

TASMANIA.

TASMANIA was discovered by Abel Janszen Tasman on November 24th, 1642, and by him was named Van Diemen's Land, after the Governor of the Dutch Possessions in the East Indies, who had fitted out the expedition which Tasman commanded. The ceremony of hoisting a flag and taking possession of the country in the name of the Government of the Netherlands was actually performed, but the description of the wildness of the country, and of the fabulous giants by which Tasman's sailors believed it to be inhabited, deterred the Dutch from occupying the island, and by the international principle of "non-user" it passed from their hands. Some hundred and thirty years after Tasman's voyage the island was again visited—this time by a French expedition under Captain Du Fresne. In 1773, Captain Furneaux, of the "Adventure," one of the great Cook's squadron, anchored in Storm Bay; and later, in 1777, Captain Cook himself visited the same locality. The famous Captain Bligh also touched at the island in 1788—the same year that witnessed the foundation of the settlement at Fort Jackson. Again, in 1792, a French expedition under D'Entrecasteaux entered Storm Bay, and surveyed portions of the coast. During the whole of this period it was believed that Van Diemen's Land was only a southward projection of the great Australian Continent, and, indeed, it figured on the maps as such. Its insularity was proved by Lieutenant Flinders, who completed its circumnavigation in the sloop "Norfolk" in 1798. He was accompanied on the expedition by Surgeon Bass, who had previously discovered the strait bearing his name. In 1802 the French expedition under Commodore Baudin visited the island, and it was partly the fear of French occupation that led to the foundation of a British settlement in the new land.

In the month of September, 1803, Lieutenant Bowen was despatched by Governor King in the "Lady Nelson" to establish a settlement at Risdon Cove, or Restdown, as it was sometimes called, which is situated on the banks of the Derwent River, some 4 miles above the site of Hobart, but on the opposite side of the stream. Bowen had been despatched previously—on the 13th June, 1802—in H.M.S. "Glatton" to the island, in order to take possession of the place, and establish His Britannic Majesty's rights thereto. The penal establishment which the Imperial Government had established on the shores of Port Jackson was full to overflowing. About a thousand had been drafted away to Norfolk Island, but the parent settlement was still somewhat crowded. The Governor-General of New South Wales, therefore, cast his eyes towards

Van Diemen's Land as an outlet for the relief of the parent establishment. Besides, the French had to be forestalled; for though the island was included in Phillip's commission, and that of his successors, nevertheless, the very proof of its insularity created it a country separate from New South Wales, liable to lapse from British sovereignty unless actually occupied under authority of the British Crown. Bowen's colonising party was a small one, but it formed the advance guard of a great convict immigration. When the muster was taken on the 27th September, 1803, the total population was only forty-nine. Of these, ten were women and three were children. The convicts numbered twenty-four and the soldiers twelve, but a small party of free settlers, with their wives and children, subsequently arrived. Shortly after the first landing, the settlement was removed from Risdon to Sullivan Cove, and spread slowly along the banks of the Derwent River, the latter name being used in the enumeration of the people on the muster sheets. In the month of February, 1804, the little colony received a considerable accession by the transference of Collins' expedition from Port Phillip to the Derwent River.

Collins' commission was of a roving character. He was instructed to proceed to Port Phillip, or to any part of the southern coast of New South Wales, or to the islands adjacent, and there establish his little colony. Collins sailed from England on the 24th April, 1803, in the "Calcutta," having on board 299 male convicts, 16 married women, a few settlers, and 50 men and petty officers of the Royal Marines. This vessel was accompanied by the "Ocean" as a store-ship. Collins had landed at Port Phillip, but his reports of the country were so unfavourable that Lord Hobart, the Secretary of State for the Colonies, at once sent him instructions to break up the settlement and transfer the people under his charge to the Derwent River in Van Diemen's Land. Collins obeyed the orders of his chief with cheerful alacrity, and on the 27th January, 1804, left the disparaged harbour for the new field of his labours. The "Ocean," with the first instalment of the party, which numbered in all 402, anchored in the Derwent on the 30th of the same month; the second detachment arriving by the "Lady Nelson" on the 16th February. Collins landed at the place whereon the city of Hobart now stands, and there and then selected it as the site of his future capital.

Governor-General King, consumed with anxiety to forestall the French in their designs upon Australasian territory, had given instructions to the officer commanding the "Lady Nelson" to sail round to Port Dalrymple, in the north of the island, after discharging his mission with Collins, and to report upon the Tamar River, and the surrounding country, as to their eligibility for the purposes of a military station. The officer did as he was directed, and reported the country as well adapted for settlement. In consequence of this favourable account, an expedition was made at the close of the year 1804 to Port Dalrymple, the first landing being effected at Outer Cove, now called Georgetown;

but the station was shortly afterwards removed to the opposite side of the river, to the indentation known as the Western Arm, where it received the name of York Town. The latter site also did not prove suitable, and this settlement was soon abandoned for the North Esk, where, after some time, it changed its general designation of Port Dalrymple for the specific one of Launceston, a name derived from Governor King's birthplace in Cornwall. The new settlement was placed under the control of Lieutenant-Governor Paterson, and he landed in Van Diemen's Land in the month of October, 1804, with a small party of prisoners and soldiers. At the time when this expedition was despatched to Port Dalrymple, Governor King issued a "general order," in which he proclaimed the division of the island into two independent Governments, designated respectively the counties of Buckingham and Cornwall, the dividing line being the 42nd parallel of south latitude. Each of these Governments was subordinate to King in his capacity of Governor-in-Chief and Captain-General of New South Wales and its dependencies. The two counties still figure on the map of Tasmania, but greatly shorn of their original magnitude, as they have been subdivided into eighteen others. Between Launceston and Hobart there was for some time no communication, and even as late as 1816 the mail took seven days to cross from settlement to settlement.

In the year 1805 Van Diemen's Land received an accession of population from Norfolk Island, the New South Wales Government having determined to evacuate the latter place, and transfer the bulk of the people to the new colony on the Derwent River. New Norfolk, somewhat further up the stream than the old Risdon settlement, still recalls in its name this immigration of the Norfolk Island settlers to Van Diemen's Land. The new-comers received liberal grants of land, but contributed very little to the industrial development of the country, which, for many years, remained dependent on the mother colony of New South Wales for its food supplies. When the failure of the crops occurred at the parent settlement, between the years 1807 and 1810, matters were brought to a painful crisis. The provisions which had been stored in a Government depôt, under the immediate control of the Lieutenant-Governor, were all but consumed, so the convicts were given temporary liberty to enable them to procure food in the shape of the wild denizens of the bush, and it was only by the timely arrival of a cargo of wheat from India that the little colony was saved from a condition of total collapse.

