PASTORAL PIONEERS OF SOUTH AUSTRALIA

VOL. I.
INDEX TO R. COCKBURN'S
"PASTORAL PIONEERS OF SOUTH AUSTRALIA"

Compiled in the Archives Department of the South Australian State Library

by A. Dorothy Aldersey

FOREWORD

The index is arranged in two parts:

1. Persons, places, and specific things, such as companies, associations, societies, stations, ships, and steamers.
2. General subjects, such as cattle, fencing, sheep, etc.

The references give the volume, page, and column of the "Pastoral Pioneers". Thus, "2 : 41bc" refers to Volume 2, Page 41, columns 2 and 3.

The index is strictly South Australian in scope, and its aim is to make readily available the multitude of facts of pastoral and agricultural interest brought together in the biographical sketches. Mr. Cockburn also recorded many incidents associated with the sporting, political, and other interests of the pastoralists, but these have been ignored, the scope of the index being rigorously limited to the pastoral and agricultural history of South Australia.

Mr. Cockburn's book consists of reprints of articles published in the — Adelaide Stock and Station Journal. One article in the series, however, (No. 101, on W.D. Kingsmill) was omitted by the publishers of the book. It has been included in the index, reference being made to the Adelaide Stock and Station Journal for January 21, 1925, in which this biographical sketch appears.

PART 1 — (Page 2 Index) PERSONS, PLACES, AND SPECIFIC THINGS such as COMPANIES, ASSOCIATIONS, SOCIETIES, STATIONS, SHIPS, AND STEAMERS.

PART 2 — (Page 48 Index) GENERAL SUBJECTS

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A 'BECKETT'S POND STATION
1 : 41a
ABEONA, ship
2 : 153a. Explosion at Port Lincoln
ACRAMAN,
1 : 33b, 109c
ACRAMAN, John
2 : 48 (Port.)
ADAMS, Mary, Mrs.
2 : 111c
ADAMS, T.
2 : 175a
ADAMS, hundred
1 : 147c
ADARE ESTATE
1 : 169c
AGARS, George
1 : 57a, 113a
2 : 12b
AKROYD,
1 : 112c
ALBERT, lake, district
2 : 62-63, 126c, 205b
See also Lake Albert Estate
Lake Albert Peninsula Station
ALEXANDRINA, lake, district
1 : 40a, 94c
2 : 7a
ALFRED'S FLAT
2 : 213c
ALICK, mount, district
See Mount Alick, district
ALINDEE
2 : 109a
ALLANDALE
See Allendale
ALLAN PARK
See Jordan Park
ALLEN, Richard
2 : 161a
ALLEN, William, Captain
1 : 25a, 70b
ALLENDALE
2 : 27a, 140b
ALLEN'S CREEK ESTATE
1 : 123b
AMBATHALA STATION
2 : 123c
ANABAMA STATION
2 : 71 (several times), 203a
ANAMA STATION
1 : 15ab
ANDAMOKA STATION
1 : 77b, 109b, 113c
2 : 125b
ANDERSON, James
2 : 196 (Port.)

ANGAS, George Fife
1 : 8 (Port.)
ANGAS, George French
2 : 7a
ANGAS, John Howard
1 : 10 (Port.), 120b
ANGAS, river
1 : 78c
ANGASTON, district
1 : 82c
2 : 26b, 73ac, 91ac, 186b
ANGIPINA STATION
1 : 60c, 151c
2 : 161abc
ANGORICHINA STATION
1 : 93a
2 : 251b
ANJUDABIE WELL
1 : 121b
ANLuby STATION
1 : 34a, 35abc, 188ac, 189c
(Mt. Dispersion)
2 : 47c (Mt. Dispersion),
53c, 101b
ANNA CREEK STATION
1 : 103a, 99bc (Strangways Springs Station).
ANNE, hundred
2 : 66b
ANSTEY, George Alexander
1 : 18 (Port.)
2 : 63a
ANSTEY'S RIVULET
1 : 18b
ANT, steamer
2 : 21c
APPILA STATION
1 : 55a, 108c
ARCOONA STATION
1 : 109b, 113c, 163c, 193c
2 : 125bc
ARDUNE STATION
1 : 111c
ARKABA STATION
1 : 30b, 33a, 84b, 85 abc
2 : 78bc, 79ac
ARMSTRONG,
1 : 119c
2 : 189a
ARMSTRONG, James
1 : 121c
ARMSTRONG, John
1 : 160c
ARMSTRONG, Robert
2 : 197b
ARMSTRONG, W.
1 : 109b
ARMYTAGE, Charles H.
2 : 115c, 155b, 166b
ARMYTAGE, Fred
2 : 97a
ARNO VALE STATION
1 : 53a
AROONA STATION
1 : 85c, 109a
ARTHUR, _______ (of Mount Schank Station)
2 : 135a
ARTHUR, brothers
2 : 60c, 61a, 135a
ARTHUR, Fortescue
2 : 60c
ARTIMORE STATION
2 : 161abc
ARTIPENA
1 : 30b
ASHTON, George F.
1 : 101b
ATTWILL, James
1 : 115a
AUSTIN, F.C.
2 : 71c
AUSTIN, Josiah
2 : 8b
AUSTIN, Solomon
2 : 8b
AUSTIN, Thomas
2 : 8b, 9a
AVENUE FLAT STATION
2 : 241b
AVENUE RANGE STATION
1 : 65b, 117c (Kalyra Station)
2 : 21a, 140c, 141b, 217c
AVENUE STATION
2 : 243a
AVONDALE STATION
2 : 161a
BACON, Harry
1 : 204c
BAGDAD STATION
2 : 39b
BAGNALL, _______
1 : 119c
BAGOT, Charles Harvey
1 : 35a, 100 (Port.)
BAGOT, Charles Samuel
1 : 181a
BAGOT, Edward Meade
1 : 61a
2 : 24 (Port.), 74c
BAGOT, SHAKES & LEWIS
2 : 255a
BAGOT'S GAP
2 : 262b
BAGOT'S STATION
See Koomunga Station
BAILA STATION
2 : 196b
BAINES, Frederick William
2 : 160c
BAIRD'S BAY STATION
See Cape Radstock Station
BAKARA STATION
2 : 167b
BAKER, John
1 : 60 (Port.), 151c
BAKER, hundred
1 : 61a, 137c
BAKER'S RANGE STATION
1 : 167b
BAKEWELL, William
1 : 103a
BALAKLAVA, district
1 : 21a
BALCARRIE STATION
2 : 23c
BALCORACANA WATERHOLE
1 : 115b
BALD HILLS, district
2 : 222c, 223a
BALD HILLS STATION
2 : 259b
BALDINA, hundred
1 : 135a
BALDINA STATION
1 : 11a, 135ab
2 : 94b
BALDON STATION
2 : 82a, 83c
BALHANNAH, district
1 : 144a, 145a
BANDICOOT, steamer
1 : 204c, 205a
BANGOR STATION
1 : 112c
2 : 125c
BARABBA STATION
1 : 106b
BARATTA STATION
1 : 129c, 141a, 153c
BARKER, Alfred
1 : 134 (Port.)
2 : 42b
BARKER, William
1 : 73b, 161c
BAROOTA, district
1 : 79b
BAROOTA CREEK
2 : 73b
BAROOTA STATION
1 : 23b, 141a
2 : 73b
BAROSSA, district
1 : 53a, 182a
2 : 91b
<table>
<thead>
<tr>
<th>Location</th>
<th>Page Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>BIG SWAMP STATION</td>
<td>1:133a, 2:99b</td>
</tr>
<tr>
<td>BIMBOWRIE STATION</td>
<td>2:51c, 107b, 109b</td>
</tr>
<tr>
<td>BIRKENHEAD, John</td>
<td>2:212a, 213a</td>
</tr>
<tr>
<td>BIRKENHEAD'S LOOKOUT</td>
<td>2:171b, 213b</td>
</tr>
<tr>
<td>BIVNUM STATION</td>
<td>2:30b, 31abc, 213a</td>
</tr>
<tr>
<td>BIRDWOOD (Blumberg)</td>
<td>1:177c, 2:187ac</td>
</tr>
<tr>
<td>BIRKSGATE</td>
<td>1:155c</td>
</tr>
<tr>
<td>BIRT, William</td>
<td>1:193a</td>
</tr>
<tr>
<td>BISCUIT FLAT STATION</td>
<td>2:21a, 39bc</td>
</tr>
<tr>
<td>BLACK, Donald</td>
<td>2:235b</td>
</tr>
<tr>
<td>BLACK, Neil</td>
<td>2:234abc, 235abc</td>
</tr>
<tr>
<td>BLACKFORD STATION</td>
<td>1:167b, 2:86a, 87b</td>
</tr>
<tr>
<td>BLACK FOREST, district</td>
<td>1:99a, 130a</td>
</tr>
<tr>
<td>BLACK JACK HOTEL</td>
<td>1:201c</td>
</tr>
<tr>
<td>BLACK POINT, district</td>
<td>1:77b</td>
</tr>
<tr>
<td>BLACK ROCK, district</td>
<td>1:157b</td>
</tr>
<tr>
<td>BLACK ROCK STATION</td>
<td>1:129c, 179abc</td>
</tr>
<tr>
<td>BLACK SPRINGS, district</td>
<td>1:21a, 112c</td>
</tr>
<tr>
<td>BLACKWOOD</td>
<td>1:94c, 95a, 196bc</td>
</tr>
<tr>
<td>BLAGG, John</td>
<td>2:241b</td>
</tr>
<tr>
<td>BLAIR PLACE</td>
<td>1:99a</td>
</tr>
<tr>
<td>BLAKISTON</td>
<td>1:172a, 173a</td>
</tr>
<tr>
<td>BLANCHE, hundred</td>
<td>1:71b</td>
</tr>
<tr>
<td>BLANCHE CUP</td>
<td>1:143b</td>
</tr>
<tr>
<td>BLANCHEPORT</td>
<td>See Streaky Bay</td>
</tr>
<tr>
<td>BLANCHESTOWN</td>
<td>2:82b</td>
</tr>
<tr>
<td>BLANCHESTOWN, district</td>
<td>2:74c</td>
</tr>
<tr>
<td>BLANCHETOWN STATION</td>
<td>1:27ab</td>
</tr>
<tr>
<td>BLANCHEWATER STATION</td>
<td>1:60c, 61a, 74c</td>
</tr>
<tr>
<td>BLUMBERG</td>
<td>See Birdwood</td>
</tr>
<tr>
<td>BLYTH, district</td>
<td>1:77b</td>
</tr>
<tr>
<td>BLYTH PLAINS</td>
<td>1:139b</td>
</tr>
<tr>
<td>BOBMONNIE STATION</td>
<td>1:115b, 29b, 91c</td>
</tr>
<tr>
<td>BOCONNOC PARK STATION</td>
<td>2:259b</td>
</tr>
<tr>
<td>BONDIOLA PARK STATION</td>
<td>2:165b</td>
</tr>
<tr>
<td>BONNEY, Charles</td>
<td>1:12ab, 13b, 180b</td>
</tr>
<tr>
<td>BONNEY, lake</td>
<td>1:61a, 137c</td>
</tr>
<tr>
<td>BONNEY, lake</td>
<td>1:13a, 14b</td>
</tr>
<tr>
<td>BONNEY'S WELLS</td>
<td>2:62c</td>
</tr>
<tr>
<td>BONNIN, Josiah</td>
<td>1:33b, 109c</td>
</tr>
<tr>
<td>BONNIN, P.F.</td>
<td>1:33b</td>
</tr>
<tr>
<td>BORBOROWIE STATION</td>
<td>1:30bc, 33a, 160c, 161a, 193c</td>
</tr>
<tr>
<td>BORBOROWIE STATION</td>
<td>See also Canowie Station</td>
</tr>
<tr>
<td>BOOKABIE STATION</td>
<td>1:121c</td>
</tr>
<tr>
<td>BOOKABIE WELL</td>
<td>1:121b</td>
</tr>
<tr>
<td>BOOKPURNONG STATION</td>
<td>1:47b</td>
</tr>
<tr>
<td>BOOLCOOMATTA STATION</td>
<td>1:129c</td>
</tr>
<tr>
<td>BOOLCOOMATTA STATION</td>
<td>2:245b</td>
</tr>
<tr>
<td>BOOLCUNDA STATION</td>
<td>2:69a</td>
</tr>
<tr>
<td>BOOLEROO, district</td>
<td>1:29c, 54c</td>
</tr>
<tr>
<td>BOOLEROO STATION</td>
<td>1:29a, 55a, 108c</td>
</tr>
<tr>
<td>BOOR, James</td>
<td>1:137a</td>
</tr>
<tr>
<td>BOORD, Septimus</td>
<td>2:251b</td>
</tr>
</tbody>
</table>
6 Index

BOOTHBY, ________
1 : 201b
BOOTHBY, J.H.
2 : 213b
BOOTHBY, Thomas Wylde
2 : 213b
BOOYOOLEE HOUSE
1 : 45a
BOOYOOLEE STATION
1 : 42c, 43a, 44a, 45abc
BORDER DOWNS STATION
2 : 137a
BORDERTOWN
2 : 212b
BORTHWICK, Adam
2 : 168, 169
BORTHWICK, W.
1 : 207b
2 : 151a
BORTHWICK, William
2 : 168 (Port.)
BORTHWICK BRAE STATION
1 : 39b
BOSWORTH, John
1 : 113b, 158 (Port.)
BOSWORTH, Richard
1 : 158a
BOUCAUT, Hillary
2 : 70b, 71a, 203a
BOUCAUT, James Penn
2 : 71a, 203a
BOUCAUT, Ray Parkin
2 : 71a, 203a
BOUCAUT'S FOLLY
2 : 71a
BOURKE, John
1 : 13b
BOWAKA STATION
See Bowaka Station
BOWYER CREEK STATION
1 : 175a
BRAEMAR STATION
2 : 95b
BRAESIDE STATION
2 : 117c
BRAMFIELD STATION
1 : 55b
BREADEN, Allan
2 : 111a
BREADEN, Joe
2 : 111a
BREMER, river, district
1 : 38b
BREMER STATION
1 : 9a
BREWER, John
2 : 39a
BREWER, W.
2 : 262c
BREWER & SCOTT
2 : 190c
BRICE, N.E.
2 : 180a
BRICHLINA GAP
Ad. Stock & St.J., Jan. 21, 1925
BROADFOOT, John
2 : 235a
BROADMEADOWS
See Hynam Station
BROADVIEW STATION
1 : 11a
BROKEN HILL, district
1 : 125a
BROOKS, Edmund A.
2 : 259c
BROOKS, George
2 : 258 (Port.)
BROOKS, Joseph
2 : 258abc, 259a
BROUGHTON, river, district
1 : 62b
2 : 47c, 261c
BROWN, J.H.
1 : 207c
BROWN, James
2 : 140 (Port.), 217c
BROWN, James Stacy
2 : 65a, 61a
BROWN, John, of Port Lincoln
1 : 133a
2 : 112c
BROWN, John, of Willunga
2 : 80b, 81b
BROWN, Robert Henry Stacy
2 : 80 (Port.)
<table>
<thead>
<tr>
<th>Name</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>BROWN, Samuel</td>
<td>2 : 81b</td>
</tr>
<tr>
<td>BROWN, Thomas</td>
<td>2 : 81abc</td>
</tr>
<tr>
<td>BROWN, Tom</td>
<td>2 : 188 (Port.)</td>
</tr>
<tr>
<td>BROWN, William</td>
<td>1 : 198b</td>
</tr>
<tr>
<td>BROWN, &quot;Bristly&quot;</td>
<td>1 : 143b</td>
</tr>
<tr>
<td>BROWNE, Dr. John Harris</td>
<td>1 : 30b, 32 (Port.), 161a, 2 : 136 (Port. only), 137c</td>
</tr>
<tr>
<td>BROWNE, Leonard G.</td>
<td>1 : 33b</td>
</tr>
<tr>
<td>BROWNE, Tom L.</td>
<td>2 : 169c</td>
</tr>
<tr>
<td>BROWNE, Dr. William James</td>
<td>1 : 25a, 30 (Port.)</td>
</tr>
<tr>
<td>BROWNHILL CREEK STATION</td>
<td>1 : 163a</td>
</tr>
<tr>
<td>BROWN'S WELL</td>
<td>1 : 151b</td>
</tr>
<tr>
<td>BRUCE, Douglas</td>
<td>2 : 79a</td>
</tr>
<tr>
<td>BRUCE, Robert</td>
<td>1 : 115a</td>
</tr>
<tr>
<td></td>
<td>2 : 78 (Port.)</td>
</tr>
<tr>
<td>BRUCE, Walter</td>
<td>1 : 115a</td>
</tr>
<tr>
<td>BUCHANAN, Alexander</td>
<td>1 : 188 (Port.), 35ac</td>
</tr>
<tr>
<td></td>
<td>2 : 101b</td>
</tr>
<tr>
<td>BUCHANAN, Duncan</td>
<td>2 : 235a</td>
</tr>
<tr>
<td>BUCKLAND PARK ESTATE</td>
<td>1 : 25a, 30b, 31a, 33a, 70b, 109a</td>
</tr>
<tr>
<td></td>
<td>2 : 259c</td>
</tr>
<tr>
<td>BUDGE, Kenneth</td>
<td>2 : 17ab</td>
</tr>
<tr>
<td>BUGLE RANGES, district</td>
<td>1 : 163b</td>
</tr>
<tr>
<td>BULL, John Wrathall</td>
<td>1 : 87a, 174 (Port.)</td>
</tr>
<tr>
<td></td>
<td>2 : 120b, 205a</td>
</tr>
<tr>
<td>BULL'S CREEK, district</td>
<td>1 : 50b, 87a</td>
</tr>
<tr>
<td>BUMBUNGA STATION</td>
<td>1 : 70c</td>
</tr>
<tr>
<td>BUNDALREE</td>
<td>1 : 57b</td>
</tr>
<tr>
<td></td>
<td>1 : 57 abc</td>
</tr>
<tr>
<td>BUNDALREE RESERVOIR</td>
<td>1 : 41b, 42a</td>
</tr>
<tr>
<td>BUNDALREE STATION</td>
<td>1 : 17a, 42ac, 43a, 57abc, 113b</td>
</tr>
<tr>
<td></td>
<td>2 : 89a, 123a</td>
</tr>
<tr>
<td>BUNGAREE</td>
<td>1 : 15abc, 63b</td>
</tr>
<tr>
<td></td>
<td>2 : 117b, 251a</td>
</tr>
<tr>
<td>BUNN</td>
<td>2 : 260c</td>
</tr>
<tr>
<td>BUNN, George</td>
<td>2 : 213bc</td>
</tr>
<tr>
<td>BUNYEROO, hundred</td>
<td>1 : 147c</td>
</tr>
<tr>
<td>BURNSIDE</td>
<td>2 : 173b</td>
</tr>
<tr>
<td>BURNSIDE, district</td>
<td>1 : 110b</td>
</tr>
<tr>
<td>BURNSIDE STATION</td>
<td>1 : 85c</td>
</tr>
<tr>
<td></td>
<td>2 : 117c, 171a</td>
</tr>
<tr>
<td>BURRA, district</td>
<td>1 : 21a, 66c, 104c, 124b, 135a</td>
</tr>
<tr>
<td></td>
<td>2 : 107a, 109a, 261b</td>
</tr>
<tr>
<td>BURT'S HILL, district</td>
<td>1 : 157b</td>
</tr>
<tr>
<td>BUTLER, Philip</td>
<td>1 : 65ab, 73c, 146 (Port.)</td>
</tr>
<tr>
<td></td>
<td>2 : 215c</td>
</tr>
<tr>
<td>BUTLER, Richard</td>
<td>1 : 147a</td>
</tr>
<tr>
<td>BUTLER'S FOLLY</td>
<td>See Yattalunga Station</td>
</tr>
<tr>
<td>BUTTFIELD, Frank</td>
<td>2 : 79a</td>
</tr>
<tr>
<td>CADNOWIE STATION</td>
<td>2 : 161a</td>
</tr>
<tr>
<td>CALCA STATION</td>
<td>See Cape Radstock Station</td>
</tr>
<tr>
<td>CALIOOTA STATION</td>
<td>1 : 113a, 114c</td>
</tr>
<tr>
<td>CALLABONNA STATION</td>
<td>2 : 23b, 161b</td>
</tr>
<tr>
<td>CALLANNA STATION</td>
<td>1 : 29a</td>
</tr>
<tr>
<td>CALLINGTON, district</td>
<td>1 : 116c</td>
</tr>
<tr>
<td>CALNAN, Michael</td>
<td>2 : 210 (Port.)</td>
</tr>
<tr>
<td>CAMERON, Alexander</td>
<td>1 : 170 (Port.)</td>
</tr>
<tr>
<td>CAMERON, Ann</td>
<td>2 : 28 (Port.)</td>
</tr>
<tr>
<td>CAMERON, Duncan</td>
<td>1 : 170c</td>
</tr>
<tr>
<td>CAMERON, Ewen</td>
<td>1 : 35a, 131a</td>
</tr>
<tr>
<td>CAMERON, John</td>
<td>2 : 28-29</td>
</tr>
<tr>
<td>CAMPBELL, Charles James Fox</td>
<td>1 : 29a</td>
</tr>
<tr>
<td></td>
<td>2 : 114 (Port.)</td>
</tr>
</tbody>
</table>
COONAWARRA FRUIT COLONY
2 : 9a

COONDAMBO STATION
2 : 79ab

COOPA DURBA HILL, district
2 : 185b

COORONG, district
1 : 61a, 123c, 149b, 201b
2 : 42c

COORONG STATION
2 : 42c

COOTABEENA STATION
1 : 115a

COOT'S RUN
See Tucock Cowie Station
Orrie Cowie Station

CORDILLO DOWNS STATION
1 : 74c

CORNY POINT, district
1 : 111ab

CORNY POINT STATION
1 : 110c, 111a, 119b

CORRABURRA STATION
1 : 141b

CORRYTON PARK (Glen Para)
1 : 165b
2 : 69c, 172b, 202ab, 203b

CORUNNA STATION
2 : 67c

COTABENA, hundred
1 : 147c

COTTON & OPIE
2 : 69a

COULLS, J.G.
1 : 153a
2 : 227b

COURTABIE STATION
1 : 113b
2 : 12c

COUTTS, __________
1 : 18c, 118b

COUTTS, James
2 : 195c

COWARIE STATION
2 : 203a

COWELL
2 : 163b

COX, __________
1 : 207ab

CRABB, _______
2 : 155c

CRAWFORD, ______, ex-convict
2 : 235a

CRAWFORD, Hugh Archibald
2 : 147ac

CRICK, W.
1 : 39c

CROUCH, __________
2 : 26c

CROUCH, Edmund F.
2 : 27c, 199c

CROUCH, Peter
1 : 153c
2 : 218b

CROUCH, Richard
1 : 153c
2 : 218b

CROUCH, William Allen
2 : 26 (Port.), 61a

CROWER STATION
1 : 167b

CROZIER, Douglas
2 : 51ab

CROZIER, Edwin
2 : 51c

CROZIER, Elliot
2 : 51c

CROZIER, John
2 : 50 (Port.)

CROZIER, Walter
2 : 51c

CROZIER, William
2 : 51a, 125c

CRYSTAL BROOK, district
1 : 44b
2 : 261b

CRYSTAL BROOK STATION
1 : 21a, 142bc, 143ab
2 : 133b

CUDLAMUDLA, hundred
1 : 147c

CUDMORE, Daniel
2 : 51a

CUDMORE, Daniel H.
1 : 169a

CUDMORE, Daniel Michael Paul
1 : 168 (Port.)

CUDMORE, James Francis
1 : 169a
2 : 16 (Port.)

CULCULTABY STATION
See Karcultaby Station

CULGOA, steamer
2 : 49b

CUMMINS
2 : 196b

CUNGENA STATION
2 : 249a

CUNINGHAM, Hastings
1 : 185ab, 191c
2 : 96 (Port.)

CUNNINGHAM, Hastings
See Cunningham, Hastings

CURNAMONA STATION
2 : 158c, 186b, 187a
CURRAMULKA, district
1: 18c, 118b
CURRATUM STATION
1: 80c, 81a
2: 127a, 178a, 179a
CURRENCY CREEK
2: 18a
CURRENCY CREEK STATION
2: 18a, 19a
CUTHERO STATION
2: 139ab
CYGNET, river, district
2: 211ac
CYGNET PARK
2: 211c
DALHOUSIE SPRINGS, district
2: 35a
DALHOUSIE SPRINGS STATION
2: 255a
DALMENEY PARK STATION
2: 223c
DARE, William
1: 58 (Port.), 126b, 127a, 182b
2: 63a, 95a
DANZIE, Harry
2: 73a
DAPHNE, schooner
1: 121b
DAVE, William
2: 211c
DAWSON, Harry
2: 218c
DEAN, Henry
2: 109c, 174 (Port.), 191a
DEAN, William
2: 102 (Port.), 174b, 175c, 190c
DEAN, LAUGHTON & CO.
2: 175c
DEEP WELL
2: 111b
DELL, Alfred
2: 188c, 189ab
DEVIL'S HOLE CREEK STATION
2: 107a
DEWDNEY, Richard
2: 49c
DIAMOND, Aboriginal
2: 131b
DINGLEY DELLY
1: 117b
DIX, Joseph
1: 127b
DIXON, Samuel
2: 182c
DODD, James
2: 42c, 43 (Port.)
DODD, Thomas
2: 42 (Port.)
DODD'S PENINSULA
2: 42c
DORINGO VALLEY, district
2: 129a
DOUGHTY, Charles George
2: 130 (Port.)
DRAYTON STATION
1: 124c
DREW, Samuel & Co.
1: 183a
2: 237ab
DRIVER, Charles John
2: 99a, 113a, 181c, 249c
DRY CREEK, district
1: 21a, 73a, 140b
2: 89a, 172a
DUCK PONDS STATION
2: 156a, 157bc
DUFF, J.F.
2: 262c
DUFFIELD,  
1: 175a
2: 120c
12 Index

DUFFIELD, Walter
1: 48 (Port.), 73ab

DUFFIELD'S STATION
Ad. Stock & Sta.J., Jan. 21, 1925
p. 4

DULKANINNA STATION
2: 161b

DUMBLETON, ________
1: 119c

DUNCAN, Captain John
1: 136c

DUNCAN, John James
1: 137a
2: 35ab

DUNCAN, W.H.
2: 35a

DUNN, Andrew
2: 66 (Port.)

DUNN, John, Senior
2: 204b, 228b

DUNNE, Joseph
2: 139a

DUSTHOLES STATION
1: 28c, 29a
2: 107b

DUTTON, Charles Christian
1: 113c, 133b, 206abc, 207ab

DUTTON, Charles William
1: 93a, 206 (Port.), 207bc

DUTTON, Francis Stacker
1: 34a, 35a, 101a, 161a, 180 (Port.)

DUTTON, Frederick Hansborough
1: 34 (Port.), 180b, 188ac

DUTTON, Henry
1: 35b

DUTTON, Henry H.
1: 35c

DUTTON, William Hampden
1: 34ab, 180b
2: 47ab

DUTTON, hundred
1: 83a

DUTTON'S BLUFF
1: 113c, 207b

DUVAL, Francis
2: 251a

DWWYER, Patrick
2: 181b

EASTERN PLAINS
1: 157ab
2: 23a, 37b, 109a
Ad. Stock & Sta.J., Jan. 21, 1925

EASTERN WELL STATION
2: 215b, 221c

EASTONE, Anne
2: 181b

ECHUNGA
2: 229b

ECHUNGA, district
1: 123a, 72c
2: 229a

EDEOVIE, hundred
1: 147c

EDEOVIE STATION
1: 155c

EDGEHILL ESTATE
1: 158b, 159c

EDITHBURG, district
1: 19a, 118b

EDMONSON, ________
2: 49c

EDMUNDS, William
2: 175a

EDWARDS, Thomas
2: 77c

EDWARDS, William
1: 131a

EDWARDSTOWN
1: 130c, 131b, 189c
2: 249a

ELDER, Alexander Lang
1: 26b, 35c, 71a

ELDER, George, Junior
1: 26bc

ELDER, Sir Thomas
1: 26 (Port.)
2: 174a

ELDER, William
1: 26bc

ELDER, PEGLER & CO.
2: 123c

ELDER, SMITH & CO., LTD.
2: 122c, 123a

ELDROTRILLA STATION
1: 123ab

ELIANOR, steamer
2: 247a

ELIZA, lake, district
See Lake Eliza Station

ELIZABETH, river, district
1: 113bc

ELIZABETH STATION
1: 109b, 113b, 159ab

ELKDERRA STATION
1: 11a

ELLIOTT, ________
1: 92b

ELLIS, John
1: 25a, 70-71
2: 256b

ELLIS, Thomas Chute
1: 71b

ELLISTON (Waterloo Bay)
2: 181c, 249b
1: 133b

ELSEY STATION
2: 244a, 245c
EMU DOWNS  
2 : 107b

EMU LODGE STATION  
2 : 261c

ENCOUNTER BAY, district  
1 : 88ab, 96abc, 97b  
2 : 100b, 104c, 105a, 208a

ENCOUNTER BAY STATION  
1 : 123b

ENFIELD  
1 : 20c  
2 : 22b, 23b

ENGLISH GAP  
2 : 27b

ERUDINA STATION  
2 : 187a

ESAU, Ernest  
2 : 155b

ESTCOURT HOUSE  
2 : 141c

EUCLA, district  
1 : 179c  
2 : 189a

EUREKA, barge  
1 : 143c

EURO BLUFF STATION  
1 : 41a

EVANDALE ESTATE  
2 : 91ab

EVANS, Henry  
2 : 90 (Port.)

EVANS, Henry Angas  
2 : 91c

EVERARD, lake, district  
See Lake Everard Station

EXMOUTH FARM  
2 : 80b, 81b

EYRE, Edward John  
1 : 121ab, 178b, 207b  
2 : 13a, 149a, 257a, 54bc, 55ab

Ad, Stock & Sta.J., Jan.21,1925 p.4

EYRE, lake, district  
1 : 141a  
2 : 7b, 63c

FAIRBAIRN, George  
2 : 97a

FAIRFIELD  
1 : 137b

FAIRVIEW STATION  
1 : 111c  
2 : 217c

FARAWAY HILL STATION  
1 : 124c

FARRELL'S FLAT, district  
2 : 33a

FASTINGS, James  
1 : 133a  
2 : 113a

FEATHERSTONE, Benjamin  
1 : 133a

FERGUSON, Donald  
2 : 217c

FERGUSON, Peter  
1 : 142 (Port.)

See also Ferguson, Peter

FERGUSON, mount  
1 : 143a

FERGUSON, Peter  
1 : 25ab

See also Ferguson, Peter

FIELD, Henry  
1 : 97b, 135a  
2 : 105a

FIELD, Lieut. W.G.  
1 : 18b

FINKE, William  
1 : 90c

FINKE, river, district  
1 : 65b

FINLAY, _______  
1 : 129c

FINN, S.G.  
1 : 73b

FINNIS, Captain John  
1 : 180b, 189c  
2 : 46 (Port.)

