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SECOND SECTION. PAGES 9 TO 14.

THE DAILY BRITISH WHIG.

YEAR 72. KINGSTON, ONTARIO, SATURDAY, SEPTEMBER 23, 1905. NO. 222.

VISIT TO AUSTRALIA !

Dr. R. T. Walkem Writes About His Trip In a Very Interesting Way.

His Impressions of the North-West and of the Southern Land—Labor Party Is a Compact Body—Newspapers Are of a High Class—A Review of the Elections and Politics Generally.

On March 30th I left Kingston by the Kingston and Pembroke railway, and in the evening joined the western bound Canadian Pacific train at Renfrew. With great respect for the K. & P., I was not sorry to leave it for the well appointed C.P.R. car. My destination was Sydney, New South Wales, Australia, via Vancouver and the Canadian and Australian steamship line. I had crossed the continent several times and had always found the land journey interesting, certainly never tedious or tiresome. The berths are very comfortable, the meals excellent, and the attendance al that could be desired, while there is always something interesting at the principal stations. Moreover one can always find pleasant and interesting fellow-passengers on the way, experienced commercial travellers being preferable to all others. They know the country and can usually discuss any subject relating to its condition with great intelligence. Fortunately for me, I found two Ontario travellers on board and had the advantage of their company until we reached Vancouver.

The snowfall in Kingston during the winter had been unusually heavy. Two or three showers of rain before I left had, however, carried off a large part of it. I had expected to find the ground on the line of the C.P.R. covered deeply. I was agreeably disappointed. The rains had extended north with the result that along the line of the railway the snow had almost entirely disappeared and there was no obstacle to our progress. Swiftly the train pursued its journey

DR. R. T. WALKEM.

westward until we reached Winnipeg. Some of my relatives met me, and having a few hours to spare I drove with them round the city. They were anxious to show the improvements made since I had visited them two years before. These are all fully recorded in the Winnipeg and other papers, so that I need only say that the progress surprised me. I had always regarded Winnipeg as irredeemably ugly, but found that several of the broad streets, formerly distinguished for their gauntness and bareness, had been tastefully treated and were now handsome avenues. A large number of fine business places and private residences had been built during the two years. The streets had been planted with trees which, in consequence, no doubt, of the shelter provided for them, grew where they certainly would not grow before.

On our journey west, we found a great improvement in Regina, formerly a forlorn-looking place. It has now the appearance of a flourishing town. All these prairie towns are dependent for their attractiveness on what is done to beautify them, for natural advantages in that respect they have none. The C.P.R. fully appreciates this fact, for we found that the larger stations had gardens and grounds prettily laid out. We passed Calgary during the night or in the early morning, and on waking found that we were among the foothills of the Rockies. The journey through the mountains has been so well and frequently described that I will not dwell upon it further than to say that as the mountains still retained their winter snow caps in all their whiteness and purity; the effects produced by the sun on the lofty peaks, particularly in the early morning, were singularly beautiful. In fact I had never seen the scenery to better advantage. As we approached the western slope flowers and shrubs appeared in bloom, for the spring was well advanced. The air was laden with delicious perfumes.

On Tuesday, April 4th, we reached Vancouver, where I found a home with my sons for about three weeks, the interval between my arrival and the sailing of the vessel in which I had taken my passage to Sydney. I had been in Vancouver for nearly two months in 1903 and was then struck with the extraordinary progress made since 1889, when I had last seen it. But two years had made a marvellous change. The neighborhood in which my sons built had been filled up to a great extent with new houses. Lots which I could have bought in 1903 for from $750 to $1,000 were being sold at $2,000. Scores of tasteful and expensive buildings were in course of construction, and the streets were being rapidly reclaimed from their wild condition, and being graded and paved. Granolithic sidewalks were being put down in all quarters. Nature is lavish in benefits to Vancouver. The spring and summer climate is delightful and flowers and shrubs seem to spring out of the ground spontaneously. The roses and sweet peas are particularly beautiful. During the time I was in Vancouver the lawn round our house was sown with grass seed. It had never been cultivated, but the ground had simply been dug and leveled. On my return from Australia, after an absence of about ten weeks, the lawn was in excellent condition, covered with a thick growth of blue grass and clover.