The enfranchisement of the convicts was, however, attended by woful results. Very early in the experience of the settlement serious difficulties had arisen with the aborigines, as it was the custom to term them, though scientists consider that the natives of Van Diemen's Land were not an aboriginal race. On one occasion a party of blacks, about 500 strong, including women and children, were engaged in hunting near the Risdon depôt, when they were set upon by some of the white settlers, who slaughtered a great number of them, one estimate enumerating the

killed at fifty. This horrible outrage of course inspired the natives with sentiments of hatred and revenge, and impelled them to acts of reprisal. These were further stimulated by the abominable treatment meted out to the blacks by the liberated convicts of the famine period during their kangaroo hunts. Collins did his utmost to put down "the murders and abominable cruelties practised upon the natives by the white settlers"; but the means at his command were inadequate for the purpose. Van Diemen's Land, unlike the colonies established on the Australian Continent, managed from the very first years of British occupation to create a native difficulty, which was ultimately to produce much trouble and annoyance, and to occasion a huge expenditure of Imperial funds in its effectual solution.

Lieutenant-Governor Collins died in Hobart Town on the 24th March, 1810, just after Governor Macquarie had taken up his official duties in the mother colony. The sub-government of the Island was administered, until the arrival of Lieutenant-Governor Davey, by Lieutenant Lord and Captain Murray, and afterwards by Lieutenant-Colonel Gilles.

A certain measure of prosperity had by this time been attained by the development of the first rude efforts at agriculture, and by the energetic establishment of the whale fisheries, Tasmania speedily becoming the centre of the latter industry in Australasian seas. Settlement was, however, greatly retarded by the lawless establishment of an organised system of plunder and rapine carried on by gangs of armed men, or bushrangers, as they had begun to be termed; indeed, what of wild romance and gruesome picturesqueness there may be clinging to the early days of "Old Vandemonia" is due to the ruthless extinction of the native race, and the dark deeds of the escaped convicts and expired-sentence men, who carried on a war of brigandage against the property and the persons of the terrorised farmers and stock-owners. They slaughtered sheep and cattle; they burnt down hay and corn stacks; they looted granaries and robbed houses, and then they took to the well-high impenetrable jungle of the bush and the fastnesses of the mountains, carrying nameless atrocities into the haunts of the unarmed aborigines. The important part played by these desperadoes in the early history of the Island is still preserved in the ominous names given to some of the geographical features of the interior: Brady's Sugar-loaf and Brady's Lookout are appellations reminiscent of a notorious bandit.

The rule of Governor Davey was notoriously feeble, and the moral condition of the colony in his time was anything but healthy; nevertheless, he did his best for the natives, condemning the atrocities perpetrated upon them, but with little effect. The free people at this time consisted of inland settlers, liberated convicts, escaped prisoners, bushrangers, sealers and whalers, and runaway seamen. For most of these the law had no terrors, and they gave unbridled license to the

exercise of their evil dispositions. It is no wonder, then, that the treatment which these degraded wretches meted out to the aborigines should have been followed by terrible reprisals.

Davey surrendered the administration of the Island on the 9th April, 1817, and was succeeded by Colonel Sorell, a man of an entirely different character. The new Lieutenant-Governor has been praised for his energy, his firmness, and his sagacity, and was probably as well fitted for his position as any man upon whom the choice of the Secretary of State for the Colonies could have fallen at the time. His first task was the suppression of bushranging—a work that he put through with a vigorous hand—and he succeeded in well-nigh stamping it out. He also gave grants of land, and lent Government seed and stock, to suitable settlers, and thus encouraged immigration to the little Colony. During Sorell's term of office 300 lambs, from Captain John Macarthur's Camden flock of merinos, were imported into the Island from New South Wales. A few years subsequently the exportation of wool from Van Diemen's Land began, and from that time the proportions of this industry steadily grew.

In 1821, just prior to his return to England, Governor Macquarie visited Van Diemen's Land, and found there a population of about 7,400. The inhabitants of Hobart Town and its immediate neighbourhood were returned as numbering 2,700. There were 15,000 acres of land under cultivation, and the live stock comprised 5,000 head of cattle and 170,000 sheep. The interests of religion and education were being provided for, a newspaper was published, and there existed between Hobart Town and Launceston a fortnightly mail, which occupied a week in transit. A local Court, with a limited jurisdiction, had been established since 1816, in which ordinary citizens shared with professional lawyers the right to plead.

Launceston also had experienced a measure of development, though, of course, much less rapid than its southern rival, Hobart Town. From the early muster sheets some idea of the progress made at the northern settlement may be gathered. Lieutenant-Governor Paterson assumed control of the station at Port Dalrymple, and exercised authority over the county of Cornwall (half of the Island north of the 42nd parallel of south latitude) in the month of October, 1804. He took with him sixty-four non-commissioned officers and privates of the New South Wales Corps, seventy-four convicts, and eight other persons, civil and military officers—146 in all. In the month of August, 1805, the number of persons resident at Port Dalrymple had grown to 301, of whom 155 were convicts. The population fell off slightly during the next ten years, maintaining an average of about 250 only; but in 1815 Launceston, as it was beginning to be called, was recorded as possessing 495 inhabitants; in 1817 these had increased to 610, and in 1819 to 2,115.

Colonel Sorell distinguished his term of office by engaging in various futile efforts for the amelioration of the aborigines; but the resources

at his command were far from sufficient to enable him to cope effectively with the difficulty, so that by the time he left office little, if any, progress had been made in this direction.