FINNIS FLAT, district  
1 : 135a

FINNIS SPECIAL SURVEY  
1 : 102a

FINNIS STATION  
2 : 35b

FISHER, Charles Brown  
1 : 16 (Port.)  
2 : 61a, 89ab

FISHER, James  
1 : 16b

FISHER, W.D.  
2 : 113c

FITZGERALD, Tom  
2 : 253b

FLAGSTAFF  
1 : 21a

FLAXMAN, Charles  
1 : 138c  
2 : 90a, 91a

FLAXMAN'S VALLEY  
1 : 9b

FLINDERS ISLAND  
2 : 252abc

FLINDERS ISLAND STATION  
1 : 27b

FOOT, James  
2 : 177b
FOOTE, ________
1 : 115a
FORMBY, William Harper
1 : 173b
FORSTER, Dr. John
1 : 153a
2 : 227c
FORTRESS HILL, district
1 : 157b
FOSTER, ________
1 : 23b
FOURTH CREEK ESTATE
1 : 55c
FOWLER, William
1 : 21a, 40 (Port.), 148c
2 : 125b
FOWLER'S BAY, district
1 : 55a, 121a, 153a
2 : 123a, 227c
FOWLER'S BAY PASTORAL CO.,
1 : 207c
FOWLER'S BAY STATION
1 : 121bc
FRAME, John
2 : 222a, 225b
FRANKLIN HARBOUR
2 : 163b
FRANKLIN HARBOUR, district
2 : 162c
FRANKLIN HARBOUR STATION
1 : 22a, 39b
FREEBAIRN, ________
1 : 77ab
FREELING, district
2 : 26b
FREEMAN, B.
1 : 153c
2 : 89a
FREESTONE CREEK, district
2 : 211a
FRENCH, hundred
1 : 147c
FREW RIVER STATION
1 : 11a
FROGMORE
2 : 232bc
FROME DOWNS STATION
1 : 11a
2 : 95c
FRONTIER HOUSE
1 : 105ab
FROST, Fred
2 : 187a
FROST, Joe
2 : 199b
FRY'S STATION
See Metinga Station
FULHAM
2 : 217b
GARDNER, lake, district
1 : 33b
GALL, John
1 : 202b
2 : 176 (Port.)
GAMBIERTOWN
See Mount Gambier, town
GANAWARRA STATION
1 : 43c
GANDY, Edward
2 : 191a
GANDY'S GULLY
2 : 191b
GARDINER, Abram
2 : 135bc
GARDINER, Captain Robert
2 : 61a, 134 (Port.)
GARDINER, Robert Melville
2 : 135bc
GASON, Samuel
1 : 205a
GAWLIER, district
1 : 25a, 48b, 49a, 128c, 129a,
138c, 146c
2 : 56c
GAWLIER, river, district
1 : 123a
GAWLIER, town
2 : 22c, 37a (First flour mill)
2 : 37a (First laid out)
2 : 132a (John Reid the first settler)
2 : 133a (Surveyed by William Jacob)
2 : 133a (First white woman)
2 : 224bc (In 1843)
2 : 225a (First stone house erected)
GAWLIER RANGES
1 : 207c
2 : 125a, 214a
GAWLIER RANGES, district
1 : 33ab, 109c, 205b
2 : 13a, 125a
GEBHARDT, Adolph
2 : 69c
GEBHARDT, Albert
2 : 69c
GEBHARDT, C.E.
2 : 203b
GEBHARDT, Carl
2 : 68c
GEBHARDT, Charles
2 : 69c
GEBHARDT, Ernst
2 : 68c
GEBHARDT, Gustav Adolph
2 : 68 (Port.)
GEBHARDT, Ludwig
2 : 69c
GELL, Charles
2 : 87c
GEMMELL, James
1: 163c
2: 125b
GEMMELL, John
1: 163c
GEMMELL, Thomas
1: 162 (Port.)
GEMMELL, William Barr
1: 163c
GEMMELLS
1: 162a, 163c
GEORGE, lake, district
See Lake George Station
GEORGETOWN, district
1: 44b
GEPP'S CROSS
2: 23a
GERMAN CREEK STATION
1: 33a
GERMAN PASS
See Tappa Pass
GERRARD, William
2: 58 (Port.), 247a
GIBSON, Thomas McTurk
1: 193b, 205a
2: 182 (Port.)
GIBSON'S CAMP
1: 205a
2: 183c
GIBSON'S PENINSULA
2: 183c
GIFFEN, ________
2: 169c
GILBERT, Henry
1: 24ab
GILBERT, Joseph
1: 24 (Port.), 37a
GILBERT, William
1: 25b
GILBERT, William, Junior
1: 25c
GILBERT, hundred
1: 89b, 112a
GILBERT, river
1: 15b, 21a
GILBERT, river, district
1: 129a
2: 63c
GILES, Alfred
2: 71a, 206c
GILES, Christopher
2: 70 (Port.)
GILES, Ernest
1: 27b
GILES, Thomas
1: 18ac
2: 62 (Port.), 195b
GILES' CORNER
2: 63b
GILL, W. & T.
1: 157b
GILLAP STATION
2: 21a, 143c
GILLES, Osmond
1: 175a
2: 120 (Port.)
GILLES PLAINS, district
2: 120b
GILLES, Malcolm
2: 200 (Port.)
GLADSTONE, William Ewart
2: 234a, 235c
GLADSTONE, district
1: 45a
GLASS, Hugh
1: 99b
GLEESON, Edward
1: 87c
GLEESON, Edward Burton
1: 86 (Port.)
GLEESON, J.W.
2: 251a
GLEESON, Patrick
2: 67b
GLEEVILLE
See Beaumont
GLEN, Alexander
2: 77c
GLEN, George
1: 79b
2: 76 (Port.)
GLEN, Thomas
2: 76b, 77c, 167b, 191a, 243b
GLEN ALPINE ESTATE
1: 73b
GLENCOE STATION
1: 105abc
2: 9b, 143a
GLENELG, district
1: 122c, 123a
2: 43b
GLENELG, river, district
2: 235a
GLENELG, town
2: 98a, 99c, 146b, 203c
GLENFORSAN STATION
2: 167c
GLEN HELEN STATION
1: 65c
GLENNIE, H.J.
2: 125b
GLEN OSMOND
1: 152c, 155c, 177a, 179c
2: 121bc
GLEN PARA
See Corryton Park
GLEN ROY STATION
1: 170ac
<table>
<thead>
<tr>
<th>Place/Entity</th>
<th>Page(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLENSLOY</td>
<td>2:6b</td>
</tr>
<tr>
<td>GLENVILLE</td>
<td>2:206a</td>
</tr>
<tr>
<td>GLEN WARWICK STATION</td>
<td>1:161c</td>
</tr>
<tr>
<td>GLYDE, W.D.</td>
<td>2:25b</td>
</tr>
<tr>
<td>GNANGWEA STATION</td>
<td>1:42c, 44b</td>
</tr>
<tr>
<td>GOLDSBROUGH, MORT &amp; CO.</td>
<td>2:255a</td>
</tr>
<tr>
<td>GOLLAN, Donald</td>
<td>2:193b, 195b</td>
</tr>
<tr>
<td>GOOCH, Douglas</td>
<td>2:116 (Port.)</td>
</tr>
<tr>
<td>GOOCH, George</td>
<td>1:108b, 193a</td>
</tr>
<tr>
<td>GOOCH, Robert Henry</td>
<td>2:117c</td>
</tr>
<tr>
<td>GOODCHILD, W.G.</td>
<td>2:262c</td>
</tr>
<tr>
<td>GOODE, Thomas</td>
<td>1:127ab</td>
</tr>
<tr>
<td>GOODWOOD</td>
<td>2:67b</td>
</tr>
<tr>
<td>GORDON, Adam Lindsay</td>
<td>2:123b</td>
</tr>
<tr>
<td>GORDON &amp; CO.</td>
<td>2:51c</td>
</tr>
<tr>
<td>GOREYEA STATION</td>
<td>2:95b</td>
</tr>
<tr>
<td>GOSSE, William</td>
<td>1:193b</td>
</tr>
<tr>
<td>GOTTLEIB'S WELL STATION</td>
<td>1:129a</td>
</tr>
<tr>
<td>GOURLAY, T.P.</td>
<td>1:55c</td>
</tr>
<tr>
<td>GRAHAM, __________</td>
<td>1:207ab</td>
</tr>
<tr>
<td>GRAHAM, J.B.</td>
<td>1:109b</td>
</tr>
<tr>
<td>GRAMPUS STATION</td>
<td>2:95b</td>
</tr>
<tr>
<td>GRAN GRAN STATION</td>
<td>2:127a</td>
</tr>
<tr>
<td>GRANT, Alexander Wm. Thorold</td>
<td>1:64 (Port.), 146c, 147a</td>
</tr>
<tr>
<td>GRANT, Frederick A.</td>
<td>1:64c, 65abc</td>
</tr>
<tr>
<td>GRANT, James</td>
<td>1:65a</td>
</tr>
<tr>
<td>GRAVES, Thomas</td>
<td>1:107a</td>
</tr>
<tr>
<td>GREEN, John</td>
<td>2:15a</td>
</tr>
<tr>
<td>GREEN HILLS</td>
<td>2:238b</td>
</tr>
<tr>
<td>GREEN PATCH STATION</td>
<td>2:93bc</td>
</tr>
<tr>
<td>GREEN'S PLAINS</td>
<td>2:203c</td>
</tr>
<tr>
<td>GROTE, Francis</td>
<td>2:21c</td>
</tr>
<tr>
<td>GUICHEN BAY, district</td>
<td>1:121b</td>
</tr>
<tr>
<td>GULNARE PLAINS</td>
<td>2:14a</td>
</tr>
<tr>
<td>GUM CREEK STATION</td>
<td>1:43c</td>
</tr>
<tr>
<td>GUMERACHA</td>
<td>1:9a</td>
</tr>
<tr>
<td>GUMERACHA, district</td>
<td>1:106b, 140c, 177bc</td>
</tr>
<tr>
<td>GUM FLAT STATION</td>
<td>2:184c, 203b, 258c</td>
</tr>
<tr>
<td>GUMS STATION</td>
<td>1:124b, 115b, 137b</td>
</tr>
<tr>
<td>GUNDAGAI, steamer</td>
<td>2:55b</td>
</tr>
<tr>
<td>GUNYAH</td>
<td>2:212b</td>
</tr>
<tr>
<td>GUGY, Thomas</td>
<td>1:40a, 41a, 148c</td>
</tr>
<tr>
<td>HACK, Bedford</td>
<td>2:174a, 175c</td>
</tr>
<tr>
<td>HACK, John Barton</td>
<td>1:122 (Port.), 155a</td>
</tr>
<tr>
<td>HACK, Stephen</td>
<td>2:47b, 229a</td>
</tr>
<tr>
<td>HAGEDEN, Jacob</td>
<td>1:73a</td>
</tr>
<tr>
<td>HAHNDORF</td>
<td>1:177a</td>
</tr>
<tr>
<td>HAIGH, J.T.</td>
<td>2:197b</td>
</tr>
<tr>
<td>HAIGH, John Frederick</td>
<td>2:230 (Port.)</td>
</tr>
</tbody>
</table>
HAIGH, John Henry
2 : 231c
HAIGH, William
2 : 231c
HAINING, Robert, Junior
2 : 187a
HAINING, Rev. Robert
2 : 204c
HALDANE, 
1 : 207ab
HALE, Matthew
2 : 99b
HALL, Mick
2 : 17c
HALLETT, Alfred
1 : 37a, 52 (Port.)
2 : 109a
HALLETT, John
1 : 36 (Port.), 53a
2 : 109a
HALLETT, district
1 : 37a, 59a
HALLETT, town
1 : 53c
HALLETT RIVULET
See Third Creek
HAMILTON, George
2 : 44 (Port.), 54b
HAMILTON, John
2 : 195bc
HAMILTON, William
1 : 152 (Port.)
2 : 227b
HAMILTON, lake, district
See Lake Hamilton Station
HAMP, J.C.
1 : 133b
HAMP, John
1 : 133b, 141a
2 : 181bc, 261b
HAMPDEN ESTATE
1 : 68ab
HAMPSON STATION
2 : 155c
HAMPSTON WELL
2 : 167b
HANKEY, J.A.
1 : 147c
HANN, Paddy
2 : 199b
HANSBROUGE
1 : 35c
HANTKE, J.A.
See Hankey, J.A.
HARDING, William
2 : 213bc
HARDY, Arthur
1 : 154 (Port.)
2 : 45b
HARKNESS, John
2 : 227b
HARRIS, S.A.
2 : 191a
HARROLD, Arthur L.
2 : 117c
HART, John
2 : 25b
HARVEY, John
2 : 224 (Port.)
HAWDON, John
1 : 173ab
HAWDON, Joseph
1 : 12 (Port.)
HAWDON, lake
1 : 13ac
2 : 21a, 149a
HAWDON, lake, district
2 : 38abc, 39a
HAWKER, Charles
1 : 14a, 15a
HAWKER, George Charles
1 : 14 (Port.), 193b
2 : 257a
HAWKER, James
1 : 14ab, 15a
HAWKER, M.S.
1 : 193b
HAWSON, Francis Tapley
2 : 153b
HAWSON, Gregory
2 : 99b
HAWSON, Henry
2 : 152 (Port.)
HAWSON PLACE
2 : 153c
HAY, Alexander
1 : 106 (Port.)
2 : 115b, 263b
HAY, hundred
1 : 83a
HAY, river
1 : 107c
HAYBOROUGH
1 : 107b
HAYES, William
2 : 110 (Port.)
HAY FLAT
2 : 42b
HAYWARD, Dr.
1 : 108b, 109b
HAYWARD, Albert
1 : 108b, 193a
HAYWARD, J. Frederick
1 : 108 (Port.), 113b, 114c, 115a, 204c
2 : 40c, 68a, 113b
HAYWARD & BEVAN
2 : 79a
<table>
<thead>
<tr>
<th>Name</th>
<th>Page(s)</th>
<th>Reference(s)</th>
<th>Name</th>
<th>Page(s)</th>
<th>Reference(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOLLAND, ___________</td>
<td>1 : 108b</td>
<td></td>
<td>HUGHES, Bristow</td>
<td>1 : 42c, 44b</td>
<td></td>
</tr>
<tr>
<td>HOLLAND, Richard</td>
<td>1 : 47b</td>
<td></td>
<td>HUGHES, Edmund Chauntrell</td>
<td>2 : 144b</td>
<td></td>
</tr>
<tr>
<td>HOLOWILIENA STATION</td>
<td>1 : 160ab, 161bc</td>
<td></td>
<td>HUGHES, Henry Kent</td>
<td>2 : 144 (Port.)</td>
<td></td>
</tr>
<tr>
<td>HOLROYD, Benjamin</td>
<td>2 : 157b, 169c</td>
<td></td>
<td>HUGHES, Herbert Bristow</td>
<td>1 : 42c, 44 (Port.)</td>
<td>2 : 103a</td>
</tr>
<tr>
<td>HOLROYD, Henry</td>
<td>2 : 156 (Port.), 169bc</td>
<td></td>
<td>HUGHES, John Bristow</td>
<td>1 : 17a, 42 (Port.)</td>
<td></td>
</tr>
<tr>
<td>HOME PARK</td>
<td>2 : 173b</td>
<td></td>
<td>HUGHES, Sir Walter Watson</td>
<td>1 : 27b, 29b, 38b, 136 (Port.)</td>
<td>2 : 227a</td>
</tr>
<tr>
<td>HOPE, John</td>
<td>1 : 62 (Port.)</td>
<td></td>
<td>HUGHES PARK</td>
<td>1 : 137b</td>
<td></td>
</tr>
<tr>
<td>HOPE, R.E.H.</td>
<td>1 : 63ab</td>
<td></td>
<td>HUGONIN, Lieut.</td>
<td>1 : 207b</td>
<td></td>
</tr>
<tr>
<td>HOPE, MOORHOUSE &amp; CO.</td>
<td>1 : 89b</td>
<td></td>
<td>HUMMOCKS, district</td>
<td>1 : 89b</td>
<td></td>
</tr>
<tr>
<td>HOPE, lake</td>
<td>2 : 119a, 175a</td>
<td></td>
<td>HUMMOCKS ESTATE</td>
<td>See Port Gawler Station</td>
<td></td>
</tr>
<tr>
<td>HOPE, lake, district</td>
<td>See Lake Hope Station</td>
<td></td>
<td>HUMMOCKS, SOUTH, district</td>
<td>See South Hummocks</td>
<td></td>
</tr>
<tr>
<td>HOPE FARM</td>
<td>2 : 15b</td>
<td></td>
<td>HUMMOCKS STATION</td>
<td>1 : 57ab, 63ab, 70b, 89b, 113b</td>
<td>2 : 39b, 63b, 123a</td>
</tr>
<tr>
<td>HORN, Thomas Cooper</td>
<td>2 : 249b</td>
<td></td>
<td>HUMPHREY, James</td>
<td>1 : 135a</td>
<td></td>
</tr>
<tr>
<td>HORN, W.</td>
<td>2 : 25b</td>
<td></td>
<td>HUNTER, Alexander McLean</td>
<td>1 : 184 (Port.)</td>
<td>2 : 96c</td>
</tr>
<tr>
<td>HORN, W.A.</td>
<td>1 : 137a</td>
<td></td>
<td>HUNTER, Andrew Francis ('Frank')</td>
<td>1 : 184 to 187 (Port.)</td>
<td></td>
</tr>
<tr>
<td>HORNE, Benjamin</td>
<td>2 : 120c</td>
<td></td>
<td>HUNTER, Campbell</td>
<td>1 : 184c</td>
<td></td>
</tr>
<tr>
<td>HORN'S LOOKOUT</td>
<td>2 : 249b</td>
<td></td>
<td>HUNTER, Frank</td>
<td>1 : 184, 185c</td>
<td></td>
</tr>
<tr>
<td>HORROCKS, Arthur</td>
<td>2 : 15c</td>
<td></td>
<td>See Hunter, Andrew Francis</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HORROCKS, Eustace</td>
<td>2 : 15a</td>
<td></td>
<td>HUNTER, James</td>
<td>2 : 153a</td>
<td></td>
</tr>
<tr>
<td>HORROCKS, John Ainsworth</td>
<td>1 : 63bc, 87c</td>
<td></td>
<td>HUNTER, James Arthur Carr</td>
<td>1 : 184 (Port.), 185a</td>
<td></td>
</tr>
<tr>
<td>HORROCKS' PASS</td>
<td>2 : 14 (Port.)</td>
<td></td>
<td>HUNTER, John</td>
<td>1 : 184 (Port.), 185c</td>
<td></td>
</tr>
<tr>
<td>HORWOOD &amp; CO.</td>
<td>2 : 14b</td>
<td></td>
<td>HUNTER, William Ferguson</td>
<td>1 : 184, 186 (Port.)</td>
<td></td>
</tr>
<tr>
<td>HOSKEN, William</td>
<td>2 : 17b</td>
<td></td>
<td>HUTCHINSON, Alexander</td>
<td>2 : 212a</td>
<td></td>
</tr>
<tr>
<td>Houghton, district</td>
<td>2 : 249a</td>
<td></td>
<td>HUTCHISON, Mrs.</td>
<td>2 : 241bc</td>
<td></td>
</tr>
<tr>
<td>HOWANANNIGAN GAP STATION</td>
<td>2 : 229a</td>
<td></td>
<td>HUTCHISON, William</td>
<td>2 : 87bc</td>
<td></td>
</tr>
<tr>
<td>HOWARTH, ___________</td>
<td>2 : 77b</td>
<td></td>
<td>HUTCHISON &amp; DUNN</td>
<td>2 : 87bc, 241c</td>
<td></td>
</tr>
<tr>
<td>HOWLEYTON, district</td>
<td>2 : 259a</td>
<td></td>
<td>HUTT, river, district</td>
<td>1 : 15a, 139b</td>
<td>2 : 14a, 15c</td>
</tr>
<tr>
<td>HUBBLE, ___________</td>
<td></td>
<td></td>
<td>HUTTON VALE</td>
<td>1 : 11b</td>
<td></td>
</tr>
</tbody>
</table>
20 Index

HYNAM, hundred
2: 207b

HYNAM STATION (Broadmeadows)
1: 198b, 199abc

ICCALA ICCALA STATION
See Italli Italli Station

INCHIQUIN
1: 87b
2: 200b

INDULKINNA STATION
2: 255b

INGLEWOOD FARM
1: 163a

INNAMINCKA, district
2: 125c

IRON KNOB
1: 193c
2: 67c
Ad. Stock & Sta. J., Jan. 21, 1925

IRON KNOB, district
1: 79b

ISLE OF DOGS
2: 179ab

ISLINGTON
1: 20c

ITALLI ITALLI STATION
2: 65ac

JACOB, John
1: 138 (Port.)
2: 70a

JACOB, William
1: 138 (Port.)
2: 133a

JACOB'S PLAINS
See Blyth Plains

JAENSCHKE, J.D.
2: 205a

JAMES, "Boucher"
1: 109b

JAMES, Frank
2: 175a

JAMES, Herbert
2: 175a

JAMES, R.B.
2: 40c, 66a, 67b, 158c

JAMES, T. Horton
2: 93a

JARVIS, Stephen
1: 29a
2: 115b

JEFFREYS, Julius
1: 103a

JERNINGHAM, E.W.
2: 133a

JIM CROW FLAT
See Tintinara Station

JOHNSON, Archibald
1: 86bc
2: 126 (Port.), 178a, 205c

JOHNSON, Henry
2: 133a

JOHNSON, James Angas
2: 259b

JOHNSON, Joseph
2: 232 (Port.)

JOHNSON, Tom
2: 17c

JOHNSTON, J.S.
2: 238b

JOINT-STOCK CATTLE COMPANY
1: 123b, 177c

JONES, Derwas
2: 30-31

JONES, Henry
2: 17c

JORDAN, Tom
2: 59a

JORDAN PARK
2: 59b

JULIA CREEK STATION
1: 35a

KADLUNGA ESTATE
1: 165b, 183ac
2: 33a

KALADBRO STATION
2: 97c, 135c, 179b

KALANGADOO, district
1: 105c, 185b, 191b
2: 9b

KALANGADOO STATION (Lowan Est.)
1: 185ab
2: 27a, 241c

KALKA STATION
2: 197b

KALLIOOTA STATION
1: 89c
2: 13a

KALYRA STATION
See Avenue Range Station

KANGAROO DAM
1: 161b

KANGAROO ISLAND
2: 39c, 210abc, 211a

KANMANTOO, district
1:77a

KANOWANA STATION
1: 74c
2: 259c

KANYAKA STATION
1: 65b, 147bc, 200-201
2: 160a

KAPINKA STATION
1: 30b
KAPAWANTA STATION
2 : 249bc
KAPUNDA
1 : 35c, 101ac
2 : 101c
KAPUNDA, district
1 : 35a, 156b
2 : 262b
KARATTA STATION
2 : 39c
KARCULTABY STATION (Culcultaby)
2 : 13b, 125a, 185a
KARRAWATTA
See Pewsey Vale
KATNOOK STATION
1 : 170c
2 : 9a
KEARNE, S. & J.H.
2 : 51c
KEELING'S VALLEY
1 : 97a
KENDLE, George
2 : 171b
KENNEDY, steamer
2 : 49b
KENTON PARK ESTATE
1 : 177b
KERABOO STATION
See Kerkaraboo Station
KERCOONDA STATION
2 : 177b
KERKARABOO STATION
2 : 70a
KERR, Robert
2 : 234b
KERSBROOK
1 : 46c
2 : 194bc
KETCHOWLA STATION
2 : 70-71
KETCHOWLA WEST STATION
1 : 59b
KEWLEY, Bob
2 : 27b
KEYNES, Joseph
1 : 82 (Port.)
KEYNES, Richard R.
1 : 83bc
KEYNETON ESTATE
1 : 82a, 83abc
KILBRIDE STATION
2 : 97a, 135b
KILIANOOLA STATION
1 : 173b
2 : 7b, 85ab
KINCHEGA STATION
1 : 45ab
2 : 103a
KINCRAIG
See Naracoorte
KING, Stephen, Senior
2 : 36 (Port.), 132e
KING'S BLUFF STATION
2 : 37b
KINGSCOTE
2 : 216c, 250b, 251a
KINGSCOTE STATION
2 : 211a
KINGSFORD STATION
1 : 11a
2 : 37a
KINGSMILL, Walter Davis
Ad. Stock & Sta.J., Jan. 21, 1925
p.4 (Port.)
KINGSTON
1 : 149c, 151b
2 : 21a, 177c
KINGSTON, district
1 : 131b
KIRKALA STATION
2 : 147abc
KIRTON POINT
2 : 153bc
KNIGHT, Charles Johnston
2 : 238 (Port.)
KNIGHT, George
2 : 238c, 239a
KNIGHT, John S.
2 : 239a
KNOX, Nathaniel
2 : 203c
KNOXVILLE
2 : 203c
KOKATHA STATION
2 : 185b, 253b
KOLEY STATION
1 : 33a
KONDULKA STATION
2 : 253b
KONGORONG ESTATE
2 : 61c, 235b
KOOPER-POO STATION
1 : 44b
KOOLCULTA STATION
1 : 193b
2 : 117a
KOOLIDDIE STATION
See Cooladdie Station
KOOLUNGA STATION
1 : 57a, 62bc, 63a
KOOMOOLOO STATION
2 : 107b
See also Old Koomooloo Station
KOONAMORE STATION
1 : 153bc
2 : 218c
<table>
<thead>
<tr>
<th>Place</th>
<th>Page(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>KOONOONA STATION</td>
<td>1: 49a, 73b, 112c</td>
</tr>
<tr>
<td>KOONUNGA STATION</td>
<td>1: 35a, 100bc (with sketch), 180b, 181a, 188c</td>
</tr>
<tr>
<td></td>
<td>2: 166b, 262a</td>
</tr>
<tr>
<td>KOORINE STATION</td>
<td>1: 105c, 185a</td>
</tr>
<tr>
<td></td>
<td>2: 9b</td>
</tr>
<tr>
<td>KOORINGA, district</td>
<td>1: 53b, 135a</td>
</tr>
<tr>
<td>KOORINGEBBIE WELL</td>
<td>1: 121b</td>
</tr>
<tr>
<td></td>
<td>1: 30b, 33a</td>
</tr>
<tr>
<td></td>
<td>2: 169c</td>
</tr>
<tr>
<td>KRONGART STATION</td>
<td>2: 241c</td>
</tr>
<tr>
<td>KULKYNE STATION</td>
<td>1: 173b</td>
</tr>
<tr>
<td>KULPARA, district</td>
<td>2: 259b</td>
</tr>
<tr>
<td>LACEPEDE BAY</td>
<td>1: 149b</td>
</tr>
<tr>
<td>LAKE ALBERT ESTATE</td>
<td>1: 61a, 137c</td>
</tr>
<tr>
<td>LAKE ALBERT PENINSULA STATION</td>
<td>1: 61a, 137c</td>
</tr>
<tr>
<td>LAKE BONNEY STATION</td>
<td>2: 21a</td>
</tr>
<tr>
<td>LAKE CAMPBELL STATION</td>
<td>1: 109b</td>
</tr>
<tr>
<td>LAKE CHARLES STATION</td>
<td>1: 74c</td>
</tr>
<tr>
<td>LAKE ELIZA STATION</td>
<td>2: 39c</td>
</tr>
<tr>
<td>LAKE EVERARD STATION</td>
<td>1: 153b</td>
</tr>
<tr>
<td></td>
<td>2: 227c</td>
</tr>
<tr>
<td>LAKE GEORGE STATION</td>
<td>1: 80c</td>
</tr>
<tr>
<td></td>
<td>2: 126c</td>
</tr>
<tr>
<td>LAKE HAMILTON STATION</td>
<td>1: 55b</td>
</tr>
<tr>
<td>LAKE HAYDON EAST STATION</td>
<td>2: 151a</td>
</tr>
<tr>
<td>LAKE HOPE STATION</td>
<td>1: 27b</td>
</tr>
<tr>
<td></td>
<td>2: 174a</td>
</tr>
<tr>
<td>LAKE LEAKE STATION</td>
<td>1: 105a</td>
</tr>
<tr>
<td></td>
<td>2: 143c</td>
</tr>
<tr>
<td>LAKE LETTY STATION</td>
<td>2: 259c</td>
</tr>
<tr>
<td>LAKE ST. CLAIR STATION</td>
<td>2: 21a</td>
</tr>
<tr>
<td>LAKE SUNDAY STATION</td>
<td>1: 111b, 119b</td>
</tr>
<tr>
<td></td>
<td>2: 220c</td>
</tr>
<tr>
<td>LAKE TINKO STATION</td>
<td>2: 95c</td>
</tr>
<tr>
<td>LAKE TORRENS STATION</td>
<td>1: 147bc, 151c</td>
</tr>
<tr>
<td>LAKE VICTORIA STATION</td>
<td>1: 39abc</td>
</tr>
<tr>
<td></td>
<td>2: 139a</td>
</tr>
<tr>
<td>LAKE WANGARY STATION</td>
<td>1: 92c, 93a</td>
</tr>
<tr>
<td>LALLAWA STATION</td>
<td>2: 43b</td>
</tr>
<tr>
<td>LANDER, __________</td>
<td>1: 119b</td>
</tr>
<tr>
<td>LANDERS, Richard Livett</td>
<td>1: 111a</td>
</tr>
<tr>
<td></td>
<td>2: 220c</td>
</tr>
<tr>
<td>LANGA-WILLI STATION</td>
<td>2: 243a</td>
</tr>
<tr>
<td>LANGHORNE, __________</td>
<td>2: 181ab</td>
</tr>
<tr>
<td>LAUGHTON, Edward</td>
<td>1: 29c</td>
</tr>
<tr>
<td></td>
<td>2: 103a, 190 (Port.)</td>
</tr>
<tr>
<td>LAURA</td>
<td>1: 44b</td>
</tr>
<tr>
<td></td>
<td>2: 112b</td>
</tr>
<tr>
<td>LAURA, district</td>
<td>1: 44b</td>
</tr>
<tr>
<td>LAWSON, Allan Bell</td>
<td>1: 116a, 117b</td>
</tr>
<tr>
<td></td>
<td>2: 223c</td>
</tr>
<tr>
<td>LAWSON, Robert</td>
<td>1: 38b, 116 (Port.), 117b</td>
</tr>
<tr>
<td>LEAKE, Edward John</td>
<td>1: 104ac, 105ab</td>
</tr>
<tr>
<td></td>
<td>2: 61a, 143a</td>
</tr>
<tr>
<td>LEAKE, Robert Roland</td>
<td>1: 104-105</td>
</tr>
<tr>
<td></td>
<td>2: 61a, 143a</td>
</tr>
<tr>
<td>LEAKE, lake</td>
<td>1: 105a (Photo.)</td>
</tr>
<tr>
<td>LECHMERE, __________</td>
<td>2: 252c</td>
</tr>
<tr>
<td>LEICHHARDT, steamer</td>
<td>2: 49b</td>
</tr>
<tr>
<td>LEIGH CREEK STATION</td>
<td>1: 30b, 33a, 47b</td>
</tr>
<tr>
<td></td>
<td>2: 260bc</td>
</tr>
<tr>
<td>LENNON, William</td>
<td>1: 89b</td>
</tr>
<tr>
<td>LE STRANGE, Henry</td>
<td>1: 65c</td>
</tr>
<tr>
<td></td>
<td>2: 135b</td>
</tr>
<tr>
<td>LEVELS STATION</td>
<td>1: 17a</td>
</tr>
<tr>
<td></td>
<td>2: 89a</td>
</tr>
<tr>
<td>Name</td>
<td>Page(s)</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>LEVI, Nathaniel Philip</td>
<td>1:28a</td>
</tr>
<tr>
<td>LEVI, Philip</td>
<td>1:28 (Port.), 109a</td>
</tr>
<tr>
<td>LEWIS, Harry</td>
<td>2:255a</td>
</tr>
<tr>
<td>LEWIS, Hon. John</td>
<td>2:42c, 43a, 207a, 254 (Port.)</td>
</tr>
<tr>
<td>LEWIS, John, of Woodville</td>
<td>2:95b</td>
</tr>
<tr>
<td>LEWIS, Stephen</td>
<td>2:255a</td>
</tr>
<tr>
<td>LIEBELT, J.C.</td>
<td>2:205a</td>
</tr>
<tr>
<td>LIGHT, river, district</td>
<td>1:131b, 147a, 155b</td>
</tr>
<tr>
<td>LILLECRAPP, Horace G.</td>
<td>2:69c</td>
</tr>
<tr>
<td>LILYDALE STATION</td>
<td>1:74c</td>
</tr>
<tr>
<td>LIMESTONE RIDGE STATION</td>
<td>1:170c</td>
</tr>
<tr>
<td>LINCOLN GAP STATION</td>
<td>1:113a</td>
</tr>
<tr>
<td>2:65bc</td>
<td></td>
</tr>
<tr>
<td>LINDEY PARK ESTATE</td>
<td>1:107a, 201a</td>
</tr>
<tr>
<td>LINDSAY, Charles</td>
<td>2:182a</td>
</tr>
<tr>
<td>LINDSAY, John</td>
<td>2:49b, 182a</td>
</tr>
<tr>
<td>LINDSAY HOUSE</td>
<td>2:91a</td>
</tr>
<tr>
<td>LINKLATER, James, Junior</td>
<td>2:147a</td>
</tr>
<tr>
<td>LINKLATER, James Munro</td>
<td>2:146 (Port.)</td>
</tr>
<tr>
<td>LINKLATER, William</td>
<td>2:147a</td>
</tr>
<tr>
<td>LIPSCOME, ________</td>
<td>2:17b</td>
</tr>
<tr>
<td>LISTON &amp; SHAKES</td>
<td>2:255a</td>
</tr>
<tr>
<td>LITTLEHAMPTON</td>
<td>2:84b</td>
</tr>
<tr>
<td>LITTLE PARA, river, district</td>
<td>1:16b, 18b, 64c, 99a</td>
</tr>
<tr>
<td>LITTLE PARA SPECIAL SURVEY</td>
<td>1:178b</td>
</tr>
<tr>
<td>LIVINGSTON, John</td>
<td>1:80c</td>
</tr>
<tr>
<td>2:178 (Port.)</td>
<td></td>
</tr>
<tr>
<td>LOCKLEYS</td>
<td>1:16bc</td>
</tr>
<tr>
<td>LODWICK, E.B.</td>
<td>2:181b</td>
</tr>
<tr>
<td>LOGAN, James</td>
<td>1:129b, 2:261b</td>
</tr>
<tr>
<td>LONG ISLAND STATION</td>
<td>2:39b</td>
</tr>
<tr>
<td>LORD HOBART, ship</td>
<td>1:97a Landing of passengers</td>
</tr>
<tr>
<td>LOUDEN, James, Junior</td>
<td>1:193c</td>
</tr>
<tr>
<td>LOUDEN, James, Senior</td>
<td>1:192 (Port.)</td>
</tr>
<tr>
<td>2:117a</td>
<td></td>
</tr>
<tr>
<td>LOUTH BAY STATION</td>
<td>1:140c</td>
</tr>
<tr>
<td>LOVE, __________</td>
<td>1:29c</td>
</tr>
<tr>
<td>LOVE, James</td>
<td>2:197b</td>
</tr>
<tr>
<td>LOVE, John</td>
<td>1:141a</td>
</tr>
<tr>
<td>LOVE, Robert</td>
<td>2:197b</td>
</tr>
<tr>
<td>LOVELOCK, ________</td>
<td>1:133a</td>
</tr>
<tr>
<td>LOWAN ESTATE</td>
<td></td>
</tr>
<tr>
<td>See Kalangadoo Station</td>
<td></td>
</tr>
<tr>
<td>LOWRIE, Professor</td>
<td>1:78c</td>
</tr>
<tr>
<td>LUBRA, ship</td>
<td>2:169a</td>
</tr>
<tr>
<td>LUXMOORE, DOWLING &amp; JEFFREY</td>
<td>2:255a</td>
</tr>
<tr>
<td>LYNDIECH, district</td>
<td>1:30b, 72a</td>
</tr>
<tr>
<td>LYNDIECH VALLEY, district</td>
<td>1:73b, 140c</td>
</tr>
<tr>
<td>McARTHUR, Donald</td>
<td>1:170c</td>
</tr>
<tr>
<td>McARTHUR, Peter</td>
<td>2:177b</td>
</tr>
<tr>
<td>McBEAN, Donald</td>
<td>2:87b</td>
</tr>
<tr>
<td>McBEAN, Alexander</td>
<td>2:83 (Port.)</td>
</tr>
<tr>
<td>McBEAN, Lachlan</td>
<td>2:69c, 82 (Port.), 212a</td>
</tr>
<tr>
<td>McBEAN'S POUND</td>
<td>2:82b</td>
</tr>
<tr>
<td>McBRIEDE, Robert James Martin</td>
<td>1:124 (Port.)</td>
</tr>
<tr>
<td>2:109a</td>
<td></td>
</tr>
<tr>
<td>McCALLUM, Duncan</td>
<td>1:80c</td>
</tr>
<tr>
<td>2:178a, 179a</td>
<td></td>
</tr>
<tr>
<td>McCALLUM, John</td>
<td>1:81a</td>
</tr>
<tr>
<td>2:169c</td>
<td></td>
</tr>
<tr>
<td>MACCLESFIELD</td>
<td>1:78bc</td>
</tr>
</tbody>
</table>
Macclesfield, district
1: 38b, 78b, 79a, 136b
McCready, Henry
2: 117a, 160 (Port.), 201c
McCord, J.
2: 117c
McCoy's Well Station
See Waukaringa Station
McCosh, Donald
2: 165a
McConville, Henry
2: 117a, 160 (Port.), 201c
McCord, J.
2: 117c
McCullough, Alick
1: 129c
2: 218c
McCulloch, C.C.
2: 27a
McCulloch, John
1: 129c
McCulloch, hundred
1: 129c
McDonald, Donald
2: 219b
McDonald, Peter
2: 177b
MacDonnell Bay, district
2: 27a
McDouall Peak Station
2: 65b
McDougall, Dr.
2: 193b
McFarlane, Allan, Junior
2: 6 (Port.), 7a
McFarlane, Allan, Senior
1: 47a
2: 6, 193b
McFarlane, Sir Donald Horne
2: 7a
McFarlane, Duncan
2: 47b, 62c, 193a, 204-5
McFarlane, Lachlan
1: 47a
McGillp, Neil
1: 193b
McHarg, John
2: 238c
McIntosh, John
1: 167b
McIntosh, William
1: 166 (Port.), 202a
MacIntyre, John
1: 105a
2: 142 (Port.), 61a
Mackay, Alexander
1: 204c
McKechnie, Donald
2: 162a
McKechnie, Dr. James
2: 162-163
McKechnie, Peter
2: 162 (Port.)
McKenzie, David
2: 162ac, 163c
Mackerode Estate
2: 69a, 203b
McKinlay, Dr.
1: 67a
McKinlay, John
1: 66 (Port.)
2: 138c, 139a
McKinnon, Archibald
2: 175a
McKinnon, Charles Farquhar
1: 185b
2: 97ab, 135b
McKinnon, D.
2: 97b
McKinnon, M.
2: 97b
McLaren, Thomas
1: 157b
McLaren Vale, district
1: 139b
McLean, Donald
1: 125c
2: 166 (Port.)
McLeay, ________
1: 77ab
McLeod, Hugh
2: 9a, 213a
McLeod, John
2: 9a, 213a
McLeod, John Norman
1: 185c
2: 27a
McLeod, Loudoun Hastings
2: 9a, 212a, 213a
McRae, Duncan
1: 167b
Maccredie, Andrew
2: 97a
McTaggart, Andrew
2: 193b
McTaggart, J.D.
1: 193b
McTaggart, John
1: 80 (Port.)
McTaggart, Lachlan
2: 192b
Macumba Station
1: 11a, 77b
2: 35b
McVittie's Flat
See Cappeedee Station
McVittie's Flat, district
1: 58c
Magarey, Thomas
1: 167b, 2: 20c, 38a, 150 (Port.), 169b
<table>
<thead>
<tr>
<th>Term</th>
<th>Index</th>
<th>Entries</th>
</tr>
</thead>
<tbody>
<tr>
<td>MACILL, district</td>
<td>1</td>
<td>37a, 163a</td>
</tr>
<tr>
<td>MAIN, George</td>
<td>2</td>
<td>49bc</td>
</tr>
<tr>
<td>MAIR, W.</td>
<td>2</td>
<td>183b</td>
</tr>
<tr>
<td>MAITLAND, James</td>
<td>1</td>
<td>39c</td>
</tr>
<tr>
<td>MAITLAND, town</td>
<td>2</td>
<td>111bc</td>
</tr>
<tr>
<td>MALAKIE, Joseph</td>
<td>1</td>
<td>113a</td>
</tr>
<tr>
<td>MALCOLM, Ian</td>
<td>2</td>
<td>192c</td>
</tr>
<tr>
<td>MALCOLM, Sir James</td>
<td>1</td>
<td>46c</td>
</tr>
<tr>
<td>MALCOLM, John</td>
<td>2</td>
<td>80ab</td>
</tr>
<tr>
<td>MALCOLM, Neil</td>
<td>2</td>
<td>193a</td>
</tr>
<tr>
<td>MALCOLM, Sir Pulteney</td>
<td>1</td>
<td>58b</td>
</tr>
<tr>
<td>MALCOLM, hundred</td>
<td>2</td>
<td>61a, 137c</td>
</tr>
<tr>
<td>MALCOLM, hundred</td>
<td>2</td>
<td>193c, 208b</td>
</tr>
<tr>
<td>MALLALA, district</td>
<td>1</td>
<td>147a</td>
</tr>
<tr>
<td>MALLARA STATION</td>
<td>1</td>
<td>73c</td>
</tr>
<tr>
<td>MAMBRAY CREEK</td>
<td>2</td>
<td>73b</td>
</tr>
<tr>
<td>MANADILLA STATION</td>
<td>1</td>
<td>121c</td>
</tr>
<tr>
<td>MANALANA CREEK, district</td>
<td>1</td>
<td>81a</td>
</tr>
<tr>
<td>MANANNARIE STATION</td>
<td>1</td>
<td>85c, 127c, 201b</td>
</tr>
<tr>
<td>MANGALO STATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARACHOWIE STATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Murrachowie Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARBLE RANGE (Hawson Range)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>206b</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>153a</td>
<td></td>
</tr>
<tr>
<td>MARCHANT, Frank</td>
<td>1</td>
<td>84ab, 85b</td>
</tr>
<tr>
<td>MARCHANT, George</td>
<td>2</td>
<td>78b</td>
</tr>
<tr>
<td>MARCHANT, John C.</td>
<td>1</td>
<td>33b, 84ab, 85c</td>
</tr>
<tr>
<td>MARCHANT, William L.</td>
<td>1</td>
<td>84ab, 109a, 113b</td>
</tr>
<tr>
<td>MARCHANT CREEK</td>
<td>1</td>
<td>85c</td>
</tr>
<tr>
<td>MARCOLLAT, district</td>
<td>2</td>
<td>21a</td>
</tr>
<tr>
<td>MARCOLLAT STATION</td>
<td>2</td>
<td>177b</td>
</tr>
<tr>
<td>MARIA CREEK, district</td>
<td>1</td>
<td>131b</td>
</tr>
<tr>
<td>MARIA CREEK STATION</td>
<td>2</td>
<td>208b</td>
</tr>
<tr>
<td>MARKARANKO STATION</td>
<td>2</td>
<td>69bc</td>
</tr>
<tr>
<td>MARNE, river, district</td>
<td>1</td>
<td>38b, 133c</td>
</tr>
<tr>
<td>(Rhine, river, district)</td>
<td>2</td>
<td>193c, 208b</td>
</tr>
<tr>
<td>MAROCARA STATION</td>
<td>1</td>
<td>19a</td>
</tr>
<tr>
<td>MARTIN, Paul</td>
<td>1</td>
<td>40b</td>
</tr>
<tr>
<td>MARTINDALE</td>
<td>1</td>
<td>21a</td>
</tr>
<tr>
<td>MARYVALE STATION</td>
<td>1</td>
<td>49b, 111b, 182bc, 183ab</td>
</tr>
<tr>
<td>MASLIN, Charles</td>
<td>1</td>
<td>57b</td>
</tr>
<tr>
<td>MASLIN, G.E.</td>
<td>1</td>
<td>57b</td>
</tr>
<tr>
<td>MASLIN, J.F.</td>
<td>1</td>
<td>57b</td>
</tr>
<tr>
<td>MASLIN, John</td>
<td>1</td>
<td>17a, 56 (Port.), 89b, 113a</td>
</tr>
<tr>
<td>MASON, William</td>
<td>2</td>
<td>41c, 65b, 71c</td>
</tr>
<tr>
<td>MASTERS, James</td>
<td>2</td>
<td>9b</td>
</tr>
<tr>
<td>MASTERS, John</td>
<td>2</td>
<td>89b</td>
</tr>
<tr>
<td>2</td>
<td>56-57, 73b</td>
<td></td>
</tr>
<tr>
<td>MATTAWARRANGALA STATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>161b</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>11bc</td>
<td></td>
</tr>
<tr>
<td>MAURICE, Price</td>
<td>1</td>
<td>54 (Port.), 108bc, 120ac, 121ab</td>
</tr>
<tr>
<td>2</td>
<td>56b, 65b, 195bc</td>
<td></td>
</tr>
</tbody>
</table>
26 Index
MAYO, G.G.
1 : 33b
MAYURRA, hundred
1 : 7b
MAYURRA STATION
1 : 79b; 2 : 76ab, 77abc
MEADOWS, district
1 : 165a, 191a; 2 : 53a, 118b
MEADOWS SPECIAL SURVEY
1 : 78c, 79a
MELROSE, George
1 : 38 (Port.), 81b; 2 : 91a, 155ab, 163c
MELROSE, James
2 : 163c
MELROSE, district
1 : 89bc
MELROSE'S OLD STATION
See Rhine Station
MEMBRE CREEK See Mambray Creek
MENINGIE
2 : 62c
MENZIES, hundred
2 : 211c
MEREDEY STATION
2 : 261a
MEREDITH, John
1 : 185b; 2 : 97c
METINGA STATION (Fry’s Station)
1 : 153c; 2 : 227a
MICKERA STATION
1 : 30b; 2 : 151a, 168a, 169b
MIDDLE BACK STATION
1 : 141b
MIDDLE CAMP STATION
2 : 162a, 163c
MIDDLETON, district
1 : 131b; 2 : 190b
MIDDLETON, town
2 : 19a
MIDGE, cutter
1 : 155b
MILANG, district
1 : 40ac
MILBRAE STATION
2 : 165b
MILLER, Mayoh
1 : 35c
MILLER, Peter
1 : 35c
MILLICENT, district
1 : 79b; 2 : 27b, 7tab, 77bc, 127a, 205c
MILLICENT, town
1 : 79b; 2 : 77b
MILLS, Richard
2 : 164 (Port.)
MILLS, Richard John
2 : 165a
MILLS, Robert
2 : 226c, 227a
MILLS, Samuel
1 : 153ac; 2 : 226 (Port.)
MILLS, W.G.J.
2 : 165ab
MILNE, John
1 : 201b
MILNE, William
2 : 228c, 229a
MILNER ESTATE
1 : 70b
MILNE’S GAP
2 : 27b
MILO AND WELFORD DOWNS PASTORAL COMPANY — 2 : 17a, 123c
MILO STATION
2 : 123c
MINBRIE STATION
2 : 163c
MINBURRA STATION
2 : 23c
MINCHIN’S WELL See Stirling North
MINDARIE STATION
2 : 187bc
MINECROW, hundred
2 : 167b
MINGARY STATION
2 : 187c
MINGBOOL STATION
2 : 97bc
MINLATON, district
1 : 18c, 118b
MIRABUCKINA STATION
2 : 160c
MIRAGE CREEK
2 : 111a
MISSISSIPPI, river
2 : 153a
MITCHELL, T.N.
2 : 155b
MITCHELL, Sir Thomas
2 : 199b
MITCHELL, William
1 : 31a, 191c; 2 : 157b, 242c
MODBURY
1 : 168c
MOKOTA STATION
2 : 69c
MOMBRA STATION
2 : 123b
MONBULLA STATION
2 : 130a, 131b
MONGOLATA, hundred
1 : 135a
MONOPILLA STATION
2 : 80b
MONTACUTE, district
1 : 179c
MONTECOLLINA STATION
1 : 65b, 147b; 2 : 111a, 214c
MOODY, John
1: 39b
MOOLOOLOO STATION
1: 29ab, 67a, 91c, 115b, 141a; 2: 202c
MOONABY STATION
1: 93c; 2: 93c
MOONARIE STATION
2: 11c, 49b
MOOPINA STATION
2: 189a
MOORAK STATION (Mt. Gambier Station)
1: 17a, 30b, 31a, 33a, 185a, 191b
2: 242bc, 243a
MOORARA STATION
1: 73c
MOORHOUSE, James
1: 89c
MOORHOUSE, Dr. Matthew
1: 88 (Port.), 97a, 113a; 2: 57a
MOORLANDS STATION
1: 151b
MOOROOROO STATION
1: 139ab
MOOROWIE, hundred
1: 19a
MOOROWIE STATION
1: 40c, 41a; 2: 259b
MOORUNDE
1: 15a; 2: 55ab, 74c, 75ab
MORALANA STATION
1: 65b, 147b; 2: 214bc
MORAMBO STATION
1: 170a, 199a; 2: 87b, 38c
MORENIA CREEK, district
1: 81a
MORGAN, William
2: 12c
MORPHEET, Sir John
1: 22 (Port.); 2: 183b
MORPHEET VALE, district
2: 206b, 207b
MORPHEET VALE, town
1: 22c
MORPHETTVILLE
1: 22c
MORRIS, Henry Thomas
1: 35c; 2: 100 (Port.), 240c, 241ab
MORRIS, Thomas
2: 87b, 240 (Port.)
MORSE, Archdeacon
2: 183b
MORTLOCK, William Ranson
1: 207c, 92 (Port.); 2: 183c
MORTLOCK, William Tennant
1: 93a
MORTON, _______
2: 183b
MOSELEY, J.G.
1: 141a, 193a, 194c; 2: 79a, 117ab