The business part of Vancouver showed the same progress as the residential parts. Handsome buildings were being erected. The streets and sidewalks were being improved and general bustle and activity were unmistakable evidences of prosperity. The population is claimed to be 48,000. The city is shaped like a turtle. On one side, the north, is Burrard Inlet, which runs eastward for several miles. On the south side is English Bay, on the west is Stanley Park, which may be said to represent the head of the turtle, and on the east is a neck of land along which run the lines of the C.P.R. company, to which nearly all the northern shore belongs. It has built substantial wharves for the accommodation of its steamers, which run to the East, and has constructed a handsome station and offices. The city rises in the centre by a gradual curve, and street railway lines judiciously placed give easy access to every part of it. The power for lighting the city and operating the railways is furnished by a chute or fall from a lake six or seven miles up Burrard Inlet. The south shore, on English Bay, is a favorite bathing place and the city corporation has lately purchased a considerable stretch of it and is constructing a large and fine pavilion. Thousands of people visit the bay every evening to listen to the band and enjoy the delightful coolness of the western breeze from the open ocean, which blows across Vancouver Island and the intervening Sound. Few more beautiful views can be seen than this bay on a fine evening, the distant hills on the island being illuminated by the setting sun.

Across Burrard Inlet, on the north side, is a range of mountains, constantly capped with snow. From one of the valleys in these mountains, called "Capilano," Vancouver draws its supply of water. It is brought across the entrance to the harbor by means of a large pipe. Capilano is famed for its wild and beautiful scenery. The river teems with trout. During our visit to the dam, two Japanese passed with two rainbow trout slung on a pole, each of which weighed nine or ten pounds. One of the most remarkable features of Vancouver is Stanley Park, to which I have already referred. It is a close jungle of trees, some of which, the Douglas fir, attain to extraordinary size. I saw several the trunks of which were not less than thirteen or fourteen feet in diameter, at about eight feet from the ground. The city engineer two years ago told me that he had removed one tree the trunk of which measured fifteen feet in diameter. Round the park has been constructed an excellent road and through it have been cut paths in different directions, affording a most agreeable and picturesque trip. Its control and management are vested in commissioners. The drainage of Vancouver is conducted to septic tanks, closely sealed up, in which it is destroyed by the operation of natural causes. The system works admirably. I cannot close my notice of the city without acknowledging most heartily extraordinary kindness and attention received from numerous friends.

In due time my ship, the Miowera, arrived in port. The captain I found to be a brother of Colonel Hemming, of Kingston, and the son of an old acquaintance, Mr. Hemming, Q.C., from the eastern townships, whom I met at the Provincial Synod in bygone times. I was, therefore, at once at home on the vessel and it needed not the earnest injunction of my friends to secure me all the attention that I could fairly desire.