Lieutenant-Colonel Arthur was appointed to the administration of the colony in succession to Sorell in 1824, and entered upon his duties on the 15th May. From the outset his rule appears to have been extremely unpopular, though, under the conditions of settlement then existing in Van Diemen's Land, it would hardly have been possible for a Governor to have done his duty and achieved popularity. About eighteen months after his arrival in Van Diemen's Land, the colony was proclaimed an independent province, and the Imperial Parliament presented the inhabitants with a Constitution of the colonial type of the period, which provided for an Executive and a Legislative Council, with certain circumscribed functions, mainly advisory. The new system was felt by the Governor as a clog upon his government, and he made no pretensions that it was acceptable to him, nor did he in any way modify his methods of ruling. Governor Arthur had no idea of conciliation. He dismissed a popular Attorney-General who opposed him, and adopted extreme measures towards the Press, the liberty of which he strained every nerve to destroy. These actions intensified his already sufficient unpopularity. To the best of his marked ability, however, he strove to promote the interests of religion and education in the colony, and while he directed the Government many churches were built, and many schools were established; the public finances were adjusted to expenditure in a satisfactory manner; and, after providing for the disbursement of some £50,000 per annum, he was able to carry forward a surplus. Governor Arthur also turned his attention to the Department of Justice, and for the better administration of the law he divided the Island into police districts, with a Stipendiary Magistrate for each district; yet his severity in the enforcement of the laws undoubtedly was the means of manufacturing criminals of the deepest dye. Many convicts who had been transported from England on trivial charges had their better natures crushed and were completely brutalised by the harsh treatment meted out to them for the smallest misdemeanours. A year after Governor Arthur's appointment to the administration of the Island, no fewer than a hundred armed convicts were at large throughout the country districts. The reign of terror, which had been such a distinguishingly infamous characteristic of the days of Governor Davey, was revived and re-established. When night fell, every house that stood by itself in the bush or in the cultivated areas was strongly barred and bolted and barricaded, and the safety of the sleeping family was entrusted to one or two of the household, who watched throughout the hours of darkness with firelocks in readiness, their muzzles gleaming through the port-holes with which necessity had pierced the walls of the homestead. One desperado named Brady, whose Sugarloaf and Look-out have already been mentioned, and whose lawless deeds are still a tradition, at the head of a gang of armed

convicts, was at large throughout the country, ravaging and pillaging in all directions. On one occasion this bushranging captain, with a mounted band of outlaws, swept down on the North Coast and captured the town of Sorell; seizing the gaol, they locked the soldiers guarding the place in one of the cells, and liberated the whole of the prisoners. Matters now began to grow desperate. Authority in the Island was divided between Colonel Arthur and Captain Brady and other bush-ranging magnates. The struggle was one of law against lawlessness, and constituted power did not always get the better of the conflict. Governor Arthur determined to make a strenuous effort to assert the supremacy of the law. He placed himself at the head of a strong force of military and settlers and hunted down the gangs of outlaws. No fewer than 103 persons suffered capital punishment during the years 1825 and 1826, and organised highway robbery once more ceased to be a reproach to the colony.

The distinguishing feature of Arthur's governorship was, however, the military campaign which he conducted against the aborigines. Governors Collins, Davey, and Sorell had done their utmost to protect the natives against the outrages and ill-treatment of the free whites; but all their efforts to put an end to the frightful state of things that prevailed in this relation had proved in vain. On November 1st, 1828, Governor Arthur proclaimed martial law, and offered a reward of £5 for every adult and £2 for every child captured and brought to head-quarters without suffering any injury. Search parties were at once got together and set forth on the quest. Many captures of aborigines were made by these parties; but, unfortunately, not without fatal conflicts. At this juncture came the gigantic fiasco of the whole enterprise. The scheme was Governor Arthur's own, and cost the Imperial Government the sum of £30,000. This master stroke of tactics was an attempt to imprison the natives in an ever-narrowing circle. To this end Governor Arthur ordered a military cordon to be drawn across the Island of Tasmania from east to west. Quite a large force was pressed into the work. There were 800 soldiers, the police of the colony, upwards of 700 convict servants, and a number of civilians. It was confidently expected that this force was sufficient to drive the aborigines into Tasman's Peninsula simply by advancing against them. There must have been somewhere a hitch in the proceedings, for after the expenditure of the large sum mentioned, the campaign resulted in the capture of a man and a boy, the remainder of the natives having silently slipped through the lines.

During Arthur's term of office the Van Diemen's Land Company obtained its charter of incorporation from the Imperial Parliament, and received grants of land in various parts of the colony amounting to upwards of 400,000 acres, of which 150,000 were situated at Woolnorth, the extreme north-west corner of the Island; 10,000 at Robbin's and Trefoil Islands; 10,000 at Middlesex Plains; 20,000 at Circular Head (now well known for its potato crops); 10,000 at

Hampshire Hills ; 150,000 at Surrey Hills ; and 20,000 at Emu Bay, besides areas in other different districts. For these concessions the Company was to pay an annual quit-rent of £468 16s., with the option of redemption at twenty years' purchase. During Arthur's rule, banks were established in Hobart Town and Launceston. In 1828 the first land-sales in the Island took place, but so low were the prices obtained, that 70,000 acres enriched the Treasury by only £20,000. In the month of January, 1831, the system of issuing free grants of land was abolished. In the year 1835 the district of Port Phillip (now the Colony of Victoria) was settled from Van Diemen's Land—practically from Launceston—a movement that reacted most beneficially upon the prosperity of the northern part of the Island. At the same time the development of the internal commerce and industry of the little colony was greatly advanced by the construction, through the medium of convict labour, of roads, bridges, wharves, and other public works. Instead of a fortnightly, there was, in 1835, a bi-weekly mail running between Hobart Town and Launceston, the period of transit having been reduced from seven days to nineteen hours. The penal settlement at Macquarie Harbour had also been given up, and the convicts removed to Tasman's Peninsula. There had also been considerable amelioration in the lot of the victims of the Transportation System, through the introduction of more humane methods.

The Government of Van Diemen's Land was administered by Colonel Arthur for over thirteen years ; he assumed office on the 14th May, 1823, and retired on the 31st October, 1836. From the date of his accession to power in the Island until the 3rd December, 1825, he was merely the subordinate officer of the Governor of New South Wales. On the date last mentioned, the Governor-in-Chief, Lieutenant-General Ralph Darling, visited Van Diemen's Land and formally proclaimed its independence. On the 6th of the month Arthur resumed the administration of the colony. An Executive and a Legislative Council were called into existence, the latter being on the same model as that introduced into the other colonies at the earliest stages of their progress. One of the Members of the first Legislature in Van Diemen's Land (1825) was Edward Curr, who formed the settlement at Circular Head for the Agricultural Company to which the Government of George IV had granted the great territorial concessions already alluded to.

From the date of Colonel Arthur's relinquishment of authority, October 30th, 1836, till January 5th, 1837, the colony was administered by Lieutenant-Colonel Snodgrass as Acting Lieutenant-Governor. On the date last mentioned there arrived in the colony the new Lieutenant-Governor, Captain Sir John Franklin, R.N., K.H. Sir John Franklin remained in office till the 21st August, 1843, a period of six years and seven months.