MOSELEY, J.G.
1: 141a, 193a, 194c; 2: 79a, 117ab

MOSQUITO CREEK STATION
1: 202bc
MOSQUITO PLAINS See Naracoorte
MOTPENA STATION
1: 151c; 2: 117b
MOUNT ALICK, district
2: 78c
MOUNT ALL ALONE
2: 13a
MOUNT ARDEN STATION
1: 43c, 93a, 157a, 192b; 2: 71c, 81ab
Ad. Stock & Sta.J., Jan.21, 1925
MOUNT BARKER
1: 176c; 2: 204a, 205ab
MOUNT BARKER, district
1: 34c, 38a, 116bc, 123a, 145a, 173b
2: 6ab, 46c, 47bc, 165c, 238c
MOUNT BARKER SPECIAL SURVEY
1: 145ab, 175a, 177a, 180b
MOUNT BEEVOR STATION
1: 51c; 2: 180a
MOUNT BENSON
2: 149a
MOUNT BENSON, district
1: 69b
MOUNT BENSON STATION
2: 85ab, 87b
MOUNT BENSON STATION (NO.2)
See Wongolina Station
MOUNT BOLD STATION
1: 110c
MOUNT BRECKAN ESTATE
1: 107b
MOUNT BROWN
2: 65a
MOUNT BROWN, district
1: 79b; 2: 64c, 65a
MOUNT BROWN STATION
1: 23b; 2: 65abc, 67b, 212b
Ad. Stock & Sta.J., Jan.21, 1925
MOUNT BRYAN, district
1: 109a, 157b
MOUNT BRYAN STATION
MOUNT BURR, district
2: 77a
MOUNT BURRELL STATION
2: 111ab
MOUNT CHAMBERS, district
1: 109a, 157b
MOUNT CHAMBERS STATION
1: 67a Ad. Stock & Sta.J., Jan.21, 1925
MOUNT CONE
2: 69s See also Boolcunda Station
MOUNT CRAWFORD, District
1: 46c, 50b, 102a; 2: 62b, 186b
MOUNT CRAWFORD ESTATE
1: 50b

Index 27
MOUNT CRAWFORD STATION
1 : 47a, 50b, 51abc
MOUNT DECEPTION, district
1 : 112c
MOUNT DISPERSION
See Anlaby
MOUNT DISTANCE STATION
1 : 60c
MOUNT DUTTON
1 : 206b
2 : 153a
MOUNT EBA STATION
1 : 55b, 163c
MOUNT GAMBIER
1 : 185ab, 191bc
2 : 26c, 27bc, 131b, 135c, 157b, 179a, 198a, 199a
See also Moorak Station
MOUNT GAMBIER, district
1 : 9a, 31ab, 71a
2 : 96c, 131b, 198a, 199ab
MOUNT GAMBIER STATION
See Moorak Station
MOUNT GARbutt
1 : 132b
MOUNT GASOn STATION
2 : 259c
MOUNT HAMILTON STATION
1 : 25a, 143b
MOUNT HAY
1 : 107c
2 : 14a, 15ab
MOUNT HORROCKS
MOUNT LOCK, district
1 : 44b
MOUNT LOFTY, district
1 : 179c
MOUNT LYNDHURST STATION
1 : 119a, 143b
MOUNT PARTRIDGE STATION
1 : 166a, 167b, 203a
MOUNT RAT STATION (Gum Flat)
1 : 18c, 19a, 111b
2 : 49bc, 63b
MOUNT REMARKABLE, district
1 : 39a, 89bc, 112c, 157b
MOUNT REMARKABLE ESTATE
1 : 89b
MOUNT REMARKABLE STATION
1 : 10c, 11a, 35c
MOUNT REMARKABLE SURVEY
1 : 89b
MOUNT ROSE, district
1 : 157b
MOUNT ROSE STATION
1 : 27b
MOUNT RUFUS, district
2 : 82a
MOUNT SAMUEL, district
1 : 109a, 112c
MOUNT SAMUEL STATION
1 : 67a
MOUNT SCAB STATION
2 : 21a
MOUNT SCOTT
2 : 55a
MOUNT SCOTT, district
1 : 112c
MOUNT SCOTT STATION
1 : 27b, 167b
2 : 160b
MOUNT SERLE STATION
1 : 161c
2 : 67c, 251ab
Ad.Stock & Sta.J., Jan. 21, 1925
MOUNT SHAUGH STATION
2 : 75b
MOUNT STUART, district
1 : 157b
MOUNT STUART STATION
1 : 67a
MOUNT TEMPLETON STATION
1 : 77ab
MOUNT VICTOR, district
1 : 157ab
MOUNT VICTORIA, district
1 : 157b
MOUNT WEDGE, district
2 : 49b
MOUNT WEDGE STATION
1 : 141a
MOY HALL STATION
1 : 166a, 167b, 203a
NARACOORTE (Mosquito Plains)
1: 117a, 167abc, 202a, 203c
2: 21a
NARACOORTE, district
1: 198b, 199a, 202c
2: 179a, 241b
NARACOORTE CAVES
1: 202c
NARACOORTE STATION
1: 166ac
2: 150c, 151b, 20b
NARLABY STATION
2: 185b
NARRUNG
1: 137c
2: 205b
NARRUNG STATION
2: 171a
NATIVE VALLEY
2: 92b, 165a
NED'S CORNER STATION
1: 17a
2: 24b, 25a, 74c, 123ab
NETHERBY ESTATE
1: 75b
NETLEY
See Twickenham
NETLEY STATION
1: 11a
2: 81b, 95b, 137a, 139a
NETTALIE STATION
See Netley Station
NEUMANN, Charles
2: 175a
NEWCASTLE WATERS STATION
2: 255a
NEWLAND, Rev. Ridgway William
1: 96 (Port.)
NEWLAND, Simpson
1: 97b
2: 104 (Port.)
NEWLAND, lake, district
1: 85c, 141a
NICHOLLS, __________
2: 67c
NILLINGHOO STATION
1: 153c
2: 218b
NILPENA STATION
1: 30b, 33a
NILPINNA STATION
2: 161a
NINETY MILE DESERT
2: 117b
NOARLUNGA, district
1: 158a
2: 129ab
NOBLE, George
1: 63b
NOBLE, John
1: 15b
NOOKOONA STATION
1: 192b
NORTH BOOBOROWIE STATION
1: 30c
NORTH BUNDALEER STATION
1: 57b
NORTHERN PLAINS
1: 104c
NORTH PARA, river, district
1: 73b
NORTH RHINE, river, district
See Somme, river, district
NORTH-WEST BEND STATION
1: 29a, 106b, 131b
2: 55ab, 69c, 115bc, 125c, 167a,
263b
NORTON'S SUMMIT
2: 233b
NULLABOUR PLAINS
1: 121c
2: 188c, 189a
NULLABOUR STATION
2: 189b
NUNDROO STATION
1: 121c
NURIOOTPA, district
1: 14a, 15a
OAKDEN, Phillip
2: 7b, 120c
OAKDEN HILLS, district
2: 215a
OAKDEN HILLS STATION
1: 65b, 147b
2: 7b, 214c
OAKLANDS ESTATE
2: 51c
OAKLEIGH STATION
1: 124c
OGILVIE & CO.
1: 205b
OLADDIE STATION
1: 54c, 120c, 109a
OLDHAM, William
1: 100b
OLD KOOMOOLOO STATION
2: 107b
See also Koomooloo Station
OLD WHIPSTICK, house
2: 75a
OLIVER, John
1: 198b, 199a
OLIVER BROTHERS
2: 87b
ONETREE HILL STATION  
2 : 169b

OOKOGOREE STATION  
See Wookongarie Station

OOMBERATANA STATION  
See Umberatana Station

OOPINA STATION  
1 : 59b; 2 : 95c

OORAPARINNA STATION  
2 : 251ab

ORAPARAINA STATION  
1 : 161c

ORATAN STATION  
1 : 27b

ORMEROD, George  
1 : 167ab; 2 : 20 (Port.)

ORMEROD, lake  
2 : 21c

ORRAMA STATION  
1 : 141a

ORRIE COWIE STATION  
1 : 25b; 2 : 259b

ORROROO, district  
2 : 23a

ORROROO STATION See Pekina Station

OSWALD, Edmund  
2 : 75a

OULNINA PARK  
2 : 259c

OULNINA STATION  
1 : 29ac, 124c, 125a, 137b  
2 : 206bc, 207a, 254c

OUTA – ALPA STATION See Outalpa Station

OUTALPA STATION  
1 : 49b, 124c, 125a, 139c, 161c; 2 : 37b, 109b

OVERLAND TELEGRAPH TO PORT  
DARWIN 2 : 202ab

OWEN SPRINGS STATION  
1 : 25c

OYSTER BAY See Stansbury

OYSTER BAY, district  
1 : 111a

PADTHAWAY STATION  
1 : 38b, 117ab

PALMER, district 1 : 79b

PANARAMATIE STATION  
See Panaramitee Station

PANARAMITEE STATION  
1 : 59b, 127a; 2 : 95b

PANDANA STATION  
1 : 109c See also Pondana Station

PANDAPPA STATION  
1 : 27a, 59b, 74b; 2 : 94bc, 95ab

PANDITTA STATION  
1 : 113b

PANEY STATION  
1 : 109c; 2 : 13ab, 125a

PANKEEPA  
2 : 113a

PARABA STATION  
1 : 153b

2 : 227c

PARACHILNA CREEK, district  
1 : 109a

PARADISE (Shepley)  
1 : 155a

PARAKYLIA STATION  
1 : 109b

2 : 125b

PARALANA STATION  
1 : 81c, 139c, 161c  
2 : 251a

PARA PARA ESTATE  
1 : 48c, 49a  
2 : 133a

PARATOO, hundred  
2 : 237b

PARATOO PASTORAL COMPANY  
1 : 59b

PARATOO STATION  
1 : 27a, 59bc, 74b, 75a, 124c, 127a  
2 : 69a, 93c, 95ab

PARA WIRRA, hundred  
1 : 50b

PARA WURLIE STATION  
1 : 110c, 111b

PAREORA STATION  
2 : 69c

PARINGA HALL  
2 : 16a, 17c  
1 : 169a

PARINGA STATION  
1 : 169a  
2 : 17abc

PARLA PEAK STATION  
1 : 153b  
2 : 182b, 185b, 227c

PARNAROO STATION  
1 : 29a, 179c, 136c

PARNKA STATION  
1 : 61a

PARRINGTON, Charles  
1 : 119ac

PARTACOONA STATION  
2 : 117a, 160a, 201c

PARTRIDGE, Tom  
2 : 215c

PASTORALISTS' UNION OF SOUTH AUSTRALIA  
2 : 95c

PATENT COPPER COMPANY  
1 : 21b

PATERSON, J.  
1 : 204c
PATERSON, Robert
1 : 99a

PATTERSON, _________
1 : 113a

PATTERSON, James
2 : 222c
Ad.Stock & Sta.J., Jan.21,1925,p.4

PATTERSON, Walter
2 : 155c

PAULL, William J.
2 : 203a

PEACHEY, Peter
2 : 136c, 137b

PEAKE, district
1 : 157a

PEAKE STATION
2 : 136c

PEARSE, Thomas H.
2 : 219a

PEARSON'S ISLES
2 : 253a

PEGLER, A.H.
2 : 17ab, 89a, 123b

PEKINA, district
2 : 80b, 113bc

PEKINA STATION
1 : 54c, 55ab, 91c, 108bc, 109a, 120c

PENOLA
1 : 170b, 171abc
2 : 29b, 95a

PENOLA, district
2 : 8bc, 27b

PENOLA STATION
1 : 170abc, 171a
2 : 241c

PENONG STATION
1 : 121c
2 : 63ab

PENONG WELL
1 : 121b
2 : 227c

PENTON, George
1 : 19a

PENTON VALE STATION
1 : 19a
2 : 63ab

PENWORTHAM
2 : 14a, 15b

PENWORTHAM, district
1 : 63bc

PERIGUNDEE, lake
2 : 175a

PERNATTY STATION
1 : 113b
2 : 65bc, 185c

PERNUNNA STATION
1 : 60c, 61a, 151c

PETE, E.S.
2 : 261c

PETER, W.S.
2 : 261c

PETERS, _________
2 : 47c, 163a

PETERTON
1 : 126b

PETERTON STATION
1 : 51c, 127b

PEWSEY VALE
1 : 25b, 139b

PHILCOX HILL
2 : 232c

PHILLIPS, George
1 : 41a

PHILLIPS, John Randall
1 : 147b, 200 (Port.), 65b
2 : 160a

PICT, J.E.
2 : 79b

PICKETT, _________
1 : 29a

PILE, Charles
2 : 139b

PILE, James
1 : 66b, 138 (Port.)

PILE, William
2 : 139b

PILLAWORTA STATION
1 : 113c, 133b, 207ac
2 : 169c

PILTIMETIAPPA STATION
1 : 59abc, 127a

PINDA STATION
2 : 12bc, 17a

PIE CAMP
See Tailem Bend Station

PIE VALLEY STATION
1 : 124c, 125a

PIKAWILLINIE
2 : 93c
PINKERTON, William
2: 261b
PINKERTON FLAT
2: 261b
PINKERTON PLAINS
2: 261b
PINNAROO, district
1: 23b
PINTUMBA WELL
1: 121b
PITCAIRN STATION
2: 95b
PITTS, E.M.
1: 17b
PITTS, Edward William
2: 88 (Port.)
POINT BELL
1: 121c
POINT BOLINGBROKE
2: 196b
POINT BROWNE STATION
2: 248b
POINT LOWLY STATION
1: 141b, 179c, 195b, 205ab
2: 117bc, 137b
POINT MALCOLM
1: 80b
2: 62c, 192b
POINT PEARCE, district
1: 111b
POINT STURT STATION
1: 11a
2: 171a
POINT WESTALL, district
1: 33b
POLDA, district
1: 132c
PLOLLOCK, Rondy
2: 38c
POLTALLOCH STATION
1: 80b
2: 192ab, 193ab
POMPEY, native
2: 119c
PONDANA STATION
1: 85c
See also Pandana Station
PONDORA STATION
1: 33a
PONT'T, Heinrich Nicholas
2: 186 (Port.)
PONT'T, John Augustus
2: 186bc, 187ab
PONT'T, Louis
2: 186b, 187b
POOGENOOK STATION
2: 217c
POOLAMACCA STATION
2: 25ab
POOLE, J.
1: 177a
POONINDIE MISSION
2: 99b
POONINDIE STATION
1: 131b
2: 99a
PORDECHUNA STATION
1: 29c
PORT AUGUSTA
1: 109b, 204bc, 205a, 207c
2: 23a, 76b, 79c, 80a, 110b, 116c, 119b, 157c, 183
Ad.Stock & Sta.J., Jan.21, 1925, p.4
PORT AUGUSTA, district
1: 112abc, 157b, 204bc, 205a
2: 65b, 119c
PORT BROUGHTON, district
1: 77b
PORTEE STATION
1: 141b
2: 74c, 75b, 155b, 221ac
PORT ELLIOT, district
2: 42a
PORT ELLISTON
See Eliston
PORTER, T.S.
1: 49a
PORT GAWLER STATION
1: 17a, 70b
PORT HIGGINS
2: 189a
PORTLAND ESTATE
1: 29b
PORT LINCOLN
2: 98ac, 99a, 152bc
PORT LINCOLN, district
1: 92bc, 93a, 120c, 132b, 155b, 205a,
206abc, 207ab
2: 92c, 112abc, 113a, 168a, 169abc,
249c
PORT PERI
See Port Pirie
PORT PIRIE
1: 77b, 143a
2: 98a, 133b
PORT PIRIE, district
1: 79b
PORT WAKEFIELD, district
2: 258a
POWER, David
1: 31a, 33a
2: 41c
POMP, Heinrich Nicholas
2: 186 (Port.)
34 Index

POWER, David Herbert
2 : 243c

POWERS, RUTHERFORD & CO.
2 : 89b

PRANKERD, P.D.
2 : 27a

PRICE, Charles
1 : 164 (Port.)
2 : 35a

PRICE, Henry Strong
1 : 30c, 33a, 85a, 155b
2 : 40 (Port.), 66a

PRICE, John
1 : 165bc

PRIEST, ______
2 : 107b

PRINCESS ROYAL STATION
1 : 49a, 73b, 124b, 129b, 141b
2 : 109ab

PRIOR'S COURT
1 : 158a

PRITCHARD, G.A.
2 : 27a

PROBIN, ______
1 : 200b

PROBY, Hugh
1 : 200b

PROSPECT, district
1 : 28b
2 : 35a

PUALCO STATION
1 : 127c, 157b
2 : 69a

PULLEN, Lieut. W.J.S.
2 : 55a

PUNCH BOWL
1 : 157b

PUNYELROO STATION
2 : 155b

PURNONG STATION
2 : 155c

PUTACHILLINA GAP
Ad.Stock & Sta.J., Jan.21,1925.p.4

QUONDONG STATION
2 : 155c

QUORN
2 : 81ab

QUORN, district
2 : 64c, 261b

RADFORD, ______, bushranger
2 : 139ab

RADSTOCK, cape, district
See Cape Radstock Station

RAGLESS, Benjamin
2 : 23c

RAGLESS, George
2 : 23c

RAGLESS, John, Junior
2 : 22 (Port.)

RAGLESS, Joseph
2 : 23c

RAGLESS, Richard
2 : 23a

RALSTON, Robert
1 : 171a

RANDALL, David
1 : 165b
2 : 172 (Port.), 202a

RANDALL, William
2 : 173b

RANDALL, William Walter
2 : 172c

RANDELLSEA ESTATE
2 : 173bc

RANDELL, E.C.
2 : 118c, 184c

RANDELL, William Beavis
1 : 176 (Port.)

RANDELL, Captain William R.
1 : 177c

RANKINE, James
1 : 95b

RANKINE, Dr. John
1 : 94 (Port.), 165a, 196b

RANKINE, William
1 : 94a

RAPID BAY, district
2 : 58a, 59ac, 247a

RAVENSWOOD FARM
2 : 227a

RAWNSLEY'S BLUFF, district
1 : 109a, 147c

RAYE, Beardy
2 : 157a

REDBANKS STATION
1 : 65a, 147a

RED BLUFF STATION
2 : 75b

REDCLIFFE STATION
1 : 124c

REEDBEDS
1 : 16b
2 : 56b, 216c, 217b

REEDY CREEK
2 : 73b

REEDY CREEK, district
1 : 38b

REEDY CREEK SPECIAL SURVEY
1 : 47a

REEDY CREEK STATION
1 : 10b

REEDY LAGOON
2 : 27b

REEVES PLAINS
2 : 211b
REID, John
1 : 138c ('Reed'), 153b ('Reed')
2 : 36c, 37c, 132 (Port.), 227c
REID, Malcolm
1 : 99c
REID, Richard J.B.
2 : 133b
REYNELL, Alfred
2 : 53c
REYNELL, John
2 : 52 (Port.)
REYNELL, Samuel
2 : 53c, 238c
REYNELL, Walter
2 : 53c
REYNELLA
2 : 53abc
REYNELLA, district
2 : 245c
REYNOLDS, George
2 : 175a
RHINE, river, district
See Marne, river, district
Somme, river, district
RHINE PARK STATION
1 : 51b
RHINE STATION
1 : 39b
RHODES, Robert Heaton
2 : 84c
RHYNIE
2 : 73b
RICHARDSON, ______
1 : 73a
RICHARDSON, Norman A.
2 : 125b
RICHMAN, Henry John
2 : 64 (Port.), 185c
RICHMAN, John
1 : 141b
RICHMAN'S CREEK
2 : 64c
RICHMAN'S VALLEY
2 : 64c
RICHMOND PARK
1 : 91b
2 : 38b, 39c, 211c
RIDDODO, George
1 : 165c
RIDDODO, John
1 : 151a
2 : 8 (Port.)
RIDDODDO, family
1 : 150c
RIEBEN, Herman von
See Von Rieben, Herman
RISCHBIETH, Charles
2 : 161a
RIVERSIDE ESTATE
1 : 72a, 73bc
RIVERTON
1 : 112ab
2 : 57ac
RIVERTON, district
1 : 89b, 113ab, 158b, 159c
2 : 57a
RIVOLI BAY
1 : 191c
RIVOLI BAY, district
1 : 79b
2 : 26c, 27b
RIVOLI BAY STATION
2 : 21a
ROBE
2 : 21abc, 39c, 87a, 177bc
ROBE, county
1 : 167a
ROBE, district
2 : 20a, 87a
ROBERTS' BORE
2 : 189c
ROBERTSON, John
1 : 166a, 167a, 202 (Port.)
2 : 177b
ROBERTSON, William
1 : 167a, 202b, 203c
ROBERTSON'S PLAINS
See Naracoorte
ROBINSON, _______, ('Deaf Bob')
1 : 113a
ROBINSON, Robert
2 : 115b
ROBINSON, William
2 : 256 (Port.)
ROBINSON RANGE
2 : 257c
ROCHFORT, ______
1 : 17a
2 : 61a, 177b
ROCKY GLEN
1 : 32b
ROCKY RIVER, district
1 : 44c, 62b
ROCKY WATERHOLE STATION
See Yaroo Station
RODNEY, native
2 : 43a, 120c
ROGERS, Ann, Mrs.
1 : 110abc, 111a
ROGERS, Caroline Elizabeth
1 : 111c
ROGERS, Edwin
2 : 75b, 221c
ROGERS, Joseph
2 : 220b
36 Index

ROGERS, Samuel
1 : 110 (Port.)

ROGERS, Selma
1 : 111c

ROGERS, Thomas William
1 : 110a, 111b, 119b
2 : 170b, 220 (Port.)

ROGERS, William (of Tusmore)
1 : 110ab

ROGERS, William Sandergrove
2 : 75b, 221c

ROGUES' GULLY
1 : 119a

ROME, Charles
2 : 123c

ROMMEL, Carl
2 : 87a

ROOKE, William
2 : 175a

ROONKA ROONKA STATION
2 : 82a

ROSE, John
1 : 67a

ROSEBANK ESTATE
1 : 38b, 39bc

ROSS, William
2 : 203a

ROSSITER VALE
2 : 153ab

ROUNSEVELL, John
1 : 29c
2 : 202 (Port.)

ROUNSEVELL, William
2 : 173a, 202a

ROUNSEVELL, William Benjamin
2 : 203ab

ROWLAND, Edward
1 : 25b

RUFUS, river
1 : 14b

RUFUS, river, district
1 : 39a

RUSSELL, E.H.
1 : 151c

RUTHERFORD, A.
2 : 103a

RYAN, Patrick
1 : 137a
2 : 227a

RYDER, John
2 : 161a

RYELANDS STATION
1 : 43c, 156b, 157a
2 : 71c, 251ab

SABINE, C.
1 : 29c

SABINE, Clement
1 : 55b

SADDLEWORTH
2 : 57a

SADDLEWORTH, district
1 : 89b
2 : 57a

SADDLEWORTH LODGE

ST. CLAIR, lake, district
See Lake St. Clair Station

ST. JOHN'S WOOD, North Adelaide
2 : 217b

ST. KILDA
2 : 225b

ST. MARY'S, suburb of Adelaide
2 : 211b

ST. PETER'S ISLAND
2 : 249a

SALISBURY
2 : 225ab

SALT CREEK, Yorke Peninsula
2 : 196a

SALT CREEK STATION
1 : 141a, 201b

SALTER, Edward
2 : 73ac

SALTER, William
2 : 72 (Port.)

SALTER, William T.
2 : 73b

SALTER'S SPRINGS
2 : 73b

SALTIA
2 : 231c

SALTIA STATION
1 : 57a, 89c, 113ab, 141b
2 : 12bc

SANDERGROVE
1 : 197c
2 : 221a

SANDERGROVE, district
1 : 196c, 197a

SANDERS, James
1 : 109b

SANDERS, William
2 : 75c, 158 (Port.)

SANDLAND, J.C.
1 : 153b

SANDLAND, Thomas
1 : 153b

SANDY CREEK STATION
1 : 51b

SAN LORENZO STATION
2 : 207bc
SCHLINK, _______
1 : 27b ('Schninke')
SCHLINK, Anton
2 : 185b, 252 (Port.)
SCHLINK, John
2 : 253c
SCHLINK, William
2 : 253c
SCOTT, Abraham
1 : 108b, 193c, 194a
2 : 40c, 66 (Port.), 251b
Ad.Stock & Sta.J., Jan.21,1925
SCOTT, Charles
2 : 212 (Port.)
SCOTT, Edward Bate
2 : 45a, 51a, 54 (Port.)
SCOTT, Harry
2 : 155c
SCOTT, Henry
1 : 194 (Port.)
2 : 117ab, 243b
SCOTT, John
2 : 212 (Port.)
SCOTT'S CREEK
2 : 55a, 212a
SCOTT'S WOOLSHED
2 : 212b
SCRUBBY SWAMP STATION
See Kercoonda Station
SECOND VALLEY
2 : 173b, 215c
SEDA STATION
2 : 123c
SELLS, Miles Francis de Grave
2 : 215c
SELLS, William Briggs
1 : 65b, 73c, 147b
2 : 214 (Port.)
SEVENHILLS, district
1 : 139b
SEYMOUR, Henry
1 : 173b
2 : 84 (Port.)
SEYMOUR, Robert
2 : 85a
SEYMOUR, Thomas
2 : 7b, 84c, 85a
SEYMOUR, hundred
2 : 85c, 208c
SEYMOUR, lake
2 : 85c
SHARPLES, John
1 : 40c, 118b
SHAW, Charles
2 : 17c
SHE-OAK HILL STATION
1 : 97b
SHE-OAK LOG
1 : 101b
SHEPHERD, Thomas
1 : 121b
SHEPLEY, A.
2 : 57a
SHEPLEY, suburb of Adelaide
See Paradise
SHIPSTER, H.F.
2 : 169c
SHORT, Henry
1 : 29a
SIDNEY PARK
See Jordan Park
SIMMS, W.K.
2 : 203a
SINCLAIR, Donald
2 : 93c
SINCLAIR, James
2 : 92 (Port.)
SINCLAIR'S GAP
2 : 93c
SKILLOGOLEE CREEK
1 : 63b
SKYETOWN
See Naracoorte
SLATER, Sarah
1 : 41ac
SLATTER, Sarah
See Slater, Sarah
SLEAFORD BAY STATION
1 : 30b
SLEEP, Samuel
1 : 109a, 114 (Port.)
SLIDING ROCK WATERHOLE
1 : 115b
SMYED, Jim
2 : 199b
SMILLIE, Matthew
2 : 165b
SMITH, Adam
1 : 198 (Port.)
SMITH, Charles
2 : 152c
SMITH, Henry James
2 : 99a
SMITH, Matthew
1 : 143a
2 : 98 (Port.)
SMITH, Richard
1 : 93ac
SMITH, Robert Barr
1 : 26c, 27b, 55a
2 : 122 (Port.)
SMITHFIELD, district
1 : 99a
SMITH'S VALLEY
2 : 153b
38 Index

SMYTH, J.K.
2 : 97a

SNELL, John
2 : 161c

SNOWTOWN, district
1 : 77b

SNUG COVE STATION
2 : 13c

SOBELS, C.A.
1 : 139a
2 : 35a

SOLOMON, Emanuel
1 : 143a
2 : 99c

SOLOMONTOWN
1 : 143a
2 : 99c

SOMME, river, district
(Rhine, river, district)
1 : 39b, 47a

SOUTH AUSTRALIAN COMPANY
1 : 8c, 9a

SOUTH GAP STATION
1 : 65b, 147b

SOUTH HUMMOCKS, district
1 : 21a, 77b

SOUTH PARA STATION
1 : 73c

SOUTH RHINE, river, district
See Marne, river, district

SPENCE, J. Brodie
2 : 125c

SPENCER, cape, district
1 : 111b

SPICER, Edward
1 : 35a, 130 (Port.), 189c
2 : 25b, 249a, 251b

SPRIGG, Henry Lorenzo
1 : 29a
2 : 206 (Port.)

SPRIGG, Peter Benjamin
2 : 207a

SPRIGG, Samuel Andrew
2 : 207a

STEPHEN, George Milner
1 : 31a, 70b, 119c

STEPHENS, Richard
1 : 111a
2 : 220c

STEVENS, ______, shepherd
2 : 235a

STEWART, Alexander
1 : 167b
2 : 20b, 261a

STEWART, Charles
2 : 241b

STIRLING, Edward
1 : 26c, 68 (Port.)
2 : 117b

STIRLING NORTH
1 : 193b
2 : 116bc

STOCKDALE, Edward
2 : 21a, 38abc, 39abc

STOCKDALE, Harry
2 : 39a

STOCKDALE, Robert
2 : 38 (Port.)

STOCKOWNERS' ASSOCIATION
See Pastoralists' Union of South Australia

STOCKPORT, district
1 : 129a

STOKES, F.W.
1 : 65ac

STONE HUT, near Robe
2 : 29a

STONE HUT, near Wirrabara
2 : 113c

STONY GAP STATION
1 : 125b

STRANGWAYS SPRINGS, district
1 : 103a

STRANGWAYS SPRINGS STATION
See Anna Creek Station
STRANGWAYS VALLEY
1 : 72c
STRATHALBYN
1 : 94abc, 95b, 197b
2 : 170b
STRATHALBYN, district
1 : 40a, 68a, 69ac, 85c, 94b, 148c, 163c, 196b
STRAWBERRY HILL STATION
1 : 92c, 207c
2 : 169b
STREAKY BAY
2 : 13a, 182a, 185a
STREAKY BAY, district
1 : 141b
2 : 182b
STRUAN ESTATE
1 : 166a, 202b
STRUAN HOUSE
1 : 203abc
STRZELECKI RIVER, district
1 : 65b
STUART, John McDouall
1 : 91ac, 92ab, 161c
2 : 93b
STUART'S CREEK
1 : 91a
STUART'S CREEK STATION
1 : 11a, 91c
STUBBS, ______
1 : 133b
2 : 113a
STUCKEY, John
2 : 118b
STUCKEY, Robert
2 : 119a
STUCKEY, Samuel Joseph
2 : 118 (Port.), 175a
STURT, Evelyn Pitfield Shirley
1 : 185a, 190 (Port.)
2 : 32a, 33a, 96c, 199b
STURT, steamer
2 : 49b
STURT BAY, district
1 : 111b
STURT'S DESERT
1 : 67b
STURT'S MEADOWS STATION
2 : 244a, 245c
STURT'S STATION
2 : 212a
STURT VALE
2 : 107b
SULLIVAN, R.F.
1 : 205b
SUNDAY, lake, district
See Lake Sunday Station
SURRYVILLE
2 : 52c, 53a
SWAN, H.C.
1 : 121b
2 : 251b
SWAN, William Robert
1 : 55a, 120 (Port.), 109a
2 : 123a, 195bc
SWAN HILL STATION
2 : 9ab
SWANPORT
2 : 223b
SWAN REACH, district
2 : 74c, 75b
SWAN REACH STATION
2 : 75a, 221c
SWEDE'S FLAT
2 : 157a
SWINDEN, Charles
1 : 89b, 112 (Port.), 157b
2 : 12b, 57a, 81c
SWINDEN, Edwin
1 : 113a
SWINDEN, John James
1 : 201c
SYLEHAM STATION
2 : 233c
SYMES, ______
2 : 93c
TAILEM BEND
2 : 171a
TAILEM BEND STATION
2 : 171a
TALIA STATION
1 : 30b, 33a, 85c
2 : 248bc
TALLALA STATION
1 : 140c
2 : 113a, 196b
TALTABOOKA STATION
2 : 207a
TAMAR, Bessie
1 : 172c, 173c
TANGANGA STATION
1 : 183a
TANUNDA, district
1 : 138c
TANUNDA CREEK
2 : 73a
TAPPA PASS
2 : 91a
TARCOOLA, district
2 : 185b
TARCOOLA STATION
2 : 245a
TARCOWIE STATION
1 : 55a, 108c
40 Index
TARLTON, R.A.
2 : 161a
TAROMBO WELL
1 : 121b
TARPEENA
2 : 27b
TARRAWATTA STATION
1 : 10b, 25b
TASSIE, Alexander Drysdale
1 : 204 (Port.)
2 : 110b, 137b, 183b
TATIARA, district
1 : 97c, 196c
2 : 9a, 217c
TAUNTA STATION
2 : 203a
TAYLOR, John
1 : 43c, 69a, 112c, 113a, 156 (Port.), 192b
2 : 51c, 70a, 71c, 81c, 109a, 251a
Ad.Stock & Sta.J., Jan.21,1925
TAYLOR, Leslie
1 : 99c
TAYLOR, Thomas
2 : 217c
TAYLOR, W.H.
2 : 241a
TEETULPA STATION
1 : 124c, 153b, 183c
2 : 95b, 227c
TELECHIE STATION
2 : 107b
TELEGRAPH TO PORT DARWIN
See Overland Telegraph to Port Darwin.
TELFER, W.
1 : 207c
TELFORD, J.
2 : 169bc
TELOWIE STATION
1 : 23b, 79b
TEN MILE WATERHOLE
1 : 115b
TENNANT, Andrew
1 : 140 (Port.)
2 : 113a
TENNANT, Fred
2 : 74c, 75b
TENNANT, John
1 : 140bc
2 : 196b
TENT HILL STATION
2 : 65bc
TENT HILLS, district
2 : 65b
TERTLINGA STATION
1 : 61a
TEROWIE, district
1 : 129a
TERRY, J.G.
2 : 79b
TERRY, Michael
1 : 183a
TETAKA, district
1 : 50b
THIRD CREEK
1 : 37b
THISTLE ISLAND
2 : 231c
THOMPSON, Archibald Graham
2 : 248 (Port.)
THOMPSON, James
2 : 185a, 223b
THOMPSON, William
2 : 248ab
THOMPSON, William A.
2 : 248c
THOMPSON'S CROSSING
2 : 223b
THOMPSON'S CROSSING STATION
1 : 173b
2 : 223a
THOMPSON'S FLAT
2 : 248a
THOMSON, John
2 : 154c, 155a
THOMSON, Robert
2 : 154 (Port.)
THORNTON, E.
1 : 119bc
THORNTON STATION
2 : 223bc
THOROLD, Alexander William
See Grant, Alexander William
Thorold
THOROLD, Grant
See Grant, Alexander William
Thorold
"THREE BROTHERS" SPECIAL SURVEY
1 : 35a
THURK STATION
1 : 17a, 151b
2 : 88c
THURLGA STATION
1 : 141ab
THYER, James, Junior
2 : 237c
THYER, James, Senior
2 : 236 (Port.)
THYER, Joseph
2 : 236ab
TIATUCKA STATION
2 : 231c
TILCHA STATION
2 : 125c
TILLEY, Thomas
2 : 21a, 141a
TILLEY’S SWAMP, district
1 : 149a
2 : 21a
TILLEY’S SWAMP STATION
2 : 141a, 177bc
TIMMS, Joseph
2 : 123b
TINKO, lake, district
See Lake Tinko Station
TNLINE, George
1 : 47b
2 : 113c
TINTINARA
1 : 148a
TINTINARA STATION
2 : 213b
TINTINCHILLA STATION
2 : 123c
TIPARRA, district
1 : 110a, 111b
TOD, Robert
2 : 37c, 153a
TODD, John
2 : 39c
TOLMER, Alec.
2 : 169b
TORNO TO STATION
2 : 181b
TORRENS, lake
1 : 113b, 158c
2 : 125a
TORRENS, lake, district
1 : 91b, 109b, 159a, 200c
See also Lake Torrens Station
TORRENS, river, district
1 : 155a
TORRENS PARK ESTATE
1 : 137c
TOTHILL’S BELT
1 : 21a
TOWITTA
2 : 155a
TRELOAR, _______
1 : 165b
TRELOAR, Arthur
2 : 35abc
TRELOAR, Francis
2 : 34 (Port.)
TRELOAR, Walter
2 : 35bc
TRIANGLE HILL, district
1 : 157b
TRURO, district
2 : 82a
TUALKILKY STATION
2 : 261a
See also Tuilkilkey Station
TUCKER, Arthur
1 : 196c
TUCKER, Charles
2 : 189c
TUCKER, George
1 : 196 (Port.)
TUCKER, Walter J.
1 : 196 (Port.)
TUCOCK COWIE STATION
1 : 25b
TUULKILKEY STATION
2 : 95b
See also Tuilkilkey Station
TULKEA STATION
2 : 151a, 169b
TULUBRA STATION
1 : 55a
TUMBY BAY, district
1 : 92b
TUNGKILLO, district
1 : 47a
TUNGKILLO, hundred
1 : 61a
TURKUNGA ESTATE
2 : 238b
TURRETFIELD
1 : 128c
2 : 37c
TUSMORE
1 : 110b
TUSMORE STATION
1 : 110bc
TWICKENHAM (Netley)
2 : 251a
TWO WELLS STATION
2 : 213c
TYEEKA STATION
1 : 65ac
TYLER, John William
1 : 157, 129b
2 : 49a, 51c, 108 (Port.)
ULEY STATION
2 : 93c
ULOOLOO, district
1 : 127a, 183ab
ULOOLOO STATION
1 : 39b
UMBERATANA STATION
1 : 111b
UMPHERSTON, James
2 : 27a
UNDOOLYA STATION
1 : 141a
2 : 111b
URANIA STATION
1 : 111b
<table>
<thead>
<tr>
<th>Location</th>
<th>Page(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>URAATAN STATION</td>
<td>2: 81b</td>
</tr>
<tr>
<td>UROONDA, hundred</td>
<td>1: 147c</td>
</tr>
<tr>
<td>URRBRAE ESTATE</td>
<td>1: 68c, 75ab</td>
</tr>
<tr>
<td>VALLEY HOUSE</td>
<td>2: 91a</td>
</tr>
<tr>
<td>VANSITTART, Captain Spencer</td>
<td>2: 77b</td>
</tr>
<tr>
<td>VANSITTART, William</td>
<td>2: 76 (Port.)</td>
</tr>
<tr>
<td>VANSITTART PARK</td>
<td>2: 77b</td>
</tr>
<tr>
<td>VAUGHAN, Frederick</td>
<td>2: 87b, 241b</td>
</tr>
<tr>
<td>VEITCH'S WELL</td>
<td>1: 151b</td>
</tr>
<tr>
<td>VENARA STATION</td>
<td>1: 141b</td>
</tr>
<tr>
<td>VENUS BAY</td>
<td>2: 253b</td>
</tr>
<tr>
<td>VICKERY, George</td>
<td>1: 157b</td>
</tr>
<tr>
<td>VICTOR HARBOUR, district</td>
<td>1: 96-97</td>
</tr>
<tr>
<td>VICTORIA, lake</td>
<td>1: 13a</td>
</tr>
<tr>
<td>VICTORIA, lake, district</td>
<td>See Lake Victoria Station</td>
</tr>
<tr>
<td>VICTORIA DOWNS STATION</td>
<td>1: 17a</td>
</tr>
<tr>
<td>VIEWBANK</td>
<td>2: 221c</td>
</tr>
<tr>
<td>VIOLET, ship</td>
<td>1: 121b</td>
</tr>
<tr>
<td>VON MUELLER, Baron Ferdinand</td>
<td>2: 76c</td>
</tr>
<tr>
<td>VON RIEBEN, Herman</td>
<td>2: 69b</td>
</tr>
<tr>
<td>WABRICoola STATION</td>
<td>2: 236c, 237ab</td>
</tr>
<tr>
<td>WADE, Christopher</td>
<td>2: 94 (Port.)</td>
</tr>
<tr>
<td>WADE, William</td>
<td>2: 95a</td>
</tr>
<tr>
<td>WADNAMINGA STATION</td>
<td>1: 29ac</td>
</tr>
<tr>
<td>WAITE, James</td>
<td>1: 74b</td>
</tr>
<tr>
<td>WAITE, Peter</td>
<td>2: 94b</td>
</tr>
<tr>
<td>WAKEFIELD, river</td>
<td>1: 18c, 21a</td>
</tr>
<tr>
<td>WALDEGRAVE POINT STATION</td>
<td>1: 30b</td>
</tr>
<tr>
<td>WALLABADINA STATION</td>
<td>See Wallerberdina Station</td>
</tr>
<tr>
<td>WALLACE, Abraham</td>
<td>2: 244 (Port.)</td>
</tr>
<tr>
<td>WALLACE, Matilda</td>
<td>2: 244bc</td>
</tr>
<tr>
<td>WALLALA STATION</td>
<td>1: 33a</td>
</tr>
<tr>
<td>WALLAROO</td>
<td>1: 137a</td>
</tr>
<tr>
<td>WALLAROO STATION</td>
<td>1: 137a</td>
</tr>
<tr>
<td>WALLERBERDINA STATION</td>
<td>1: 115a</td>
</tr>
<tr>
<td>WALLINGA ESTATE</td>
<td>1: 59c</td>
</tr>
<tr>
<td>WALLTELLAURRINGA ESTATE</td>
<td>See Wallinga</td>
</tr>
<tr>
<td>WALPATINA DAM</td>
<td>1: 161b</td>
</tr>
<tr>
<td>WANA STATION</td>
<td>1: 30b</td>
</tr>
<tr>
<td>WANDILLAH ESTATE</td>
<td>1: 37a, 53b</td>
</tr>
<tr>
<td>WANDILLAH STATION</td>
<td>2: 109a</td>
</tr>
<tr>
<td>WANDILLAH STATION</td>
<td>1: 53a</td>
</tr>
<tr>
<td>WANDO VALE STATION</td>
<td>2: 177b</td>
</tr>
<tr>
<td>WANGARALEEDNIE STATION</td>
<td>2: 162b</td>
</tr>
<tr>
<td>WANGARY, lake, district</td>
<td>See Lake Wangary Station</td>
</tr>
<tr>
<td>WANGOWIE DAM</td>
<td>1: 161b</td>
</tr>
<tr>
<td>WANILLA STATIONS</td>
<td>2: 196b</td>
</tr>
<tr>
<td>WANNON STRUAN STATION</td>
<td>2: 177b</td>
</tr>
<tr>
<td>WARATTA STATION</td>
<td>1: 207c</td>
</tr>
</tbody>
</table>
WARAWEENA STATION
1: 157b

WARCOWIE STATION
1: 147c, 161b
2: 159c

WARE, Charles James
2: 219a

WARK, Dr. David
1: 97b, 149a
2: 208-9

WARK, Robert Hunter
2: 208c

WARK'S WELL
2: 208b

WARK'S WOOLSHED
2: 208b

WARNES, C.B.
2: 107b

WARNES, Isaac J.
2: 107b

WARNES, T.W.
2: 107b

WARNES, Thomas
2: 106 (Port.)

