

At many of these bays reside members of the great army of office workers in the city, who find the trip to and fro very exhilarating after the heat and confinement of the day in town. The splendid view of the harbor with its ever shifting scenery of shipping craft, that is had from the rising ground near the bays, and the opportunity of having one's own boat and enjoying a quiet sail on Sundays, induce some to make their home "down the harbor." But doubtless many appreciate the health giving power of the ocean breezes as they reach these bays, the efficient drainage that is afforded by the rising ground and the porous nature of the rocky soil, and thus seek to escape the deadly disease germ.

Some of these pretty bays are used as pleasure resorts, and judging by the crowds that throng the steamers that run to such places on special occasions as well as public holidays, the investment must be a good one. The colonies, by the way, are well supplied with holidays and also with the class of people who believe in availing themselves of every opportunity of having fun, whether they can afford it or not. Times are said to be hard, but there seems to be very few of the people who deny themselves or think of tomorrow. "One world at a time" seems to be the idea of many of the people as far as religious thought is concerned, and one day at a time seems to be the thought of the majority of the people in the spending of their earnings. The motto seems to be,

"Enjoy life while youth and pleasure last,  
Age hurries along and death pursues too fast."

In fixing up one of these harbor resorts after the sheltered well-wooded bay is obtained a large dancing hall and refreshment rooms are built, a boat shed well supplied with boats and a short pier are affixed and the place is ready for business. The dense growth of timber and shrubbery from the beach up the hills is never disturbed to any extent. The Australian youth seems to think the hand of man but mars the gifts of nature and hence around these pleasure resorts the knotty black-butt and green trees may generally be seen growing in all their original crookedness and scarcity of leaves. Scattered over the hills may be seen masses of sandstone projecting above the surface, interspersed with clumps of underbrush, masses of ferns, sarsaparilla vines and wild currants, making a network of vines and shrubs that is very difficult to move about in. When Australian wild currants are mentioned, the reader must not picture to himself the large black currants of Utah. If he imagines something about the size of a number three shot, green in color and possessing a great deal of the acidity of a lime, he will not miss it much.

At most of these resorts I am sorry to say, the bar seems to be one of the principal attractions and it is no uncommon thing to see mere boys of the "genus larrakini" or hoodlum type, who, in their haste to become men, as they think, take their fire water with such an old fashioned and sedate expression of countenance as to be nearly as amusing to look at, as it is melancholy and sad to think of.

Passing down the harbor the visitor reaches what is called Garden Island, about six miles inside the heads, and situated near the center of the stream which at this point is about two miles across. This island is now owned by the English government and is used as

a place of storage and supplies for the navy, several cruisers of which may generally be seen anchored close by. In time of war, this island would possibly be found very valuable owing to the close proximity to the city and the perfect command of the harbor that is obtained from its fortifications.

Further down we pass the pretty bay known as Farm Cove that lies in front of Sydney's celebrated botanic gardens, and reach the well known bay known as the Circular Quay, (pronounced as key). This bay lies at the foot of Sydney's principal streets, viz., Pitt and George streets. George street as it is called in the city runs from the quay or docks through the center of the city, following a very circuitous route, and extends an immense distance into the country, being known outside the city and immediate suburbs as the well macadamized Paramatta road. At the wharves which are built around this bay or quay the huge and elegantly fitted steamers of the rich Peninsula and Oriental company, the Orient company and the French and German lines of steamers are berthed. From this quay too, a line of fast ferry steamers constantly ply to and fro between the city and what is now known as North Sydney, a pleasantly situated suburb about one mile across the harbor.

On George Street, Sydney's busiest thoroughfare, about one and one-half miles from the quay the railroad depot is situated. A person would recognize it by the array of cabs that are spread over the extent of the two cab stands near by, it by nothing else. From this depot or station as it is called, four double tracks are laid out through the suburbs, a distance of about twelve miles at which place a branch runs off, up the north coast to Queensland. About one mile from the Sydney station a branch or spur runs down the south coast to the butter-making and cheese producing districts of Illawarra; while about twenty miles west of the city the main line divides into two branches, one running to Melbourne the other continuing out into the interior of New South Wales in a westerly direction. All the station houses in the suburban districts are very substantial and ornamental buildings. Indeed it seemed to me that much unnecessary expense is lavished on the road-bed and stations and accessories and not enough on the rolling stock. My impression is that the machinery of the system of working the railroads is vastly intricate and expensive. My idea has always been that the railways ought to be controlled by the government, but my faith in government ownership was considerably shaken up by a consideration of the service and rolling of the railroad's stock of the colonial government. Some of the cars that are used on the suburban lines might be used for the beach trains but that would be all. As will be seen the depot is far from being centrally located and for some time past the idea of having an underground depot at Hyde Park, about three-fourths of a mile nearer the quay has been mooted, but at the present it is not even among the probabilities of the near future.

Passing by the quay and rounding the projection known as Dawe's point we enter the spacious bay known as Darling harbor, in which space is pretty well economized in the construction of wharves along the shore. It is here where numerous ferry boats and coasting steamers land their freight, and let

their passengers ashore. Unlike the quay, the road to the centre of town is by little narrow streets, some of them only about twice the width of Salt Lake sidewalks. In passing, one is very often subject to such effluvia as might be expected to come from a tannery or bone-yard. But once on the high ground and away from the wharves, a person is struck with the cleanness of the streets and sidewalks. Of course a full width street is only half as wide as the streets of Utah's capital, and it is not surprising therefore that they are clean, nicely kerbed and guttered and slope quite regularly from the centre. The sidewalks are generally flagged with smooth blocks of stones, although in some places asphaltum is used.

The cheapness and durability of some Australian woods is proverbial, and it is not surprising to note that in paving or blocking the streets, blocks of red gum or iron bark are used. After the bed is formed with concrete and a coating of cement, these blocks of wood are passed through hot tar and laid down on the cement. They certainly make a smooth road, and one that is easily cleaned, but the objection is raised that in rainy seasons, partly owing to the hardness of the wood, they make a very slippery street and are the cause of many falls to horses unless care is exercised in driving down the hills, for which Sydney resembles San Francisco.

On the two principal streets there are no street cars running which could not very well be otherwise owing to the narrowness of the streets. Consequently the inevitable bus is in great demand. Busses run everywhere. They are run into nearly all the suburbs and some of them are even run out ten miles and seem to be well patronized, although the railroads almost parallel their course. In the city the noise of the passing bus on the narrowed blocked streets is only excelled by the unenviable trains or street cars which run to all the suburbs. This train is nothing but a miniature railroad through the streets and the noise one of these little engines and a few cars is capable of producing has to be heard to be appreciated.

Were it not for the power of adaptation that the human system has, it would be marvelous that any one could ever live within a block of one of them. Rumor also has it that these may be done away with before long and cable cars introduced in their place. The electric cars have been tried here, but they do not seem to have met with as much favor as the cable cars. In an article that appeared in a Brisbane paper a short time since the writer alluded to the trolley or fish-pole of the car and the efforts of a new hand to replace it on the wire in an attempted humorous sketch, and even went so far as to say that they were a source of much annoyance in very wet weather and in dusty weather as their service was then anything but satisfactory. He did not say whether the cars were American made, or from the old country, but I am pretty sure they were not American, or dusty and water would be small matters to them, judging from the service of our own city. The cable cars are used on one run in Sydney and if looks and easy speed are anything, they are certainly far superior to the antiquated looking train.

In speaking of vehicles, the people's stand-bys must not be forgotten. They