progress of Roman Catholicism. The Catholics have a fine cathedral surmounted by a dome. I looked in on passing; a female was cleaning the parts around the altar, which appeared to occupy her some time, on account of the numerous acts of devotion she felt herself bound to perform in such a sacred locality as she no doubt supposed it to be.

The following is the number of Churches in the city:—Baptists, 5; Christian Church, 1; Disciples, 1; Episcopal, 13; Evangelical Association, 2; Friends, 3; German Reformed, 4; Lutheran, 11; Methodist Episcopal, 35; ditto African, 5; Methodist Protestants, 4; Presbyterians, 13; Roman Catholics, 15; Union Bethel, 1; Universalist, 1; Unitarian, 1; and 3 Jewish Synagogues; making a total of 118 places of worship to a population of nearly a quarter of a million.

The public schools are numerous, and some of them on a large scale. There are 3 High Schools, 11 Grammar Schools, and 23 Primary Schools.

The railway from Wheeling, and the branch one from Washington, is extended from here to Philadelphia, and thence to New York; but getting tired of the dust, and smoke, and heat in the railway cars, I took my passage on the 18th of August in a steamer for Philadelphia. The charge by railway is 3 dollars, and by steamer 2, meals extra. I found this change in the mode of travelling a very agreeable one, and was pleased to see a Bible on the cabin table of the steamer, for the use of the passengers. The city has a fine appearance from the water. In the afternoon we steamed through Chesapeake Bay, and in the evening passed through the canal and the city bearing the same name. The next morning, soon after daylight, we steamed through Delaware Bay and river, passing the dock-yards and some large manufactories.

The city of Philadelphia is pleasantly situated on the banks of the river Delaware. Opposite the city the channel is divided by two pretty islands, which are places for bathing and recreation. As at New York, steam ferry-boats were busy plying to and from each side the river and the islands. I landed about seven o'clock, and walked up some of the streets. The shops were open at this early hour, and business-people were mostly at their post.

The buildings are principally of brick, and near to the wharves have a more aged appearance than those of the other cities I had seen in America. The shops and warehouses also, I observed, were not so large as those in New York, but were well stocked with goods. The city is laid out on a very extensive scale; and, although it does not number so many inhabitants, it covers a much larger space than New York. A considerable portion of the city is quite new, and the buildings in this part are nearly all uniform. They are of brick, with white

marble steps and facings; they are fitted with Venetian blinds and shutters, and the streets, having rows of trees on each side, have an extremely neat and pretty appearance. Much of the neatness of this city, and its excellent regulations, are attributed to the large proportion of Friends who reside in it. Notwithstanding the cleanliness of the city, the cholera had found its way to it, and I observed several of the white shutters of the houses partially closed, and a small piece of black crape hung outside.

I paid an early visit to the depot of the American Sunday School Union. This is a large establishment, occupying extensive premises, not long finished. I was kindly shown over the premises, which are 229 feet deep and five stories high. At each extremity of the cellar is a large furnace, to heat the front and rear of the building, and midway is a large fire-proof vault, 49 feet by 15, which, with another under the pavement, is to deposit the stereotype plates in. The first story is the sale-room, and extends, with the counting-house, the whole depth of the building; the second story is appropriated to the use of the Managers, Secretaries, Editors, and to the stock of the various cheap libraries, some of which are assorted and kept in readiness to be despatched immediately on the arrival of a telegraphic message from any of the States; the third story is used for printed sheets or unbound books, and various offices; the fourth story, is appropriated to wood-engraving, and infant-school cards, sheets, and maps; and the fifth story contains tracts, reports, sermons, periodicals, etc. I was furnished with some interesting papers, showing the extensive operations of this Society for assisting Sunday Schools; and here, as well as at all the other institutions I visited in the United States, I met with the greatest civility and attention, and, from the obliging manner of the officers and those in attendance, others, I am convinced, would meet with the same.

During my stay I visited some of the public buildings

in the city. They have rather an ancient appearance, and are not very elegant or commodious. They have been preserved and used much longer than otherwise, from the interesting associations connected with them; but as they are far too small for the increasing public business of the city, it is in contemplation to erect large and magnificent ones for business, reserving some of the present ones as national relics. In the City Hall I saw the room and furniture where the Declaration of Independence was read and signed. Here is part of the step upon which the Secretary stood to read it, and the bell which was rung at the time. There is a singular fact connected with the bell, which is worth recording. It was ordered from England by the Colonial Government twenty-three years before the Declaration of Independence; was broken on the passage; and re-cast at Philadelphia in 1753. The following prophetic inscription was selected by the authorities:—"Proclaim liberty throughout the land: unto the inhabitants thereof."

Not far distant from the City Hall is the house of William Penn, and, in an opposite direction, the Franklin Library, which numbers about 80,000 volumes. Here I saw a clock 200 years old, said to have been used by Oliver Cromwell. It is still in excellent order, and keeps good time. The names of Franklin, Washington, and Penn, are more frequently seen than that of any others who have occupied a prominent position in the history of the United States.

The market here, as at Baltimore, is a very large one, and there are immense quantities of all kinds of produce brought in from the surrounding country for consumption and shipment.

I visited the Fairmount water works on the banks of the Schuylkill river. The water for the supply of the city is raised to a reservoir on the top of Fairmount, by means of four large water wheels; the grounds in the vicinity are tastefully laid out, with marble fountains playing here and there among the trees. This is a de-

lightful and refreshing place of recreation in the warm weather.