WAROONEE, hundred
2: 237b

WARRAKIMBO STATION
1: 57ab, 114ac, 115c
2: 79a, 123a

WARRANDA STATION
2: 249a

WARRATENBULLIE STATION
1: 202b
2: 177b

WARREANGA STATION
2: 235a

WARREN, Hon. John
1: 99b, 102b

WARREN, John, Senior, father of Hon. John Warren
1: 102 (Port.)

WARRENBEN STATION
1: 110c

WARREN RESERVOIR
1: 51c, 103c

WARRINA, district
1: 47b
2: 111a

WARRINGEE
2: 62c

WART, David
2: 185b

WATSON, Andrew
1: 97a, 135b
2: 106 (Port.)

WATT, David
2: 111a

WATLING ESTATE
2: 221a

WUKAKINGA STATION
(McCoy's Well Station)
1: 127b
2: 218b, 237ab

WAY, Samuel J.
2: 167b

WEATHERSTONE, John
2: 260 (Port.)

WEATHERSTONE, lake
2: 260c

WEATHERSTONE, lake, district
2: 79a

WEAVER, Alfred
1: 110a, 111a, 118 (Port.)

WEAVER'S LAGOON
1: 119b

WEDGE HILL, district
1: 33b, 85c

WEEKEROO STATION
2: 37b

WEETRA STATION
2: 248b

WEETULTA STATION
1: 111a

WEINTERIGA STATION
1: 49b

WELFORD DOWNS STATION
2: 123c
Index

WELLINGTON, district
1: 23a, 40b, 131b, 149a
2: 144b, 145c, 208b, 238c
WELLINGTON EAST STATION
1: 27b
WELLINGTON FERRY
2: 145ab, 171b, 208b, 223b, 229c
WELLINGTON LODGE ESTATE
2: 7a
WELLS, H.E.
2: 97b
WELLS, T.A.
2: 97b
WEPowie STATION
1: 55a, 108c
WEROCATA STATION
1: 21a, 115b
WEST COAST, district
1: 132c, 133abc
WESTERN PLAINS
1: 157b, 158b, 159b, 192b
Ad.Stock & Sta.J., Jan. 21, 1925
WHEAL COGLIN MINE
2: 247a
WHITE, Frederick
1: 47b
2: 112-113
WHITE, James
2: 262 (Port.)
WHITE, John
2: 216 (Port.)
WHITE, Samuel
1: 47b
2: 112-113
WHITE, Samuel White
2: 112a
WHITE HUT STATION
1: 41a, 110c
WHITE PARK
1: 47b, 108c, 109a
2: 112a, 113b
WHITE'S FLAT
2: 112a
WHITE'S RIVER
2: 112a, 196b
WHITE WELL STATION
1: 121c
WHITING, W.H.
2: 187c
WHITINGTON, William Smallpeice
1: 144 (Port.)
WHITTATA STATION
1: 11a
WHYTE, Frank W.
1: 151c
WHYTE, John
1: 150 (Port.)
WHYTE, Leslie
1: 151c
WHYTE, William
1: 150bc
WHYTE PARK
See White Park
WILCOX, George
1: 153b
WILD DOG POINT
See Isle of Dogs
WILD DOTTA ESTATE
2: 69a
WILES, cape, district
1: 33b
WILGENA STATION
2: 49bc, 185b, 215a
WILKAWEEDNA WATERHOLE
1: 115b
WILKINSON, James
2: 17c
WILLIAMS, Cunningham
1: 178b
WILLIAMS, Edward
1: 178b
WILLIAMS, George
1: 29a
WILLIAMS, George S.
1: 29a, 178b
2: 81b, 136 (Port.)
WILLIAMS, John
1: 178 (Port.)
2: 23c, 81b
WILLIAMS, Thomas
1: 31a, 178ab
2: 111b
WILLIAMS, Trego
1: 73c
WILLIAMSTOWN
1: 160c
WILLIPPA STATION
1: 141a
WILLIS BROTHERS
2: 188c
WILLOCHRA CREEK
1: 114c
WILLOCHRA CREEK STATION
1: 113a
2: 200b
WILLOCHRA PLAINS
2: 23c
WILLOCHRA STATION
2: 23c
WILLOGOLEECHE STATION
1: 37a, 53a, 161c
WILLOWIE LAND AND PASTORAL COMPANY
1: 11a
WILLUNGA
1 : 21a
WILLUNGA RANGES, district
1 : 131b
WILMINGTON (Beautiful Valley)
1 : 79b, 113a, 168a, 169a
2 : 212b
WILPENA POUND
1 : 84bc, 85a
WILPENA STATION
1 : 30bc, 57b, 84b
2 : 41a
WILPOORINA STATION
1 : 151c
WILSON, Captain
1 : 132b
WILSON, Alfred
See Wilson, Thomas Alfred
WILSON, Thomas Alfred
1 : 132 (Port.)
WILTSHIRE SPECIAL SURVEY
1 : 25b, 139b
WILYAPA STATION
1 : 27b
WINNINIE STATION
1 : 37a, 53b
WINNINNIE STATION
2 : 81b, 95b, 109b
WINOWIE STATION (Winnowie)
1 : 27b, 89c, 113a
2 : 118c
WINTABATINGANA STATION
1 : 158c
WINWORE STATION
1 : 27b
WIRRABARA, district
2 : 113bc
WIRRABARA ESTATE
1 : 46a, 47bc
WIRRABARA STATION
1 : 17a, 109a
2 : 113b
WIRRABUNNA STATION
1 : 61a
WIRREALPA STATION
1 : 11a, 29abc, 91c, 115b
2 : 191b
WIRREANDA, hundred
1 : 147c
WIRREGA STATION
2 : 9a, 212a, 213ab
WITCHELINA STATION
2 : 23b, 161a
WITERA STATION
2 : 185a, 253b
WITTON HEAD
2 : 205a
WOAKWINE NORTH STATION
2 : 151a
WOAKWINE SOUTH STATION
1 : 80c
2 : 126c
WOKURNA, district
1 : 77b
WOKURNA STATION
1 : 70c
WOLLASTON, E.C.
1 : 121b
WOLTA WOLTA STATION
1 : 62c, 63a
WONGOLINA STATION
2 : 21a, 39b
WONOKA, hundred
1 : 147c
WONOKA STATION
1 : 30b, 109a, 114c
2 : 79ac
WOOD, Thomas
2 : 171b
WOOD, W.
1 : 113a
WOODFORD STATION
1 : 202b
WOODLAND COTTAGE
2 : 102b
WOODLANDS STATION
1 : 33a, 111b, 118c, 139b
WOODLEY ESTATE
2 : 121b
WOODS, ______
2 : 75a
WOODS, Alfred
1 : 33b
WOODS, E.T.
1 : 33b
WOODSIDE
2 : 155ab
WOOD'S POINT STATION
1 : 23a
WOOKONGARIE SPRINGS
1 : 127a
WOOKONGARIE STATION
1 : 127ab, 182bc, 183a
WOOLDRIDGE, Andrew Morris
1 : 33b, 109b, 113a, 114c, 115a, 125c, 193c
2 : 124 (Port.)
WOOLGANGIE STATION
2 : 107b
WOOLMIT STATION
2 : 21a, 39b, 86a, 87a, 241c
WOOLTANA STATION
1 : 80a, 81abc
WOOLUNDUNGA STATION
1 : 113a
2 : 67c
Ad.Stock & Sta.J., Jan. 21, 1925

WOOLYANA STATION
1 : 147c

WORKONGOREE STATION
See Wookongarie Station

WORLD'S END STATION
2 : 219a

WYNDHAMI, Colonel
1 : 139b

YABMANA
2 : 163ac

YACKARA STATION
1 : 151c

YACK STATION
1 : 161b

YADLAMALKA STATION
1 : 192abc, 193a, 194bc, 195b
2 : 117a

YAHLS, district
1 : 31a

YALABINGIE STATION
2 : 253a

YALATA PASTORAL COMPANY
1 : 121c

YALATA STATION
1 : 121c
2 : 189a

YALKURI
2 : 205b

YALLUM STATION
2 : 8bc, 9ab, 97b, 130b

YALLUNA PASTORAL COMPANY
2 : 169c

YALLUNA STATION
1 : 92bc, 93a, 207c

YALPARA STATION
2 : 23ab

YANKALILLA, district
1 : 123b, 135a
2 : 42b

YANYARRIE STATION
1 : 65bc
2 : 182c

YARAINDA STATION
1 : 33a

YARAROO STATION
See Yararoo Station

YARDEA, district
1 : 141a

YARDEA STATION
1 : 109c
2 : 49bc, 185b, 215abc, 253b

YAROO STATION (Yararoo)
1 : 21a, 41abc

YARTOO STATION
2 : 13bc, 125ab

YATTALUNGA STATION
1 : 73c, 147a
2 : 215c

YEDNAVALUE STATION
2 : 110b

YELKIE
1 : 97a
2 : 208b

YNOO STATION
1 : 111b

YOHOO STATION
2 : 58bc, 59bc

YONGALA, district
1 : 39a
2 : 17a

YONGALA ESTATE
1 : 168ac, 169a

YONGALA STATION
1 : 129b

YORKE PENINSULA
Extensive holdings by the Rogers family.
1 : 110abc
Pioneering days
1 : 118ab, 119abc
Opened up in the forties by T. Giles and G.A. Anstey
2 : 63
First use of plough
2 : 203c

YORKETOWN
1 : 118b

YORKE VALLEY, district
1 : 111a
2 : 220c

YOUNG, Adam & Co.
2 : 53a

YOUNG, Charles Burney
1 : 76 (Port.)

YOUNG, Donald
2 : 162c

YOUNG, Very Rev. G.E.
2 : 65c

YOUNG, Harry Dove
1 : 77a

YOUNG, W.H.
1 : 77b

YOUNGHUSBAND, William
1 : 25a, 142ab, 143c

YOUNGHUSBAND & CO.
1 : 21b

YOUNGHUSBAND, hundred
1 : 61a

YUDANAMUTANA, district
1 : 81a; 2 : 67c

YUDNAPINNA STATION
1 : 93a, 205a; 2 : 183bc
GENERAL SUBJECTS

ABORIGINES — Attacks on overlanders, shepherds, etc.

<table>
<thead>
<tr>
<th>Page</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 : 14c</td>
<td>Lake Bonney, 1841</td>
<td>Quorn</td>
</tr>
<tr>
<td>1 : 19a</td>
<td>Yorke Peninsula</td>
<td>Mount Brown</td>
</tr>
<tr>
<td>1 : 29a</td>
<td>Rufus River</td>
<td>Murray River</td>
</tr>
<tr>
<td>1 : 60c</td>
<td>Angipena, 1856</td>
<td>Mayurra Station</td>
</tr>
<tr>
<td>1 : 87a</td>
<td>Gleeville, 1841</td>
<td>J. S. Brown</td>
</tr>
<tr>
<td>1 : 100b</td>
<td>North West Bend</td>
<td>Port Lincoln, 1845</td>
</tr>
<tr>
<td>1 : 109b</td>
<td>Aroona, 1852</td>
<td>Port Lincoln</td>
</tr>
<tr>
<td>1 : 119a</td>
<td>Yorke Peninsula</td>
<td>South East</td>
</tr>
<tr>
<td>1 : 120c</td>
<td>W. R. Swan</td>
<td>Tiers</td>
</tr>
<tr>
<td>1 : 133abc</td>
<td>Port Lincoln</td>
<td>Myrtle Springs Station</td>
</tr>
<tr>
<td>1 : 140c</td>
<td>Quorn</td>
<td>Franklin Harbour</td>
</tr>
<tr>
<td>1 : 141a</td>
<td>Salt Creek</td>
<td>Lake Hope</td>
</tr>
<tr>
<td>1 : 142c</td>
<td>Crystal Brook</td>
<td>Tam o'Shanter Belt</td>
</tr>
<tr>
<td>1 : 151c</td>
<td>Angipena</td>
<td>Mount Lofty</td>
</tr>
<tr>
<td>1 : 155a</td>
<td>Shepley Station</td>
<td>Anne Easton, John Hamp, James Beevor</td>
</tr>
<tr>
<td>1 : 175a</td>
<td>Gilles Plains</td>
<td></td>
</tr>
<tr>
<td>1 : 189b</td>
<td>Darling River</td>
<td>Waterloo Bay</td>
</tr>
<tr>
<td>1 : 198c</td>
<td>William Brown</td>
<td>Lake Albert</td>
</tr>
<tr>
<td>1 : 207a</td>
<td>C.C. Dutton, 1842</td>
<td>Malang Station</td>
</tr>
<tr>
<td>2 : 19a</td>
<td>Middleton</td>
<td>Hector's Pass, 1900</td>
</tr>
<tr>
<td>2 : 47b</td>
<td>Murray River</td>
<td>Port Lincoln, 1849</td>
</tr>
<tr>
<td>2 : 62c</td>
<td>Warringee</td>
<td>the shepherd Beard</td>
</tr>
<tr>
<td></td>
<td></td>
<td>W. Robinson's party, 1841</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Wakefield River</td>
</tr>
</tbody>
</table>

AGRICULTURE

See Wheat
Ridley's reaping machine
Chaff-cutters

ANGORA GOATS

See Goats

ARTESIAN WELLS

Sir Thomas Elder's pioneering work 1 : 27b
John W. Tyler the first to import boring plant 2 : 109b
First discovery of a permanent supply at Paney Station 2 : 125a
Patchiwarra bore 2 : 125c

BLACKS

See Aborigines

BOILING DOWN OF STOCK

1 : 9bc, 191c
2 : 25b, 69c, 103b, 167b, 208b, 238b, 241ab

BONE-DUST

Crushing plant erected at Yararoo Station by William Fowler 1 : 41a

BREAD-MAKING

2 : 16c

CAMELS

Sir Thomas Elder's operations 1 : 27b
First sent to Western Australia 1 : 75a
Shooting of J.A. Horrocks' camel 1 : 87bc
Sir Thomas Elder's shipment from India (1862) 2 : 119b
A. Schlink's purchase from Sir Thomas Elder 2 : 253c
CANNING WORKS
See Meat preserving

CATTLE
Devons 2:19a
Durhams 1:85c, 2:193ab
Herefords 1:11ab, 71b, 164a, 165b
Jerseys 1:51c, 2:191b
Nibletts 2:191b
Oxiffs 2:191b
Roseberys 2:191b
Shorthorns 1:11ab, 30c, 45b, 120b, 2:165a, 223a
Young Comet (Bull) 1:9a

See also:

- Boiling down of stock
- Pastoralists’ diaries, etc.
- Cattle sales
- Railway trucks for stock
- Meat exports
- Stations
- Overland importations of stock
- Stockyards

CATTLE SALES
2:103a

CHAFF-CUTTERS
2:203c

CROWS
Havoc done to sheep on Arkaba Station 1:85b

DEER
Imported by Joseph Gilbert 1:25c

DINGOES
1:59a, 73a, 97b
2:77c, 166c, 168a, 183a, 189b, 215ab, 223c, 237b

DONKEYS
Large numbers sent to Western Australia 1:75a

DROUGHTS
1:115bc, 179c, 195a, 201a
2:11b, 23b, 55c, 95ab, 119ab, 149c, 201a, 207c

See also:
- Pastoralists’ diaries, etc.
- Rainfall
- Water supply

EXPORTS
First exports of produce from South Australia, 1837; 1:134c

See also:
- Meat exports

FENCING
H.B. Hughes one of the first users of wire. 1:45b
Extensive wire fencing by Peter Waite (1868-71) 1:75a
Tennant and Moseley's activities. 2:13c
H.S. Price's practice. 2:41b
Yardea Station one of the first to be fenced. 2:49c
Robert Bruce the first to use vermin-proof fences. His views on large vermin districts. 2:79b
First wire fence erected in South Australia said to have been at the Levels Station. 2:89a
Importation of wire by Peter Waite. 2:94a
First fences for sheep paddocks on the Murray erected by C.H. Armytage 2:155b
Donald McLean first to introduce fencing system. 2:166a
Pontt Brothers first to fence in district of Curnamona Station. 2:187a
Necessity for. 2:215b

FERTILISERS
See
- Superphosphates
- Bone-dust
FLAX
Introduced to South Australia from New Zealand by John Finnis. 2 : 47c

FLOUR MILLS
First mill erected at Gawler by Stephen King in 1845. 2 : 37a
Meeting to consider erection of a mill at Noarlunga. 2 : 239c

FOXES
Protected on Mount Schank Station. 2 : 61c

FROZEN MEAT
See Meat exports

GERMAN SETTLERS
2 : 205b

GOATS
Importation of Angoras from Asia Minor by Price Maurice. 1 : 55c
Cashmere goats bred by Stephen King. 2 : 37b
Angora goats first imported by J.F. Haigh. 2 : 230a

"HALVES" SYSTEM
1 : 64c, 77b

HORSES
Importation of cart-horses from England by John Baker. 1 : 60c
Clydesdales introduced by William Marchant. 1 : 85c; 2 : 39c
First thoroughbred imported by W.S. Whittington. 1 : 144a
Importation from Tasmania by Edward Stockdale. 2 : 38b
The Stockdale breed. 2 : 39b
T. Dodd's trade with India. 2 : 43c
See also: Stockyards

Houses
Portable hut on wheels drawn by bullocks (For R.W. Newland). 1 : 97b
See also: Manning houses

IRRIGATION
On Allan McFarlane's station at Wellington Lodge. 2 : 7ab

KANGAROOS
1 : 185b
2 : 29b, 85b, 135ab

LAND SALES
Hardship caused by the Government selling the freehold of leased runs. 1 : 15b
Runs on Yorke Peninsula. 1 : 19a
Sale of Philip Levi's runs. 1 : 29bc
Purchase (by John Hart) of Beefacres, 1876. 2 : 25b
Mount Schank Station. 2 : 60–61
Kongorong Estate sold (1908). 2 : 61c
Canowie sales (1910, 1912, 1925). 2 : 159c
Mirabuckina Station sold. 2 : 160c
Angipena Station sold for £1,000. 2 : 161c
First allotments at Bordertown sold, July 1852. 2 : 212b
Bribes demanded by fictitious buyers in return for refraining from bidding. 2 : 263ab

LIVE STOCK
See
Camels
Horses
Cattle
Pigs
Donkeys
Sheep
Goats

MANNING HOUSES
1 : 172c, 173a

MEAT EXPORTS
1 : 9b; 2 : 135b, 191b

MEAT PRESERVING
Canning plant established at Booyoolee by H.B. Hughes. 1 : 45bc
Manufactory at Thebarton. 2 : 25a
Dean & Laughton's works. 2 : 103b
MILLS
See Flour mills
MURRAY RIVER STEAMERS
Vessels owned by Acraman, Main & Lindsay. 2 : 49b
NATIVES
See Aborigines
OLIVES
Sir S. Davenport's plantation at Beaumont. 1 : 79c
ORANGES
Introduction of orange trees by Lieut. W.G. Field. 1 : 135a
OVERLAND IMPORTATIONS OF STOCK
Hawdon (1838) 1 : 12abc
Levi 1 : 29a
F. H. Dutton (1838) 1 : 34a, 35a
Barker-Field (1841) 1 : 134c
John Jacob (1839) 1 : 139b
Eyre 1 : 174c
E. P. S. Sturt (1839) 1 : 191a
G. Hamilton and others (1839) 2 : 44c, 45a
J. Finnis and others (1838-39) 2 : 46b, 47a
D. Power (in the forties). 2 : 242a
PASTORALISTS' DIARIES AND REMINISCENCES
J. Hawdon 1 : 12c, 13ac
C. B. Fisher 1 : 16d
G. A. Anstey 1 : 18a
Sir John Morphett 1 : 23a
Joseph Barritt (1840) 1 : 73a
R. W. Newland 1 : 97a
J. W. Bull 1 : 109b, 109b, 174b
J. F. Hayward 1 : 109a
A. M. Wooldridge 1 : 125c
Alfred Barker 1 : 139b
John Jacob 1 : 139b
Peter Ferguson 1 : 142c, 143a
William Whyte 1 : 150bc
William Hamilton 1 : 152bc
Arthur Hardy 1 : 154c, 155a
John Bosworth 1 : 159a
Francis S. Dutton 1 : 161a, 180c, 181a
Thomas Gemmell 1 : 163b
Charles Price 1 : 165b
Francis Davison 1 : 172c, 173ab
J. B. Shepherdson 1 : 176c, 177a
J. Williams 1 : 178c, 179abc
A. Buchanan 1 : 189ab
E. P. S. Sturt 1 : 190bc, 191abc
George Tucker 1 : 196b
Charles C. Dutton 1 : 206b
John Taylor Ad. Stock & Sta. J., Jan. 21, 1925. p. 4
George French Angas 2 : 7a
Dr. Charles Davies 2 : 11c
Walter Treloar 2 : 35c
H. S. Price 2 : 41bc
John Lewis 2 : 42c
George Hamilton 2 : 44c, 45a
J. B. Hack 2 : 45c
John Reynell 2 : 53b
A. Shepley 2 : 57a
Index

W. A. Crouch 2 : 61a
Thomas Giles 2 : 63a
H. J. Richman 2 : 65a
Norman Richardson 2 : 65b
A. Scott 2 : 66c
Edward Salter 2 : 73ab
G. Glen 2 : 77c
R. Bruce 2 : 78c, 79abc
C. J. Driver 2 : 99a
C. T. Hewett 2 : 129a
John Pile 2 : 138c, 139ab
Henry Holroyd 2 : 157, 162, 163
Donald McLean 2 : 167a
J. A. Pontt 2 : 187ab
E. Laughton 2 : 191b
Extracts from various pioneers' letters. 2 : 197

S.G. Henty 2 : 199ac
John Dunn 2 : 204b, 205b
Alfred Giles 2 : 206c
John White 2 : 216c
Samuel Mills 2 : 226b
J. B. Hack 2 : 229a
J. F. Haigh 2 : 230b, 231ab

PESTS
See Rabbits Dingoes
Crows Foxes
Kangaroos Wombats

PIGS
Shipment of wild pigs from Kangaroo Island to Adelaide. 2 : 211b

POTATOES
Unusually good specimens raised by F. Davison. 1 : 173c

RABBITS
Damage done at Callabonna Station (About 1898). 2 : 23c
At Point Lowly Station. 2 : 117bc
Black and white species on Flinders Island. 2 : 252c
Introduced into Yorke Peninsula by William Fowler. 1 : 41a
Trapping methods at Coondambo. 2 : 79b
Introduced into Eyre Peninsula by Peter McKechnie. 2 : 162a
A rabbit warren described as an 'improvement'. 2 : 211c
See also: Fencing

RAILWAY TRUCKS FOR STOCK
2 : 191a

RAINFALL
Ad.Stock & Sta.J., Jan. 21, 1925. p. 4

RESERVOIRS
Sir Thomas Elder's pioneering work. 1 : 27b

RIDLEY'S REAPING MACHINE
1 : 98c, 101c; 2 : 155c, 205b, 225b

RUNS
See Stations

SALT-BUSH
2 : 188a

SHARE FARMING
See "Thirds" system
"Halves" system
SHEEP

Heavy losses in early imports by sea. 1 : 8bc
Canning plant established at Booyoolie by H.B. Hughes (1870). 1 : 45bc
Importation from Camden, New South Wales. 1 : 47a, 50ab
Importations from Tasmania by John Baker, etc. 1 : 60b, 104b
Importation from Sydney by Edward Spicer and others (1840). 1 : 131ab
John White's flock of 500 at the Reedbeds (1840). 2 : 217c
Basket yards. 1 : 21b
Camden breed. 1 : 47a, 50bc, 199b
Coast disease. 1 : 79b, 149b; 2 : 29a, 76c, 93b, 100b, 221a
Earmarking. 2 : 203c
Finger Post sheep. 1 : 125b
Foot rot. 2 : 100b, 183a
Leicesters. 1 : 8b; 2 : 61c
Lincolns. 1 : 31ac; 2 : 69ab
Mecklenburgs: Twelve rams imported by South Australian Company. 1 : 9a
Merinos:
C.B. Fisher's ideas. 1 : 17a
Crossed with Lincoln sheep by Dr. W.J. Browne. 1 : 31ac
At Booyoolie (H.B. Hughes). 1 : 45a
Foundation of Keyneton flock (1842). 1 : 83a
John Warren's flock (1853). 1 : 103a
Introduced by O. Gilles. 1 : 175b
Hynam Station stud flocks. 1 : 199b
Spanish and German Merinos at Yallum, 1845. 2 : 8b
Replace Lincolns at Mackerode (1882). 2 : 69b
T. Warnes' exhibition successes. 2 : 107c
W. G. J. Mills' flocks. 2 : 165b
Donald Gollan's successes. 2 : 171ab
Wool produced from Tasmanian stud stock. 2 : 202b
Small stud started by Charles J. Knight in 1884. 2 : 239c
Origin of the Brooks Merino Stud. 2 : 259b
Murray Merinos. 1 : 47abc, 50ab, 51b
Negrettis. 1 : 15b; 2 : 8b
Pomeranians. 2 : 103c
Rambouilletts. 1 : 15b, 35b; 2 : 144c

See also the following subheadings under Sheep: -

Prices:
1836 1839 1842 1849 1851 1852-54
 1 : 8c  1 : 155b  1 : 87b  1 : 9a, 104c  1 : 39c  2 : 197bc
 1853 1854 1859 1871 1878

Miscellaneous: 1 : 29b, 35a, 103ab, 188c; 2 : 11c, 49c, 53b, 62b, 66ab, 67ab,
99b, 71ab, 135b, 169b, 230c, 231a, 237b.

Races
First used at Maryvale Station. 2 : 183b
Saxons
Purchased in 1836 for South Australian Company. 1 : 8b
F. H. Dutton's importation. 1 : 35b
Introduced by J. W. Bull. 1 : 175b
Flocks selected from Saxony by William Dutton and Osmond Gilles. 2 : 121a
Scab
J. Gilbert's experiences. 1 : 25ab
Formula for sheep-wash used by Captain Francis Davison. 1 : 173b
Allan McFarlane's efforts to prevent. 2 : 7b
Mount Barker district affected in 1839. 2 : 47c
Extract from Walz's history of the scab. 2 : 51b
John Reynell's experiences. 2 : 53b
James Sinclair's experiences. 2 : 93b
H. T. Morris' experiences. 2 : 101ab
Outbreak at Kaladbro Station. 2 : 179b
Slaughtering of 1,350 infected sheep belonging to Messrs. Chisholm and Mason.2 : 223b
Investigations of the Select Committee of 1843. 2 : 233abc
Protest against fine for shifting scabby sheep. 2 : 257a
Shearing
First shearing machine in the north-west installed at Arcoona. 2 : 125b
Methods adopted by German women at Hahndorf. 2 : 205b
Shropshires: First importation into South Australia (1855). 1 : 165b
Southdowns
Imported by South Australian Company in 1836. 1 : 8b
J. Barritt's purchase (1859). 1 : 73b
Steigers
Importation by H.B. Hughes. 1 : 45a; 2 : 197a
Importation by Joseph Keynes. 1 : 83b
Purchase by Adam Smith. 1 : 199b
Importation by J. Anderson. 2 : 196c
Sunburn. 2 : 69a
Washing
Captain F. Davison's recipe. 1 : 173b
John Reynell's experiences. 2 : 53b
See also:
  Boiling down of stock
  Meat exports
  Meat preserving
  Dingoes
  Overland importations of stock
  Pastoralists' diaries, etc.
  Railway trucks for stock
  Salt-bush
  Shepherds' watch boxes
  Stations
  Stockyards

SHEPHERDS' WATCH BOXES
1 : 10b, 73a
2 : 28c, 31a, 77c, 110b, 168a, 183a, 185a
SOURSOBS
2 : 224a
SPECIAL SURVEYS
See the following surveys in the Place Names Section:
  Wiltshire
  Reedy Creek
  Barossa
  Mount Barker
  Little Para
  "Three Brothers"

SQUATTERS' DIARIES AND REMINISCENCES
See Pastoralists' diaries and reminiscences

STATIONS
Hardship caused by the Government selling the freehold of leased runs. 1 : 15b
"The largest block held by anyone in Australia" near Barrow Creek. 2 : 125c
See also:
  "Thirds" system
  "Halves" system
  Pastoralists' diaries, etc.
  Fencing

STOCKYARDS
J.W. Bull's stockyard on East Terrace. 1 : 174b
SUPERPHOSPHATES
First used on Yorke Peninsula by William Fowler. 1 : 41a
TALLOW
See Boiling down of stock

TANKS
Filled with water raised by steam power. 2 : 166c

"THIRDS" SYSTEM
1 : 23a

TURNIPS
Unusually good specimens raised by F. Davison. 1 : 173c

VEGETABLES
See Potatoes
See Turnips

VINES
See Viticulture

VITICULTURE
At:
Kanmantoo (C.B. Young). 1 : 77a
Beaumont (Sir S. Davenport). 1 : 79c
Glen Osmond (O. Gilles). 1 : 175b
Prospect (Francis Treloar). 2 : 35a
Oaklands Estate (J. Crozier) 2 : 51c
Raynella (J. Reynell). 2 : 53c
Angaston, 1861. (W. and E. Salter). 2 : 73c
Evandale, (1853). 2 : 91b
Glen Para (D. Randall). 2 : 172c

See also Wine

WAGES
Farm labourers (1840) 1 : 73a
Farm labourers (1844) 1 : 101c
Shepherds paid in cattle and sheep. 1 : 126c, 127a
Shepherd's mate (about 1840) 1 : 163a
Sawyers and splitters (1840) 1 : 173a
Shepherds and hutkeepers 2 : 53a
Shearers 2 : 91a
Chainmen 2 : 157a
Hutkeepers in 1859 2 : 197b
Shepherds at Oulnina Station 2 : 206c

WATER CARTAGE
Ad. Stock & Sta. J., Jan. 21, 1925. p. 4

WATER SUPPLY
See Artesian wells
See Reservoirs
See Irrigation
See Wells
See Tanks
See Water cartage

WEEDS
See Soursobs

WELLS
Well sunk at Gleeville by E. B. Gleeson. 1 : 86c
Difficulties encountered by John Williams. 1 : 179a
One of H. Scott's wells valued at £4,500. 1 : 195ab
John Hirst's wells at Karcultaby and Paney. 2 : 13b
John Ragless installs the first steam pumping engine north of the Burra. 2 : 23a
Messrs. Giles' and Boucaut's wells on Ketchowla Station. 2 : 71ac
Operations at Anabama Station. 2 : 71b
Successful sinking at Curnamona Station. 2 : 187a
See also Artesian wells

WHEAT
W. Duffield's prize specimens at first show held in Adelaide. 1 : 48c
Primitive methods of harvesting, threshing, and cleaning in the Watervale district (about 1853). 2 : 34c, 35a
John Reynell’s operations at Reynella. 2 : 53b
Primitive methods and low prices of 1839-40. 2 : 174c
South Australian wheat wins gold medal at the International Exhibition, London, 1851. 2 : 222a
Primitive harvesting method. 2 : 228c
See also Flour mills
WILD DOGS
See Dingoes
WINE
C.B. Young’s cellars at Kanmantoo. 1 : 77a
Prices. 2 : 91b
See also Viticulture
WOMBATS
2 : 189b
WOOL
First export, 1837. 1 : 37c
First public exhibit in South Australia (Feb. 14, 1844), by James Masters. 2 : 56c
Shipments from Port Augusta, 1859-68. Ad. Stock & Sta. J., Jan. 21, 1925. p. 4
First shipment from the West Coast, 1865. 2 : 13a, 125a
Early shipments from Port Pirie. 2 : 133b
O. Gilles’ clip. 2 : 121a
South Australian wool, exported from Melbourne as Port Phillip wool, realises higher prices than if shipped from Port Adelaide. 2 : 21b
Difference in freight rates for exports from Melbourne and Adelaide. 2 : 21b
Freight rates and shipping charges for exports from Robe. 2 : 21bc
Exports diverted by George Ormerod from Portland to Robe. 2 : 20a
Hynam stud flock. 1 : 199b
J. Anderson’s success with Steiger sheep. 2 : 197abc
Prices - 1: 9a, 31c, 81b, 83a, 115ac, 121c, 173b, 199c   
   2: 23a, 67a, 69c, 71a, 161b, 201b, 219a, 257a
See also Sheep
PASTORAL PIONEERS
OF
SOUTH AUSTRALIA

VOL. I

Reprinted from "The Adelaide Stock and Station Journal"

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FOREWORD.

On January 10, 1923, "The Adelaide Stock and Station Journal" began the publication of a long series of biographical sketches dealing with the lives of South Australia's Pastoral Pioneers and Old Colonists, and this volume contains a reproduction of the first hundred articles. It is intended at a later date to preserve in similar form the remainder of the notices which are still running their course in the publication mentioned.

The first rule of the now defunct Old Colonists' Association (founded in Adelaide on January 11, 1883) established the dictum that persons who arrived in South Australia prior to December 28, 1846, being the tenth anniversary of the proclamation of the Province, should be regarded as "Pioneers," while those who arrived subsequently to that date and prior to December 28, 1856, should be termed "Old Colonists." In a general sense that rule has been the guiding principle in the selection of subjects for notice in the "Stock and Station Journal." In the order of publication no attempt could be made to follow any table of precedence as regards achievement, fame, or popularity. The collation of the material has proved no light task in view of the long period that has elapsed since many of the Pastoral Pioneers began and ended their courageous work, and publication of each notice was made just as the necessary data came to hand. The movement was entirely a complimentary one, and the publishers may fairly claim to have broken new ground in that respect. Merit, and merit alone, dictated the choice of every subject dealt with.