Franklin had, happily, one less of the troubles that afflicted his predecessors. He was worried by no native difficulty. After Governor Arthur's failure to drive the aborigines into Tasman's Peninsula, a

humble bricklayer in Hobart Town, named George Augustus Robinson, by unaided effort, achieved all that force and authority had been powerless to perform. Animated by a splendid enthusiasm for the ill-used natives, he made a spontaneous offer to the Government to undertake the task of supervising the efforts made for their welfare, if the authorities would guarantee him a bare support. In response to this generous proposition he was specially appointed Protector of the black natives of Van Diemen's Land at a salary of £100 per annum. He thereupon set out on a series of journeys throughout the Island. Unarmed and unattended, he travelled among his aboriginal charges throughout the length and breadth of the colony, exhibiting a courage almost sublime in circumstances of extreme danger, and winning the love, the confidence, and the esteem of the most belligerent of the people whom he was authorised by the Government to safeguard. After travelling on foot some 4,000 miles over the wildest and roughest parts of Van Diemen's Land, and without shedding a single drop of native or European blood, he brought the timid natives, who had once held the colony in a state of permanent alarm, into a haven of peace and safety. Ultimately he managed to place on Flinders Island upwards of 200 aborigines. The native settlement at Flinders Island was formed in 1835. In 1847, only twelve years afterwards, the number had dwindled down to 44 persons. These survivors were eventually deported to Oyster Cove, on the main Island; but on the 3rd March, 1869, Guillaume Lanné, the last male of his race, died at Hobart Town, aged 34 years.

One of Franklin's first official acts was the giving of publicity to the proceedings of the Legislative Council. He also endeavoured to bring about agreeable relations between the various parties in the community by his personal influence, his tact, his geniality, and his hearty and conciliatory manners. In all his efforts to ameliorate the social conditions of the colony he was ably seconded by his zealous and talented wife. Sir John Franklin's term of office expired on the 21st August, 1843, and he returned to England. He was immediately succeeded by Sir John Eardley-Wilmot, whose administration forms one of the most unfortunate phases in the annals of the colony. In 1845 there were some two thousand convicts in the settlement at Norfolk Island, controlled by Superintendent John Price. This man's administration of affairs was particularly cruel and merciless, and instead of checking the degraded instincts of his charges, served to aggravate them to fresh deeds of fiendish depravity. The settlement was a pandemonium, and matters went from bad to worse, till at last rumours reached the ears of the Home Authorities. Governor Eardley-Wilmot thereupon received instructions to break up the penitentiary at Norfolk Island, and transfer the establishment to Port Arthur. Although this was carried into effect, the Governor still permitted Commandant Price to retain his office of superintendent. It was not long before Port Arthur earned for itself a name as sinister as that ever

possessed by Norfolk Island, or Macquarie Harbour. The horrors of the "system," as practised there, were so awful that many of the convicts gladly welcomed execution as a relief from them. At an inquiry before a Select Committee it was elicited that in some instances prisoners murdered their comrades with no other motive than to earn a respite by death from their hideous surroundings.

For some little time a feeling had been growing in the colony in favour of the abolition of the "system" and the transfer of the Norfolk Island "irreclaimables" to Van Diemen's Land served still further to accentuate it. There were, of course, as in other countries used as penal settlements, great financial difficulties in the way of reform. The expenditure by the Imperial Government on the maintenance of the penitential establishments was something like £300,000 per annum; but the Secretary of State for the Colonies was resolved upon cutting down this sum, and making the penal stations self-supporting as far as it could possibly be managed. In pursuance of this new policy a stoppage was made in the building of roads, wharfs, and other public works such as had hitherto been carried on at Imperial expense; and the convict labour thus liberated was applied to the clearing of land and the cultivation of crops. The produce thus raised was consumed by the prisoners themselves, and if a surplus remained over it was sold in the open market, to the financial injury of the farmers, who were not only deprived of their ordinary avenues of trade, but were subjected also to an inevitable and ruinous competition. This course of action on the part of the Imperial Authorities gave a severe blow to the agricultural industry, which necessarily reacted on the tradespeople of the colony. As another consequence, the revenue from the sale of Crown lands fell off almost to nothing, and the colony drifted deeper and deeper into debt, and fresh sources of revenue from taxation had consequently to be found.

At that time the Legislative Council was in part composed of nominee Members, and six of them—known to history as the "Patriotic Six"—resigned their seats rather than acquiesce in the imposition of fresh burdens upon the people under an irresponsible system of government, and as an emphatic protest against the unconstitutional conduct of the Governor himself in borrowing money from the banks, and spending it without the authorisation of the Legislature. This action on the part of the so-called "Patriotic Six" took place in the month of October, 1845, and in the following year Sir John Eardley-Wilmot received a message from the Hon. W. E. Gladstone, recalling him from the Government of Van Diemen's Land. This course was explained to the unfortunate gentleman to have been taken, "not on account of any errors committed by the Governor in his official capacity, but because rumours reflecting upon his moral character had reached the Colonial Office." Mr. Gladstone, moreover, augmented the harshness of this utterance by refusing to give Sir John the names of his traducers, and thus to enable him to clear himself of the charges laid

to his account. It is, however, significant, that persons holding high positions in the Island, such as the Bishop, the Chief Justice, and others in daily intercourse with His Excellency, maintained with warmth and loyalty that the Governor had been blackly maligned without the shadow of a foundation for the aspersions cast upon his character. Sir John Eardley-Wilmot died of a broken heart only eight days after the landing of his successor. At his funeral, a notable demonstration was made by the numbers who attended it, and by whom he was held personally in great esteem, respect, and friendship.

Sir John Eardley-Wilmot gave up his office on the 13th October, 1846, and died on the 3rd February, 1847. From the 14th October, 1846, to the 25th January, 1847, the colony was administered, pending the arrival of the next Lieutenant-Governor, by C. J. Latrobe, as Administrator. Mr. Latrobe had already filled a vice-regal position in Victoria. Sir William Thomas Denison, afterwards Governor-General of New South Wales, took over the administration of the colony on the 26th January, 1847, and relinquished it on the 8th January, 1855.

Governor Denison's administration marks a turning point in the history of the Colony. One of his first acts after assuming office was the restoration of their seats in the Legislature to the "Patriotic Six," who had resigned their office from conscientious motives, as already narrated. This step received the cordial approbation of Earl Grey, who was then Secretary of State for the Colonies. In other directions, however, the Governor did not acquit himself so well. When Earl Grey desired his advice concerning the advisability of granting Responsible Government, the new Governor expressed himself in no unmeasured terms against the proposal. Again, when the Colonial Office authorities requested his views with reference to the transportation question, Sir William Denison strongly urged that the discontinuance of the "system" was against the best interests of the young colony. The Governor, indeed, made a bid for the support of a very influential party. This was composed of those flock-masters and land-holders, who considered that cheap labour, together with a large annual outlay in the colony of Imperial funds, totally outbalanced all the evils and horrors of convictism. The Governor lent all the weight of his position and official influence to the convict labour people, and did everything in his power to put their views prominently before the Imperial authorities; nay, more, he went even so far as to represent the wishes of the pro-convict party as those paramount in the Island. Fortunately, however, at that particular juncture in affairs, the Colonial Office did not always concur in the expressions of opinion of some of its vice-regal advisers in the Australias; and it even seemed probable at one time that the system would be abolished by the Imperial authorities upon their own initiative. However, these kindly counsels were not of long duration, and the sanguine expectations of the abolitionists were cruelly disappointed by the sudden appearance in the Derwent River, on the

12th November, 1848, of the transport convict-ship "Ratliffe," with 248 prisoners. The people of Hobart Town authorised their leading citizens to wait upon Governor Denison and strongly protest against the landing of any more of the unfortunate wretches in the ports of the colony. The objection was eloquent, but ineffectual. In the course of the year 1849 no fewer than twenty convict transports sailed into the Derwent estuary, bringing with them 1,860 prisoners to add to the population of the Island.