Being in Philadelphia on the Lord's-day, I attended the church and Sunday school of the Disciples, who have here a neat and commodious place of worship, the form of conducting which I have described elsewhere, with the exception of the breaking of bread and drinking wine, which is partaken of by all the members present each Lord's-day, either in the morning or afternoon. After an Elder present has given thanks for each, they are passed from one to the other till all have partaken of them. The singing in the American churches is lively and pleasing. It is an art that most have acquired when young, and in several of the churches and Sunday schools, the singing is by note.

The Lord's-day is more strictly observed in Philadelphia than in other cities in the States, and omnibuses are not allowed to run. From what I saw of this city, and was informed by a friend, I should certainly prefer it to any other I have seen. There appears to be more stability here, and the people live in a more rational way than in New York, and other go-a-head cities, as they may be called. Business people and private individuals occupy separate premises and dwellings, which is not the case in New York, where the showy signs, one above another, make a grand display; but do not look so comely to an English eye as the buildings would without such adornments.

The following is a classification of the Churches in Philadelphia :—Baptist, 18; Bible Christian, 1; Christian Church, 1; Congregational, 4; Disciples, 1; Dutch Reformed, 3; Episcopal, 34; Evangelical Association, 3; Friends, 8; German Reformed, 5; Lutheran, 9; Methodist, 33; Mariners, 2; New Jerusalem, 2; Presbyterian, 54; Roman Catholic, 17; Second Advent, 1; Unitarian, 1; Universalist, 4; 17 or 18 Churches for coloured people, and 5 Jewish Synagogues, making a total of about 225 places of worship to a population of about half a million.

The number of public schools is as follows:—1 High School; 1 Normal School for girls; 65 Grammar Schools; 35 Secondary Schools; 152 Primary Schools; and 42 unclassified Schools.

On the 22nd August, I started by steamer for New York. Descending the river and bay, we passed a number of small vessels going up, loaded with fruit and produce. It was a lovely day, and towards evening we arrived at Cape May, a favourite watering-place, and landed several passengers. Soon after leaving this place the wind came on to blow strong, increasing till midnight, when we were tossed about so as to cause the machinery to shake, and the vessel to quiver as each wave struck her. The scene at one time was singularly wild and interesting. The stars were shining overhead, the lightning was faintly flushing, the waves lit up phosphoric fire, the lights of vessels appeared and disappeared; and the furnace sent up a varied coloured flame above the top of the chimney. Next morning we got safely into New York, and before we reached the wharf a man stood watching narrowly every face, and at last thinking he had caught some one's eye, said, "Do you want a coach?"

Proceeding up Broadway, I met my former travelling companion, whom I had left sick at New York. He had recovered, as had most of the others, and had travelled as far as St. Louis, which he described as a beautiful city, having as fine buildings, the churches in particular, as almost any city in the States.

I had now seen sufficient of this country and people to convince me that the general character of both are not over-rated. Nature has furnished the country with everything on the largest scale—immense mountains, prairies, lakes, and rivers; and art is endeavouring to traverse these: by steam and rail, from the Atlantic nearly to the Arctic regions, and again to the shores of the Pacific. The arteries of life are penetrating the country in every direction, and commerce follows to supply its wants. Business appears to be the all-absorbing thought of the

mass of the people, and its pursuits are followed with an almost incredulous activity. Politics and pleasure steal a portion of time, which has to be made up for afterwards by double energy. These people are truly called a "fast," people—they live fast, and there cannot be much doubt but that their fast living will augment their fast dying. More time is generally consumed in smoking than in eating and drinking, and although the term "fix" and "fixing" is applied to most things, few are very firm. At the time of my visit there was a great political movement, the native Americans were alarmed at the increase of foreign influence, fearing that their liberal franchise would operate against themselves, by many Roman Catholics getting into office. To prevent this, a league or secret society was formed, the members of which are designated "Know Nothings." The object of this society is to use all their influence to get and keep foreigners out of office, and place none but native Americans in office.

It is not surprising that foreign influence should be dreaded, when the number that emigrate annually to the States is taken into consideration; no less than 5,500 foreigners arrived at New York alone on the 21st April, 1854.

Although there are vast numbers of churches, and professors of Christianity, there cannot be a doubt but that scepticism and infidelity have made considerable progress throughout the land; and the only safe antidote to prevent the spread of these poisonous influences, will be the preaching of a pure Gospel and the practice of primitive Christianity.

On the 25th of August, I left New York in a steamer for England, and after a pleasant passage of 14 days landed at Southampton. I was first struck with the healthy appearance of the people of England, compared with the inhabitants of the United States. For a cultivated country, and for an appearance of comfort, the United States, and probably no other country, will bear

a comparison with England. The buildings in the cities of England, being mostly old, have not such a pleasing appearance as those in the States ; in fact, London, and some other cities, look as if they wanted a coat of paint, or to be whitewashed throughout. In the villages and country towns it seemed as if the young had emigrated to Australia and America, leaving the old people to dwell in the old houses, and attend the old churches.

In conclusion, having seen Australia in its infancy, America in its youth and vigour, and England in its old age, I would simply add, that the two former can learn many useful lessons from their parent, and that it will doubtless be to the mutual advantage of each to learn of the other, avoiding errors into which either country may have fallen; and, as all three countries are of one language, which language appears destined to be the speech of the whole earth, every barrier that is opposed to union and co-operation, should be speedily removed, in order to accomplish the civilization of the whole earth, and bring about the time of the end, by preaching the Gospel to the uttermost part thereof.