Such is the obscurity surrounding the history of pastoral development in South Australia that the authors so far have been compelled to pass over a few of the most worthy of the Pioneers, but the work is as representative and complete in character as research and enquiry could make it. The proprietors of the "Stock and Station Journal" are indebted to hundreds of descendants and old friends of the Pioneers for the assistance they have rendered in the furnishing of historical facts and in the loan of portraits. A considerable percentage of the sketches here presented represent entirely new and hitherto unpublished matter, the use of which would have been impossible but for the willing co-operation offered on all hands and now gratefully acknowledged.

It is felt that the wonderful record of achievement by the Pioneers contained in these pages will serve as an inspiration to the men and women of South Australia who are now engaged in carrying on the pastoral industry under conditions infinitely more safe and felicitous than were faced with varying degrees of triumph and disaster by those who blazed the trail. That hard work and worry did not kill the intrepid old Pioneers may be gathered from the remarkable fact that the average age at death of 95 out of the 100 pastoralists herein dealt with was a few months short of 73 years. That result is an endorsement of Adam Lindsay Gordon's lines:—

These are the men to whom,
In the pride of their manhood strong,
The hardest day was never too hard,
Nor the longest day too long.

Adelaide, South Australia, 1925.
INDEX

Angas, George Fife ................. 8
Angas, John Howard ................ 10
Anstey, George Alexander .......... 18
Bagot, Captain Charles Henry .... 100
Baker, John ......................... 60
Barker, Alfred ....................... 124
Barritt, Joseph ...................... 72
Bosworth, John ...................... 158
Bowman, Edmund ..................... 20
Brown, John, Harris ............... 32
Brown, William James ............. 30
Buchanan, Alexander ............... 188
Bull, John Wrathall ................. 174
Butler, Philip ....................... 146
Cameron, Alexander ................. 170
Chambers, James and John .......... 90
Chewings, John ..................... 168
Cooke, James and Archibald ....... 148
Cudmore, Daniel (father and son) 168
Dare, William ....................... 58
Davenport, Robert and Samuel ..... 78
Davison, Captain Francis .......... 172
Duffield, Walter .................... 48
Dutton, Charles Christian and Charles William 206
Dutton, Francis Stacker .......... 180
Dutton, Frederick Hansborough ... 34
Elder, Sir Thomas .................. 26
Ellis, Captain John ................. 70
Erguson, Peter ...................... 142
Fisher, Charles Brown .......... 16
Fowler, William .................... 40
Gemmell, Thomas ................... 162
Gilbert, Joseph ..................... 24
Gleeson, Edward Burton .......... 86
Grant, Alexander William Thorold 64
Hack, John Barton .................. 122
Hallett, Alfred ..................... 53
Hallett, John ....................... 36
Hamilton, William ................. 132
Hardy, Arthur ...................... 154
Hawdon, Joseph .................... 12
Hawker, George Charles .......... 14
Hay, Alexander .................... 106
Hayward, J. Frederick .......... 108
Hiles, George ....................... 126
Hogarth, Thomas ................... 98
Hope, John ........................ 62
Hughes, Herbert Bristow .......... 44
Hughes, John Bristow ............. 42
Hughes, Sir Walter Watson ....... 136
Hunter Brothers, The ........... 184, 186
Jacob, John and William ........... 138
Keynes, Joseph .................... 82
Lawson, Robert ................... 116
Leake Brothers, The .............. 104
Levi, Philip ......................... 28
Louden, James ...................... 192
Mac Intosh, William .............. 166
Marchant Brothers, The .......... 84
Maslin, John ....................... 56
Maurice, Price ..................... 54
Melrose, George ................... 38
Moorhouse, Matthew ............... 88
Morphett, Sir John ................. 22
Mortlock, William Ranson ....... 92
Murray, Alexander Borthwick ..... 46
Murray, John ....................... 50
McBride, Robert James Martin .... 124
McCulloch, Alexander ............. 128
McKinlay, John ..................... 66
McTaggart, John ................... 80
Newland, Ridgway William ....... 96
Phillips, John Randall .......... 200
Price, Charles ..................... 164
Randell, William Beavis .......... 176
Rankine, John ...................... 94
Robertson, John ................... 202
Rogers Family, The ............... 110
Scott, Henry ....................... 194
Sleep, Samuel ...................... 114
Smith, Adam ....................... 198
Spicer, Edward .................... 130
Stirling, Edward ................... 68
Sturt, Evelyn Pitfield Shirley ... 190
Swan, William Robert ............. 120
Swinden, Charles .................. 112
Tassie, Alexander Drysdale ...... 204
Taylor, John ....................... 156
Tennent, Andrew ................... 140
Tucker, George and Walter John 196
Waite, Peter ....................... 74
Warren, John (father and son) .. 102
Warwick, William .................. 160
Weaver, Alfred ..................... 118
Whittington, William Smallpeice 144
Williams, John .................... 178
Wilson, Thomas Alfred .......... 132
Whyte, John ....................... 150
Young, Charles Burney .......... 76
IN opening a series of short sketches of South Australia's pioneer pastoralists, it may be considered appropriate to deal first with the achievements of George Fife Angas, accepted in history as the father and founder of that State, a toast to whose memory is to this day drunk in silence every Commemoration Day at the Glenelg luncheon. His biography contains only a passing reference to pastoral activities on his part, but he was the first Chairman of the South Australian Company, and under his direct supervision that Company laid the foundation of sheepbreeding and wool growing in the new province. When the Company's first fleet was being fitted out in the old country it came to Mr. Angas' knowledge that a man well versed in the breeding of sheep was in Saxony examining pure Merino fine-wooled sheep for a squatter in Van Diemen's Land. Prior to this the foundation of Australia's wool industry had been set by John Macarthur, of New South Wales, who had imported some Spanish Merinos, which he had purchased from the celebrated flock of King George III. The Saxon sheep had originally come from Spain, and belonged essentially to the same breed as Macarthur's importation. Some pure rams and ewes were acquired from the agent of the Tasmanian squatter referred to, these having been drawn from the Leutewitz, Nischwitz and Oechsitz flocks of Saxony. With an eye to improved mutton production, Mr. Angas also saw that some pure Leicesters and Southdowns were placed aboard the first fleet, and further purchases were made in Van Diemen's Land, New South Wales, and the Cape of Good Hope. In getting the sheep to South Australia serious losses were experienced, especially as regards the shipments from Tasmania, nearly 2,000 dying on one voyage. These sheep had averaged 30/- apiece in price, and the mortality represented a loss of £3,000. But Mr. Angas and his co-directors stood up to the discouragement, and thereafter achieved better results by making smaller shipments, allowing of more deck space. By the way, in that year (1836) store sheep were obtainable at the Cape of Good Hope for 5/- each. At the end of 1841 the South Australian Company held 20,000 sheep, and was by far the largest owner in the province, and at the same time it had 1,160 cattle. The largest holders of great stock then were Messrs. Frew and Rankine of Strathalbyn, who had 1,758 head. The Company imported some of the best blood obtainable in order to build up its herds, but the late Mr. George Sutherland, M.A., in
s otherwise admirable history of the South Australian Company, partly falls into error in the following statement:—"The celebrated Durham bull Comet, sold for a very high price at the historical sale of Charles Colling's English herd, and imported by the Company to South Australia, became one of the leading progenitors of a strain absolutely unequalled in the Southern Hemisphere." It was a descendant of the famous Comet that found its way to South Australia, and afterwards made such a satisfactory impression upon the Company's herd. In a report of a meeting of the Company, held in London in 1842, favorable mention is made of its herds at "Gumeranaka" (Gumeracha), and of the Durham bull, "Young Comet," as the finest in the colony. This was 31 years after the Company was founded, which took place in 1810, but the name is a guide to the pedigree of the bull.

For a time the pastoral activities of the Company prospered. In 1848 it obtained 1 1/2 a pound for its wool, the highest Australian price at the time. Twelve Mecklenburg rams were imported at considerable expense, but the inevitable ups and downs associated with Australian pastoral conditions soon became apparent. In 1849 sheep were sold for an average of only 5 3/4 each, and the glut in the local meat market became so acute that in the previous year fat cattle were almost unsaleable. Mr. Angas found that the shareholders were becoming restive over the Company's unprofitable pastoral department, and its discontinuance was advocated. Short of absolute sacrifice of the stock this was no easy matter, and as a last resort boiling down was tried. Twenty-five head of cattle were converted into tallow, which encountered a very dull market when it reached London for sale. In any case, the primary object of the South Australian Company at formation was not to exploit the pastoral industry, and as opportunity offered the balance of its cattle were sold off to the best advantage obtainable. The sheep were also gradually quited, some realising only 4/7 a head in 1849. Finally, in 1850 the whole of the Company's flocks, together with a few cattle at the Bremer and Mount Gambier stations, were sold, the proceeds being insufficient to pay 30 1/2 acres of land at the latter place was sold for 30 1/2 acres. In his interesting presidential address before the South Australian Branch of the Royal Geographical Society in 1918 the Hon. John Lewis, M.L.C., remarked:—"The names of the owners of the first stock landed at Glenelg, when the proclamation was read on December 28, 1836, are not available, but the fact should be recorded. There were two horses, two mules, and one cow! The absence of names in this case is not material, and the equilibrium not very satisfactory for stocking a new country." For all practical purposes, however, the South Australian Company, with George Fife Angas as the driving force, was the actual pastoral pioneer of the new province, and it was no false claim which its historian made when he wrote:—"From a public point of view, the benefits derived from the Company's importations of pure and thoroughly sound stock in the vast colony were of the most important character. Low-bred cattle and sheep nearly always waste more pasture than they utilise. This is a fact which, even at the present day, has only been partially appreciated, and of which more particular account must be taken if the dairying industry is to become as profitable to the great bulk of the Australian agriculturists as it ought to be."

George Fife Angas settled in South Australia in 1851, and was accorded the honor of a public dinner a few days after he landed. The early attempts to found the colony were referred to in the speeches, and the Chairman remarked:—"After the first efforts were made the machine stuck fast and but for George Fife Angas would have stuck there till the present moment—a sentiment that was greeted with "long and continued cheering." Through his agent Mr. Angas had become possessed of 28,000 acres of land in seven special surveys, comprising Flaxman's Valley. The severe financial embarrassment which this transaction caused him is a matter of history, but he eventually emerged from the crisis with great material benefit. As a tribute to his far-seeing qualities, it may be mentioned that he was one of the very first to recognise the possibilities of the meat export trade between South Australia and the old world. As early as the year 1848 he wrote to his son, the late Mr. I. H. Angas, as follows:—"I think it will be wise at any rate to try Warrenton's curing patent, by making up half a dozen barrels, in such barrels as are used for salt meat for ship's use, upon the recipe I enclose in this letter. The point is to have the cask full up to the brim with hot tallow, 300 degrees, and when cool fix in the top, well pressed down to keep out the air, and ship to my consignment in London, and this will fully test the plan. Strong gravy that forms a thick jelly will answer as well as tallow to preserve the meat."

Decades before strong racial feeling was aroused as a result of the Great War, George Fife Angas did a grand thing for South Australia by the promotion of emigration to these shores of German religious refugees, whose coming led to the foundation of Klemzig, Hahndorf, Lobethal, Bethanien, Langmeil, and other villages, which still endure and thrive under changed names. J. W. Bull, in 'Early Experiences of South Australia' says of the part Mr. Angas played in German migration:—"Of this action I may remark, without fear of contradiction, that this wealthy and beneficent gentleman never made a better use of his money than by affording to this body of Lutherans the means to migrate to this colony. Without being guilty of an intrusion on the quiet and unostentatious actions of Mr. Angas, I think, as a public benefactor to a much greater extent to the colony of South Australia than any other of its founders, some record should be made of the obligations we owe to him."

In a career full of great achievements, his biographer claims for him the origination of the South Australian Company, the Bank of South Australia, the National Provincial Bank of England, and the Union Bank of Australia; a large share in the emancipation of slaves in Honduras and the Mosquito Coast; while his foresight and shrewdness won for Great Britain the possession of New Zealand as a colony. He established the first Sunday School Union in the North of England, and was one of the founders of the British and Foreign Sailors' Society. He led a life of deep piety and practical philanthropy, and on May 15, 1879, in his ninetieth year, passed to an honored grave. A magnificent mausoleum marks his last resting place in Lindsay Park, and a fine monument adorns North Terrace Adelaide, while in the geographical nomenclature of the State the township of Angaston, the Angas River, Angas Streets in Adelaide and Kent Town, and the Commonwealth electorate of Angas serve to keep his memory green.
THE life story of John Howard Angas must be fairly familiar to anyone engaged in pastoral pursuits, and it has been published and elaborated upon so frequently that it would be difficult to discover any really new material. Sufficient time has passed since his death to permit of his great achievements being viewed in their true perspective, and it may be said that for boldness in enterprise, versatility of interests, and competitive successes he stood in a class by himself. Other pastoralists could be named who won equal fame in the particular department of stock breeding upon which they concentrated their efforts, but John Howard Angas' activities scarcely knew any bounds, and he held his own in every direction. No man before or since his demise has done more to improve the quality of South Australia's flocks and herds, and the beneficent influence of his work will be felt for many years to come. Mr. Angas was still in his teens when he came to South Australia from England in 1843 at the express wish of his father, George Fife Angas, whose business interests in the new province he did much to straighten out and consolidate. Upon landing he proceeded at once to his father's Barossa estate, making Tarrawatta his headquarters, where he first camped with a shepherd in a portable box, measuring 6 ft. by 3 ft., and afterwards lived in a stone hut, which, with improvements, is still standing. The hardships of pioneering and the day of small things had no terrors for him. According to the biography written by Dr. H. T. Burgess, who had free access to the family papers, Mr. Angas' earliest venture as a pastoralist on his own account or outside his father's interests, was a partnership with Mr. A. B. Murray in a sheep run at Reedy Creek. That was in the early fifties, and in 1855 the partners were awarded first price for imported rams at the Adelaide Agricultural Show—the very first of the phenomenal run of Mr. Angas' show successes that would need a volume in themselves to record. In 1854 he visited England, and formulated plans for the vast operations that were to follow in after years. His first 10 years of residence in South Australia had created within him a thorough love of the pastoral business. He had strongly fastened on to the science of stock breeding, and had mastered the capabilities of the country, its natural herbage, and climatic conditions in relation to the rearing of cattle, sheep and horses.

Almost immediately upon Mr. Angas' return to South Australia from England, he purchased the Mt. Remarkable run, which, as the result of subsequent additions, eventually covered an area of 50,101 acres of freehold and 15,350 acres of leasehold. A rapid expansion of operations followed, until
Mr. Angas' estate "in mere measurement exceeded that of some European kingdoms, and comprised interests almost as complicated and diverse." South Australia did not then possess the network of railways which represents its present-day development, and in order to facilitate the process of marketing his stock Mr. Angas acquired properties at intervals along the line of march, so that at the end of each day's travel his cattle and sheep could rest and feed in paddocks of his own. The vast extent of his pastoral activities may be gauged from the following list of the principal properties in which he was interested:

- Collingrove, 14,130 acres, shearing about 15,000 sheep; Hill River, 35,207 acres, 60,000 sheep; Hill River out-stations for fattening, Balaclava, Belair, 1,278 acres, and Broadview, 4,028 acres; Mt. Remarkable, 50,101 acres of freehold, shearing about 15,000 sheep; Point Sturt, 5,704 acres (stud Shorthorn cattle); Kingsford, 3,082 acres (stud Hereford cattle); pastoral leases devoted to sheep, Wirrealfa, 1,729 square miles, Whittata, 234 miles, Netley, 145 miles; pastoral leases devoted to cattle, Stuart's Creek, 5,014 square miles, Finniss Springs, 578 miles, Frome Downs, 970 miles, Macumba 200 miles, Barrow Creek, Frew River, and Elkedra, 12,100 miles. In 1882 Mr. Angas found that his physical strength was beginning to decline, and he decided to shorten sail by disposing of his Northern interests. Negotiations were conducted with several prominent pastoralists, and ended in Mr. Angas putting the following in writing: "In reply to your request that I would place my Mt. Remarkable estate, with its pastoral leases and stock, at your disposal, as enumerated in the schedules submitted to you, and the whole of my leasehold runs with the following stock, viz., 70,000 sheep, 9,000 cattle, 1,600 horses, under offer to you for the sum of £310,000, I beg to state that I have considered the matter, and, being anxious to reduce my responsibilities, will accede to your request. This case falls into the hands of the Willowie Land and Pastoral Company, but misunderstandings arose and led to a vexatious lawsuit in the Supreme Court. The result was a complete vindication of the vendor's side to the question, the Chief Justice awarding him the verdict on the claim and counter claim, with costs. However, as the result of the obligations to him which the Willowie Company incurred, Mr. Angas became its largest shareholder, and continued in that capacity for many years prior to his decease. The Shorthorn and Hereford cattle studs were probably his greatest pride, and he spent a fortune in importing bulls and cows to build them up and maintain them. Having frequently swept the boards in the Adelaide, Melbourne and Sydney Royal Show rings—"as his own office staff lost tally of the number of awards—his great ambition was to exhibit his magnificent animals in competition with the best to be found in the United Kingdom of Great Britain, but the necessary permission could never be obtained from the English authorities. He, however, had the satisfaction of being elected a life member of the Royal Agricultural Society of Great Britain, and a similar honor was bestowed upon him by the kindred bodies in Adelaide, Melbourne and Sydney. The Hill River estate was secured for 130 acres, by B. Fisher in 1871, and its lack of afforestation was quickly relieved by the planting of tens of thousands of gum and pine trees which to-day are one of the glories of the locality. The Angas Merinoes established a reputation far beyond the borders of the State, and nearly 200 prizes for sheep and wool were obtained in the principal shows of Australia. The Collingrove Lincoln stud was also held in very high repute, and in further proof of Mr. Angas' many-sided nature it may be mentioned that his operations included the importation and breeding of horses, pigs, donkeys, and ostriches, to all of which the same meticulous care was devoted as marked the conduct of his more important interests. In each case the cattle breeding large dairies were established on the co-operative principle, and at one time there were as many as 500 milking cows attached to them. On the Hutton Vale farm 20 acres of currants were cultivated, and in one season 5,000 acres of wheat was cropped at Hill River. Truly a versatile producer!

Of course, Mr. Angas accumulated great wealth, but he worked hard for it and used it with infinite credit to the family name for munificence. When those famous Shorthorn cows, "Rugia Niblett" and "Rose Niblett" were imported together with 22 other choice specimens of the breed, the owner invited a party of 70 gentlemen to inspect them at Torrens Island, and in the course of his reply to the toast of his health, Mr. Angas remarked: "He had been referred to as a shrewd man, and he pointed out that what had been done in the past could be done now, and if young men would only stick to one occupation, and throw all their energy into it instead of grumbling about lost chances in bygone days, their prospects would be as good as they could wish. He had always stuck to his business. He had commenced with stock and he had kept to it. In England stock breeding was one of the most popular amongst the gentry of the Queen down to the smallest farmer, and he would like to see it improved here, where there was plenty of room for pure strains of blood." Mr. Angas was an employer, and it is not often that one comes across a paragraph of the following kind, published in the press on May 21, 1872: "Mr. J. H. Angas has given to his officers and men who have been in his employ for two years or more, a bonus of 10 per cent. calculated on the past 12 months' wages. This is to allow them to participate in the increased profits arising out of the high prices of wool. It is to be hoped that other flockmasters who can will follow this good example." Despite his extensive business interests, Mr. Angas found time to devote eleven and a half years to politics, divided between membership of both the Legislative Council and the House of Assembly. At a political dinner tendered to him by committee and friends at Gawler he is reported to have said: "It had been charged against him that he rented too many acres of Crown lands. Unfortunately, those who had some of it heretofore had been ruined by it. If that should be his case he would have to admit with sorrow that he had too many acres. But if he were enabled to turn a hitherto unprofitable country to better account, and to improve land that had been abandoned to the State so as to make it in some degree profitable, then he thought he might be considered as discharging an important duty to the State by paying rent for what otherwise might have lain waste and profitless alike to individuals and to the community."

A record of the philanthropic deeds that lie to the credit of Mr. Angas would easily fill a chapter in itself, but that is not the purpose of this sketch. It is merely to say that his liberality towards good causes was on a princely and almost unexamined scale. He passed away at Collingrove on May 17, 1884, in his 81st year. Among the provisions of his will was one expressing the hope that his estates would be carried on for at least 10 years after his death, but the inevitable demands of taxation and other operations have gradually worked in the direction of dispersal. But the memory of Mr. Angas and his wonderful accomplishments is imperishable.
ALTHOUGH Joseph Hawdon does not appear to have carried on active pastoral operations in South Australia, he may be considered well worthy to occupy a place among these sketches, because of his famous first overland expedition from New South Wales to Adelaide with cattle in 1838. This achievement forms quite an epoch in the annals of early exploration, droving, and bushcraft. Two excellent accounts of it have been handed down to posterity—one written by Charles Bonney, who accompanied Hawdon, for inclusion in J. W. Bull's book on early South Australian experiences, and the other published by the Rev. John Blacket from Hawdon's own journal now in the possession of the latter's nephew, Mr. Francis Davison, the well known lawyer of Mount Gambier. Bull claims that the expedition was "one of the early and essential instruments in the successful conversion of a vast wilderness into a fruitful garden, and in assisting in the establishment of a colony now one of the brightest jewels in the British Crown."

Joseph Hawdon settled in New South Wales in 1834, having migrated from England probably on the strength of glowing reports as to the possibilities of grazing pursuits furnished by his brother John, who had preceded him to Australia six years before. He had heard of the "Settlement" on the South Australian coast, as Adelaide was then known, and concluded that it would be a good market for the meat that was being raised in New South Wales. Hawdon fitted out the expedition, and the cattle, numbering 335 head, were driven from their station on the River Hume to the Port Philip mail establishment on the River Goulburn, at which place they were met, on January 23, 1838, by drags conveying supplies for the journey. There were nine in the party. To Charles Bonney, afterwards first Commissioner of Crown Lands under responsible government in South Australia, was allotted the duty of leading the drags and choosing the line of route, the cattle being generally some little distance in the rear. For a large part of the journey the expedition stuck to the banks of the River Murray and traversed country on which white men had never before set foot. Many parties of wild blacks were encountered, but little or no real trouble was experienced at their hands. Three tribes were passed in one day near the River Darling, and in one of them 200 blacks were counted. One native, who had never seen stock before, asked Hawdon whether the cattle were the wives of the white men! The most trying experience of the whole ten weeks journey was that caused by the terrific temperature that prevailed on the second day out. The heat was followed by a fearful thunderstorm, of which Hawdon gives a graphic account in his journal. He says: "We had arrived within a quarter of a mile of a water hole when a tremendous peal of thunder burst over our heads. The electric fluid passed along my head, causing me to feel as though struck with a heavy bludgeon. Two of the bullocks within four yards of us were killed on the spot, one of them standing stiff and dead some seconds before he fell. A second peal roared and crashed round us.
from the herd, was roasted whole. The Governor presided. An ox, chosen for the purpose of bleeding those that had fallen, and while so employed the tree under which I stood was shivered to pieces. During this awful storm I could not help remarking that the guardian hand of Providence was with us, for, though surrounded by death in its most appalling terrors, we were kept unhurt, except a slight accident to my hand, which was lacerated either by the electric fluid or a splinter. When the storm subsided it was fearful to see the traces of its power left in parts of the forest; the nobler trees were shattered to fragments or uprooted, and hurled prostrate on the ground.

Two beautiful lakes were discovered on the journey, and Hawdon named the first Lake Victoria in honor of the youthful Queen who had ascended the throne a couple of years before. It is recorded in his journal that “each of the party testified his loyal respect by drinking Majesty’s health,” and, with a view to bridge the gap between the party and the public, it is stated that he lived Thebarten the valley and altogether it appears that the common laurel, near the front door, was a beautiful flower.

In returning thanks for the presentation from the people Joseph Hawdon announced his intention of settling in Adelaide “with all the force he could gather,” and the Hon. John Lewis, M.L.C., stated that he lived Thebarten a wonderful tribute to the care and skillful bushcraft exercised by the party. It is recorded that the stock reached Adelaide in excellent condition.

Hawdon left Victoria in about 1858, and went to New Zealand, where he was engaged in pastoral pursuits, and entered the Legislative Council. He died at Christchurch, and there is a window erected in the local cathedral to the memory of “the Honorable Joseph Hawdon.” Rolfe Boldrewood in “Old Melbourne Memories” has this reference to him: “Cheery, kindly Joseph Hawdon, the pioneer, the explorer, the jolly squire of Banyule, died when scarce over the middle age.” He was born at Walkerfield, near Staindrop, in the County of Durham, England, where his forbear lived for generations, and whither he returned on retirment in 1840. He had two sons, Arthur and Cyril, both dead, and two daughters. One of the latter married the Hon. Robert Campbell, of Otekaike Station, New Zealand, and both of them are dead. The other daughter went to England. Twelve years ago the Adelaide press announced the death from cholera of Captain Kynard Hawdon, a grandson of Joseph Hawdon, and hero of a remarkably adventurous journey from London to Quetta via Russia in 16 days, 16 hours, which was regarded as a record for quick travel in the Middle East for those times. Lake Hawdon, Hawdon Range, and Hawdon Street, Adelaide, serve to keep in mind this honored name in South Australia.
No account of South Australia's pastoral and political history could possibly be complete without adequate reference to the picturesque and notable place that the name of George Charles Hawker occupies in it. He was the second son of Admiral Edward Hawker, and was born in London in 1819. He was educated on the Continent and at Trinity College, Cambridge, where he gained the M.A. degree. With his brother, Charles, he came out to South Australia in the ship Lysander, in September, 1840, another brother, James, having arrived with Governor Gawler in 1838. The three brothers immediately embarked upon pastoral pursuits, and took up country not far from the present township of Nuriootpa. They had not long been settled there when, in April, 1841, Major O'Halloran and Inspector Tolmer were sent by Governor Gawler to what is now known as the North-West Bend on the River Murray to investigate a reported outrage by the blacks upon a party of ten drovers who were bringing sheep from the East, in charge of Mr. H. Inman, formerly Superintendent of Police. Mr. George Hawker and Mr. Bagot had anticipated the arrival of the police officers, and while making enquiries they met at Narcoota Springs some of the shepherds who had been surprised and wounded by the aborigines. When the police appeared they decided to proceed further along the Murray, and arranged with Mr. Hawker to forward supplies for the party to the North-West Bend. The business had not been completed before the expedition was suddenly recalled, and after its return a voluntary party was formed by pastoralists and others with the object of rescuing 5,000 sheep, which had been taken by the blacks from the drovers at the Rufus River, 40 miles beyond Lake Bonney. By the way, George Hawker on one occasion walked across that lake when it was perfectly dry. He and his brother, James, were included in the voluntary party, which was in charge of Lieut. Field, R.N., and which came across the offending blacks on April 16, 1841. The aborigines attacked in large numbers, and for a little time the whites were in real peril. Lieut. Field in his account of the affray, which occurred not very far from Lake Bonney, said: "Mr. George Hawker called out to me that the natives were encircling us, and, seeing that they were advancing on both wings while the centre was engaged, a large lagoon being in our rear, I ordered the party to follow me and outflank them on the right. While effecting this manoeuvre Mr. Geo. Hawker's horse fell over a tree and he was dismounted. We wheeled around to protect him, and about this time Mr. John Jacob's horse received a second severe wound, and was soon unable to carry him further." The expedition was unable to recover the sheep owing to the large number of natives, estimated by Field at between 200 and 300. The leader was slightly wounded in the head and his horse was speared, while another horse was killed.

 Shortly after that exciting epi-
sided, the Hawker brothers were compelled to move from Nunkapa owing to the purchase by Capt. Bagot, on behalf of Sir M. Featherstonhaugh, of a special survey of 20,000 acres, which included the run they were occupying. They, therefore, moved to the north of Clare. The property taken up by them was about 10 miles down the Hutt River from Clare, and a temporary station was formed on a native well in which the water was good, but that in the river being very brackish. The well supply, however, was very small, and George and Charles Hawker went out prospecting for a better locality, while James also undertook a roving commission with a similar object. The last named, in his interesting Reminiscences, says:—“On Christmas day, 1841, we got good drinkable water at 8 ft. depth, and in June 1842, an examination of the country round proving satisfactory, we decided to make this our head station. I, therefore, marked out a place for erecting slab houses. This place being called by the natives, Bungaree, we adopted the name. We had two police troopers stationed at Bungaree, this being the furthest station from Adelaide.” It is said that Bungaree is aboriginal for “hut” or “tent,” but the word is not peculiar to South Australia, because George French Angas, in “Savage Life and Scenes in Australia and New Zealand,” and Ida Lee, in “The Log Books of the Lady Nelson,” both make reference to a King Bungaree, who was head of the Sydney tribe of natives. The Hawkers at once moved their sheep to the new station. Inspector Tolmer assisted by mixing the mortar while Charles Hawker gave the finishing touches to their homestead, in which operation Tolmer assisted by mixing the mortar while George did the plastering. This was a peculiar task to come the way of a Cambridge Master of Arts, but it showed the resourceful stuff of which he was made.

In 1843 James Hawker sold his share of the run to George Hawker and went to Moorundee on the Murray, and subsequently George and his brother, Charles, agreed upon a division of the property. Charles taking the part known as Anama, which, on the latter’s death, was purchased by George, who continued to conduct Bungaree until his end. “The Register” says: “Mr. Hawker prosecuted his operations at a time when the fact of ‘killing a squatter,’ as it was termed, was freely resorted to by the Government as a means of replenishing a needy national exchequer. This process consisted in putting up one or more lots for sale by auction, which forced upon the occupant the necessity of buying the country he held or letting others purchase it over his head. It was extremely difficult in many cases for squatters to make the financial arrangements requisite to enable them to buy in the country they held; but Mr. Hawker was one of those who succeeded in doing so. He purchased Anama and Bungaree races as having an area of 236 square miles, with a grazing capacity of 87,000 sheep, 300 cattle, and 150 horses, ‘the greater portion feeding on purchased land.’ The old rental and assessment were £488 3/9. and Goyder’s valuation was £3,472, exclusive of improvements valued at £2,025. Mr. Hawker established a great reputation for high-class wool and sheep. The flock was founded by the purchase of 2,000 ewes descended from George III. Merinos (the same blood as the Camden House Strikers and Negretta rams). These were bought from Mr. Irely, of Bathurst, New South Wales. In building up his famous Merino stud Negrette and Ramhouillet rams were imported, and constant experiments were made in the effort to attain perfection. Mr. John Noble had the management of the flock for 47 years, but Mr. Hawker’s skill and scientific knowledge were always freely applied. A biographer says of him that no other South Australian of the times was so familiar with the pastoral history of the colony, and his utterances on the subject always carried great weight.

Equally distinguished was Mr. Hawker’s political career. He first entered Parliament unopposed in 1858 in succession to another pastoralist, Mr. R. Leake, who resigned his seat for the district of Victoria. In 1860 he was elected Speaker before the rise of Finnis (Treasurer) and Francis Dutton, and it is recorded that he gave general satisfaction in the chair. "For his courtesy and strict impartiality. Upon the dissolution in 1865, Mr. Hawker returned to England with his family, and again took up his residence in South Australia in 1874, after a short visit to the colony. He entered politics, and had a place in several Cabinets, serving four years less a few days as a Minister of the Crown, in recognition of which he was granted the prefix of "Honorable" to his name. At the end of his long political career he showed an inclination to sit back, especially when his son, Mr. E. W. Hawker, entered the House of Assembly to represent Stanley. Nevertheless in the age of 74 years he conducted a vigorous election campaign, and spoke for two hours in the North Adelaide Institute at a time when Labor was beginning to assert its political ambitions. In 1889 he visited India, and upon his return wrote vigorously on the question of irrigation. He was a keen supporter of the turf, and was one of the owners of ‘The Sovereign’ at the time of his death. Coursing, cricket and cycling found in him a real enthusiast and old members of the North Adelaide Cycling Club will remember the splendid hospitality that he dispensed to them frequently at his Medinide mansion, "The Briars," since acquired by the Salvation Army. He subscribed to the cost of the Trades Hall site in Adelaide, and presented a large number of sheep to the village settlements. "Even his political opponents admired and praised him for his pre- eminent fairness, sincerity of purpose, and earnest patriotism." At Bungaree an Anglican Church was built and endowed entirely by his liberality. The services were conducted formerly by a clergyman came from Chalmers time, but the endowment has been increased in recent years by Mr. Hawker’s sons on condition that a service is to be held every Sunday. Mr. Hawker married Bessie, eldest daughter of Henry Seymour, of Ballymoore Castle, County Galway, and had a family of nine sons and six daughters. He was marked doing for another tribal distinction at the hands of the Sovereign, but died before the same could be bestowed, and the title of ‘Lady’ was granted posthumously to the widow who shared with Lady Sturt the only two instances where that very rare honor has come to South Australia. Mr. Hawker died at "The Briars" on May 21, 1895, at the age of 76 years, after a few months of celebrating the golden anniversary of his wedding. His remains were accorded a State funeral. A portrait of him in his adorns the House of Assembly Chamber. His name and portrait give us a glimpse of what the great workship of Hawker helps to perpetuate his good and enduring name.
THE long roll of our pastoral pioneers contains the name of no man who had a more dazzling career than did Charles Brown Fisher. The history of many of these pioneers is obscure, but in the present instance the difficulty is to compress into the allotted space all that might be written of interest about this remarkable personality, who achieved fame on the sheep-walks within and far beyond the borders of South Australia, and then became still more famous in racing circles. The second son of Sir James Hurtle Fisher, first Resident Commissioner and first Mayor of Adelaide, he was living in that city in 1836 before it had been surveyed. The population of the capital was then seven, all the other colonists being located at Glenelg. Before arriving in South Australia in the Buffalo Mr. Fisher had spent two years on a farm at Little Bowden, Northamptonshire, but, together with his brother James, he started his career in the new land as a merchant and importer. As early as 1838, however, he "went north" and "squatted" with sheep at the Little Para. In a letter written to a friend in England in June, 1837, he remarked:—

"The most profitable investment after all is sheep, and James and I intend to purchase a flock as soon as it lies in our power, which will, I trust, not be long. I shall go and squat in the interior, and he will manage in town. There is nothing in this world I delight more in than an agricultural and pastoral life, which will be far more interesting here in an unexplored country than in England." The Little Para venture was followed by farming operations at Lockleys and the Reed-beds, in combination with the lucrative business of dealing in stock to supply the Adelaide market. Mr. Fisher spent a lot of time in the saddle, and made many long journeys for supplies. On one occasion he left Lockleys in the evening, rode to Inman Valley, mustered some cattle on a friend's run, and walked in to breakfast, much to his friend's astonishment. He then started with his bullocks for Adelaide and had them in the market for the butchers on the following day. Mr. Fisher could relate some stirring tales of the early days. He used to go out with the police after cattle stealers, and on one occasion came across the notorious criminals Stagg and Gofton and another man about dusk, when they were going into the Black Forest. Some of the Fisher cattle were found hanging. Stagg afterwards murdered Gofton and was executed publicly. "The onlookers were all armed with pistols," says Mr. Fisher, "as we had heard that the crowd were going to rush the
hangman, who had to bolt after the execution. Another exciting experience was the complete destruction by fire of the Fisher home near the old stock markets on North Terrace. John Stephens' "History of South Australia," published in 1839, has the following remarks: Mr. Fisher, (as regards some of his sons) have built of the native limestone, in the centre of the town, an extensive store, which is the most important structure in the place."

As his financial strength increased Mr. Fisher gradually extended his pastoral operations, which were attended by phenomenally good fortune. He purchased Bundaleer Station from John Bris-tow Hughes in 1855, and after he sold it to John Maslin. He petitioned Parliament for payment for improvements on part of it that was resumed. Hill River was another of his big properties, which he subsequently passed into the hands of John H. Angas. At least ten or twelve other South Australian stations were in the ownership of Mr. Fisher, (as regards some of them in partnership with Mr. Rochfort), including Wirrabara, Mount Schank, The Levels, Moorak, Port Gawler, and Thurk, while his operations also extended to Victoria, New South Wales, Queensland and the Northern Territory, although he was always regarded as essentially belonging to South Australia. Ned's Corner Station and Victoria Downs, two famous properties, were once associated with his name. He sent 30,000 cattle to the Northern Territory in the early eighties. In Merinos Mr. Fisher's name as a breeder must ever rank superior for that purpose. Mr. Fisher's sheep importations and his skillful breeding did much for the industry in Australia. His importations included Lincolns for fattening purposes, although he once expressed the opinion that perhaps Leicesters were superior for that purpose. Mr. Fisher was a great lover of horned cattle, of which he was a splendid judge, and he also got together a magnificent lot of draught horses, which were used in immense farming operations at Hill River. An old photograph shows 50 strippers at work there. For a period Mr. Fisher settled in Victoria, and "Bendleby," of "The Australasian," said that he cleaned up his pastoral operations in South Australia for a return of £300,000 cash. The same writer added:—"Hill River, which he sold for £2 an acre, had an area of about 70,000 acres, which, after the introduction of superphosphates into South Australia, kept on steadily increasing in value until, at the present time, divided and sub-divided as it is, it would probably average £12 per acre. However, the rise in values did not set in until long after this estimable pioneer had crashed. Even when good fortune followed his every movement hot footed, his keen-eyed manager, the long since deceased Mr. Huts, prophesied his downfall. Unlike the proverbial croaker, he took practical steps to provide for the old gentleman's comfort in the event of such misfortune, and did so in a fashion known to all lawyers and to none better than to Sir Joseph Symon." The evil days arrived in the early nineties, when many other Australian pastoralists were brought down. Mr. Fisher lost very heavily in colossal land speculations in the Northern Territory, and was reduced to dire straits. His friends, however, rallied around him, and he subsequently did fairly well by sheep farming on a small scale.

Equally romantic with his pastoral career was Mr. Fisher's connection with horse racing. Apart from the records of his turf achievements the names of two important races—the C. B. Fisher Plate in Victoria, and the C. B. Fisher Stakes in Adelaide—serve to keep his memory green. He rode in the first race run here—The 1838 meeting, which was held just south of Thebarton. Interviewed when he visited Adelaide in 1904 he said:—"The horses had no stall feeding in those days. You don't get horses now to go 70, 80, or 90 miles straight out of the paddock. I once took a horse out of the paddock with his belly full of grass and rode him 64 miles in eight hours. We never thought of stall feeding in those early days. There were a lot of native grasses that had more substance in them than the present day feed. There were no metal roads, either. Of course, our racehorses were stabled. They did not get up the speed they do now, but the stamina was there. There is too much short-distance racing now."