The early part of our voyage was stormy and so cold as to make the wearing of an overcoat a necessity. I had always been under the impression that the Pacific was honestly entitled to its name and was a quiet, peaceful sheet of water, but our captain, who had had experience of both seas, told me that in his judgment the "Pacific" was far more stormy than the "Atlantic." As we proceeded on our voyage, the direction of which is south-west, the temperature gradually rose. On the tenth day out late in the evening we ran into the harbor of Honolulu, the capital of the Hawaiian, formerly the Sandwich Islands, where we stayed all night. The daylight disclosed a lovely picture. On the wharf was a crowd of natives in bright dresses and with home-made articles for sale, some of which, besides being very tasteful in shape and design, were very useful. The city is situated at the base of some hills which form a picturesque background for the houses and public buildings. The population is, I understand, over 40,000. It has several good hotels, many comfortable private residences with well-kept grounds and an excellent street-car service. The principal industry of the islands is the growth and manufacture of sugar. The sugar plantations are remarkable for their productiveness. In 1899 they yielded 2,239,376 tons and it is said that the cultivation of sugar is being rapidly increased. Fruits, particularly pineapples and cocoanuts, grow in great abundance, and the private gardens and public grounds are ablaze with the brilliant colors of tropical flowers. The Hawaiian Islands became part of the United States in 1898, consequently we found the customs and other public officers wearing the American uniform. This incorporation was a very fortunate event for the islands. It put an end to domestic strife, gave a stable and orderly government to the country and was the means of introducing into it a large amount of American capital and enterprise. The islands lie between the 19th and 22nd degrees of north latitude, just within the northern boundary of the Tropic of Cancer. The climate is said to be very delightful, perpetual summer without enervating heat. The time of our stay being limited, we left Honolulu at noon of the day after our arrival, very much pleased with what we had seen, and steamed away to the south-west, our next stopping place being Suva, the capital of the Fiji Islands.

Our journey to Suva was uneventful. We crossed the equator without any of the ceremonies usually associated with that event, though it was noticed that several passengers were so far influenced by what they had heard of the discipline practiced by Father Neptune that they took the precaution to have a clean shave early in the morning. One of those who had submitted to this discipline on the advice of the chief officer seemed to regard it as a grievance that I had not to undergo similar treatment, but was informed that Neptune did not insist on it in the case of those who habitually wore beards, an explanation with which he appeared to be perfectly satisfied. Several flying fish flew on to the vessel and were caught by the sailors, who dressed them so as to make them very pretty and interesting objects. The vessel was surrounded by dolphins, who prey on the flying fish and can be seen playing about the vessel's bow. They would keep up this position for miles, showing that they possessed marvellous speed and endurance, for our vessel was running about fifteen knots an hour. On the seventeenth day of our passage we reached Suva, which is in latitude 18 south, within the limits of the Tropic of Capricorn. As we called again on our return trip I will give the results of my observations during the two visits. The town is the capital of the Fijian group, which belongs to Great Britain. As we approached the land we saw a large crowd of natives waiting our arrival. Some were on the wharf and some in catamarans, in which they had come from the neighboring coast and islands with loads of coral, fruit and flowers. These made a brilliant show, but I was most attracted by the natives themselves. We all agreed that they were superb men physically, tall, well-made, and muscular. They were usually naked to the waist. Their skin was of a rich copper color, their features good, and in many cases attractive, and their hair—well, if the reader can imagine a door-mat with very long curly fibre neatly fitted to a man's head he will have some idea of a male Fijian's head of hair. It seemed to be about five inches in thickness. Needless to say, no head coverings are worn except what nature provides. The coral brought for sale is very attractive both in shape and purity. The flowers are of many kinds and brilliant in color, and the fruit consists of oranges, cocoanuts and other indigenous fruits of the country. The islands are governed practically by the colonial office through the medium of a governor and council. Some of us called upon the governor, his excellency Edw. F. I. M. Thurn, C.B., C.M.G., being hospitably received. His last sphere of labor had been Ceylon and he showed us a very interesting collection of Indian curiosities which he had made during his stay in that country. His collection included a large number of Fijian curios. Amongst other articles I noticed several bunches of whales' teeth, strung together, some large, some small. The governor said that these were used as gifts and funeral offerings. He told us that a short time before our visit he had been invited to the funeral of one of the principal chiefs. Knowing that the chief had been a serious and devoted member of the Church of England, he doubted the propriety of taking with him the usual offering. He was, however, advised to do so, fortunately, as he says, for one of the first things that was presented to him at the house of mourning was a magnificent set of teeth, which he showed us. He was somewhat ashamed at the poor appearance of his own gift, but was told that it gave the family great pleasure to know that they had been able to present to the governor a gift far exceeding in value what he had brought with him.

