

ARRIVAL OF THE GARONNE.

The Garonne, of the Orient line, arrived on Saturday, September 14, having made a passage via the Cape which will add to the reputation of these vessels for high steaming power as well as excellent endurance. She left Plymouth on August 1, and but for a couple of days' detention at the Cape for the purposes of coaling the engines have been kept at work most uniformly. From Plymouth to the Cape the speed reached 11½ knots per hour. When last here she was commanded by the old colonial trader Captain de Steiger, but through the accident on the home voyage he was superseded, and in his stead Captain Owen has charge. The manner in which Captain Owen boxhauled the huge steamer about to pick up the boarding officers was significant of his ability, and the feeling of the passengers towards him was shown by the presentation of flattering testimonials. Not only has the master secured the goodwill of the passengers, but the purser, Mr. Hay, and other officers of the vessel came in for a share of adulation. The Garonne not only brings a lot of passengers, but cargo for all the ports, and besides this she has some valuable horse stock on board. Some ostriches from the Cape are the property of Captain Wilson, a gentleman who has been port captain there for a number of years, but now seeks fresh fields and pastures new in South Australia, and who intends starting an ostrich farm here. The steamer was delayed at the Cape by a strong south-east gale, which blew with such violence that she was delayed some three days before the coaling was finished. Captain Owen reports leaving Plymouth on August 1 at 2.30 p.m. During the first two or three days very fine weather prevailed, but afterwards strong head winds marked the passage to the Cape, where she arrived on Tuesday the 22nd, making the first stage of the passage in 20 days 22 hours. Then there occurred the detention in coaling, which was only completed on Sunday afternoon. At 5.30 p.m. she sailed, and at once encountered a fresh gale, accompanied by heavy tumbling sea, which continued for some time, but subsequently very fine weather marked the vessel's progress. From England to the Cape Miss Ada Ward, the actress, was a passenger, but there met with an engagement which will detain her until the arrival of the following vessel of the same line. There was not a familiar face amongst the people on board, except that of Mr. Champion, who has been absent for a visit to the old country extending over a period of a few months. The Garonne was signalled on Saturday morning, and the boarding officers, nothing daunted by previous rebuffs, made a long start and had an excellent offing. The steamer shaped a course directly for the boat, and stopped in so good a position that there was none of the customary delay in boarding. The South Australian mails were first passed along, and then those for Victoria and

ing. The South Australian mails were first passed along, and then those for Victoria and New South Wales were put into the boat ready for transhipment to the South Australian, which steamer was advertised to sail at 3 o'clock. She reached the roads in due course, and not only took on board the mails above alluded to but remained a short time while a couple of passengers were transhipped. The Garonne had no sooner delivered her mails than, with Pilot Walsh in charge, she turned ahead on a course outside the Wonga buoy, and then demonstrated most practically how well vessels could be moored in Largs Bay. Passing from the heavy sea running in eleven fathoms of water, where first boarded, the steamer went into comparatively quiet water, and when at anchor there was little trouble in visiting her. Mr. Duffield, the Immigration Agent, was in early attendance, and the Government immigrants on board were transhipped to the steam-tug, and in due course conveyed to the Port. The work of discharging cargo was entered on, but was not permitted to be carried on during Sunday, operations being suspended until Monday morning. Sunday proved a boisterous day or doubtless some strangers might have been induced to visit a vessel, the proportions and appointments of which are quite familiar to Pertonians.