The first authentic record of the present South Australian Jockey Club is dated January 24, 1856.
ONE has to delve among the very earliest historical records of South Australia to trace the career of that interesting personality, George Alexander Anstey, pastoralist, politician, and pioneer. The province was only two years old when he arrived in it with sheep from Tasmania, where his father had resided for many years and was one of the oldest members of the Legislative Council in the island State. That was in March, 1838. Hawdon and Bonney had recently completed their famous overland trip with cattle from New South Wales to Adelaide, and in some of Mr. Anstey's old-time letters published by Thomas Giles in 1887, there is a graphic description by the subject of this sketch of the excitement and stir that were created by the arrival of the overlanders. In one of those letters Mr. Anstey says:—

"Within four weeks of his arrival Mr. Bonney accompanied me to look for a sheep station on the Little Para for my one flock of ewes then depasturing on the Fifth Creek at the foot of the hills." The original name of that small tributary of the River Torrens, according to the earliest plans, was Anstey's Rivulet, but although that name was discarded, Anstey's Hill, in the vicinity of Hope Valley, is as well known to-day as ever it was. The Squire of Highercombe made rapid progress in the pastoral industry, and at the end of 1841 he was running 10,000 sheep—as big a holding as anyone in the province could claim at the time, with the exception of the South Australian Company. One of his earliest ventures was to take up grazing land on the River Gilbert, and he had a special survey on the Para, but his principal claim for recognition in the pastoral annals of the State is his connection, in partnership with Mr. T. Giles, with the pioneering of Yorke Peninsula. In 1847 Mr. Giles took up country about Minlaton and Curramulka for Mr. Anstey, and his published reminiscences are wonderfully eloquent of the terrible trials that beset our pastoral pathfinders. "It was no easy matter," he says, "getting sheep round there, as the scrub grew so close to the cliffs that in some places we had to wait for low water to drive the sheep. Mr. Coutts suffered greatly in trying to take his sheep round in the summer, and lost nearly 2,000 by their drinking salt water. We had to travel 100 miles—from the Wakefield to Gum Flat—before we could get a drink of water for our sheep. We sent ours away just after they were shorn, before the hot weather set in, and fortunately got them round safely. We took a black boy from the Wakefield as interpreter, but he
an admirable overseer. In passing he conducted auction sales in White's Rooms, Adelaide. Marocara sold fairly well for those days. The woolshied paddock brought £8 4/- an acre, the drafting paddock £8, and honeysuckle paddock £8. Other land was quitted down to £3 10/- an acre, and a number of sections were passed in Seventeen thousand acres of Penton Vale Estate, situated west of Edinburgh and Coo-bowie, came under the hammer together with 1,800 acres in the Hundred of Moorowie. There was a large attendance at this particular sale but few bidders were present, and most of the lots were passed in without any offers or on account of the prices being too low. The highest price obtained was £4 10/ an acre with improvements and good water, and the second highest was £2 12/6 an acre. Some of the land in question may now be classed among the most productive on Yorke Peninsula, but Anstey and Giles parted with it for the days of artificial fertilisers. In 1850 Mr. Anstey bought the Highercombe estate, near Adelaide, and expended much care and money upon its development. He planted a large number and variety of English trees, besides an extensive orchard and vineyard. Choice red and white wines were manufactured and in 1852 between 3,000 and 4,000 cases of apples were sold from the orchard. This estate afterwards passed into the possession of the Hon. G. M. Waterhouse.

Mr. Anstey resided for only 14 years in South Australia, but retained many of his interests in the colony for a much longer period. In the official list of the original proprietors of the "town and harbor of Port Lincoln," as settled on July 17, 1839, he appears as the owner of ten town allotments. In a subscription list published in 1852 he is credited with having made a substantial contribution to a fund to offer a reward for the discovery of a goldfield in South Australia. In the same year he returned to Tasmania, where he remained for two years. Then he took up permanent abode in England, although he paid several subsequent visits to South Australia, the last in 1868. Mr. Anstey was described as a man of considerable intellectual power and scholarly attainments, who combined brilliant conversational ability with great force of character—qualities which were recognised and appreciated by all who came in contact with him.

Perhaps the most interesting side of Mr. Anstey's career was his connection with South Australian politics. He accepted a nominee seat in the Legislative Council in 1851, and resigned three days later, addressing an extraordinary letter to the Governor, in which he said:—

"I have lost much of the desire which I once had to enter the present Council. I confess that I was most anxious to have assisted in the good work of constructing a reasonable Constitution for the people of this country. But so disgusted am I with the doings of the present body; with the utter neglect of the most important pledges; and with the shameful preference of matters personal to themselves as to their political and party prejudices, but most mischievous to the country, that I fear my presence in the Council would tend little to public advantage or to my own comfort and satisfaction." Mr. Anstey appeared to be nettled over his unsuccessful attempt to obtain leave to introduce a Bill to amend the Road Ordinance then in existence, in which direction the Registrar-General forestalled him. His idea was to rate the land according to its value, and to abolish "that monstrous anomaly" the Central Board of Main Roads. Mr. Anstey was a man who held strong views and had the gift of vigorous expression. During his three days in Parliament he made the proceedings pretty lively. He believed in religious instruction being imparted to school children, provided the full approbation and permission of their parents or guardians were forthcoming. Interference with such parental rights would, he declared, be "an act of the most infernal tyranny which could only proceed from the bottomless pit." His political opponents free, in named him with his acceptance of a nomination for a seat in the Legislature, and the following morbid lines appeared in the press at the time over the signature "A.H.D."—

TO G. A. ANSTEY, ESQ.

"He that entereth not by the door . . . but climbeth up some other way."—Vide John x.

The people's door! The people's door! The pass-way of the free.

Thou hast "got thine" that "other way," which proves what thou wilt be—

A lion caged—an eagle clipped—a spaniel fawning low—

To him of whom I've heard thee speak words darst thou utter now?

Gone is thy independence—thy manful fight and strong

Against whate'er thy wayward mind presented as a wrong.

The locks in which thy strength once lay are never'd from thy head; and, "shake thyself as thou wast wont," thou'rt fain that this strength is fled.

Oh! hadst thou heard, as I have done, the gibe, and jest, and jest, and jest, and jest, and jest—

From those who were thy staunchest friends—the good men of old cheer. Thou wouldst have left that place and power and letters to thy name Are purchased dear by sacrifice of honesty and fame. Back! leap the fence, and throw thyself again upon the free;

And say—"The door—the people's door—that door alone for me?"

Having put in his bombshell, however, Mr. Anstey appears to have treated his critics with sublime indifference. He died in Harley Street, London, in February, 1895, in his eighty-first year. Mr. A. T. Saunders informed the writer that Mr. Anstey's son (Edgar Olliphant) was the first South Australian born officer to fall in battle. He was born at Highercombe, and was a lieutenant in the First Battalion of the 24th Regiment. He was killed in action at Isandula, Zululand, on January 22, 1879.
In tracing the history of the deceased pastoral pioneers the name of Bowman crops up almost as a refrain, the four brothers, Edmund, John, Thomas, and William, having played a prominent and very creditable part in the early development of our great staple industry. It is not practicable to deal with each one's career separately. For many years, at any rate, their interests were almost identical, and in a sketch of the family which the late Mr. T. R. Bowman furnished to "Our Pastoral Industry," fifteen years ago, the common use of the expressions "we" and "our people" denotes the corporate relationship that existed. The late Mr. Edmund Bowman's life is, therefore, selected for notice as typical and representative of a worthy family, he having been the eldest of the four brothers, the first to arrive in South Australia, and the first to die. Their father, John Bowman, left his English farm in the hands of an agent in 1829 to come to Tasmania with his family. The original intention was to settle in Western Australia, but navigation was not in those days the comparatively easy matter it is now, and after having been buffeted about on the high seas for six months the ship made Van Diemen's Land, as it was then called, and all the passengers decided to remain there. Sheep farming and agriculture were tried by the Bowman family for nine years in different parts of the island, and then the bigger spaces of Australia attracted attention. In 1838 Edmund Bowman came to Adelaide, but first had to endure the peril of shipwreck, the "Parsea" being piled up on Troubridge Shoals, with the result that he lost everything he had. He put in a couple of months with a survey party in the Encounter Bay district, and then returned to Tasmania. In 1839 he was back in Adelaide with a few sheep and horses, and for one of the latter he got £100 from the Government. Edmund fixed his camp at Islington, where the railway workshops now stand, and which was then a well wooded locality. On the strength of his reports the whole family decided to settle in South Australia, except that two daughters were left at school in Hobart. A frame house of four rooms was brought over and erected at Islington, and soon afterwards Edmund bought a section at Enfield. John and William Bowman preceded the rest of the family with a consignment of sheep from Tasmania in a vessel of 136 tons, called the "Lady Emma." Those two brothers were only 13 and 11 years old respectively, and they had the full responsibility of looking after the sheep, as the man in charge "turned careless." They
watered them out of bottles, and when the stock were put ashore a little north of Largs Bay several were killed by wild dogs. The sheep were kept on the plains north of Islington for some time, and a pise and brick house was built at Enfield where, according to an early work on South Australia, Edmund Bowman and T. Magarey were the resident magistrates. As the sheep increased the greater part of the flock was removed to Willunga and kept there for two or three years. Afterwards the Bowmans ran their sheep in the vicinity of Dry Creek and towards the hills, a favorite watering place being at the Torrens, where Beeacres is now located. Scab and wild dogs were very bad, and some wool was sold for only 5d. a pound. The sheep had to be shepherded by day, and at night Edmund and his brothers took turn about in a "watch-box." Some land was rented from Captain Bagot on the banks of Dry Creek, and some fine wheat was grown, the Bowmans being among the first to use Ridley's reaping machine.

In 1844 or 1845 the brothers took up country round where the Burra Burra copper mine was afterwards discovered, but its treeless condition did not appeal to them, and they moved to near the head of the Wakefield River, their country extending to Tothill's Belt, and thence by the Black Springs and the Flagstaff. Subsequently Edmund bought Martindale (an English name) from Drs. W. J. and J. H. Browne. The two most famous runs that the Bowmans became interested in were Werocata (which they insisted upon spelling and pronouncing as Weerockety on the authority of the natives) and Crystal Brook. The Wakefield country extended from what is now Balaklava to the back of the South Hummocks, thence down the west side of the gulf, taking in the land owned later by William Fowler, known as Yararoo or Yaroo. Another station was held at the Gilbert for a time, but the wild dogs were very troublesome there. They were bold enough to come up to the hut door, and at times fire sticks were hurled at them to keep them from the sheep. For years the Bowmans brothers washed their own sheep, and during the rush to the Victorian diggings, when South Australia's population was considerably thinned, Edmund, John, and William shore 7,000 of their own flock. They drove their own bullocks, built their huts, sank their wells, and did a lot of boring for water on Werocata and Crystal Brook runs. They also made miles of "basket" yards out of the small mallee scrub for lambing purposes—high enough to keep out the wild dogs. The scab was eradicated about the year 1847, but was re-introduced from stray sheep in 1853. Thereupon the Bowmans constructed a dip and draining pens out of clay and bricks. Before shearing they always washed their sheep in the rivers, putting each flock through twice in the one day. The year they went to Crystal Brook they washed, shore, and dipped 35,000 sheep in six weeks. The Patent Copper Company got all the Werocata run south of the gulf roads resumed for the use of the company's bullocks, which, however, would not stop on the land, and the area was handed back to the Bowmans. The Crystal Brook run was purchased from Messrs. Younghusband & Co. It then comprised 560 square miles of country, and was stocked with 25,000 sheep, 3,400 head of cattle, and about 200 horses. Extensive improvements were made, and the number of sheep carried was increased to 65,000. The old rent and assessment were £514 3/4, and Goyder's valuation was £3,420 per annum, excluding improvements valued at £8,876, according to the "South Australian Gazetteer" for 1867. Periodical droughts carried off 15,000 sheep at one time, and 10,000 at another. In the day of small things the Bowmans took a hand at carting copper ore from the Burra to Port Adelaide, with back loading in the shape of station requirements. Who will deny that they were justly entitled to the prosperity that came their way? The story of their pastoral achievements is an inspiration to all who may read it.

Edmund Bowman met his death in a tragic fashion on August 14, 1866. He was passing from the woolshed to the house near Port Wakefield, and had to cross a creek by means of two rough logs without handrails. The height of the crossing was 6 ft. from the water which was flowing 4 ft. deep at the time. A woman saw Mr. Bowman fall, but before she could summon help life was extinct. It is supposed that his foot slipped, and that in falling his head struck something and rendered him unconscious. The body was recovered about 60 yards from the crossing, and was brought to Enfield for interment. Many tributes to his grand qualities were published at the time, of which the following is typical:—"There are perhaps few men whose loss would have been more deeply regretted, for during a long residence in the colony he had preserved a very high character, and was much esteemed for his sterling qualities and his simple, unostentatious charity." The secretary of the South Australian Bush Mission (Mr. C. Smedley) wrote:—"Truly it was a pleasant thing to ask aid for a good object from our departed friend. His genial smile, his hearty help, and liberal hand made his gifts worth the double." Two hundred people on foot followed Mr. Bowman's remains to the vault. The Central Road Board, of which Mr. Bowman was a member, recorded a special minute of deep regret at the instance of the chairman, Mr. A. Hallett. At the time of his death Mr. Bowman was a director of the Union Bank. He was only 48 years of age, and left a family of six.
No figure in South Australian history is more worthy of grateful remembrance by posterity than the grand old pioneer, Sir John Morphett, an English gentleman who played no unimportant part in the preliminaries to our colonisation before South Australia was proclaimed a province, and who contributed greatly to laying the foundations of a prosperous settlement and to building up the free institutions of government, which the people enjoy to-day. He was a conspicuous figure in the public life of the Province during the first four decades of its history. Born in London on May 4th, 1809, Mr. Morphett was educated at Plymouth and Highgate Grammar School, and then entered a merchant's office in his native city. When about 20 a weakness in the chest manifested itself, and he was sent to the Company's branch at Alexandria. On the way he travelled slowly through France and Italy, and became fluent in the languages of those countries. He remained in Egypt for a few years, and for twelve months was Acting American Consul at Alexandria. In Egypt he first met Colonel Light, with whom he was soon afterwards to become intimately associated in Adelaide. We may be sure that when they got back to London the Peninsular warrior and Mr. Morphett discussed the plans for the new colony with the greatest interest and enthusiasm. On leaving Alexandria in 1834, Mr. Morphett spent 6 months in Palestine, Syria, the Grecian Isles, and the Levant. At Beyrout he met Dr. Wright, who was afterwards to become Government Medical Officer in South Australia.

When Mr. Morphett reached London on his return from the East, the South Australian colonisation scheme was being much talked about and he threw himself heartily into the movement, being one of the Adelphi party who were prominent in furthering the cause. The South Australian Commissioners deputed him, and Mr. R. D. Hanson (afterwards Sir Richard, Chief Justice) to visit Paris to secure the signature of George Grote the historian, one of the Commissioners, to important documents. They discovered that Grote had left Paris. There were no telegraphs or trains in those days, and after a tedious search they located Grote in Switzerland. Owing to their unexpected journeyings the funds of the two travellers were almost exhausted, and they had to foot it home, reaching London after many adventures. Mr. Morphett came from England in the Cygnet, which arrived off Kangaroo Island on September 6, 1836, and under the Old Gum Tree witnessed the proclamation of the province, by Governor Hindmarsh on December 28. He was present at the naming of the streets and squares of Adelaide; Morphett Street was named in his honor. In later years he was further commemorated by Morphett Street, Mount Barker—he had a holding in the vicinity of the Mount—by Morphett Vale, and Morphettville, near where he built his fine residence "Cummins." One of the original purchasers in London of land in the future colony, he came...
himself and others, notably a block bought a number of town acres. Acting for English principals he farmed out mostly on intending buyers. The first land to South Australia as the representative of many other buyers and intending buyers. The first land sales in the province were held in May, 1837, when Mr. Morphett bought a number of town acres. Acting for English principals he secured several special surveys for himself and others, notably a block of 4,000 acres along the River Murray, north of Wellington, portion of which he retained, subsequently to be known as Wood’s Point, a property in which members of the Morphett family are still interested. Importing numerous sheep from Tasmania for himself and others, he turned out mostly on “thirds.” He was interested in sheep farming on the Para, Hutt, Wakefield, and Light rivers, to the north of Adelaide, and on the Onkaparinga and Inman rivers to the south. All these properties were worked on the principle of one-third to the owner of the land. The holdings comprised some excellent runs. Scab was prevalent in the early days, and consequently pastoral occupation was by no means a profitable undertaking. Mr. Morphett was a merchant and an agent in a large way of business in Adelaide, and as he was dependent on others to look after his properties scattered far and wide in the country, he was unable to give to them the personal attention that was essential to success, and so sheep farming did not prove to him the financial achievement he had hoped for. In those days anyone who owned a section of land could take out grazing rights on surrounding country if it were unoccupied.

A letter written by Mr. Morphett from Adelaide and published in the “South Australian Record” London, gives an idea of the young settlement, then not much more than a year old. The following is an extract:

“It is considered here that when a man can afford to buy 500 sheep, two or three cows, a dozen pigs, a horse, and a few fowls, leaving himself afterwards enough to buy a little salt pork, tea, sugar and flour and pay the wages of two men for one year, his fortune is made, but he must make up his mind to live in a quiet way for five or six years, thinking only of his flocks and herds, not going into town for six months together, and whether a man could adapt himself to such a habit of life must depend greatly upon his organisation, but those who have done so in the older Australian settlements are the magnates of the land in respect to wealth and influence.”

Sir John made a venture to the east of Lake Alexandrina with Mr. Bates, and for sometime occupied country near the border to the south of Pinnaroo, but water and transport difficulties rendered the undertaking unprofitable. In the seventies, in conjunction with Sir Samuel Davenport and Mr. Foster, he purchased Mount Brown, Telowie, Baroota and Caroona runs. Prospects of success were very favorable, but two or three years after purchase the Government took advantage of new legislation, and resumed the first named runs, leaving only Caroona. This quite upset the plans of the partners, and their bright prospects faded away. Sir John always had great faith in the future of the country, and used often to enlarge upon its possibilities, especially with respect to vines and olives, with the cultivation of which he had become acquainted in Mediterranean countries. He snatched to the planting of the Clarendon vineyard on behalf of Mr. Leigh.

Sir John Morphett was a lover of sport of all kinds. He followed hounds when Malcolm had the pack at Lockleys in the forties; they hunted the dingo in those days. He also owned good racehorses. At the first Adelaide races held on January 12, 1838, he ran the mare Fidget, and Sir James Hurtle Fisher (who became his father-in-law) and Colonel Light, were stewards. In 1837 there were only two horses in the whole province. One was the property of Mr. Morphett, who later rode on the Old Course as a gentleman rider. C. B. Fisher. Hurtle Fisher James Fisher, Van-sittart, and William Hallack were among the gentlemen riders. Sir John Morphett’s connection with our political life went back to 1843, when he was appointed an official member of the Legislative Council, which remained in existence till February 1851. He was elected on August 20, 1851 Speaker of the first partly nominated and partly elected Legislative Council, which lasted till 1854, and included distinguished colonists like Sturt, Hanson, Torrens, G. F. Angas, G. Constabkin Kingston, Finnis, John Hart, A. L. Elder, F. S. Dutton, G. M. Waterhouse and others. Sir James Hurtle Fisher was Speaker of the Legislative body that passed the Constitution Act of 1856. Then came the Parliament of two Houses, elected in March, 1857. Sir John was chosen a member of this Legislative Council over which his father-in-law as the first President presided until 1865. The son-in-law then succeeded to the President’s chair and held the position till February, 1873, when he retired from politics. His eldest son, Mr. John Cummins Morphett afterwards became Clerk of the Legislative Council and Clerk of the Parliaments, so that three generations of the same family occupied official positions in the same Chamber during the first half century following the granting of responsible government. Sir John was Chief Secretary in the Reynolds Ministry for eight months in 1861. On Feb. 16, 1870, he was knighted, and his old friend G. S. Kingston, then Speaker of the Assembly, received a similar honor the same day. Sir John would have been knighted in 1856, in common with the first Speakers on the passing of the Constitution Acts in other colonies, had not his relations with the Governor of the day been somewhat strained. Sir John died at “Cummins,” Morphettville, on November 7, 1892, full of years and honors, leaving a widow, three sons, John Cummins, Charles, and Hurtle, and six daughters. The courtly Knight was generous and high minded and did much to mould the young colony and advance it on sound progressive lines. He held an honorable and a respected place in the hearts of the people. Fine old paintings of Sir James Hurtle Fisher and of Sir John Morphett adorn the walls of the Legislative Council Chamber.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

JOSEPH GILBERT.

No previous publication has ever done justice to the romantic and interesting story associated with the life of Joseph Gilbert, who was born in the Vale of Pewsey, Wiltshire, England, in May, 1800. His father, also Joseph Gilbert, had a family of four sons and four daughters, the subject of this notice being the second son. His forebears had for many generations been landed proprietors in the Vale of Pewsey. The Gilbert boys were educated at the Marlborough Grammar School, and after leaving school Joseph spent a few years on the Continent, where he became an accomplished French scholar and acquired some knowledge of vine growing and wine making. He returned to England to manage his father's estate in Wiltshire. A great portion of an English country gentleman's duty in those days seems to have been his pleasures, a bailiff or land steward doing the farm work. He must hunt at least three days a week and not shirk his fences. The three elder Gilberts evidently did their duty in this particular, for they were in the first flight with Asheton Smith's hounds—a high honour in that part of the country. They were equally noted with the gun, and that in the days of flintlocks when sure shots were rare. Henry, the youngest of the four brothers, chose the law for his career. He made his name when yet a junior by getting through in one session of Parliament a Bill for a railway from London to Southampton. Such a thing usually took several sessions, so strong was the landed opposition to a railway cutting through property. This attracted the notice of Hudson, the "Railway King," who appointed him his legal adviser. He became a millionaire, alas! only on paper, for when the great railway boom burst Hudson and his following were ruined. After this Henry came out to Adelaide, and practised law for many years in Gilbert Place, hence its name. Towards the close of 1838 Joseph Gilbert was in London at the Tavistock Hotel, Covent Garden. While at breakfast with a copy of "The Times" before him his eye caught an advertisement announcing that the Buckinghamshire was about to sail for Adelaide. Having nothing more exciting to occupy his time he wandered into the shipping office, and learnt that Adelaide was in the recently proclaimed province of South Australia. The shipping agent gave him an introduction to the South Australian Commissioners, whose information, coupled with the study of a small book issued by the Commissioners for the help and guidance of intending settlers, influenced him to try his fortune in the new land. His father tried to dissuade him, contending that nothing in his early training fitted him for the life of a colonist. However after further consideration he gave Joseph his
passage money, his outfit, and the cash value of the portion which was to be his, telling him he could never expect any more, and this assistance must serve to start him in life. Mr. Gilbert was prompt in deciding upon securing his future home. He landed in Adelaide on March 21, 1839, and read in the Government "Gazette" of July 18 of the same year that a special survey of 15,000 acres had been claimed by Joseph Gilbert and Edward Rowland in the Barossa Hills. The survey was not made until 1843, when it became known as the Wiltshire special survey. Mr. Gilbert, however, entered into occupation of his portion in August, 1839, and set about establishing his home on English ideals. He first named the property Karrawatta, but as this led to postul confusion with Tarrawatta, a neighbouring property owned by Mr. Angas, he changed it to Pewsey Vale after his birthplace. Every improvement was begun with the idea of expansion. No buildings ever had to be pulled down, everything being capable of addition. In 1847 Mr. Gilbert married Miss Anna Browne, sister of Drs. J. H. and W. J. Browne, of South Australian pastoral fame. In 1861 he built a church close to the homestead, and in the same year a reservoir impounding 8,000,000 gallons of water. This reservoir still forms a perfect service for the homestead, cattle yards and paddocks. An extensive vineyard was planted, and the wines manufactured by Mr. Gilbert won as great a reputation in the market as his wool did.

The increased of the flocks and herds necessitated more country, and Mr. Gilbert secured it at Mt. Bryan and McVittie'sFlat, the latter now being known as Cappella. He obtained a lease from the Government and afterwards purchased 32,000 acres. In 1872 Mr. Gilbert's eldest brother, William, came from England to settle, and bought Coot's run at the boot end of Yorke Peninsula, known as Tucock Cowie and Orrie Cowie. Two years later Joseph bought the run from his brother, and held it until the seventies, when surveyors, followed by settlers, came and the land was resumed by the Government. By 1872 the sheep, which numbered 30,000 had been sold, while 1,500 cattle and horses were moved to the Owen Springs run, on the overland telegraph line.

Mr. Gilbert, who imported and acclimatized fallow deer, also had a great love for the thoroughbred, and Pewsey Vale is noted for the many horses he raced, all of his own breeding. A few old colonists will remember Lapdog, who ran Nimblefoot to a nose in the Melbourne Cup of 1870. He was by Muscovado out of Aretheusa, who was by Vansittart's Lucifer. Other noted horses of Mr. Gilbert's breeding were Lubra and Cinderella. The latter ran in the first Adelaide Cup, and won two St. Lows, on the Thebarton course and one on the Adelaide course. Perhaps the most noteworthy horse ever bred was Ace of Trumps, who won the Adelaide Cup and the Queen's Guineas in 1875 beating Fugelman, the distance horse of Australia before Ace of Trumps appeared. Then there was Ashantee, by Talk of the Hills, who won a double at Kensington Park, Melbourne, having been trained by Tom Hill, while in the same year Talk of the Vale, trained by "Peg-leg" Jackson, won the Maidens at Kensington, beating the Derby time. The latter was sold after the race for £480 guineas, in the owner's hope that he would win the Waggacup then worth £2,000. Mr. Gilbert had intended to re-visit England in 1864, partly to take his son, William, to school, but at that time a fire devastated the Mt. Bryan property, and the stock arrangements involved necessitated his presence in the colony for some considerable time. The trip for himself was cancelled and his son sent home in the care of friends. Mr. Gilbert retained his love of a horse all his life, and enjoyed riding exercise daily until within a week of his death, which occurred in his 82nd year on December 23, 1881. He left a family of one son, the present owner of Pewsey Vale, and three daughters. He was one of the subscribers to the original fund for the establishment of St. Peter's College. Gilberton, a suburb of Adelaide, and Point Gilbert, Yorke Peninsula, were named after him, he having been the original owner of the section on which Gilberton is laid out.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

OF South Australian worthies there are few with greater claim to grateful remembrance by the people of this State than that eminent colonist, Sir Thomas Elder. He was a merchant prince, a captain of industry, one of the pastoral kings of his day, and by his gifts to the Adelaide University, a public benefactor, whose name must live when the names of most of the public men of his time will have been forgotten.

Like many of the fine race of South Australian pioneers, Sir Thomas Elder was a Scotsman. Son of Mr. George Elder, he was born in Kircaldy, in 1817. There were four brothers—Alexander Lang Elder, who came to South Australia in 1839 and founded the firm of A. L. Elder & Co., which to-day is the house of Elder, Smith & Co., Ltd., with a world-wide reputation; George Elder, jun., who joined the firm in 1849 and returned to Scotland in 1854; William Elder, and Thomas Elder. Thomas spent his early life in mercantile pursuits, and about 17 years after our first settlers arrived, came to South Australia. He was then a partner in his brother's firm, in which his father and other members of the family were interested. A. Lang Elder left Adelaide in the early 'fifties, and went to London to represent the firm, which was dissolved in 1853, and was then re-named Elder & Co., the partners consisting of the brothers George, Thomas, and William. The Hon. Edward Stirling, father of Sir Lancelot, joined the firm in 1856. George and William Elder had retired from the business in 1853. Mr. Robert Barr Smith, Sir Thomas Elder's brother-in-law, became associated with the knight, who continued his connection with the firm until his death, although for many years before and after Sir Thomas's passing, Mr. R. Barr Smith was the guiding genius of the great business which Elder, Smith & Co. had built up, and in this connection the name of the late Peter Waite, another genius, must not be forgotten.

SIR THOMAS ELDER, G.C.M.G.
Sir Thomas was a man of so many interests that it is not easy to single out for extended reference one from another. The scope of this article is confined chiefly to his career in pastoral development. He was one of the great pioneers of the interior in opening up vast tracts of country for occupation. Early reaching out beyond his extensive mercantile associations, he entered spiritedly into pastoral pursuits. He was one of the great pioneers of the interior in opening up the far north for occupation. His vision and the successful development of the North-East and in testing the country for likely fields. He was indeed a bold and successful mining speculator. In his day it was said that anything connected with mining in which Sir Thomas was interested was “a good thing.” Still he had his reverses like other investors, but metaphorically came up smiling every time. For many years he occupied a leading position on the turf. No owner commanded greater respect. His famous stud of thoroughbreds at Morphettville was responsible for a general improvement of South Australia’s equine breed.

With Sir Walter Watson Hughes, Sir Thomas Elder founded the Adelaide University, which before his death and under his will benefited to the extent of nearly £100,000. His name is perpetuated in the foundation of University Chairs and Scholarships, in the Schools of Medicine and Music, in the Elder Gallery of Art, and in other ways. Elder Park, the beautiful reserve to the west of the City Road, south of the Torrens Lake, also commemorates him. He was a munificent giver. “It may be safely said that no man in South Australia has turned to better account in the interests of his fellow colonists the fortune which he acquired. His private benefactions were without limit.” That was a true tribute paid to him at his death. Public life had but little attraction for him. Some years after the granting of responsible government Sir Thomas was nominated for a seat in the Legislative Council. Elected to the Upper House on August 7, 1863, when the colony voted as one district, he sat in that Chamber until February, 1869, when he retired by rotation. In October, 1871, he was re-elected, and resigned his seat in July, 1878. A few months previously he was created a Knight Bachelor in recognition of his public services. In 1887, Queen Victoria’s jubilee year and the jubilee year of South Australia, which he had done so much to raise to a prosperous and progressive State, he was elevated to the dignity of Knight Grand Cross of St. Michael and St. George. Sir Thomas was a bachelor and the ideal of an old English gentleman. He died at his residence, “The Pinnacles,” Mount Lofty, on March 6, 1897.
"A real identity and a type of the fine old-fashioned merchant of a by-gone school" is a phrase which bears close application to the late Mr. Philip Levi, who for more than half a century was among the most familiar figures in Adelaide. When he died one who knew all about him said:—"South Australia would not be in the position she is to-day but for the activity and commercial acumen of Mr. Levi, who in the early days put his whole heart and soul into the work of opening up the north." The only wonder is that a man of such outstanding ability and exceptional driving force should have eventually fallen upon evil days, but he held up his head until the end. He was the eldest son of Nathaniel Philip Levi whose name appears in the list of first holders of occupation and depasturing licences taken out in December, 1842. His early education was obtained at Brixton Hill school, Surrey, and at the age of 16 years he came out here in June, 1858, in the ship "Eden." Two fellow passengers were Mr. Phillipson, father of Mr. Clement Phillipson, and Mr. Chas. Beck, who founded the mercantile firm of Messrs. Beck & Co. The areas suburban to Adelaide were then regarded as pastoral lands; indeed, Mr. Levi actually grazed sheep over the now thickly populated suburbs of Prospect and Walkerville. His first job, however, was with the Customs.

It is recorded that Mr. Levi exhibited great faith in the future of the young country to which he had migrated, that he helped substantially with his clear brain and busy hands to develop it, and that South Australia owed more than could be fully estimated to this interesting character and others associated with him, who were full of the pluck and enterprise of the genuine pioneers. Mr. Levi combined pastoral activities with mercantile pursuits, and his first real venture in connection with the former was a sheep run known as the Dustholes, near Truro. A few years later he opened the commercial house of Philip Levi & Co., at the corner of King William and Grenfell Streets, Adelaide, where the Imperial Hotel now stands. That locality was once known as Levi's Corner. His brothers, Edmund and Frederick, were associated with the mercantile business.

Being a man of remarkable energy and financial ability, with a daring speculative spirit tempered by sound judgment, most of Mr. Levi's ventures were brought to a successful issue, and he speedily made a large fortune. This he lost, however, mainly as a result of the American Civil War, which affected the prices of cotton and tobacco.
co, and of the great drought in the sixties, which brought down many a worthy colonist.

Soon after severing his connection with the Customs Mr. Levi went to New South Wales with a party for some sheep, which they travelled overland to South Australia. One of his companions was the shepherd Pickett who discovered the Burra copper mine, and received the modest reward of £100. The party were attacked by aborigines near the Rufus, and Mr. A. T. Saunders says Mr. Levi told him they killed in the affray a bearded aboriginal woman, thinking that she was a man. After death he held her head while an off, and they brought it to Adelaide as a curiosity. Mr. Levi, in his good nature, agreed to release them of their liability and took the property over himself. Up to 50,000 sheep were depastured at Gum Creek run, which he owned, originally with Messrs. George Williams and Henry Short. The last-named two, according to the Hon. John Lewis' book, "Fought and Won," "found out that the place was not so good as they thought it was, and Mr. Levi, in his good nature, agreed to release them of their liability and took the property over himself."

Mr. Levi was one of the founders and a trustee of the Adelaide Club, his connection with it dating back to the time when the institution was located next to White's Rooms (now the Majestic Theatre) in King William Street. He was an ardent patron of sport and a familiar figure at race gatherings. An excellent judge of horses, he always drove a good team, and even at an advanced age was frequently seen in a stylish dog-cart or drag skilfully handling the reins behind the spanking team. He was the life and soul of any social gathering he attended, being a good raconteur and a man full of reminiscences. In his palmy days Mr. Levi was noted for his lavish hospitality and for the liberal manner in which he met every legitimate appeal for help from whatever quarter it came. He was connected with the noted Jewish families of Goldsmidt, Mocatta, Montefiore, and one of the Rothschilds.

"Hugh Kalyptus" (the late Mr. Spencer J. Skipper) wrote of Mr. Levi:—"He was a genial, completely courteous, well- preserved man, always self-possessed, unruffled and scrupulously polite under the most disturbing circumstances. I used to like to see him handling the ribbons and steering a spirited pair, which recalled the drawings of "Phiz" in Lever's "Charles O'Malley", or those sporting pictures which Herring gave to the world in the early 'thirties."

Mr. Levi died at "Vale House," Walkerville, on May 13, 1898, at the age of seventy-six years. Every notice of him spoke of his very high commercial integrity and of his unfailling urbanity and courtesy. His remains were interred in the Jewish Cemetery, West Terrace. Mr. Levi remained a bachelor, and never sought to take part in public life. His character might be summed up by the remark that in business he was the soul of honour, and in private life his society was much courted. He died suddenly from heart disease, and although the matter was reported to the Coroner, no inquest was held.

PHILIP LEVI

127,000 sheep and cattle. After his failure, the causes of which have already been mentioned, some of the properties were submitted to public auction by Messrs. Towns-end, Botting & Co. in the early seventies by order of the trustees of the estate. Gum Creek station was the subject of two sales. On the first day 5,000 acres out of 13,853 offered sold up to 47/ an acre. Later 35,000 acres was purchased by Sir W. W. Hughes for £2 an acre. The stock was disposed of by advertising, bringing £10,855, or 10/8 a head. Mr. Margaret station in the far north, comprising three leases of a total area of 483 square miles, was auctioned together with 2,700 cattle and 50 horses, and the price obtained was £2 10/ per head. More than 200 allotments in Portland Estate were also sold under the hammer, and altogether the clean-up was a very satisfactory one. By February 1883 most of the 3,000 acres that had been paid 20/ in the pound, and there was a surplus for interest. John Chambers sold Moolooloo, Wirrelapa and Bobmonnie stations to Mr. Levi for £48,000. The Moolooloo leases alone comprised 756 square miles of country, and Wirrelapa 878 square miles. The drought of the middle sixties struck them. Mr. Lewis, in his book says that an effort was made to get the stock down to Gum Creek, but out of 2,200 head mustered, only 98 mere frames reached the destination. Mr. Levi arrived at Gum Creek the day after and was very angry, remarking that this would be enough to break Rothschild." The same author gives an interesting account of how he successfully shifted at a very dry period 8,000 sheep for Mr. Levi from the Coconut, still another property purchased on Yorke Peninsula. "When I arrived at Gum Creek," he says, "Mr. Levi, who had come up from Adelaide, met me there, and asked me why I had brought the sheep over. I said I had brought some of them, and he enquired, 'How many have you lost?' 'Ten,' I told him. 'Ah,' he said, 'that's not so bad, but I gave you orders to stop and shear them, and you ought to have obeyed orders if you broke the owners. However, I will overlook it this time,' he said, with a laugh. He was a grand old man, and he admitted that I did quite right in not trying to shear them there.' At the aforementioned auction sales, after the crash, Moolooloo, Wirrelapa and Bobmonnie were sold for under £17,000 or £31,000 less than they cost Mr. Levi. Moolooloo had just under 20,000 sheep, and the station was disposed of to Mr. J. Rousevell for 8/ a head, or a total of £18,000. Wirrelapa, 1,000 cattle and 50 horses, was sold to Mr. E. Laughton for £4 8/6 a head. Sir W. W. Hughes paid £13,500 for Oulnina and Wadnaminga (900 square miles), and the Boorluroo area of 144 square miles, valued at £12,750, was purchased by Mr. Sabine for £10,000, and is now one of the biggest wheat producing districts in the State. Mr. Love paid £7,000 for Marachowie and Pornchuna.

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PASTORAL PIONEERS OF SOUTH AUSTRALIA.

IN tracing the career of Dr. William James Browne it is difficult to separate his early activities from those of his equally distinguished brother, Dr. John Harris Browne, who was two years his junior. They were the sons of a Wiltshire landowner, and lost their father during their childhood. Possessed of only modest means, they were, however, blessed with an excellent education, which was partly secured at the Edinburgh University. Indeed, both the brothers gained a degree in medicine, but their subsequent pastoral operations in South Australia were so successful that they never practised their profession for gain. At the age of 23 years (in December, 1838) William J. Browne sailed for South Australia in the "Buckinghamshire," and the voyage extended into six months. His fellow passengers included Joseph Gilbert (Pewsey Vale) and John Ellis and Captain William Allen (Buckland Park estate). His sister Anna afterwards married the late Mr. Gilbert, who was also a native of Wiltshire. John Harris Browne did not arrive until 1840, and then the brothers entered into a partnership in agricultural and pastoral pursuits which extended over many years. At one time they were the largest exporters of wool in the colony. One of their earliest ventures was to farm some land near Lyndoch, which they held from the South Australian Company. As time went on their holdings had to be reckoned in square miles, not acres, and how shrewd they were in their knowledge of the country may be imagined from the fact that their interests included such well known and favoured estates as Moorak, Booborowie and Buckland Park. Other properties controlled from time to time were Leigh Creek, Nilpena, Wilpena, Wonoka, Arkaba, Artipena, Mickey, Colpa, Koppio, Kapanka, Taiba, Cape Radstock, Sleaford Bay, Waldegrave Point and Wana. The Eyre Peninsula country alone comprised more than 600 square miles. As regards several of the runs mentioned the Brownes were associated with Henry Strong Price, notably Booborowie and Wilpena. Booborowie was first acquired in 1843 and the area originally embraced what is now known as Canowie, but the actual purchase was not made until 1863. It comprises some of the finest Merino country in Australia, and it is almost superfluous to write of the success that the Brownes achieved with their sheep and wool, besides which a magnificent herd of Short-horn cattle was established at Booborowie. When the estate was afterwards controlled by trustees it was divided, and Messrs. Dutton and Melrose came into possession of the portion known as North Booborowie. The Brownes' lease had an area of 28 square miles, with a grazing capacity of 6,000 sheep. The old rental and assessment were £50 10/; but Goyder's valua-
tion was £812 per annum, exclusive of improvements. George Milner Stephen, a son-in-law of Governor Hindmarsh, was the first to select the Buckland Park country, and purchased the land from the local inhabitant whom he purchased from him by two of Dr. W. J. Browne’s shipmates (Messrs. Ellis & Allen), and ownership passed to the brothers Browne in 1856.