The governor is a highly cultivated man with a world-wide reputation for his knowledge of many scientific subjects. He has lately made many improvements in the government house and grounds, which are on a high plateau overlooking the sea. During the afternoon we were driven through the country in the vicinity of Suva. The principal products of the islands are sugar and cocoanuts. The work on the plantations is done by coolies, who are imported under contract to serve five years, at the end of which they are entitled to a free passage home. Everything is done to secure them justice and fair treatment. Some of them remain in the country and make excellent settlers, occupying small farms parcelled out to them. Many of them are prosperous and some have become wealthy. I saw a large number of these settlers and their

CATHEDRAL AT SYDNEY.

homes. They appeared to be perfectly happy and contented. The scenery in the vicinity of Suva is very beautiful. The roads run over hills and descend into fertile valleys, giving alternately views of the deep blue sea in the distance and of the rich inland tropical vegetation. At Suva we were joined by the Hon. James Murray, who is superintendent for an English company of extensive sugar plantations in the island and is a member of the legislative council. I am indebted to him for a great deal of information respecting the islands and for many acts of kindness and courtesy. Mr. Murray and other residents of Suva frequently go to Australia on a holiday trip.

The run from Suva to Brisbane, capital of Queensland, and the first Australian port at which we touched, occupied six days. Here let me call attention to some elementary facts, familiar, no doubt, to most of my readers, but a statement of which will tend to illustrate the subject. Australia is 2,500 miles from east to west and 1,950 from north to south. Its most northerly point is about ten degrees south of the equator. It is divided into six states: New South Wales, Victoria, South Australia, consisting of North and South parts, West Australia, and Queensland. These states, with the Island of Tasmania, which lies about 140 miles to the south across Bass' Straits, constitute "The Commonwealth of Australia," formed in 1900 by imperial statute. Each state has a separate constitutional government. The earliest settlement of the country was effected in 1788, when a penal colony was established at Botany Bay, in what is now New South Wales. Similar colonies were established in Tasmania in 1804 and at Brisbane, Queensland, in 1825. The deportation of criminals from Great Britain virtually ceased in 1839. About 100 miles from the east and south-east coasts runs a chain of mountains parallel to the coast line, from the east and south slopes of which short rivers run into the sea. The streams on the reverse slopes flow in a south-westerly direction into the plains in the interior, forming the Murray and Darling rivers, which unite near Adelaide. The western part of the continent, sparsely settled, is composed to a large extent of waste land. The principal cities of Australia are: Brisbane, in Queensland, population about 49,000; Sydney, in New South Wales, population about 440,000; Melbourne, in Victoria, population about 460,000; Adelaide, in South Australia, population about 147,000; Ballarat, in Victoria, population about 47,000; and Perth, in West Australia, population about 38,000. The total population of the country a short time ago was a little over 3,700,000. It has not increased but has rather diminished during the past few years.

Brisbane in a substantial looking city, with good shops and fine public buildings. Its prosperity has been checked lately by the prevailing hard times in Australia, following the fearful drought, which lately carried off a large proportion of the sheep and cattle. I found in the book stores excellent up-to-date books. As is the case in the other Australian cities the goods sold in the shops are mostly direct importations from England. Leaving Brisbane we steamed south to Sydney in the teeth of a furious storm. During the night we turned westward and slipped between lofty cliffs through a narrow channel into Port Jackson, better known as "Sydney Harbor." The cessation of the pulsation of the engines awoke me and I found that we had anchored a short distance from the entrance. The following morning was misty, but, the anchor being lifted, we steamed up to our berth beside the celebrated "Circular Quay," the centre of the sea and ferry traffic of Sydney. Having heard a great deal about the beauty of Sydney Harbor, we were naturally disappointed that we had been unable, by reason of the mist, to see it to advantage. It cannot, however, be seen from the deck of a vessel which simply enters the port and goes to its berth. It extends like the spread fingers of a hand, in every direction. In fact, it consists of a number of bays or arms of the sea, invisible until they are entered. Going through the harbor is very like going through the Thousand Islands. You do not know in what direction the water will lead you or where the channels are. When Mr. Froude visited Australia several years ago the government placed at his disposal a steamlaunch, by means of which, with a competent guide, he was able to visit all parts of it. He has written a very interesting description of his trip in "Oceana." Fortunately we obtained an excellent view of the whole harbor from the tramway lines which run from the city and pass over the high ground in its vicinity. Through the intervention of a friend I was made a member of the Union Club during my stay in Sydney. This compliment was most useful and advantageous to me, for many of the members are public and business men familiar with the history of the colony and its affairs. I am under great obligations for the kindness and courtesy received from many friends in Sydney and the other Australian cities. They seemed to consider no trouble too great if it would give me pleasure or contribute to my knowledge of the country.