In the meanwhile the Imperial authorities had made attempts to land convicts at various Colonial ports, viz., at Cape Town, at Sydney, and at Melbourne. In each instance the inhabitants of these cities had successfully resisted the threatened influx of this undesirable element; hence there appeared the probability that "Vandemonia"—as it was derisively called—would become the sole receptacle of the accumulated moral garbage of the people of the British Isles. But in this emergency the Rev. John West, afterwards editor of the *Sydney Morning Herald*, arose as the champion of the abolitionist party. To him was due in great measure the organisation of the Anti-Transportation League, and his efforts secured the hearty co-operation of the other Australasian colonies. The Governor bitterly opposed the spirit of the league, and actually went so far as to affirm that the continuance of the "system" was both necessary and desirable; but public opinion, not only in Australia, but also in Great Britain itself, had come to the decision that transportation must be abolished, and abolished at once.

Van Diemen's Land shared in the Act passed by the Imperial Parliament in 1854 for the better government of the Australian Colonies. Among its provisions was one for the establishment of a Legislative Council in the Island. This body was to consist of eight Members, nominated by the Governor for the time being, and sixteen to be elected by the people—in all, twenty-four Members; but Sir William Denison was a resolute and consistent antagonist of any measure of Responsible Government, and one of his last acts as the ruler of the colony was one which no Responsible Government would have sanctioned. Prior to bringing into operation the provisions of the Act passed by the Imperial Parliament for the better government of the Australian Colonies, the Governor took upon himself the responsibility of proclaiming certain land regulations, which had the effect of throwing very large areas of valuable territory into the hands of a very small number of lessees. Sir William Denison defended his action by asserting that it was his intention thereby to promote agricultural settlement in combination with pastoral enterprise. His regulations had quite a contrary tendency, and had the effect of preventing enterprise of any kind. The small farmer, the true developer of virgin land, was effectually debarred from access to the soil, and internal expansion and progress was seriously retarded. As one consequence of Denison's land policy, an emigration of young men began, and continued steadily for years; while the domestics of the

neighbouring colonies were also recruited from the ranks of the young women born in the Island. When Mount Bischoff was discovered, there were actually no local diggers to work it, the mines being exploited, with very few exceptions, by Victorian labour imported from Clunes, Creswick, Mount Blackwood, and the Blue Mountain Gold-fields.

The new Legislative Council, established under the Imperial Act passed in 1850, did not assemble for the despatch of business until the 1st January, 1852. One of its first acts was the passing of a resolution condemning the continuance of the system of convict transportation. The passing of this resolution was deeply resented by Sir William Denison, and he denounced it in no unmeasured terms. Nevertheless, the "Patriots," confident of the moral support of the greater number of the colonists, resolved to take their grievance before Royalty itself, and thereupon addressed a memorial to the Queen, praying her to abrogate the Order in Council authorising transportation to Van Diemen's Land. The Governor forwarded the document, but at the same time advised the Home authorities to the effect that compliance with the request of the petitioners would be against the best interests of the colony, and would in no way improve the moral condition of its people. The Council then met and carried a vote of want of confidence in the Governor. This vote was embodied in a second petition to the Throne, and the humiliating task of forwarding it devolved upon His Excellency. In spite of this, however, Sir William persisted in sending despatches to England belittling the influence and character of the members of the Council. As a matter of fact, the Governor entirely misconceived the strength of the Anti-Transportation movement, and the earnestness of popular sentiment that gave it birth. But, as has been previously remarked, the British authorities were not always in accord with the views of the Governor on matters of colonial policy, and the Duke of Newcastle informed the Council that transportation to Van Diemen's Land had been definitely abolished. The despatch conveying this gratifying intelligence was officially made known through the columns of the *Hobart Town Gazette* of May, 1853.

Meanwhile the discovery of payable gold in New South Wales, in 1851, followed by similar finds in Victoria, caused a wild rush from all parts of Australasia, and indeed of the world, to the gold-bearing localities. The people of Van Diemen's Land were infected by the gold-fever, and an exodus set out to the scenes of the "rushes" which threatened almost to depopulate the Island. Amongst those who quitted Tasmania were many of its convict population. In the year 1842 the total population was recorded as 40,767. Under the incessant drain to the gold-fields of Victoria it fell to 22,261. Those who remained in the Island, however, reaped a rich harvest from their unadventurousness. In Victoria, consequent upon the great rush of population to the gold-fields of that colony, in combination with the enormous finds of the precious metal, a remarkable inflation of

prices had taken place. This necessarily reacted on the marketable value of every description of produce raised in the island colony. Only limited supplies of food and merchandise were at first available, and the demand was insistent and clamorous. Every kind of grain, and fruit, flour, vegetables, hay and fodder of all sorts, timber, building materials, and the various other necessities of civilised life, commanded prices that sounded bewilderingly fabulous to ears attuned to the narrow needs of a primitive agricultural community. Land increased greatly in value, and the producers who stayed behind prospered exceedingly. The imports and exports of the colony experienced a noteworthy expansion, as did also the public revenue. In 1852 the colony was able to show a surplus of £62,000 over expenditure, while the tonnage of shipping engaged in the external commerce of the Island was more than double that of a decade before. In 1853 the value of the colony's imports was upwards of £2,250,000, or some £100 *per capita* of the entire population, and this sum was nearly balanced by the value of the exports.

