The Hobart Circuit,
TASMANIA.

THE FOUNDING OF HOBART.

CAPTAIN COOK'S VOYAGE.

Captain Cook, during his first voyage, which was undertaken to observe the transit of Venus at Tahiti, in 1768, did not sight Tasmania's "Van Diemen's Land," as he expected to do. On his second voyage in 1772, his ship, the Resolution, was parted from her consort, the Adventure, in a fog, and Captain Thomas Furneaux, commander of the latter vessel, shaped a course for Van Diemen's Land, which he reached on March 5, 1773, and anchored in Adventure Bay. As far as we know, this was the first landing of Englishmen on Tasmanian shores. Furneaux sailed northward along the east coast of Tasmania, intending to connect his survey with Cook's southernmost point, near Cape Howe, but after he lost sight of land to the north of the Furneaux Group, he found himself on soundings which alarmed him, and he bore up for New Zealand, making the following entry in his log:

"It is by opinion that there is no great body between New Holland and Van Diemen's Land, but a very deep bay." On his third and last voyage, Captain Cook reached Tasmania, anchored in Adventure Bay, and had friendly intercourse with the natives, whom Dr. Anderson, the ship's surgeon, described as "wild and cheerful, without reserve or jealousy of strangers.

Tasmania had no more European visitors, as far as we know, until 1788, when Captain John Haynes, of the Bombay Marine, was instructed to explore the Van Diemen's Land coasts, making a careful survey of any safe harbours he might find, and then to return to Hobart by way of the South Sea Islands and the Malayan Archipelago. He did his work well, and his surveys of Tasmania, New Caledonia, parts of New Guinea, and the islands of the Solomon and New Hebrides groups were regarded as of the greatest value by the Company's officers in India. Unfortunately, however, they sent his journals and charts to England in acrewed vessel, which was captured on the way by a French cruiser, and, since they had made no copies, all the valuable information gathered by him during three years' diligent work was lost to England and gained by France. Haynes sailed up the Derwent in the course of his Tasmanian surveys, and a rough sketch of that river by him found its way, somehow or other, to Sydney. This, Mr. Walker observes, is "all the record we have of his exploration of Tasmania, and of the Isthmian Company's first, last, and only discovery-expedition to Australian Waters."
river on his own account in 1794, not knowing of the Frenchman's visit, named it the Derwent, after the river in Cumberland which branches out into the beautiful Derwentwater.

Governor King's Difficulty.

When Governor Hunter, of New South Wales, sent Lieutenant Plunkers and Dr. Bass to determine the question as to whether Van Diemen's Land was an island, or only the southerncmost part of New South Wales, or New Holland, as all America was called at that time, they passed through the Strait in their little schooner of twenty-ton load, with a volunteer crew of eight seamen, examined the northern coast of the island, sailed southwards along its western coast, with frequent landings where safe shelter might be had, and had, in the meantime, examined the country, its soil, and produce. In their report to Governor King, who had succeeded Governor Hunter, Bass gave a glowing account of days to think the matter over, he thought he had Lieutenant Haynes, six miles above Hobart, on the opposite bank of the Derwent, and of its suitability for a settlement. King, accordingly, in his despatch to Lord Hobart, recommended the occupation of that place, and his letter to the Governor was directed to him to form a settlement there.

All this, however, took up a long time, for in those days a despatch to England, and his reply, might be a matter of years, and in the meanwhile the Governor received a piece of information which disturbed him greatly. We have already noticed the hospitality afforded by our countrymen in New South Wales to the seers of Bonaparte's fleet, and the results of the visit were not altogether to their credit. The seers and seamen were taken to the Colonial Hospital, the officers were cared for by Governor King, the military officers, and the leading citizens. The Governor also gave the Commodore unlimited credit on the Treasury for the expenses of maintaining his vessel, &c. On the 3rd of November, after a short stay in Sydney, the French officers were entertained at a farewell dinner by Lieutenant-Colonel Patterson and others, and the Frenchmen enjoyed their after-dinner wine so well that they became imprudently talkative. They let out the secret that one of the chief objects of their expedition was to take possession of some convenient place in Van Diemen's Land for a French settlement. Patterson told the Governor of this, and King lost no time in taking steps to checkmate the Frenchmen. The only vessel available just then was a little Delaware-built armed schooner of twenty-nine tons, called the Cumberland, and he sent her off northward, in charge of Charles Robbins, master's mate of H.M.S. Buffalo, with a crew of seventeen men, and an imposing military force of three marines. Robbins had also with him Mr. Acting Surveyor-General, Griffin, who was sent on special duty.

The Expedition to Van Diemen's Land.

The Governor gave Robbins a letter to Commodore Dampier, written in a friendly tone, but very plainly indicating that if no French settlement would be permitted, Great Britain having him on board a seafaring loop, by giving the sent Lieutnant Funders and Dr. Bass to determarines. Robbins had also with him Mr. Acting Surveyor-General, Griffin, who was sent on special duty.

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