Sydney is very irregular, but attractive for that reason. When it was originally occupied very little attention was paid to anything but convenience. Short and angular cuts run in every direction. In its principal feature it reminded me of London. It is substantially built, every foot of ground in the business part being occupied. The churches and public buildings are very fine—stately I should call them—and must have cost a large amount of money. They furnish strong evidence of the wealth of the country when they were built. The streets are well paved and street railway lines run in every direction. So great is the traffic on George street that policemen are stationed at all points where the principal cross streets enter the main street, to regulate traffic.

On May 28th I attended morning service at St. Andrew's Cathedral (Anglican), a very beautiful church, on George street. It happened that there was a special service for Empire day. The Archbishop of Australia (Saunmarez-Smith) preached an eloquent and patriotic sermon. At the close of the service I was introduced to him and to the rector and was received with great cordiality. The Church of England is very strong in numbers and wealth all through Australia. It embraces over forty per cent. of the population. A few days ago I came across an article in the Nineteenth Century, written by the Bishop of North Queensland, on "The Foundation of the Church of England in Australia." The bishop says that the first Church of England or even Christian service was held in 1788, under a great tree near Sydney Cove, and that this tree was for some years the only church in the country.

Under the guidance of the president of our club, Mr. Dangar, a very old resident, I visited the "Domain," a lovely park in the centre of the city, which stretches from the rear of the parliament buildings and Government House down to the sea. It is kept in splendid order, regardless of expense. Here and there may be seen the statues of the great men instrumental in making Australia what it is, beginning with Capt. Cook. This park, I was told, is the sleeping place of a great many hundreds of Sydney's population. The climate is so genial that one can sleep in the open air without injury to health. Each man is regarded as having his own berth, which no other has a right to occupy. The Domain is tastefully laid out with flower-beds and shrubs. At the lower end are gardens and greenhouses. Near by is the art gallery, with a large number of pictures by celebrated English artists, which must have cost a great deal of money. There was also a collection of beautiful statuary and pictures of great excellence by Australian artists. The Houses of Parliament are not creditable to the state. They are old and inconvenient, like the courts of justice. On the occasion of my visit to the courts the Chief Justice of Australia, Sir Samuel Griffith, sent me a courteous message requesting me to see him in his room. He has a high reputation and is head of the federal court, which corresponds to our Supreme court. We had an interesting conversation, during which Sir Edmund Barton, who had been prime minister and was the principal promotor of confederation, came into the room. He accepted the post of associate judge of the federal court on resigning the premiership. I was very glad of the opportunity of an introduction to him, as he had always been a picturesque figure in Australian politics. It happened that the judges were about to express their views to the public respecting the action of the attorney-general, Sir Josiah Symons, in attempting to fix or limit the judges' travelling allowances, which action they objected to as being unauthorized and an invasion of their rights and independence. The protest was read in court and having been published in the newspapers created a great sensation, the sympathy of the public being with the judges, who ultimately had their way, as the matter in dispute was settled by order-in-council. Since I left Australia the Reid ministry, to which the attorney-general belonged, has been displaced by a vote of censure.

HON. ALFRED DEAKIN, THE NEW COALITION PREMIER OF AUSTRALIA.