Affairs were now in such a prosperous condition that the time seemed peculiarly appropriate for the celebration of a jubilee festival. The occasion was commemorative of a double half-century event—the foundation of the colony, and the cessation of transportation to its shores. The day selected for the celebration was August 10th, 1853, and was marked, not only by public festivities, but by religious services in the various churches. To mark a turning-point in the history of the colony, and to break off in a manner all associations with a dark and dishonoured past, the colonists were desirous of changing the name of their Island from Van Diemen's Land to Tasmania, in honor of the intrepid Dutch discoverer who first visited its shores; and this change of nomenclature was shortly afterwards legalised by a vote of the Legislature. Nevertheless, although the Island was thus dis severed from a name that was redolent of infamy, the evil consequences of the old penal system yet remained. The convict element had been greatly reduced by immigration to Australia, but it was still sufficiently strong to be a standing menace to a peaceful, orderly, law-abiding, and industrious population. When the more hardened of the criminals escaped from confinement, and deliberately embraced a career of rapine and violence in the bush, they hesitated at the commission of no atrocity in the prosecution of their nefarious designs;—indeed, the bushrangers of Tasmania were no whit better than their predecessors in the old penal days of "Vandemonia." Their vile deeds, too, were not only practised in Tasmania; but occasionally escaped convicts crossed over Bass' Straits in stolen boats, and continued their lawless career on the diggings and elsewhere on the mainland.

On the 8th January, 1855, Sir William Thomas Denison was succeeded by Sir Henry Edward Fox Young, who came to the Island fresh from the Governorship of South Australia, where he had served a successful term of office extending over six years. On the 17th

January of the same year the Lieutenant-Governorships of Victoria, South Australia, and Tasmania became Governorships. The last mentioned colony became officially so named by legislative enactment in the year 1854. From the foundation of the Island as a British colony under Colonel David Collins, in 1804, to the departure of Sir William Denison, the highest authority in the country bore the official title of Lieutenant-Governor, while the Governor of New South Wales retained the title of Governor-in-Chief. Van Diemen's Land was, however, independent of the mother colony from the date of the establishment of a separate Government in 1825-6; the difference in the rank of the two officials being rather a matter of precedence than connection in any governmental sense, though the Governor-in-Chief was the authority to whom the Lieutenant-Governor was expected to appeal in times of difficulty or perplexity. Sir H. E. F. Young was the first Governor-in-Chief of the Colony of Tasmania, and Sir William Denison was the last Lieutenant-Governor of Van Diemen's Land. Under the rule of the latter, the colony had secured the cessation of transportation; had had bestowed upon it by the Imperial Parliament a larger measure of constitutional self-government; had celebrated its first fifty years of history as a British settlement; and had changed its name in the hopes of a future brighter and better than its past. With the advent of the new ruler, Tasmania may be regarded as in truth definitely finishing with the old order of things, and opening the second volume of its history. Sir H. E. F. Young guided the course of the colony from the 8th January, 1855, to the 10th December, 1861, a period of nearly seven years.

It was a happy and prosperous juncture at which the new Governor took up his duties. The revenue was in a satisfactory condition; discoveries of coal had been made in the Island; the timber getters were busy throughout the colony procuring slabs and shingles and other building materials, and props for the miners in satisfaction of the large Victorian demands; all interests seemed to be on the up-grade, and there were considerable arrivals of immigrants from Great Britain and Ireland. As a sign of the prosperity of the colony may be mentioned the raising and transmission to London of the sum of £25,000, the donation from the Tasmanians to the fund raised for the relief of the widows and orphans of the soldiers who had fallen in the Crimean War.

A few months after Governor Young's arrival, Tasmania received a full measure of Responsible Government. By an Act of the Imperial Parliament, which received the Royal Assent on the 1st May, 1855, a Constitution was bestowed upon the colony. This provided for the creation of two Houses, both of them elective—namely, a Legislative Council of fifteen members, and an Assembly of thirty members. The functions of the new Parliament included the imposition of taxation, the expenditure of revenue, the complete control of Crown lands, and the absolute management of public business by a responsible ministry

answerable to the people through their representatives. Under the new Constitution the Governor became, of course, merely the representative of Majesty. The Legislative Council passed an Electoral Act to give due effect to the provisions of the Imperial Statute conferring the Constitution, and was then relieved of its restricted functions by the Governor in a farewell address.

In the month of September, 1856, the first general election took place in the Island, and the first Responsible Government of Tasmania was formed. The Cabinet was composed of five members holding office, and one without a portfolio. The first Premier was Mr. W. T. N. Champ, and his colleagues were Messrs. T. D. Chapman, Treasurer; F. Smith, Attorney-General; J. W. Rogers, Solicitor-General; H. F. Anstey, Minister for Lands and Works; and W. E. Nairn, without portfolio. Justice Howe was elected President of the Legislative Council, and Captain Fenton Speaker of the Legislative Assembly.

Suddenly, however, the prosperity of the colony, hitherto so gratifying, declined, and the new Parliament was called upon, almost at the outset of its career, to meet serious financial difficulties. The strangeness of the situation, and the total inexperience of the freshly-elected members, precipitated a crisis, and the two Houses found themselves engaged in an undignifying squabble over the imposition of taxation. The Legislative Assembly, like that of the colony of Victoria at a later date, claimed the right to impose and collect Customs duties by a mere resolution of a majority of its own members, without reference to the Upper Chamber. This led, after a tenure of office lasting only four months, to the resignation of the first ministry. The second Responsible Government had even a shorter command of the Treasury Benches, and had to succumb after being in power for only eight weeks; but after a reasonable period for experiment—a stage all young Legislatures have to pass through—the new Parliament got genuinely to work, and proceeded to pass measures for the promotion of higher education; for the incorporation of municipalities in country districts; for the settlement of the people upon the land; and for the establishment of telegraphic communication between the northern and southern parts of the Island.

Sir Henry Edward Fox Young's term as Governor-in-Chief of Tasmania ended on the 10th December, 1861, and Colonel Thomas Gore Brown, C.B., entered on the duties of his office on the day following, as Administrator. This position he continued to hold until the 16th June, 1862, when he became Governor-in-Chief, and, as such, ruled the colony until the 30th December, 1868, his total tenure of office lasting a trifle over seven years.

During the years 1862 and 1863, though much was done by way of developing the interior of the colony by the making of roads and the construction of bridges and tramways, and by other methods for bringing the outlying districts into communication with the market centres, questions of finance chiefly occupied legislative consideration. The

press and the public showed also an unusual interest in the discussions that arose, for they concerned, in an emphatic manner, the future welfare of the country, particularly as regards the settlement of the land and the incidence of taxation. The Treasurer of an Administration formed in the year 1863 was Mr. Charles Meredith, who submitted to Parliament a financial scheme for the abolition of all Customs duties (excepting those imposed upon fermented and spirituous liquor and upon tobacco), the freedom of shipping from all harbour dues and wharfage rates, and the creation of revenue by the imposition of an income and property tax of five and one-half per cent. Mr. Meredith's scheme was doomed from the first, owing to the opposition of the landed interest. Had it been carried into effect, its supporters claim that it would have transformed Hobart Town into a maritime *entrepôt* "as populous and prosperous as the towns in the Middle Ages," and have raised Tasmania into a position of premier importance; and subsequent writers declare that it would have averted the undeniable condition of stagnation that for long years brooded over the island, and which undoubtedly sprang from the locking-up of the country in huge and unused tracts of magnificent territory. Whatever might have been the result, the proposal was not destined to become law, for the Treasurer's scheme was negatived by the Legislative Assembly, and was not again proposed.