The younger of them made Buckland Park his home for eight years, and then sold out to the other. William, however, preferred life at Mt. Gambier. According to Talbot’s “Early History of the South-East,” the Mt. Gambier station was originally part of Compトン, Evelyn Sturt’s run, portion of which he sold to William Mitchell for £500. The latter held it until 1851, when David Power bought him out, added several sections to the farm, and sold the whole to Messrs. Fisher & Rochfort in 1859. Three years later the medico pastoralists purchased the property, and when the dissolution of the partnership occurred about 1866, Dr. William J. Browne took possession and removed his family there. He rebuilt the house and renamed the estate “Moorak,” which, he stated, was aboriginal for “mountain,” although the word does not belong to the locality so far as the native dialect is concerned. William Browne became greatly attached to Moorak, but he was an ardent advocate of settling people on the land, and he cut up part of his court and let it out for farms. He also bought 18,000 acres in the Yahl district from Mr. W. J. Clarke and sold it to farmers. In those days, with the comparative isolation of Mt. Gambier, agriculture was not a paying business, and most of the land fell back into Dr. Browne’s hands. He continued to work it on his own account following a system of mixed farming and grazing. He introduced the Lincoln sheep, which quickly asserted their superiority over the Merino in that part of the colony, and his operations prospered greatly. He also experimented extensively with grasses and fodder plants, and hired the able manager (Thomas Williams), he helped materially to show how the carrying capacity of the land could be improved. Altogether Moorak underwent many alterations in area, and in 1911 the Government purchased 5,390 acres of it for closer settlement. Up to £54 an acre was realised for some of the rich volcanic soil it embraces.

Dr. William J. Browne was a member of the South Australian Parliament (1860-62), representing Flinders in the House of Assembly. He introduced a Bill to abolish the sale of Crown lands, and to let them instead on long or perpetual leases. The measure was rejected, and it is recorded that a good deal of obloquy was cast on its sponsor, but the subsequent trend of our legislation has shown that Dr. Browne was simply ahead of his times in his ideas concerning the land laws. In 1866 he took his family to England for educational purposes, but he continued to make periodical visits to South Australia, during one of which he visited the old country. He finally left the land of his adoption at the end of 1878, after having taken steps to open up the Northern Territory cattle runs known as Springvale, Delamer Downs and Newcastle Waters. Two years later he sought to enter the House of Commons, together with Lord Inverurie, who, as the Earl of Kintore, was Governor of South Australia from 1889 to 1895. The electors, however, preferred Sir Charles Dilke and Mr. Frith. Dr. Browne died at Eastbourne, England, on December 4, 1894, in his eightieth year. All his sons were soldiers, and one daughter married a general and another married a colonel. The second son, William Byron, who was a lieutenant in the 16th Lancers, went through the Nile campaign for the relief of General Gordon, and died from fever on the way home. The eldest, Leonard Gilbert lived at Buckland Park for about 10 years.

Dr. Browne was the principal founder of Christ Church, Mount Gambier, for which he gave the land, and contributed half of the building fund. The pulpit, reading desk, altar rails and his pew were draped in black on the Sunday after the cabled news of his death was received, and, after the ceremony, the family erected a monument. The South Australian press paid some very fine tributes to his sterling character. It was said that William James Browne went through the time of the blue shirt, the cabbage tree hat and the bullock whip, and rose by energy, perseverance and straight-going, gaining a large estate without oppression to anyone. Scarcely a movement was started without receiving his assistance. George Sladdin published in the “Border Watch” an affectionate letter concerning the doctor-pastoralist as an employer. He said:—“He told me to always inform him of any case of distress. I once did so, and within half an hour Mrs. Browne went to see the family, and her visit was followed by a drayload of furniture. In addition, Mrs. Browne sent to Adelaide for a new sewing machine.”

In his presidential address before the South Australian branch of the Royal Geographical Society, in 1916, the Hon. John Lewis, M.L.C., reviewed the early pastoral history of South Australia, and incidentally drew attention to some correspondence which occurred between Dr. W. J. Browne and the Wool Supply Committee of the Bradford Chamber of Commerce. From this it would appear that Dr. Browne’s aim at Moorak was to increase the production of long-fibred lustrous wool. He claimed to be the first to use that “monstrous big sheep,” the pure old Lincoln with a Merino ewe in Australia, and he went on to say: “I sent them out in 1888 (14 years ago), and even that is not sufficient time to produce a regular flock of any considerable number. But that it is possible all my efforts assure me, and I fully believe that I shall eventually grow long wools finer and with more lustre than any I have yet had the pleasure of submitting to your inspection. I have a stud flock sufficiently large to breed freely by creating one with another, and the result of such breeding is to increase the lustre and not diminish the length of the fleece or the size of the sheep.” Dr. Browne much preferred the Lincoln to the Leicester for this purpose, and in another part of the 1872 correspondence he says:—“I use the longest fleeced and largest Merino ewes to put with the pure old glossy-fleeced Lincoln ram. Hundreds of Merino ewes from this flock when dressed by the butcher weigh 80 lb. and more. The small Merino ewe has great difficulty in bearing to the pure Lincoln ram—the lamb is too large. So that if a breeder cannot get large Merino ewes he should begin with a Lincoln and Merino crossbred ram, and put the Lincoln ram to the increase. The Merino ewe possesses extreme fineness of fibre compared to the Leicester, and another valuable quality—closeness. This my Moorak sheep have in a great degree, beyond the English Leicester, consequently you are correct in advising me to continue the use of the pure old lustrous Lincoln ram. My three-year-old crossbred wethers weigh from 85 to 137 lbs. dressed.” The wool which Dr. Browne submitted to Bradford at this time was valued at 1/10 to 1/11 a pound. The Wool Supply Committee wrote to him in most encouraging terms, and concluded by saying:—“The Committee are extremely glad to hear that you hope to be able to grow similar wool in Lancashire, and if you can do this by continuing to cross with the Lincoln in preference to the Leicester breed of sheep you certainly would be unwise to make any change from your present practice.”
No names stand higher on the roll of South Australian pioneer pastoralists than those of the two medical brothers, Drs. William Janies and John Harris Browne. Both these fine young English gentlemen helped to build up our pastoral industry from the years of early settlement, and the fact that they maintained an unbroken partnership in pastoral and agricultural pursuits for close on 40 years suggests something of their great achievements, and also of the immeasurable benefits which their united efforts and expenditure of capital in opening up the country must have conferred upon the people of the State. Besides writing his name on the scroll of pastoral fame, Dr. J. Harris Browne was a younger brother of Dr. William J. Browne. Both brothers studied medicine at Edinburgh. In 1840 the younger followed to South Australia the elder one, who had been in the Province about two years. The two were registered as medical practitioners in Adelaide on the same day—January 4th, 1845—when the colony was not more than eight years old. Their sister Anna accompanied her younger brother to South Australia in 1840, and she became the wife of Mr. Joseph Gilbert, founder of Pewsey Vale. Dr. Harris Browne was a singularly lovable man, generous and gentle, and of wide sympathies, possessing a disposition that made him a fit companion of the "great and gentle" Sturt. Although his nature was sweet and placid, he is said to have had the heart of a lion, and no obstacle seemed to baffle or discourage him.

The brothers Browne, although registered medical men, and in every way qualified to follow their profession, did not practise it to any extent in the colony. With the modest amount of capital which they brought with them from the old land, they devoted their energies, soon after arrival, to pastoral pursuits. Their names appear in the list of principal owners of sheep compiled in January, 1842, when their combined flocks totalled 1,043. On that date the South Australian Company owned nearly 20,000 sheep, G. A. Anstey 9,560, F. H. Dutton, of Anlaby, 9,750; D. McFarlane, 6,000; Joseph Gilbert, 4,055; William Keynes, 5,100; E. &
E. Peter, 5,200; P. Butler, 4,677; G. C. Hawker, 3,500; and William Robinson, 4,500; while there were many others each with flocks exceeding 2,000. Dr. Harris Browne was in his twenty-eighth year when he went out with Sturt, and it was the early forties the brothers exceeded 2,000. Dr. Harris Browne, after many others each with flocks jointly acquired the famous Booborowie and Canowie properties, though these stations were not actually purchased till the early sixties.

The brothers were fortunate in selecting some of the very best of our country for pastoral occupations. In 1846 Captains Ellis and Allen, German Creek was acquired in 1862 from Mr. David Power, and Woodlands was bought from Mr. Clarke; while Koppio and Canowie properties, his brother, and also station properties on his own account. In 1856 they purchased Buckland Park, near Port Gawler, from Captains Ellis and Allen. Mr. Henry Strong Prince was a partner with the Brownes in Canowie, and some of their far northern stations. One of the most celebrated of their properties was Moorak, at Mount Gambier, which Dr. W. J. Browne afterwards made his special care. Dr. Harris Browne resided at Buckland Park for several years. Eventually he sold his interest to his brother, and in 1885 this beautiful estate became the property of Mr. Leonard G. Browne, his nephew, who lived there for some time before taking up his residence in England. Extensive additions were made to the estate of the first survey of Buckland Park; at one time the estate covered 30,000 acres. During his residence at Buckland Park (which was noted in later years for its coursing carnivals), Dr. Harris Browne spent considerable sums in clearing and in practical forestry, in order to preserve in unimpaired splendour the giant red gums which are among the glories of this tract of beautiful country.

In addition to owning Booborowie, Moorak, and Koppio stations, and Buckland Park Estate, the brothers Browne held under lease Nilpena, Arkaba, and Leigh Creek runs in the north, Cales and Talia Stations on the West Coast, and Pondora and Yarainda runs in the Gawler Ranges. According to the Squatters' Directory of 1871, Dr. Harris Browne was at that time the lessee of the following stations, among others: Koley (Gawler Ranges), Konnoi (Port Lincoln), Talia (Lake Newland), Colabor and Wallala (Streaky Bay), and Cheriron (Venus Bay), and in addition he was renting from the Government land at Cape Wiles, Wedge Hill, Beards Hill, Lake Descowen, Gairdner, and elsewhere, so that it will be seen that his pastoral activities extended far and wide. The 1907-8 proceedings of the South Australian Branch of the Royal Geographical Society include the journal of papers, among which Mr. Josiah Bonnin, afterwards manager of Balpa Balpa Station, conducted to the Gawler Ranges in 1862. The party was fitted out by Dr. Harris Browne, to report on the 1,800 square miles of the Gawler Range country, that he had taken up for pastoral purposes on the strength of a report to the Government by the late Stephen Hack, who had explored it. The party, consisting of Alfred and E. T. Woods, and G. G. Mayo, was equipped with 17 horses, 100 wethers for mutton, and a spring dray to carry the rations. On the strength of the leader's report accompanied by dried specimens of the grasses, herbs, and bushes, Dr. Browne threw up his lease of the country. It was all taken up subsequently by different people, including the Bonnins, and three other parties: (Yardea), Andrew Wooldridge (Paney) and John Marchant (Pondana). Shortly after the partnership with his brother was dissolved, Dr. Harris Browne went to England, where he remained for ten or twelve years. He returned to South Australia, but revisited the old country on more than one occasion before he finally decided to make his home in his native land. His last public appearance in Adelaide was appropriately enough, at the funeral of the explorers, Wells and Jones, whose bodies were brought to their home city from Western Australia, where they had perished. His only son, Mr. T. L. Browne, is well known in Adelaide.

Dr. Harris Browne also goes down in history as a hero of Australian exploration. The journey which he made as medical officer with Captain Charles Sturt, John McDouall Stuart, and others of the strong and splendidly equipped expedition in 1844-5, and the experiences of the party, are among the greatest feats recorded in the annals of our inland exploration. One of the party was Mr. James Lewis, father of that grand old master the Hon. John Lewis, C.M.G. The country surrounding Depot Glen, where the members of the expedition were left, was such that he had to be carried on a dray, and lifted off at every stopping place on the return journey. But for Dr. Browne's devoted care, the great explorer would have reached the settled country alive. The records of the expedition show how splendidly the doctor behaved to his chief, and with what tender consideration and skill he nursed the sick members of the expedition back to health, to enable them finally to retrace their steps homeward, and out of the very gates of death.

The Rev. John Blacket, in his "History of South Australia," asserts that Dr. Browne's fault was that he shrank too much from publicity, and the late John Bagot said of him: "He was one of the most high-souled gentlemen that we have had in South Australia, a most practical and well informed man, but modest and therefore not so publicly known as many far less worthy men."
ONE of the earliest and most successful South Australian pastoralists was Frederick Hansborough Dutton, founder of Anlaby, the well-known estate near Kapunda. His name must not be confused with that of his more famous brother, Francis Stacker Dutton, C.M.G., who shared with Captain Bagot the discovery of the Kapunda copper lode in 1842, and who was twice Premier of the Province (in 1863 and 1865) and Agent General in England from 1865 till his death in January, 1877. Nor must it be confounded with William Hampden Dutton, an early South Australian land-owner. All three brothers were intimately connected with the early history of this Province. They were sons of Henry H. Dutton, who, after service as British Consul at Cuxhaven, settled in Victoria. In the thirties of last century William Hampden and his brother Frederick were interested in pastoral pursuits in New South Wales. Both appear to have had their eyes upon South Australia soon after its proclamation in December, 1836. Frederick, who ranks with our real pioneers, was one of the “Overlanders.” He came from Sydney with stock in the latter part of 1838, then an enterprise demanding exceptional pluck and endurance. Almost contemporaneous with Hawdon, Bonney, and Eyre, he sent and brought sheep from New South Wales to our young settlement with the view of stocking country here.

As early as January, 1839, we find W. Hampden Dutton the owner of 4,000 acres, the first special survey, his selection being in the vale of Mount Barker, including the stations of Messrs. Finnis and Bonney. Probably his brother Frederick had a proprietary interest in the selection as it was on the advice of Hampden that Frederick came to South Australia. At any rate, Hampden Dutton got in early as his name heads the list of those who were granted selections in the first special survey. Any person paying cash £4,000 in London or Adelaide, the price of 4,000 acres could demand a survey of 16,000 acres in the locality named by him, in 80 acre sections, and could select any of the sections up to 4,000 acres. He was also entitled to a depasturing lease for the unsold land for three years at an annual rental of £25. Liberal terms...
those! Immediately to the south of W. H. Dutton's survey was John Barton Hack's selection of 4,000 acres known as the "Three Brothers"—a designation we may assume to have relation to the three brothers Dutton.

In 1840 Frederick Dutton was in partnership in the Koonunga run, with Captain Chas. H. Bagot, a retired Army officer, and early South Australian legislator. It was on this holding that the Kapunda copper ore deposits, which gave a considerable lift to the Province, were discovered. The actual discovery of the copper outcrop was made in 1842, by Charles Samuel Bagot, younger son of Captain Bagot, when he was gathering wild flowers, and a few days later by Francis Dutton while he was mustering sheep. The younger Bagot became a distinguished barrister in London and received the honor of knighthood. The foundation of the stud flocks of Anlaby was laid some time before the copper discovery, by Frederick H. Dutton dispatching from New South Wales 5,000 sheep in charge of Mr. Mackenzie. With this mob travelled 3,000 sheep, the property of Mr. A. Buchanan (father of ex-Justice Buchanan, now residing in Sydney), Mr. Ewen Cameron, and Mr. Edward Spicer. The mob, when 2,000 were sold on arrival at 20/- a head, Mr. Dutton's sheep were deposited on Koonunga, where they remained till 1841, by which time their numbers had more than doubled. When in partnership in Koonunga with Captain Bagot was dissolved in 1841, Mr. Dutton acquired 250 square miles of country on Waterloo Plains and afterwards an 80 acre section was purchased. Half of the flock on Koonunga was transferred to his new holding on the Julia Creek, where the fine estate of Anlaby was established. Mr. Buchanan, who was appointed manager, built the head station near a spring discovered by an employee named Sebastian, about ten miles from Kapunda. The native name was Pudna, and Mr. Dutton renamed the place Anlaby after a Yorkshire village. This list of principal owners of sheep, in January 1842, shows Mr. F. H. Dutton with 9,750, the largest number owned by any one man. The South Australian Company's total flocks amounted at that time to 19,760.

Anlaby grew rapidly. It was in the centre of a district with a splendid rainfall, and was well watered. Unlike the copper mining industry, this extensive pastoral property in the vicinity of Kapunda continued to expand and flourish, and it became one of the best known pastoral homes in South Australia, enjoying a reputation throughout Australia and beyond. In 1850, when the Government made available large areas of the original leaseholds, Mr. Dutton added considerably to his Anlaby estate. From the original leasehold holdings, he purchased the freehold of 70,000 acres adjoining the homestead block, and as this country came into his possession, he dropped the leases of his more distant holdings. In 1856 Mr. Dutton imported a number of Rambouillet rams, which raised the standard of his flocks. From then to 1890 he had several importations of specially selected Merino rams from Saxony. These helped materially to fix the robust type of wool, which distinguished the Anlaby product. Later on, rams from the Murray flocks were introduced. Eventually Anlaby sheep became practically a distinct strain from the famous Murray breed. For many years before his death in 1890, the founder of Anlaby remained in England, but he always evinced a kindly and practical interest in his big estate in South Australia and in the welfare of the colony, whence he derived his wealth. On his death Anlaby passed to his nephew, Mr. Henry Dutton, who, during his time not only maintained, but enhanced greatly the reputation of the property. Many years ago, something like 30,000 acres of Anlaby, was disposed of to the Government and private purchasers, for closer settlement. Those acquainted with the history of Anlaby, will remember the association of its second owner Mr. Henry Dutton, with the estate, which he did so much to make the notable place it was, and continues to be to-day, although much reduced from the original area. In Squire Henry Dutton's time it became famous for its deer park, its gardens and shrubberies, apart from its pastoral side. Mr. Henry Dutton built the beautiful memorial Church of England in Hamilton township, and like his uncle before him, was most mindful of the town of Kapunda and district around. On the death of Mr. Henry Dutton, his son, Mr. Henry H. Dutton, the present owner succeeded to the rich estate. Anlaby had long been well known for its Clydesdale stud, to the building up of which Mr. H. H. Dutton gave much attention, even before his father's death. In the making of Anlaby, we must not forget the managers, all of whom contributed with the full measure of their ability. Mr. Alexander Buchanan was in charge from the start in the early forties, till his death in 1865. Mr. H. T. Morris succeeded as manager, in 1865 and remained in that position for a quarter of a century. He was followed by Messrs. Peter and Mayoh Miller. For many years Mr. McKinlay, an expert of unquestioned standing, assisted in classing the stud flocks.

In conjunction with Mr. Alexander L. Elder, Mr. Frederick H. Dutton, owned 20,000 acres at Mount Remarkable, in 1846. Mr. Dutton was connected with the pastoral life of South Australia, for fully half a century. A typical squatter, he devoted his energies to the task of raising stock of the highest quality, and thereby contributed in a very large degree, to maintaining one of our staple products, almost from the foundation of settlement. Whatever his inclinations in that direction may have been, he found little time to give to public life. He sat in the old Legislative Council as a nominated non-official member, from August 25, 1852, to July 14, 1853, when he resigned. For some years he was a Director of the Bank of Australasia. He interested himself, in a general way, in commercial questions in the colony, but most of his life was spent in England. Although he resided out of the colony for many years, he was always solicitous for the welfare of his adopted country, where he won his wealth and where he always had a very large stake. The town of Kapunda, in particular, benefited largely through Mr. Dutton's liberality. He gave freely to public institutions of the town, and especially the hospital. Dutton Park, and the Government township of Hansborough, were named in his honor. Old colonists have most kindly recorded of this tall and stately English gentleman, who died in England in April, 1890, at about 80 years of age.
A
n undeniable claim to recognition in the ranks of the pastoral pioneers may be presented in behalf of John Hallett. He has been dead 55 years, and even many great men fall into the limbo of the past without generations half a century ahead knowing much about them. But John Hallett's name and achievements are well worthy of recapitulation in South Australia, the land of his adoption. The notice of the author of these sketches was first drawn to Mr. Hallett by the following remark, appearing in William Pedler's "Recollections of Early Days and Old Colonists," published by the South Australian branch, of the Royal Geographical Society:—"My father made the slippers, in which Mr. John Hallett danced, at Mr. John Morphett's wedding." That homely little observation, in the view of the writer, lifted Mr. Hallett out of the ruck of the early days, and the piecing together of the fragmentary references to his very useful career proved a pleasant task. At the age of 32 years, he came out to South Australia, in November, 1836, in the Africaine, Captain Duff, with whom he was part owner of the vessel.

His fellow passengers, included Dr. C. J. Everard, Mr. John Brown (Immigration Agent) and Mr. and Mrs. Robert Thomas. The arrival of the last-named was synonymous with the foundation of the South Australian press. We find the following passage, written at sea, in the "Diary and Letters of Mary Thomas," published by her grandson, Mr. E. Kyffin Thomas—"August 30, 1836. This being Mary's and my birthday, we managed to make a cake, and gave a slice of it and a glass of wine to all our young men. I should not have mentioned this, but it also happened to be the birthday of Mr. Hallet, a gentleman in the cabin." The Thomases and the Halletts were evidently firm friends on the voyage out, for on arrival at the Cape of Good Hope, Mrs. Robert Thomas wrote:—"At about noon (Sept. 21, 1836) we anchored in Simon's Bay. A gentleman and lady in the cabin of the name of Hallett, with their family of three children and a servant, joined us.
in a boat, as they preferred going on shore with us rather than with the cabin party. He bought accounts of their family. Mr. Thomas and Mr. Hallett went some miles up the country to a farm, which was recommended to the latter, who wished to purchase a milch goat for his children, as they were all young. He bought two, with kids for his children, as they were all wished to purchase a milch goat recommended to the latter, who imported more from Tasmania. The first country he occupied was the section now covered by Magill, where his mortal remains rest. In 1839 he was at Cockatoo Valley, and in 1842 selected the country, known as Willogolee, now embracing the areas around the township of Hallett, and very shortly afterwards John Hallett entered into partnership with his much younger brother Alfred, who came out in 1838. There was never any deed of partnership, the brothers having the most complete mutual trust and confidence in one another. In 1855 a portion of Willogolee was sold to Mr. Joseph Gilbert. The Halletts had 14,146 acres of freehold, known as the Waddillah Estate, on which Hillside House was built, and they also held the big pastoral leases known as Caroona, Winnie and Muttaburra Caroona alone, near Kooringa, having a grazing capacity of 58,000 sheep or 100 to the square mile. The old rental and assessment were £106 12/4, and Goyder's valuation was £174 per annum, excluding improvements valued at £625. The Halletts' partnership was a prosperous one for some years. They never went in for high class stud operations, but carried on business as ordinary flockmasters. It was the long drought which ended in 1866 that brought them down, and one has only to examine the rainfall diagram published once a year to realise what the pastoralists of that day went through. Mr. Geo. F. Hallett, now a member of the South Australian Council, told the writer that his father and uncle, (Alfred and John Hallett respectively) lost nearly 100,000 sheep in that memorable drought, and he remembers seeing thousands of them lying dead on the flatter country around the water. John Hallett did not long survive the disaster, and passed to his grave on June 10, 1868. He died at Illfracombe and lies in St. George's Churchyard, Magill. His brother continued to carry on the business of the partnership until his demise in 1877, soon after which the freehold and leasehold properties were disposed of by auction, fuller particulars of which appear in a notice, dealing with the career of Alfred Hallett.

Although John Hallett died at the age of 64 years, a comparatively small score for these hardy old pioneers, he outlined all the adult immigrants by the Africaine, with the exception of Dr. Everard, John Brown and Mrs. Robert Thomas. One encounters his name in all sorts of records of the early days. For example, in a plan of the special surveys made in South Australia in 1839-40, which plan was ordered by the House of Commons to be printed in 1841, what is now known as the Third Creek on the 'sunset side' of the Torrens is named Hallett Rivulet. He must have had great faith in the future of the embryo Adelaide, because at the first land sale, held on March 27, 1837, he bid freely for town allotments, buying acre 143, between Currie and Waymouth Streets, for £8 16/., acres 190 and 249, between Waymouth and Franklin Street, for £6 14/ and £9 18/ respectively, and three acres on South Terrace for a total of £19 10/—six acres in the capital city for £44 18/! John Hallett must have been a fairly broad-minded man, because, being an Anglican himself, his name appears as a contributor towards the erection of the first Wesleyan Chapel in Adelaide, and later among those whose "liberal assistance had called forth sincere gratitude from the Catholics of South Australia." Again we come across his name in the list of Grand Jurors published in January, 1888, and in March of the same year, he was one of six gentlemen elected by the colonists for the purpose of considering matters and recommending measures relative to the aborigines," his colleagues being the Revs. C. B. Howard and T. J. Slow and Messrs. J. B. Hack, E. Stephens and J. Morphett. A native had been hanged for the murder of one of his sheep herds on October 15, 1838, Mr. Hallett joined in the address of welcome and congratulation to Governor Gawler, upon his arrival, so that altogether he appears to have been a man of considerable standing. He was a member of the first Adelaide City Council, elected in 1840. Mr. Hallett was a shareholder in the Adelaide Land and Gold Co., and in other ways encouraged the search for precious metals. One biographical notice at the time of his death stated: "It is deserving of mention that at a time in the history of the colony when architecture was greatly neglected, he built a good substantial brick house on South Terrace, which afterwards was in the occupation of Captain Berkeley, but has since been demolished." This was said to be the first two-story dwelling erected in South Australia. When the first House of Assembly was elected in 1857, under the new Constitution Act, Mr. Hallett was chosen for Sturt, in conjunction with Mr. Thomas Reynolds ("Teapot Tommy") who was afterwards drowned in the wreck of the Gothenberg. Three years later Mr. Hallett was re-elected, defeating Mr. R. B. Andrews by three votes, but the latter turned the tables on him in the next campaign, and that was the end of Mr. Hallett's political career. Subsequently he sought unsuccessfully to enter the Legislative Council, but was next to bottom on the poll. Thereafter he lived in comparative seclusion, at Illfracombe, near Beaumont. He left a widow and 8 children. Mr. Hallet had the distinction of being associated with the first recorded shipment of South Australian wool. In December, 1837, he and Captain Duff sent away four bales in the "Orator," which left Port Adelaide for London via Mauritius. Hallett's Cove, south of Brighton, was named after John Hallett, who discovered it in 1837, when searching for missing stock with Mr. Daniel Cox. He was a member of the committee which on July 17, 1839, settled the official list of the proprietors of the town and harbor of Port Lincoln, and he is shown in the list as being the owner of ten town allotments.
IIf ever a man was fashioned for pioneering in a new land, it was the founder of the well-known and esteemed South Australian family of Melroses. George Melrose, of Rosebank, Mount Pleasant, was born at Balerno, near Edinburgh, Scotland, on December 22, 1806, and sailed from Greenock in the ship “Palmyra,” which arrived here in 1839. The vessel was dismasted in a storm shortly after leaving Greenock, and had to put back for repairs. The voyage occupied six months, and among the passengers were Mr. (afterwards Sir) William Milne (father-in-law of Sir Lancelot Stirling), Lady Milne, the Disher family, John B. Spence, and Miss Catherine Helen Spence, the apostle of effective voting. One must confess to a feeling of admiration for the enterprising and courageous qualities of character that were ever exhibited by George Melrose. A few months after arrival he bought some sheep, and started farming in the Mount Barker district. A return published in August, 1841, shows him as the owner of 220 sheep in that locality. A little later he and Captain Walter Watson Hughes (afterwards Sir Walter), ran their sheep together, near Macclesfield, and thence Mr. Melrose went on to the River Bremer and Reedy Creek, and again on to the South Rhine River, now known as the Marne, the last-named country comprising part of the lovely Rosebank Estate, which name is of Scottish origin. He was also in partnership with the late Mr. Robert Lawson, near where Nairne is now located. Captain Hughes went to Yorke Peninsula (the Moonta Mines were afterwards discovered on his run there), and Mr. Lawson moved to the South-East, and eventually established the Padthaway Estate.

George Melrose was not long settled on the Rhine before he began to go out in search of new country. He made several small exploring trips, and on one of them nearly perished from thirst in the scrub between the River Murray and Victoria. This venture was undertaken with the help of only one man and two horses. He had set out to find country which the natives had described vaguely as having “plenty grass and water long way.” Mr. Melrose afterwards said that it might have been Western Victoria; but he found himself travelling through a waterless country, carrying an insufficient supply for a long journey, so he had to retreat to the Murray, and almost perished from thirst. His man, although he had taken more than his share of the carried water, almost collapsed after having a drink at the river. Old hands testified to Mr. Melrose’s extraordinary ability to go a long time without anything to drink. Whether this was natural or acquired was not known; but in the early days the men said that in travelling stock in hot weather they would sometimes be suffering from thirst, and ride on for a drink, but when they brought water to Mr. Melrose he would often just rinse his mouth out. After this unsuccessful journey eastwards, he made a trip northwards alone, and examined unsettled country. This was in the early winter of 1845, and he had
GEORGE MELROSE

only a riding horse and a pack-horse. He went via the eastern side of the Mt. Bryan Range, Nac-kara and Mount Remarkable, and returned on the Gulf side of the ranges. The best of the mid-north country was then occupied by a few flocks of sheep. Mr. Melrose was tempted to form a station near the Mt. Bryan Range, Nac-kara and Mount Remarkable, and where Yongala now is. It was at­tractive sheep country, but there was very little surface water there. Coming southwards, Canowie and Booborowie were settled, but did not have many sheep in those days. Again, in 1845, Mr. Melrose went up the Murray, and formed a sta­tion on Lake Victoria, putting sheep on the Rufus and Anabranch as well as at Lake Victoria. There is no record of the date he first went up the Murray, but he took sheep to Lake Victoria in 1845.

The Rhine country remained his headquarters, and when, in May, 1847, he married Miss Euphemia Thompon, elder daughter of Mr. John Thomson, formerly of Kirk-caldy, Scotland, he took her on a honeymoon trip to Lake Victoria. She was the first white woman to go into those regions, and the na­tives used to come from considerable distances to satisfy their curi­osity.

It was not then known whether Lake Victoria was in New South Wales or South Australia, and though Mr. Melrose had pioneered it, he had seven flocks of sheep on it, he could not obtain a lease from either Government, pending a settlement of the point. The Lake Victoria blacks were at that time regarded as being a treacher­ous and a dangerous tribe—prob­ably chiefly owing to their having previously speared and dispersed the stock of some venturesome overlanders, who were on their way through to South Australia with sheep from the Sydney side. Mr. Melrose was warned by the auth­orities that they could not be re­sponsible for his safety if he re­mained there; but although the na­tives were very plentiful he was never attacked, nor had he any serious trouble with them. He used to shoot birds in their pres­ence occasionally to show the power of the gun, but beyond the tying up of a hut-keeper, and the theft of all the stores under the man's charge, he never suffered from the blacks, nor was he ever much afraid of them. When the stores were taken, all hands had to live on meat alone until they obtained more flour from Adelaide. In those days, bread was a lux­ury, that many people went long periods, and although Mr. Melrose was a never­complaining, hardy Scot, he owned to the others that he was hungry for bread.

After doing the pioneering of Lake Victoria, and occupying the country for seven years, he was badly treated by the New South Wales Government, who granted a lease to someone that had no real claim to it; if they not granted Mr. Melrose a lease, but Dr. Wm. J. Browne, who had heard of Lake Victoria, went by sea to Sydney to apply for a lease, and was informed that Lake Victoria was occupied by George Melrose; and in that way they re­fused Dr. Browne's application as well. Lake Victoria afterwards be­came a profitable property, carry­ing a great premium.

It was a great disappointment to Mr. Mel­rose to be treated in that fashion in return for his enterprise and daring, but he was a man of great courage and determination, and he then concentrated on what was still his headquarters (the Rhine) from which he built up the Rosebank Estate.

This property has in recent years been gradually disposed of for closer settlement. The present homestead was formed, and the present house was built, sixty-three years ago; but he established the Rhine Station, part of Rosebank, known on the maps as "Melrose's Old Station," nearly eighty years ago. An incident showing deter­mination to keep an Adelaide appointment, though the difficulties are worth recording. He at one time, after an unsuccessful search for his horses, walked from that old station to Adelaide (54 miles), and intended returning next day, there being no made roads in those days. He, indeed, did walk back to Mt. Barker, but the creeks were in flood, and this compelled him to stop there that night. It was not until the following day that Mr. Melrose acquired his other station interests, which in­cluded Franklin Harbor, North­wicke Brae, and Ulooloo runs. A full fleece of wool was sent from the latter to a new country, and that, despite the uncertainties, privations, and hardships, pioneering had its fascinations. Mr. Melrose died at Rosebank on April 4th, 1894, aged 87 years, leaving a family of eight sons and daughters—Mrs. Hugh Ferguson, Mrs. Archibald McDiarmid, Mrs. H. H. Wigg, Messrs. G. T. Melrose, James Melrose, John Melrose, Robt. T. Melrose (now a Member of the Legislative Council), and Alexander Melrose. Among those who attended the funeral was Mr. J. W. Disher, a shipmate of fifty-five years before. Mr. R. Barr Smith, with whom he had done business for nearly half a century, and Mr. John Moody, who had been in his em­ploy for about that period.
AN interesting old character was William Fowler, who was particularly well known on Yorke Peninsula more than 60 years ago. He was an Oxfordshire man, and came out to South Australia in 1846 with two brothers, whose doings are not mentioned in any of the records the writer has examined. Almost immediately Mr. Fowler went into partnership with Thomas Guy, and the two acquired a considerable area of country between Strathalbyn and Milang before it was surveyed, and went in for sheep and cattle. The homestead was established at a locality known as Watson Park, where the cattle were kept, and the sheep station was nearer to Lake Alexandrina, the original hut on the present site of Milang having been demolished only recently. It was a nice open country with occasional belts of scrub. Messrs. Fowler and Guy had the services of two well known identities of the early days, Archie Cooke and Tom Carney. Subsequently the former, on his own account, purchased some ewes for 1/- a head and put them on a swamp where the Wellington causeway now exists. Then he went out looking for country, and took up that which, to this day, is known as Cooke’s Plains, through which the railway to Melbourne runs. Mr. Paul Martin, who is now 86 years old, and was in the South before he went to Appila Yarrowie, says that at one period when the water in the lakes was very salt a whale came up from the sea and was stranded on a bank just west of the present jetty at Milang. Cooke and Carney saw it from their hut, and decided to take the blubber, but to leave the task until the morning. During the night, however, the water rose much higher than usual, and carried the whale out. The partnership between Messrs. Fowler and Guy was terminated in the early fifties, and the former was attracted by the grazing possibilities of Yorke Peninsula. He purchased the pastoral lease of Moorowie from John Sharples. This property covered an area of 42 square miles, and had a carrying capacity of 100 sheep to the mile. Goyder’s valuation was £184 16/- per annum, deducting improvements valued at £2,076. Mr. Fowler also purchased from Thomas Bow-
man the pastoral lease of Yararoo, then known as the Rocky Waterhole. The hut that Mr. Bowman used to live in may still be seen at Yararoo, and is an aboriginal word meaning “rocky waterhole.” Still another purchase was the White Hut lease in the Hundred of Carribie from Samuel Rogers. On these three properties about 20,000 acres were carried. Then the country was resumed for agricultural purposes, and after the survey Mr. Fowler bought about 15,000 acres at Moorowie and about 14,000 acres at Yararoo, where he went to live, and left Moorowie to the management of Mr. George Philips, who was in his employ for more than 50 years. About the year 1860 he took up the A’Beckett’s Pond run in the far north with Mr. R. Davenport, and later purchased Euro Bluff from Thomas Guy, but that terrible drought of the sixties caused him to lose a lot of money on these two properties, and later he got quit of them. The homestead at Yararoo is said to be one of the most comfortable in the country. The surrounding land was laid out under the careful and practical supervision of Mr. Fowler, and is now one of the beauty spots of the State. He was a very successful breeder of cattle and horses, as well as sheep, and was one of the best judges in his time of all classes of stock. After Mr. Fowler’s Yorke Peninsula country had been resumed, he sent 125 stud draught horses to the John Bull yards in Adelaide for sale. They were bred from Old Aggravation and his progeny and the WF brand were well and favorably known in those days. The 125 head, draught cals and fillies, averaged £14 10/ each.

Mr. Fowler went in for a good deal of share and ordinary farming, and it is claimed for him that he never known to be in ignorance when practical help was required. When he was satisfied, however, he went to work and did it. Mr. Fowler was not one who played to the gallery when assisting the poor and needy. No one in Australia had more love for mankind and dumb animals, and charitable institutions, of whatever creed or denomination, and in all parts of the world, will miss the contributions given, which were looked upon as a duty to his fellow countrymen. Mr. Fowler of Yararoo, South Australia and the world are very much the poorer.” This is a generous encomium, but, from all accounts, a well deserved one. “The Advertiser” said that his deeds of philanthropy would ever live in Port Wakefield. He was patron of the institute there from its foundation, and gave £50 towards the building on the condition that it he kept free from debt. The blind, deaf, and dumb institutions of the State were a special object of Mr. Fowler’s bounty, and in his own district he was often termed “Our Carnegie.” He was a great believer in spiritualism. Reference has already been made to his love for dumb animals, and that is exemplified by the fact that a little cemetery, with small headstones, was formed at Yararoo for the interment of dead pets. Mr. Fowler’s passion for detail led him to direct what inscription should appear on his own tombstone, and he chose these striking lines:—

Joy, shipmates, joy!

“Pleased to my soul,” at death I cry.

She swiftly courses from the shore.

Act well your part, there all the night at Yararoo will probably serve

“Pleased to my soul,” at death I cry.

She swiftly courses from the shore.

Act well your part, there all the night
How many of those who visit the Bundaleer Reservoir, which stores water for the supply of an extensive area of country, in conjunction with the Beetaloo and Warren systems, give a thought to the fact that this water basin formed part of rich sheep farming country first taken up from the Crown more than eighty years ago by Mr. John Bristow Hughes, a fine old pioneer squatter long since deceased? Mr. Hughes went to this northerly part of the province in 1840, and founded Bundaleer Station. He was the first of the three Hughes brothers, famed as early South Australian flock masters. He was really the first selector of the adjacent country of Booyoolee, which became the sole property of his younger brothers, Herbert and Bristow, who in the early forties had joined their brother John. Herbert Hughes, who developed Booyoolee, and made it a famous property, was engaged in pastoral pursuits for a much longer period than John, and perhaps for that reason, is better known in the history of our pastoral industry. But John Bristow Hughes played an important part in the public life of South Australia, and his name cannot fail to be remembered because of that fact, and also by reason of his munificent gift of St. Margaret's Church, Woodville, with the land, building, and furnishing complete. He was public-spirited, and of the very best English type of our pioneers.

The Hughes brothers came of a good old Liverpool family, most of whose members were brought up in merchants' offices. The eldest brother, Timothy Bristow Hughes, was a leading cotton trader for more than fifty years. John Bristow was born in Liverpool on July 26, 1817, and was only thirteen years old when his father, John Hughes, died. When he was quite a young man his firm sent him to India, but his health broke down, and he sought recuperation in Van Diemen's Land (now Tasmania), where he had a warm friend in the Lieutenant-Governor, Captain John Franklin, who was afterwards lost in the Arctic.

In 1840, when he was only twenty-three years of age, Mr. Hughes brought sheep from the island colony to South Australia, and ventured out in the bush of the farthest north. He selected land for his sheep in localities afterwards known as Booyoolee, Gnangwea, and Bundaleer Stations, then all the one squatting selection. By the end of August, 1841, Mr. Hughes was the owner of 940 male and 2,240 female sheep—or a total flock of 3,180—not a large number for a sheep station nowadays, but stock sufficient for a considerable holding in those early times. He brought out, in 1842, his brother Bristow, from England, to help him on the holdings, and in the following year his brother Herbert was also persuaded to settle here. The three brothers lived together at Bundaleer until 1851, when the younger two entered into possession of Gnangwea and Boo-
JOHN BRISTOW HUGHES

yoolo, together with their stock, Mr. J. B. Hughes and his family remaining at Bundaleer.