During my stay in Sydney I met M. W. Brother Remington, grand master of the grand lodge, A.F. and A.M., of New South Wales. Needless to say, I was received by him and my other brethren with great cordiality and they did much to make my visit interesting. Freemasonry occupies much the same position in Australia that it does in England. The chief offices are held by the most prominent men in the country. Just before I left Australia I learned that Sir Harry Rawson, governor of New South Wales, had been elected grand master, and I found on visiting Adelaide that the chief justice and acting governor of South Australia, Rt. Hon. Sir Samuel Way, P.C., was grand master of the order in that state. Public men in Canada seem to be afraid to accept these positions, a fact significant of important differences between the two countries which need not be definitely stated.

I was fortunate in having the opportunity, during my short stay in Sydney, of visiting some of the private residences as a guest. In these homes are evidences of great wealth and excellent taste. Wealthy Australians send their sons to Oxford and Cambridge to be educated. Some graduates from these universities were amongst my professional brethren. There are excellent universities in Australia, but old traditions are still strong, and fathers send their children to colleges from which they themselves graduated. The young men educated in England naturally bring back with them English ways and manners.

At Sydney I took train for Adelaide. The principal passenger trains travel at night. The train service from Sydney to Melbourne is very poor, as compared with that in Canada or the United States. The railways are run by the respective states in which they are situated. I see no advantage in this system. It leads to carelessness and want of attention on the part of the railway employees. The day cars or coaches are similar to those in use in England. The sleeping cars are like those in use on this continent. Very early in the morning all the passengers were told that they must turn out. It was cold and misty. We had to leave our berths because we had reached Albury, on the border line between New South Wales and Victoria, and had to take another train at this place. The state of Victoria, disdaining to use the same guage of line as New South Wales (the standard, 4 ft. 8½ in.), had laid down a road with a 5 ft. 6 in. guage, thus making it impossible for a New South Wales train to pass over a Victoria road. This curious piece of perversity illustrates the feeling which prevails to a large extent between the states. There is no friendship between New South Wales and Victoria. The latter was carved out of New South Wales and owes its great prosperity largely to its output of gold, which was discovered near Melbourne in 1851. It has other natural advantages but, having built up Melbourne, which was laid out in 1836 and is now a city of about 460,000 inhabitants, Victoria is disposed to claim the principal place in the confederation of States. It regards itself as entitled to be the seat of government and of the supreme court and the contest for these honors between it and the sister state of New South Wales is very keen and has caused a good deal of bitter feeling. There is in Froude's "Oceana" an excellent description of the states of Victoria and New South Wales and of their chief cities and places of interest. Froude did not visit South Australia or its capital, Adelaide.

Melbourne appeared to be laid out like many modern American cities, in rectangular blocks. Its public buildings, offices and shops are very fine and compare favorably with those of any other city I have seen. It has not the natural beauty of either Sydney or Adelaide, but I was told that everything that could be desired could be procured in Melbourne. Its art gallery, public library, and museum have been placed in one magnificent building. I have never seen a finer collection of interesting objects.

After staying a short time in Melbourne, on my journey west, I left for Adelaide, the capital of South Australia. The service on this section of railway was very good. The sleeping berths, which are in little cabins extending across the car, were very comfortable. On reaching Adelaide I was met by Chief Justice Way, to whom I had forwarded a letter of introduction given me by a friend. The chief justice insisted on my being his guest during my stay in Adelaide. He is spoken of by Froude as "the charming Sir Samuel Way," and I can certainly indorse that gentleman's opinion. The chief justice has a beautiful home, commanding a view of a valley beneath and of blue mountains in the distance. Lady Way is distinguished for personal attractions and activity in all departments of charitable work. At the chief justice's request I sat on the bench with him and heard a case which under our old practice would have been brought in the court of chancery. The procedure and court dress in Victoria and in New South Wales are similar to those in England. Both judges and barristers wear wigs. I spent two very pleasant days in Adelaide, which I found to be in many respects even more interesting than the other cities I had visited. The "Chief" committed me to the care of an accomplished

(Continued on Page 10.)

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