

**THE SISTER DOMINIONS;  
THROUGH CANADA  
TO AUSTRALIA BY THE  
NEW IMPERIAL HIGHWAY**

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The sister dominions; through Canada to Australia by the new imperial highway by James Francis Hogan

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**JAMES FRANCIS HOGAN**

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# THE SISTER DOMINIONS

*Through Canada to Australia by the  
new Imperial Highway*

BY

JAMES FRANCIS HOGAN, M.P.

AUTHOR OF "THE IRISH IN AUSTRALIA," "THE LOST EXPLORER,"  
"ROBERT LOWE, VISCOUNT SHERBROOKE,"  
"THE CONVICT KING," ETC.

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## CONTENTS.

	PAGE
INTRODUCTION . . . . .	1
I.—THE OCEAN FERRY . . . . .	31
II.—IN A CATHOLIC CITY . . . . .	36
III.—A COLOSSAL CONVENT . . . . .	47
IV.—IN THE CANADIAN CAPITAL . . . . .	59
V.—THE QUEEN CITY . . . . .	71
VI.—THE METROPOLIS OF MANITOBA . . . . .	77
VII.—THE PRAIRIE PROVINCE . . . . .	84
VIII.—OVER THE ROCKIES . . . . .	91
IX.—THE NEWEST REPUBLIC . . . . .	98
X.—A CROWN COLONY . . . . .	106
XI.—THE CENTENNIAL CITY . . . . .	112
XII.—THE AUSTRALIAN G.O.M. . . . .	119
XIII.—PREMIERS, PAST AND PRESENT . . . . .	128
XIV.—RELIGIOUS SYDNEY . . . . .	135
XV.—THEATRICAL SYDNEY . . . . .	143
XVI.—A CITY OF FALLEN GREATNESS . . . . .	150
XVII.—THREE "BOSS BOOMERS" . . . . .	157
XVIII.—THE PARLIAMENT OF VICTORIA . . . . .	164
XIX.—LITERARY MELBOURNE . . . . .	172
XX.—RELIGIOUS MELBOURNE . . . . .	180
XXI.—THEATRICAL MELBOURNE . . . . .	187
XXII.—SOME MELBOURNE NOTABILITIES . . . . .	195
XXIII.—SOME MELBOURNE INSTITUTIONS . . . . .	203
XXIV.—SPORT IN THE SOUTHERN HEMISPHERE . . . . .	210
XXV.—A COUPLE OF GOLDEN CITIES . . . . .	217
XXVI.—AUSTRALIAN FACTS AND PROSPECTS . . . . .	223
INDEX . . . . .	232

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## INTRODUCTION.

AFTER a continuous residence of seven years in London, I utilized the last Parliamentary recess to revisit the section of Greater Britain in which nearly the whole of my previous life had been passed. In addition to the personal desire to meet old friends, revive old memories, and bring my colonial knowledge up to date, I was specially anxious to see and investigate for myself the serious and even startling changes that, according to report, had come over the face of the Antipodean colonies since my departure. Australian visitors had brought to London lurid and sensational accounts of the ruin and desolation that had been brought upon Melbourne by the land-boom mania and its after-consequences, while the effects of the financial crisis and banking collapse of 1893 all over Australia were depicted in hardly less vivid and disquieting colours. How far these reports represented the reality of things, and how far they were the outcome of panic-stricken excitement, was what I principally wished to ascertain. I elected to travel by the new Canadian route, along that great



Imperial highway which has recently been opened up by the liberality of the Government of the Dominion, in association with the energy and enterprise of one of the leading Australian shipowners, Mr. James Huddart. As a result of this happy and potential combination, it will soon be possible to run a swift mail and passenger service between the Mother Country and her Australasian possessions, without touching an inch of foreign soil, or losing for an instant its distinctively and essentially Imperial stamp or character. Two links of the service are complete, and in full working order—the Canadian Pacific Railway and the line of steamers that Mr. Huddart has established between Vancouver and Sydney—and the remaining third, or Atlantic link, is in rapid process of manufacture. The Government of the Dominion of Canada has guaranteed Mr. Huddart a subsidy of £150,000 per annum for ten years to enable him to establish a fast line of steamers on the Atlantic, as well as the Pacific, and if the Imperial Government can see its way to contribute a subsidy of £75,000, as recommended by Lord Jersey in his report on the proceedings of the Ottawa Conference, the “all-through British service” will be a fully accomplished fact in the early future. On every ground, of principle, patriotism, and policy, the Home Government is called upon to co-operate with the Canadian and Australasian Governments in establishing this in-

valuable link of inter-Imperial communication on a permanent and mutually satisfactory basis. Apart altogether from sentimental considerations—and it would be a great mistake to underrate the importance of these in a matter vitally affecting the unity and cohesion of the Empire—the obvious value and the peculiar advantages of this route from the standpoint of strategy and Imperial defence, entitle it at the very least to the modest subsidy from the Imperial Exchequer that has been suggested by the Earl of Jersey, after hearing the debate on the subject at the conference of colonial statesmen in the Canadian metropolis.

The Dominion has unquestionably suffered severely in the past from the lack of speedy, direct, and up-to-date steam communication with the Old World. None of the existing lines attempt to compete with the superb “ocean greyhounds” that course across the Atlantic from Liverpool to New York in the space of five or six days. The R.M.S. *Parisian*, on which I was a passenger, is understood to be the fastest and best-equipped steamer in the Canadian service, and yet it took her ten days in fine and favourable weather to cover the distance between the Mersey and Montreal. No doubt it is true, and it was emphasized in a recent correspondence in the *Times*, that steamers must “slow down” in the fog-infested waters around the Straits of Belleisle, and proceed

cautiously up the St. Lawrence, but that admission affords no explanation of, or justification for, the grievous loss of time in traversing the open and unimpeded waters of the Atlantic.

From Montreal to Vancouver is a six days' journey by rail from east to west through the vast and impressive expanse of the Canadian Dominion, within almost constant view of all the evidences of progress and advancing settlement, countless farming areas and numerous embryonic cities of the future. Winnipeg, the half-way house in this trans-continental trip, is a large, attractive, and populous city, that was absolutely non-existent when Lord Wolseley camped on the spot, then known as Fort Garry, a far-away outpost of civilization, in 1871, as commander of the force told off for the suppression of the Red River rebel half-breeds. Winnipeg is a characteristic example of the striking progress and prosperity that followed in the wake of the construction of the Canadian Pacific Railway, that beneficent and monumental enterprise which, by bringing the scattered British North American provinces into closer communication and more intimate relationship, pioneered the way for federal union, and contributed more than any other agency to the creation and consolidation of the Canadian Dominion. The final section of the railway is not only a miracle of engineering skill, but also the source of endless delights, for it climbs