In 1865 a most important and valuable measure was placed upon the Statute Book. This was an enactment framed in the spirit and on the lines of the well-known Torrens Act of South Australia, for facilitating the release and transfer of real estate, and making transactions regarding land almost as simple as those connected with portable commodities. In 1867 an Act was passed which had for its object the re-population of the island. Year after year, numbers of young, hardy, and energetic men left the colony, to push their fortunes in the more favoured provinces of the Australian continent. These were the very men whom Tasmania could least afford to spare. To combat this fatal drain upon the population, an Act was passed, under the provisions of which heads of families who paid their own passage from Europe were entitled to receive land orders of the value of £18 for each person over fifteen years of age, and of £9 for each child of more than one and less than fifteen. However, through the great distance of the colony from the old-world centres of population, the cost of the passage out and the long period of time occupied in making it (as compared with the short and cheap transit to Canada and the United States, together with the liberal inducements held out to immigrants by those countries), little of value in the way of settlement was achieved by this kind of legislation. At about the same time the Government made a bid for settlers of a different stamp. An area of territory, 50,000 acres in extent, was reserved in the county of Devon, for occupation, under certain conditions, by retired Indian officers and their families. Many old warriors accepted the invitation to settle in the colony, but this descrip-

tion of aristocratic and fanciful colonisation did little to develop the genuine resources of the country, which continued to suffer from the drain upon its youth, and the lack of suitable immigrants to replace the lost population.

In 1868 H.R.H. Prince Alfred, Duke of Edinburgh, visited the young colony, and the occasion was marked by great demonstrations of loyalty.

Colonel Gore Brown gave up the duties of his office on December 30th, 1868, and from the date of his retirement till the 15th January, 1869, the Government was administered by Lieutenant-Colonel W. C. Fraser. On the date just mentioned the Administrator was relieved by Charles Du Cane, a son-in-law of the celebrated lawyer and orator, Lord Lyndhurst. During Mr. Du Cane's rule a submarine cable was laid across Bass Strait, and messages to the colonies of the mainland were first despatched by it on the 1st May, 1869. A beginning was also made with the railway system of the colony, and the Western Line from Launceston to Perth, Longford, Westbury, Deloraine, and Formby was under active construction. This route was projected as far back as 1862, and the first sod had been turned by the Duke of Edinburgh in 1868.

With the granting of Responsible Government much of the vehemence and picturesqueness of the "Old Colonial Days" disappeared, happily for the welfare of the island, never to return. Deeds of blood and violence gradually became less and less frequent, and the colony receded into a condition of calmness approaching stagnation—a quiescence in which legislation also shared.

In 1870 the Imperial Authorities withdrew the military forces from the various colonies, and for some time there was an outburst of enthusiasm directed towards the enlistment and drilling of volunteers. The census of Tasmania for this year (1870) showed that the population of the island was such as to require a re-distribution of seats, and the Constitution Act was amended to the extent of slightly increasing the number of members, and lowering the franchise for both Chambers, so as to restore the qualification to many persons who had lost it by the mere depreciation that had taken place in the value of their freehold or leasehold property. In 1870 also a contract was signed for the construction of a main line of railway from Launceston to Hobart Town. In 1871 the Governor opened the Western Line to traffic between Launceston and Deloraine, and communication between the latter and the sea was made almost complete by the laying down of a tramway from Kimberley to Latrobe, at the estuary of the River Mersey. These railways were, however, a source of considerable trouble and annoyance to those who initiated them, and those who provided the funds for their construction. At the time when the Launceston to Deloraine line was being built, that part of the island through which it passed was practically virgin country, in which, although there were a number of small holdings, the great bulk of the land was held in large blocks. The land-owners were anxious for a

railway, and to secure it they not only bore the expense of the survey of the line, but also subscribed a sum of £50,000 towards the cost of construction. The Government, however, declined to guarantee the interest on the loan to be raised for building the line, unless the residents of the district through which it was to be laid would agree to the imposition of a special rate upon their property, productive of £32,500, by way of security for repayment of loan interest. The associated landholders consented, and the work of railway construction was entered upon. After the line was made it turned out to be altogether unremunerative, and the Government sued the guarantors for the sum of £36,000, unpaid interest, but eventually agreed to take over the line, write off £48,000, the amount to which interest had accrued, and to debit the district with the sum of £15,000 per annum, as a current contribution to the interest fund.

While the trouble was in progress in connection with the Launceston to Deloraine line, the railway between the northern and southern capitals had been begun. The cost of construction and maintenance of this line was to be made a charge on the whole of the taxpayers of the colony. The land-owners who had guaranteed the interest on the Deloraine line naturally objected to the imposition upon them of a special rate, while the people served by the main line escaped without any special contribution, the sum to be paid by the Government to the company owning the line under the guarantee being drawn from the general revenue. When, therefore, the tax became due, and an effort was made to collect it, the Government found that the people refused to pay. Then legal proceedings were instituted, and fines and penalties threatened, but with little result, save that of further aggravating a difficult situation. Sixty-five of the local magistracy petitioned the Governor for the suspension of the tax and penalties until Parliament could be appealed to. An unfavourable answer being given to this request, twenty-six of the petitioners resigned their commissions. Upon this ensued a unique state of affairs. No fewer than 1,200 distress warrants were issued, and enforced wherever enforcement was possible. The north of the island was practically in a state of siege and the Government was confronted by a people who had determined not to yield. Large quantities of portable goods were seized by the officers of the law and taken to Launceston, a proceeding that greatly angered those who were thus deprived of their property. Parties were organised for the rescue of the effects distrained upon, and indeed so furious had grown the indignation thus stirred up that the dwellers in the town feared loss of life or limb, or homestead, at the hands of the recalcitrant taxpayers. The demonstration grew so turbulent and riotous that the authorities found it necessary to withdraw the police from their customary beats, and to swear in special constables for service in the turbulent districts. The inoffensive and unoffending residents of Launceston had their windows smashed in, their doors battered to fragments, and their fences torn down by the infuriated owners of the

deported chattels. In the country districts the efforts of the police were simply laughed to scorn by men who had not feared to encounter and defeat armed desperadoes. In the end the Government saw that their position was untenable, and the enforcement of the law inexpedient. In the following year an Act was passed which absolved the land-owners of the district from the obligation of raising a special rate to be used for railway purposes. Thus ended a peculiarly painful position, created by the unwise action of a legislative body, for however proper it might have been to impose local taxation to meet the deficiency of earnings on the Deloraine railway, the conditions became entirely altered when the deficiency of other railways became a charge upon the general taxpayer.

