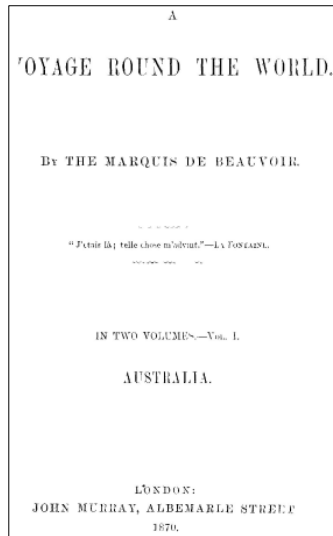


A Voyage Round the World

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VOYAGE ROUND THE WORLD.

BY THE MARQUIS DE BEAUVOIR.

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"J'étais là; telle chose m'advint."—LA FONTAINE.  
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IN TWO VOLUMES.—Vol. I.

AUSTRALIA.

LONDON:
JOHN MURRAY, ALBEMARLE STREET
1870.

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JAVA, SIAM, CANTON.

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1870.

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First sight of land — Entrance to the Bay of Port Phillip — News of the death of the Prince de Condé — Landing — The Railway — The town — Natives in front of the Opera-house — The Museum — The prisons.

At Sea, 7th July, 1866.

AT last after having seen the sun rise out of the waves before us, and again sink down behind us, eighty-eight times, we arrived yesterday at the last events of our journey. "If the chronometers have not varied, if we are not mistaken in our calculations, this is the night," we said to ourselves, "on which we shall see the lights of Australia." A sharp look-out is kept in the tops, and the silence of joyful expectation reigns on deck, where all hearts are beating, and where every eye is strained to penetrate the horizon. How long the hours seemed now. At half-past nine we again took the observations. If the wind continues to blow with the same force we shall not take more than an hour and a half to arrive at the spot where the lighthouse spreads its rays. Oh! the wonders of navigation! At the very hour mentioned, after living for three months between sky and water, a loud cheer from the mast-head announces that the look-out can see the light—can see

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23rd July.—We, too, are off to the diggings, about 94 miles from Melbourne. This road which has led to such illusive hopes and to such wealth, which thousands of men have traversed on foot, even bare-footed, a tent and a pick-axe their sole capital, to return in a little while laden with sacks of gold-dust won by the labour of their hands; this road at the termination of which so many gamblers have seen the last of their luck, so many poor wretches the last of their misery, seems to carry inscribed on every milestone the most striking dates in the history of Australia.

Now-a-days a railroad connects Melbourne with Ballarat, and you can get in four hours from the commercial city to the city of gold. We passed, therefore, with all the rapidity of steam through the fertile meadows which surround Melbourne with a belt of verdure, and through the forests of eucalyptus, whose echoes are roused day after day by our engine. From time to time we crossed

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Sydney, 23rd September.—We have been able to tear ourselves from the paradise of Oomooroomoon, and set sail again. We passed between Montagu Island and the coast. Towards evening, about sunset, Cape Perpendicular, which shuts in Jervis Bay, could be distinguished standing out against the sky. It is a rock two hundred and eighty feet high, going sheer down into the sea, and coming out boldly between that and the bay, like a grand pier; the effect is splendid. We arrived in Sydney at night, guided from afar by the glimmer of the gas, and the coloured lights of all the ships in the roads.

24th September.—Early this morning, Lord John Taylour came to take us to a large riding party, which had been arranged for the Prince by his Excellency, Sir John Young, Governor of New South Wales. We were to meet at the palace; nine ladies

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Batavia, 10th November, 1866.—The last inhabitants of Australia of whom we took leave were cannibals, with black skins and carrying poisoned arrows: the first to receive us on the soil of Java are Dutch custom-house officers, pale and fair, dressed in brilliant uniforms, and bearing huge bunches of keys. They softened for us the transition from savage to civilised life by the ruthless opening of our boxes and entire upsetting of their contents. Under the great shed of the Custom House, some 400 chocolate-coloured porters, with bare chests, scarlet sashes, and green turbans, fight for our luggage, and carry it off at a run. My anxious glance follows a certain hat-box, with a cluster of sixteen coolies clinging wildly to it, yelling with all their might, and finally becoming lost in the crowd.

CHAPTER XX.

THE COLONIAL SYSTEM.

Twenty million natives and twenty-five thousand Dutch — Administrative talent — Statute labour — Forced cultivation of sugar and coffee — Net profits — Javanese princes and European officials — Material prosperity — Blind subjection — Duties of a mother-country in the nineteenth century.

11th December, 1866. — A packet starts to-day for Batavia, of which we take advantage. We should gladly have stayed here longer, not for the sake of Indian curiosities and the charms of the unknown, but for a higher motive. The Resident who has entertained us here, M. Keuchenius, is a most remarkable man, and has made a great impression upon us. We never tired of persuading him to prolong far into the night his learned, agreeable, and fascinating conversation. This rapid journey, with its constant changes, has both pleasures and hardships, and there is real sorrow in the speedy separation from a highly talented man, towards whom we feel in the highest degree both admiration and respect, and whom we shall never meet again excepting in thoughts of the most lively gratitude.

A boat belonging to the royal navy, and fitted with paddles, carried us rapidly away from the quay, where the Resident, General Maleson, and a good many officers,

CHAPTER XXVII.

MACAO.

The piratical shores — Portuguese appearance of Macao — The theatre — Camoen's grotto — Visit to the "Barracons," or office for the exportation of Chinese coolies — Past splendour and present difficulties of the colony — Night arrival at the floating city of Canton.

WE tore ourselves away from the international race-course to take ship for Macao on board the 'Fire Dart,' an American two-decked steamer, where we have for travelling companions six hundred Chinamen with their wives, packed together like anchovies. They are all peacefully smoking opium, huddled up in their quilted wrappers to keep out the cold. It appears that they are not always so amiably disposed, and it has always been a service of danger to Europeans to carry a cargo of "Celestials." Three of this American Company's vessels have already fallen into the hands of the pirates, thanks to the connivance of the passengers, who secured the persons of the captain and crew, when they had not courage to murder them.

We passed through the Sulphur Channel, and between the islands of Lantas, Chung, Patung, and Siko, of fatal memory. In these narrow straits were captured and burnt by the pirates, the 'Arratoon Apar' (eleven Europeans killed), the steamer 'Queen,' the 'Wing-

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 - what churches were there and what time were services held?
 - what other activities were there in the community?
 - look for others who had the same occupation or other interests

All of this and more may be available in a seemingly mundane book such as a directory. Learn much of the background of life at the time, even if your ancestor is not listed there.