In the year 1872 discoveries of gold were made both in quartz reefs and in alluvial deposits at Brandy Creek (afterwards called Beaconsfield), at Lefroy, and at other places which have since become well-known as important gold-fields. Silver and tin were found in abundance, and Mount Bischoff (discovered in 1872 by James Smith) has the proud pre-eminence of being considered the richest tin-mine in the world.

Governor Du Cane left the colony on the 28th November, 1874. Until the arrival of Governor Weld on the 13th January, 1875, the Government was successfully administered by Sir Valentine Fleming and Sir Francis Smith.

The next Governor, Mr. F. A. Weld, had received a long training in colonial politics in New Zealand, and had served a successful governorship in Western Australia. With his advent to office in Tasmania he found that changes of Ministry were of almost annual occurrence, that party politics ran high, and that the best interests of the colony were neglected in the scramble for the Treasury benches. A staunch believer in a strong public works policy, the Governor set himself to work to convert the Government of the day to his progressive views, and had the satisfaction, at the end of the year 1877, of obtaining the assent of both Houses to a Bill appropriating the sum of £140,000 to the formation and construction of roads, bridges, wharfs, and telegraph lines in hitherto neglected districts. A succeeding Administration, with Mr. Giblin as Premier and Treasurer, managed to effect a re-organization of the colony's finances, and by the imposition of a tax on real and personal property and the dividends derived from the operations of public companies, an excise duty of 3d a gallon on beer, and a revision of the Customs tariff, brought about an equality between revenue and expenditure.

In the year 1876 the railway line connecting the northern and southern capitals was opened to traffic. On the 8th May of the same year died Truganini, a female aboriginal, the last representative of the Tasmanian race.

During Governor Weld's term of office many important mineral discoveries were made. Amongst these was the famous auriferous quartz reef discovered by William Dalby in 1877, and now worked by the Tasmanian Gold-mining Company.

Governor Weld was called away to the Governorship of the Straits Settlements in the month of May, 1880, and the colony was temporarily administered by the Chief Justice, Sir Francis Smith. He was relieved in the month of October following by Sir J. H. Lefroy, who remained in the colony until the month of December, 1881. With the exception of a sharp conflict between the two Houses of the Legislature over questions of taxation in 1882, there is little left to record of importance. Sir J. H. Lefroy's term of administration ceased on the 6th December, 1881, and on the following day Major Sir George Cumine Strahan was sworn in as Governor, and continued in office till the 28th October, 1886.

During the period extending from 1882 to 1889 valuable discoveries of mineral deposits were made in the western portion of the island, notably silver-lead at Mount Zeehan in 1885; gold and copper at Mount Lyell in 1886; and silver and lead at Heazlewood River in 1887. This period was also marked by considerable activity in railway construction. In 1886 a law was passed which had the effect of greatly extending the franchise. The number of members of both Houses of the Legislature was increased—from 16 to 18 in the Legislative Council, and from 32 to 36 in the Assembly. At the same time the boundaries of the Electoral Districts were re-arranged so as to give more effective representation in accordance with the distribution of population.

Sir George Strahan retired from office on the 28th October, 1886. Until the return from England, in November, of the Chief Justice, Sir William Dobson, the Government of the colony was administered by Judge Giblin. The Chief Justice continued the administration till the arrival of Governor Strahan's successor, Sir Robert Hamilton, who assumed office on the 11th March, 1887.

The unsatisfactory relations which had so long existed between the Government and the Tasmanian Main Line Railway Company were terminated in 1890 by Government purchase of the line for a sum of £1,106,500, payable in 3½ per cent. inscribed stock. The year 1890 also witnessed the foundation of the Tasmanian University. As it was thought that the interests of higher education would be more satisfactorily promoted by a local University, the Council of Education was abolished, and in lieu of the Tasmanian scholarships Parliament granted an annual sum to the funds of the new institution.

Sir Robert Hamilton's term of office expired in October, 1892, and he was succeeded by Viscount Gormanston, who arrived in Hobart in the following year. Since 1890 the colony has made excellent progress as the following pages show. Much of this progress has been due to the marvellous development of mining on the west coast, where a population of 25,000 has settled between Strahan and Dundas, all maintained by the Mount Lyell and Zeehan mines.

In the following table will be found a list of the successive Ministries which have held office since the inauguration of Responsible Government in Tasmania, together with the dates of their appointment and retirement.

No. of Ministry.	Name.	Date of Appointment.	Date of Retirement.	Duration.	
				Months.	Days.
1	Champ.....	1 Nov., 1856	26 Feb., 1857	3	25
2	Gregson.....	26 Feb., 1857	25 April, 1857	1	30
3	Weston.....	25 April, 1857	12 May, 1857	0	17
4	Smith.....	12 May, 1857	1 Nov., 1860	41	20
5	Weston.....	1 Nov., 1860	2 Aug., 1861	9	1
6	Chapman.....	2 Aug., 1861	20 Jan., 1863	17	18
7	Whyte.....	20 Jan., 1863	24 Nov., 1866	46	4
8	Dry.....	24 Nov., 1866	4 Aug., 1869	32	21
9	Wilson.....	4 Aug., 1869	4 Nov., 1872	39	0
10	Innes.....	4 Nov., 1872	4 Aug., 1873	9	0
11	Kennerley.....	4 Aug., 1873	20 July, 1876	35	16
12	Reibey.....	20 July, 1876	9 Aug., 1877	12	10
13	Fysh.....	9 Aug., 1877	20 Dec., 1878	16	11
14	Crowther.....	20 Dec., 1878	29 Oct., 1879	10	9
15	Giblin.....	30 Oct., 1879	15 Aug., 1884	57	16
16	Douglas.....	15 Aug., 1884	30 Mar., 1887	31	15
17	Fysh.....	30 Mar., 1887	17 Aug., 1892	64	18
18	Dobson.....	17 Aug., 1892	14 April, 1894	20	28
19	Braddon.....	14 April, 1894	12 Oct., 1899	65	28
20	Lewis.....	12 Oct., 1899