At Trinity Church, Adelaide, on January 6th, 1847, Mr. J. B. Hughes was married to Margaret elder daughter of William Bartley. The Bartleys were a Liverpool family, who had come to South Australia by the ship "Lysander" in 1839. In Liverpool Mr. Bartley had founded the legal firm of Bartley, Bakewell and Stone, and after reaching Adelaide, he established the firm of Bartley, Bakewell and Stow, Mr. Bakewell having followed him hither from England. The marriage took place from Mr. Bartley's residence at the corner of Hill Street and Strangways Terrace. The house was afterwards Mr. Younghusond's, and was a landmark among old dwellings until recently, when it was removed to provide further accommodation for the North Adelaide Private Hospital. A distinguished English nobleman visited South Australia in 1852, and was a guest at Bundaleer. This was Lord Robert Cecil, afterwards the Marquis of Salisbury, Prime Minister, and he was driven to Bundaleer from Mr. Bartley's residence in a cart, behind his remarkable greys, Mustapha and Marmion. Having realised what, in the early days of the province, was considered a handsome fortune, Mr. Hughes disposed of Bundaleer to Mr. C. B. Fishe's in 1854 or 1855. He then retired to reside at Woodville where he lived at "St. Clair," which afterwards became the property of Mr. David Bower. Mr. Hughes went largely into building speculations at Woodville. He gave the land where Margaret's Church of England, which he built entirely at his own expense as a thank offering for the birth of one of his sons, and he completely furnished the edifice, even to hymn books and hassocks. The church he named in honor of his wife, and not after the fabled saint, as recorded on a stone in the building since. Bishop Short desired that the Church should be dedicated to the memory of St. Jude, but the generous donor insisted upon the name of St. Margaret being given. The opening services were conducted by the Congregationalists. Eventually Bishop Short gave way, and Archdeacon Farr, we believe, it was, pronounced the first sermon at the dedicatory Anglican service in accordance with Mr. Hughes' wishes. Before the erection of St. Margaret's, Mr. Hughes had two bells cast in England for churches in the Adelaide diocese, with the names of his two eldest children, and the dates of their birth, inscribed thereon. His building activities at woodville included several cottages that are standing on the Port Road, and a railway station which is still in use on the south side of the line. This latter, together with the local land for the railway, he presented to the Governor as an inducement for them to build a line from the city to the Port. For years the station building which he gave was the only solid structure on the Port line—the other stations were merely iron sheds. In 1856 Mr. Hughes built "Elm Cottage," on the top of Mount Lofty, as a summer residence, which subsequently became the property of his old friend, Mr. Henry Scott, who renamed it "Boord House."

The old-time pastoralist took a prominent part in public affairs. He was returned to the Legislative Council which passed the Constitution Act, 1856, as the representative of East Torrens. Having assisted to frame the Constitution, it was only appropriate that he should assist to make the laws under it, and so, on March 7, 1857, he was elected to the first House of Assembly, for the district of Port Adelaide, having Captain Hart (afterwards Premier), as his colleague. On September 1st following he was appointed Treasurer in the Torrens Ministry—the third administration under responsible government. Mr. (afterwards Sir) R. R. Torrens, was Chief Secretary, Mr. R. B. Andrews (later Judge) was Attorney-General, Mr. Marshall McDermott was Commissioner of Crown Lands, and Sir Samuel Davenport Commissioner of Public Works. The Ministry remained in power till the last day of the month, when the Hansard Government took the political reins, and held them for nearly three years, Mr. Hughes' Budget Speech was considered a remarkable one. An old English Conservative, he was strongly opposed to the Real Property Act, of which his intimate friend, Mr. Torrens, was the enthusiastic sponsor. A keen churchman, he fought there to have the Anglican Cathedral built in Victoria Square, on what the Church authorities claimed as 'the cathedral acre.' Mr. Hughes failed in both these matters, and nobody nowadays wishes that he did so. He continued an active Parliamentarian until September 24th, 1858, when he resigned his seat to visit England, under medical advice. He sold "St. Clair," and many other properties, and returned to the Motherland. Restless, and unable to settle there, in less than two years he was again in Australia. In 1860 he acquired Gana- warra Station, at the junction of the Murray and Loddon Rivers, including the large island of Gum bower. Here he experienced serious misfortune through pleuro-pneumonia, ravaging his cattle. Once more Mr. C. F. Fisher succeeded him in the ownership of his station property. In 1863 he returned to "Elm Cottage" as his home. Five years later he bought Bung Bungle Station, on the Wason, in the Western District of Victoria. Financial disaster again overtook him, as it did many pastoral magnates at that time, and Mr. Hughes came out of squatting pursuits in 1871 a poor man. Such were the vicissitudes of fortune! Subsequently he managed properties for Mr. John Taylor, who owned Rylands, Mount Arden, and other stations; but he never regained his financial feet.

Mr. Hughes had returned to Adelaide from Victoria in 1875. In our Public Library may be seen in Vol. II. of South Australian Pamphlets, that he wrote to the press extensively on public questions, particularly finance and railways. He was said to have been remarkably pugnacious in public affairs, but was thoroughly outspoken, honest, and straightforward in his criticism of men and things. Mr. Hughes and his father-in-law were original founders of St. Peter's Collegiate School. Mr. Hughes and another old-time squatter, Mr. C. Hawker, gave the old avenue and plantations to the same school. When he heard of the gift, Governor MacDonnell remarked: "I wish you'd do the same for Government House!" Mr. Hawker agreed, and planting was proceeded with in the Government House domain. It is worthy of record that Mr. Hughes was a founder of the first meat-canning works in Victoria, and when, in 1867, the Duke of Edinburgh visited here in the "Galeata," he presented the Prince with some cases of meat from the factory.

Mr. Hughes' death was a particularly sad one. He was drowned while bathing off Queenscliff, Victoria, on March 25, 1881. Mr. John B. Hughes, the well known accountant, of Adelaide, is a son of the founder of Bundaleer, and his sister, Miss M. B. Hughes, who lives at St. Peters, was born on the old station.
HERBERT BRISTOW HUGHES, whose name is identified with the well-known Booyoolee estate—in its time one of the finest pastoral holdings in South Australia—was the third son of John Hughes and his wife, Marie Bristow, of Liverpool, and a younger brother of John Bristow Hughes, founder of Bundaleer. The brothers Bristow Hughes and Herbert Bristow Hughes came to the province in the early forties of last century. After a few years' association in pastoral pursuits with their brother John, who was the first of the family to settle here, they took possession of a large area of the best land on the Rocky River, and established Booyoolee, which, in the aboriginal tongue, is variously declared to mean "good grazing ground for game" and "boiling up of the smoke cloud." The first station was at Kooker-poo, and then the two brothers moved to Gnaugwea, near the town of Laura, which was named by Governor Fergusson after Mrs. Herbert Hughes. Soon afterwards the head station was established at the site of the present Booyoolee homestead. Herbert and his younger brother, Bristow, remained in partnership until 1858, when Herbert became sole owner of their properties, and Bristow returned to England to reside.

One of the most fertile and picturesque pastoral estates in South Australia, Booyoolee originally comprised 200 square miles, stretching from Laura as far as Stone Hut in the north, to Crystal Brook in the west, to Georgetown in the south, and to Mount Lock on the east. Part of the original run was taken up under lease from the Crown in 1843. The fertile flats along the Rocky River were purchased from the Government ten years later. The original holding was retained until 1872, when a large area of the country was resumed by the Government for closer settlement, and Mr. Hughes secured the freehold of the remainder of the estate that he continued to hold. Instead of growing wool, much of the Booyoolee country was devoted, henceforth, to the production of wheat. In more recent years, after the death of Mr. Herbert Hughes, the increased taxation made it impossible for the trustees to continue possession of the country for sheep, and they disposed of further large areas, with the result that for some time Booyoolee has been reduced to about 4,000 acres, practically the blocks surrounding the
The sheep industry there has been abandoned, and the station carries only about 1,000 head of cattle. The vast sheep walks of the original estate are now pros- perous farms. Booyoolie House, which lies within a mile of Gladstone, was erected 67 years ago, a portion of an earlier structure hav- ing been incorporated in the building. The Merino flocks of Booyoolie date from 1843. They originated in drafts from Bundaleer, to which were added ewes from Anlaby. Steiger rams were imported from Germany, and the flocks were further improved by the use of stud rams purchased in the colony. From 14,000 to 16,000 sheep used to pass under the shears at Booyoolie. They became essentially dry country sheep, and the majority of the rams bred were sent to Kinchega (referred to later) for use on that property. The object constantly kept in mind was to breed a class of animal that, though not perhaps carrying so heavy a fleece as those of some of those sheep studs, yet produced sheep adapted for dry interior conditions, as were met with at Kinchega, a class of sheep capable of getting over that extensive country and to battle against droughts and long distances to water. They were well up on the leg, and not hampered by folds, wrinkles, or heavy wool on the face. The value of this plain commercial type was shown by the return to the smooth-bodied sheep by out-back pas- toralists, who found that the coarse for heavy wools was a mistake, such sheep being entirely unable to stand the hardships of our interior, and perishing so soon as drought conditions prevailed. Mr. Hughes was a great enter- prise. He launched out extensively as a stockholder here and in other colonies. Some of the best horses bred in South Australia were raised by him. He did considerable service in improving the breed of horses. Amonst racing men he occupied a leading position, and was a great patron of sport. He took a very keen interest in the early days of South Australian racing and in the old S.A. Jockey Club, when such enthusiastic sportsmen as C. B. Fisher, John Baker, Joseph Gilbert, George Hawker, E. M. Bagot and John Formby were associated with the turf. He imported excel- lent stock from England, notably the famous stud horses Croupier,izona, and St. Edmund. Reference has been made to the cut- ting up of Booyoolie. Owing to the determination of Parliament to make available land for agricultural settle- ment, notice of resumption was given to a number of pastoral lessees, and Mr. Hughes, in order to protect the stock which he had been at great expense to place on the country, was compelled to make an extensive purchase of freehold, which land he fully stocked. The same policy pre- vened his extending the area for his flocks and herds, and induced him to take up country in New South Wales. He purchased Kinchega, then consisting of 3,000 miles of leaseholds, including Panamaroo Station, near Menindie. That was in the early seventies. A year or two later he acquired Nocatunga cattle station, near Thargomindah, in the Gregory South district of Queens- land, then consisting of the frontage blocks on the Wilson River. At the same time Mr. Hughes added to the run by taking up a large area of unoccupied back country adjoining, making a total holding in that part of about 3,000 miles. Thus we have some idea of the magnitude of his pastoral pursuits. From Nocatunga for many years he sent droves of cattle to the Adelaide market, fattening them en route on his lucerne paddocks at Netherton homestead. The sheep industry for stock and in improving property. 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ONE of the earliest and most successful South Australian pastoralists was Alexander Borthwick Murray, who, with his brother John, of Mount Crawford, founded the far-famed Murray Merino flocks, and at the time of his death, in 1903, was the owner of the Wirrabara Estate, and other valuable properties. Both brothers were notable sheep breeders. South Australia will ever owe much to them for their part in not only assisting to lay the foundations of our great staple industry, but in developing and thereby enriching the State wherever they settled or displayed their remarkable enterprise. They did, perhaps, more than any other pastoralists of their day to keep pure the breed of high-class Merino sheep.

Alexander B. Murray was a son of John Murray, and was born in Eskdale Moor parish, Dumfries-shire, on February 14, 1816. From the age of seventeen he spent six years in the Highlands, acclimatising the Cheviot sheep of the south of Scotland in the mountainous counties of Inverness and Ross-shire, and thus obtained a knowledge of wool growing which proved a fine equipment for him when he began his career in South Australia, in his twenty-fourth year. After arrival in the colony, in September, 1839, Mr. Murray managed the pastoral holding of a relative, Sir James Malcolm, at Kersbrook, for eighteen months or so. During that time he combated the scab disease in the sheep, got them in splendid condition, and took prizes for them at the first Show, which was held at the Horseshoe (now known as Noarlunga), against all-comers imported by the South Australian Company.

In 1842, after his return from Sydney, whither he went to marry Miss C. M. Scott, Mr. Murray began farming on his "special survey" at Mount Crawford, in the Barossa district. Wheat growing proved unprofitable. Smut was a great pest, and 3/ a bushel was the
ALEXANDER BORTHWICK MURRAY

highest price obtainable for the best sample. That was all Mr. Murray realised for his wheat at Dr. B. A. Kent's old mill at Kent Town. He remarked in after years: "I came down with bullock teams, and got that price, and never made another trip to Adelaide with wheat." Accompanying Mr. and Mrs. Murray from Sydney was Miss Scott, who afterwards married Mr. Murray, and in partnership with her, Mr. A. B. Murray purchased a number of ewes from Mr. Duncan McFarlane, of Mount Barker. These sheep had been brought from Victoria some time before by Leichian McFarlane, of Mount Barker, and were the joint property of James and Duncan McFarlane, of New South Wales, having come from John Macarthur's celebrated flock at Camden. These formed the foundation of the original Murray Merino flocks at Mount Crawford, which holding for some time was worked on shares by Alexander Murray and his brother John, who each took a fourth, and Miss Scott one-half, of the progeny. Soon after the arrival of his brother from Scotland, in 1841, Alexander disposed of half of his section to John. Prop. year to year, the quality of the Mount Crawford flocks was improved by these enterprising young pastoralists. The first Murray Merinos were taken by Mr. A. B. Murray to the Melbourne Show in the forties. They comprised three ewes, which obtained second prize against the imported and colonial sheep. These ewes would probably have won a higher place but for the fact that they were knocked about during the voyage from Adelaide to Melbourne. The brothers were most successful in combating the scab trouble, much more quickly, perhaps, than most of their fellow squatters.

Mr. A. B. Murray remained at Mount Crawford for twelve years, when he parted with his interest to his brother. He then went to Tungkillo, and subsequently entered into partnership with Mr. J. H. Angas, of Collingrove, the firm having a run in the valley of the River Murray at Carrick's Creek, at the head of the North Rhine (now known as the River Somme), and renting Reedy Creek special survey. They took the first prize for imported rams at the Adelaide Royal Show in 1855, and Mr. Angas retained the medal until his death, this being the very first of his phenomenal record of show successes. Mr. Murray subsequently formed a cattle station near Warrina, which he held for more than twenty years; and he also had Bookpunong Station, on the Murray, which was purchased from Mr. Richard Holland, of Turretfield. Large sums of money were spent in fencing and other improvements at Bookpunong, but the rabbits made the venture unprofitable. Relating his experiences at Bookpunong, Mr. Murray said: "I came out with nothing, and I was glad to get away." He also had a run at Myrtle Springs, west of The Peake, which was held subsequently in connection with Leigh Creek Station by Mr. Leonard Browne. Much enterprise was displayed in sinking for water. Mr. Murray used to say: "Our northern territory is most dangerous to touch. If a man takes up new country, he must spend a fortune before he gets water, and forms a station fit to go on to, and my opinion is that he had better do something else with his money."

Apart from the foundation of Mount Crawford, it is in conjunction with the Wirrabara Estate that the name of A. B. Murray will be perpetuated in connection with our pastoral industry. The Wirrabara country was first occupied in the forties, soon after the discovery of copper at the Burra. Messrs. Samuel White and Frederick White, uncles of Mr. H. B. Hughes, of Booyooloi, took up sections which still bear their name—White Park, Wirrabara, sometimes incorrectly spelt Whitera, is one. Subsequently Mr. C. B. Fisher held Wirrabara, until he sold it to his brother, Mr. W. D. Fisher, and Mr. George Tinline. Messrs. Tinline and Fisher were in possession till 1866. In that memorable drought year Mr. A. B. Murray succeeded Mr. Fisher, and continued the partnership with his brother-in-law (Mr. Tinline) for fifteen years. In 1881 Mr. Murray became sole owner. Mr. Tinline, who for some time was manager of the Bank of South Australia, goes down in local history as the author of the Bullion Act.

The Murray Merinos were introduced to Wirrabara when Mr. Murray secured an interest in the estate, and from the time he became sole owner the policy of inbreeding from the best sheep was rigidly observed. He was a consistent believer in the doctrine of "the survival of the fittest." The Wirrabara Estate was sold by the trustees in 1910, when about 14,000 high-class Merinos, including stud and flock rams, were dispersed. At one time it was one of the largest holdings in the north. It embraced a considerable area of leasehold land, stretching eastward from the freehold property comprising the estate, as it was at the time of the dispersal sale in 1910, to Caltowie in the south, up the plains as far north as Booleroo, and in a westerly direction, taking in the forest reserve to the foothills of the Flinders Range. Then the Wirrabara tallies at shearing time exceeded 100,000 sheep. The old estate is now held mostly for agricultural and grazing purposes.

Frequently Mr. Murray took prizes at the Adelaide Royal Shows for his Merino sheep. At the Duke of Edinburgh's Show his stock secured four gold medals, and several money prizes. In 1866 he was elected President of the Royal Agricultural and Horticultural Society, and remained for many years one of its leading members. During his residence in the Tungkillo district, he was chairman of the District Council, which he was largely instrumental in establishing. Later he built his beautiful home, Murray Park, Magill, where he died on March 17, 1903, and where his distinguished son, Sir George Murray, Chief Justice, and Adelaide University Chancellor, has resided for many years. For nearly a quarter of a century he was a Member of Parliament, and his knowledge and experience were much valued in legislating on the land and kindred questions. Mr. Murray entered the House of Assembly at a by-election for the district of Gumeracha in May, 1862, He sat for that constituency until 1867, when he resigned. Two years later he was returned to the Legislative Council, and sat till 1877. Re-elected in 1888, he remained a member until his retirement by rotation in 1888. Murraytown, near Wirrabara, perpetuates the name of this fine old pioneer, who laid it out. The township of Murray Park, adjacent to Magill, was named in his honor by Mr. Shierlaw, who bought the land from Mr. Murray, and established the village.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

WHEN a legislator returns his gold railway pass to the Government, on the plea that members of Parliament should pay for travel like the rest of the community, one may take it for granted that there is something unusual in his makeup. That is what the Hon. Walter Duffield did in 1867, although he does not appear to have explained how politicians can be expected to legislate intelligently for a big State without getting over it, and acquiring first-hand knowledge of its widely varying requirements.

Next time he sought re-election he was rejected, so evidently the gold pass heroics did not count for much with his constituents. Mr. Duffield, however, achieved real and lasting distinction in many other directions. An exceptional capacity for hard work, keen business instincts, and fine qualities of character, won for him a fortune and a position of great influence among his fellow men. Mr. Duffield came of an old Essex family, and migrated to South Australia in 1839. He was a man of inexhaustible energy, and started life in the new land by carting wood to Adelaide from the Mount Lofty Ranges with a bullock team. Then he took charge of Mr. Jacob Hagen's estate at Echunga, and was one of the first to manufacture wine from South Australian grapes. A sample of this wine was sent to Queen Victoria, but her Majesty's pronouncement upon it has not been recorded. Mr. Duffield was not content to work for others for very long, and on September 20, 1847, he settled at Gawler, and struck out for himself. One cannot read the late E. H. Coombe's history of the colonial Athens without realising what a strong force Mr. Duffield became in the public, business, religious, and social life of the community on the Para. At one time milling was the primary industry of Gawler, and in the same year of his arrival there. Mr. Duffield purchased the Victoria Mill from Stephen King, who built it in 1845. This fine property was burnt down in 1867, 1868, and 1876. incendiarism having been suspected on two of the occasions. In connection with one of the rebuildings, it is recorded that the foundation stone was laid by "Master D. Walter Duffield," a son of the subject of this sketch, and "Master Andrew Mitchell," a son of John Mitchell, who had become a partner in the firm of W. Duffield & Co. In 1863 the Union Mill at Gawler was acquired from Harrison Bros., who had erected it in 1855, and mills were also established at Wallaroo, Snowtown, and Port Pirie. All these properties were taken over by the Adelaide Milling Coy. after Mr. Duffield's death. Gawler received a severe set-back in 1851-2, on account of the exodus to the Victorian diggings, and at one time Mr. Walter Duffield was one of only five men left in the town, one person having sold his cottage for £5 in order to get away! One of the milling employees, Edward Churchman, is credited with having made the first bag of flour in South Australia, at Ridley's Hindmarsh Mill, in 1839, and he was afterwards pensioned off by the Duffield family. In 1851 Mr. Duffield purchased the Para Para Estate, which he made one of the most beautiful in South Australia. He built a palatial residence there, kept open house for many years, and had the honor of entertaining, among many other distinguished guests the Duke of Edinburgh. Long before this he had become an active competitor at the agricultural shows, and at the first exposition of the Royal Agricultural Society in Adelaide, he won the first prize for two bushels of wheat. The sample weighed 6 lb to the bushel, and was afterwards exhibited at Mark Lane, London, where it was pronounced to be equal to anything on the market. Then, at the first Gawler Show, he won prizes for hams, grapes, apples, plums, peaches, and sweet melons.

Mr. Duffield was a distinctly broad-minded man. Although he was a pillar of the Congregational Church, and one of its Gawler foundation members, besides being...
HON. WALTER DUFFIELD

president of the local branch of the British and Foreign Bible Society for six years, the first meeting of the Gawler Racing Club, in 1870, was held at Para Para. The respectable sum of £400 was given in stakes, and that amount had been increased to £500 in the following year, when, just as all plans for a successful meeting had been completed, the committee was informed that the Para Para grounds could not be used, on account of Mr. Duffield's serious illness. Thereupon the club became defunct, and the balance in hand (£48) was handed to Mr. Duffield.

Claretmont (W.A.) Royal Show last October. After starting Koo­ noona, Mr. Duffield became inter­ ested in the Otalpa Station, in the north-east of South Australia, and later owned Weinteriga Station, on the River Darling, both properties carrying thousands of sheep. All these undertakings received his close personal attention, necessitating long rides on horseback, and journeys by buggy and coach. Mr. Duffield was a very sound judge of stock, especially horses, and always rode or drove a good one. All of his business ramifications were marked by strict integrity and honor. In the early days of wheat buying, when methods were unlike those of the present day, it was a common practice for him to pur­ chase large parcels from farmers with no further payment of any kind, but on account of Mr. Duffield's public spirited­ ness and generous giving for all worthy objects made him in­ mensely popular in his home town, and on the occasion of the thirtieth anniversary of his settlement there, he was presented with an album containing an address and photos of local interest.

Mr. Duffield's pastoral activities were just as successful as his milling business. They commenced in the early fifties, when, working from Gawler in company with the late Mr. Joseph Barritt, of Lyndo­ ch, he took up country now known as the Princess Royal Run near Burra, and country adjacent to that run on the Eastern Plains. At that time considerable numbers of sheep were shepherded. Owing to instability of tenure, the pastoral operations were gradually removed further inwards to the west where the present well-known Koonoona Station was founded, and where, in 1863, its famous Merino Stud was established by Mr. Duffield, who for a time was in partnership with Mr. T. S. Port­ er. More than 40,000 sheep were shorn at one period. Although it is forty years since the founder died, Koonoona has retained its enviable fame to this day, and its able managing director (Mr. W. G. Hawkes) has the honor of having sold more than £25,000 worth of sheep in a single year, and of hav­ ing obtained the highest average for a team of seven stud rams ever secured by anyone in South Aus­ tralia—namely, 268 guineas—at the
THE foundation of the Murray Merinos, which enjoy a reputation throughout Australia and New Zealand and far beyond, was laid by the two brothers Alexander Borthwick and John Murray, whose names are famous in pastoral history. But it is to John, the elder of the two, that credit must always be given for the building up of this celebrated strain. These and other Scotch pioneers in the early development of our staple industry came to the business of successful Australian sheepbreeding as to the manner born. Shrewdness, skilful knowledge of breeding and handling sheep, and indomitable perseverance were factors which contributed to the success of John Murray's enterprise. He came to South Australia from Scotland in 1841, having learned much that was to be learned in connection with sheep breeding under the tuition of Mr. William Bryden, a notable Cheviot breeder and exhibitor, of Dumfries, Scotland. Mr. Murray spent two years at Bull's Creek in this Province, and then joined his brother at Mount Crawford, the locality which in after years became known throughout the land as the birthplace of the Murray Merinos. The old estate, situated about 17 miles from Gawler, dates back to 1841, when A. B. Murray purchased Section 018 in the Hundred of Para Wirra, part of the Barossa "special survey." The native appellation of the locality was "Tetaka." Mount Crawford estate took its name from a prominent hill, which is said to have derived its designation from the fact that Crawford, an "overlander," camped at its foot.

The first sheep that were put on this fine pastoral country came from John MacArthur's Rocks at Camden, New South Wales. They were brought over about 1839 by Duncan MacFarlane, of Mount Barker. On page 16 of his brochure, John Ryrie Graham refers specifically to the Camden drafts: "I would mention that in 1839 a large number of them were travelling over the Snowy Mountains lambing as they went, and more than once were compelled to remain some days stationary on account of the snow. Yet they reached their destination—South Australia—with a loss of only 5 or 6 per cent of the ewes, but a good number of lambs alive and thriving." Mr. A. B. Murray bought some of these from Mr. MacFarlane. These were divided equally—one-half to his sister-in-law, Miss Scott (afterwards Mrs. P. M. Murray, of Glen Turret, Truro), one-quarter to his brother John, and the other quarter of the stock he kept for himself. John Murray purchased 100 ewes, in lamb to a Tasmanian ram, from Mr. McVittie, of Blumberg, and Alexander had a Tasmanian ram which he acquired from the South Australian
JOHN MURRAY

Company. From this blending sprang the Mount Crawford-Murray Merino flocks. The high class quality of the sheep which originally stocked Mount Crawford was shown by the fact that a ram bred the year after the Murray brothers founded the flock, took champion prize at the Adelaide Show against imported rams. The Murray brothers' success set other South Australian flockmasters to secure fresh importations, but for six consecutive seasons the Murray rams carried off the championship prizes. Alexander had parted with half of his section of 80 acres to John, and though each had his own holding, the brothers worked together and at the end of every season divided the produce to which they were individually entitled. The MacArthur Merino product had a fine long staple, and was loose in the wool. The Tasmanian sheep were of a smaller type, dense in the wool, shorter in the staple, and fine in the fibre.

From the outset the Murray sheep gave heavy flocks of bold, robust, perfection. After a few years the brothers separated, and Alexander went to Tungkillo. John Murray continued at Mount Crawford, and grew famous as a breeder of pedigree sheep. He was so successful that in 1870, he carried the sheep and wool. The medal of first prize at the Adelaide Show was to the Murray brothers for thirty years, until the brothers separated, and long after the founder of the flock had passed away. The prize list of the Murray stud flocks occupies eight printed pages of "Our Pastoral Industry," published in 1911.

Mount Crawford, one of the most beautiful pastoral homes in the State, was conducted by Mr. Alick J. Murray for thirty years, until the Warren reservoir required resumption of a large area of the property, rendering necessary the abandonment of the old estate for sheep and cattle raising. It was a wrench for the owner to part with the historic holding, after it had been more than 70 years in possession of the family, but private interests and sentiment have to take wings where the interests of "public utilities" are concerned. This meant the transfer of the whole of the stud Merinos from Mount Crawford to Catarpo and Petherton, two properties which Mr. Alick Murray presented to his sons Cyril and Eric, together with the flock.

The old homestead, surrounded by fine orchards and gardens and English trees, and in the near vicinity by magnificent stately gums remains a landmark pointing to the prosperity of the past. Its large central hall covered the site of the original dwelling, which was built by Mr. Mitchell, from whom John Murray purchased it in 1843.

For upwards of a quarter of a century Mount Crawford was associated with the name of Mr. Alick J. Murray, who, besides carrying on his father's reputation as a breeder of superior Merinos, had an Australian reputation as a judge of stock and a breeder of polo ponies, with some of which he distinguished himself on the polo field. In the early nineties Mr. Alick Murray enhanced Mount Crawford fame by establishing the best Jersey herd in Australia. He went to great expense in importing Jersey stock. His specially imported bulls won practically all the champion prizes in competition in Adelaide and interstate exhibitions. Columbus, an imported bull, probably sired the progenitors of more high class milkers than any other animal in South Australia. With characteristic liberality Mr. Murray presented Jersey stud bulls to the South Australian Government, and thus became no small benefactor to his native State.
ALTHOUGH the fortunes of Alfred Hallett were largely wrapped up in those of his elder brother, John, whose life has already been reviewed in these articles, Alfred carved out for himself quite a distinctive course. He arrived in South Australia in 1838, at the age of twenty-four years, having come out as manager for the Worthing Copper Mining Company. He settled at the Worthing mine, in County Hindmarsh, five miles north-west of Morphett Vale, but the property was not a payable proposition. A later and more satisfactory venture was the Bremer Mine, sometimes called the Callington Mine, which was the freehold of the Worthing Company. In his well known work on the mines of South Australia, dealing with the Bremer, J. B. Austin pays the following flattering tribute to the subject of this sketch: "Notwithstanding the small average produce of the ores—only 13 per cent.—lower, I believe, than any other mine in the colony, the Bremer is made to pay owing to the very careful management adopted by Alfred Hallett, Esq., who devotes a considerable portion of his time to the personal supervision of the mine. Everything is done with strict economy, and the important principle, 'let nothing be wasted or lost,' is fully carried out. . . . Many of our mine adventurers would derive a useful lesson, and more than one, perhaps, from a visit to the Bremer Mine. There has been no extravagant outlay in handsome buildings, and 'no more cats are kept than catch mice,' yet everything absolutely necessary appears to be provided. I look upon this as the model mine of South Australia, and its enterprising manager, Mr. Hallett, deserves the highest praise for the judicious and persevering manner in which he has developed the property, in spite of difficulties that
would have disheartened many," Austin was not a man who scattered compliments indiscriminately, and such commendation, coming from him, was high praise indeed. Later Mr. Hallett's mining interests led him, in conjunction with the Government, for whom he acted as valuator of the Wallaroo Mines, when the leases were renewed. Operations at the Bremer ceased with a fall in the price of copper, and evidently Mr. Hallett had anticipated the slump, because before this happened he had entered into partnership with his brother John in the pastoral business. The partnership lasted from 1842 until the death of John in 1868, from which date Alfred continued to conduct the runs until he passed away in 1877. Earlier in his colonial experience he farmed extensively at Arno Vale, in the Barossa District, and the following appeared in "Sketches of the Present State of South Australia," published in the "Register" in June, 1851, and written, no doubt, by a travelling party: "We domesticated at Arno Vale for two or three pleasant days, regrettin the absence of Mr. Hallett at the Worthing Mine, of which he is a shareholder, and one of the managing committee. We were now in a family of nine boys and girls. They were all ages, from eighteen months to eighteen years, healthy, united, and good-tempered, and we greatly enjoyed their evening music and family dancing in a spacious room, where all could move about with freedom. Mr. Hallett's enclosure around his homestead contains several hundred acres, and he is the proprietor of much more land; but he is re linquishing any extensive farming."

The story of the ups and downs of the brothers Hallett is told more fully in an earlier notice devoted to the elder one's career. Suffice it here to say that the Halletts would probably have been numbered among the biggest pastoralists in South Australia but for the historical drought of the middle sixties, which put a hammerlock on their enterprises. Willogoleeenee run, near Mt. Bryan, was taken up by John Hallett in 1840, and was divided into two parts. The first name mentioned was retained for the northern part, which was stocked with sheep. The southern portion was called Wandillah, and was stocked with cattle. The original draft having come from New South Wales, Alfred joined his brother John in 1842. Two years later the partners sold Willogoleeenee, and the sheep, to Mr. Joseph Gilbert, of Pensus Vale, and continued to hold Wandillah as a cattle station. They bought a large area of land round about the head station, when it was cut up subsequently, and also became associated with other properties, including one in the Arno Bay district, on Eyre Peninsula. Eight months after Alfred's death, the pastoral properties comprised in the partnership were submitted to public auction in White's Rooms, Adelaide, by Mr. James H. Farr, in conjunction with Messrs. Liston, Shakes & Co. The run, situated about one hundred miles north-east of Kooringa, comprising about 385 square miles of country, held under lease for twenty-one years from January, 1868, in Class C, was advertised and sold, with all improvements, to Messrs. Horn and Stirling, at £1 7/6 per head. Three leases, comprising the Mutooroo run, situated about 70 miles east of Winninie, on the Barrier Range, and comprising 7,626 square miles, were purchased by Mr. R. Barr Smith, with improvements, for £11 5/ per square mile, without sheep. The Wandillah freehold estate of 14,146 acres, five miles north of Kooringa, was secured by Mr. E. Bowman at £2 1/ per acre, with improvements, and without sheep. The Caroona run, consisting of 1,040 square miles of good pastoral country, immediately north of Bal dina, changed hands, with improvements, at 14/ per head for 23,357 sheep. Mr. R. Barr Smith also purchased for another account Mutooroo lease 2221, of 107 square miles, for £1,370. The auction proceeds totalled more than £98,000.

Mr. Alfred Hallett, unlike his brother, resisted all invitations to contest parliamentary honors; but in 1858 he served on a Select Committee. In those days pastoralists were granted fourteen years' leases at a rental per square mile, the leases being terminable by the Government on six months' notice. The intention being that the pastoral occupation of the country should not impede the extension of agricultural settlement. In order to obtain additional revenue, Sir R. D. Hanson's Ministry, in 1858, introduced into Parliament a Bill imposing an assessment on all stock depasturing on waste lands. The stock holders strongly objected to the measure, and a Select Committee on the Bill was appointed. Mr. Hallett's colleagues on it were Messrs. J. H. Barrow (chairman), G. C. Hawker, Lav ington Glyde, Francis S. Dutton, J. B. Neales, and Walter Duffield. In its report the Committee favored a withdrawal of the Bill, although there were two dissentients — Messrs. Dutton (then Commissioner of Crown Lands), and Neales. Despite active opposition, both inside and outside of Parliament, the measure became law. Mr. Hallett was also a member of a Railway Commission, which took evidence and recommended a railway system for the colony, of which some of the existing lines form a part. In 1866 he was appointed a Lands Titles Commissioner, and for about fifteen years was a member of the Central Road Board, of which he was Chairman at the time of his death. It is on record that he attended the meetings of the Road Board "with great punctuality, and conducted the business in a very satisfactory manner, being fully qualified for the position by his fact and business ability." As further proof of Mr. Hallett's versatility, it may be mentioned that he was a member of the Licensing Bench, and a director of the Bank of South Australia. He was a man of fine character and unfailing business ability. "He was a man of fine character and unfailing business ability."

His death occurred at Medindie, on November 2, 1877, and his remains lie in the North Road Cemetery. The family have preserved, in the shape of an in memoriam card, "The Advertiser's" biographical notice, in which the following occurs: "To a wide circle of friends he was known as a man of high character, genial manners, and great kindness of disposition, and his decease will cause great sorrow." Hallett, in the north, is named after him, and the railway to that place was being built in the year of his death. Hallett Hills and the Hundred of Hallett, have a similar derivation. The town referred to is the third highest in the State, and snow often falls there.
FROM the beginning to the end Price Maurice was a pastoralist, and nothing but a pastoralist. "One man one job" had in him a practical exemplar; he always kept the one objective in sight, and nothing could sidetrack him along the journey. Wherever his name appears in the early records of the colony it is invariably in association with livestock and broad acres. This single-minded purpose of his useful life is all the more remarkable in view of the discouragements that he suffered in common with many other occupants of the inside country during the period with which we are dealing. In following up the stream of his pastoral achievements one is struck by the persistence with which he bumped against the "move on" law.

Mr. Maurice was born in Wrexham, England, and was destined for the dominions. He was offered a commission in the East India Company's service, but declined it, and arrived in South Australia when 22 years old in the "Caleb Angas," on August 9, 1840, with the fixed purpose of devoting his energies entirely to pastoral pursuits. No amount of research yields anything with regard to the first years of his life in the land of his adoption, but Loyau records that he began in a small way in 1843 or 1844, and the story of the Bowman family includes a passing reference to the fact that "Price Maurice took up land at the head of the Gilbert, around what is now Manoora." He evinced a special preference for leaseholds, and eventually acquired the Pekina and Oladdie runs, comprising 671 square miles, on which the greatest number of sheep and lambs shorn in one year was 118,600, yielding 2,003 bales of wool. Perhaps Pekina, in the Booleroo district, was the most famous of all his properties. Its genesis is thus described by J. W. Bull in "Early Experiences of Life in South Australia":—"Mr. John Chambers and his brother William passed northwards to look for runs, and they found Pekina, which they took up. They then engaged Mr. Holland to go to New South Wales to purchase a herd of cattle, which,
PRICE MAURICE.

on arrival, were placed on Pekina run. No rain having fallen in that locality for 17 months, it was feared the improved country would not hold out, and the cattle were removed to a run on the River Murray, in Lake Bonney district, while the lease of Pekina was sold to Mr. R. M. Maurice for a small sum. This run, in Mr. Maurice's possession, afterwards turned out one of the most profitable sheep runs in the province, until it was resumed by the Government, and an area of 120 square miles, with a grazing capacity of 43,200 sheep. The old rental and assessment were fixed at £250, and Goyder's valuation was £2,000 per annum, deducting improvements of 43,200 sheep. The old rental and assessment were fixed at £520, and Goyder's valuation was £189 10/., deducting improvements. There were other leases in association with it, covering 83 square miles. The Lake Hamilton run comprised three leases with a total area of 115 square miles, valued at £93 8/ per annum, apart from improvements of £83. On the entire block 29,000 sheep and 250 horses were grazed. The Warrow property covered 149 square miles, and supported 12,000 sheep, with another block of 30 miles. Its valuation in this case was £905 10/ per annum, deducting improvements worth £1,271. The greatest number of sheep and lambs shorn by Mr. Maurice on Eyre Peninsula in any year was 19,000, yielding 1,553 bales of wool.

All appears to have gone well up to this point, but, as at Pekina, Mr. Maurice was gradually pushed out by resumptions. However, a squatteer he was and a squatter he determined to remain. His next venture was to take up, in 1874, a huge block of country 270 miles north-west of Port Augusta, and known as Mount Eba. Through the courtesy of the present Adelaide Police Magistrate (Mr. E. Maurice Sabine), the writer has been able to peruse the diary of his late father, Mr. Clement Sabine, who for many years was general manager for Mr. Price Maurice. Mr. Sabine, Sen., made no fewer than 10 trips to Mt. Eba between 1875 and 1899, and details of everyone of them are faithfully recorded. Ernest Giles, the explorer, accompanied the little party on the second journey. A big sum of money was spent in the effort to make the run a profitable proposition. The improvements were estimated to be worth nearly £14,000, but the rainfall records during the 18 years covered by Mr. Sabine's diary show an average of less than 5 inches in a year, while the worst was recorded as only 1 inch for the three years preceding. At one period the station carried 56,500 sheep, but its normal capacity was 38,000. Natural conditions were against permanent success, and eventually the entire block was abandoned. However, Mt. Eba in its day was a lively place, and the race meetings there were quite famous. In Mr. Sabine's diary is a newspaper extract, describing "The Birthday Cup," a trophy presented by Mr. Price Maurice to be run annually on the anniversary of his natal day, which was displayed in an Adelaide jeweller's window. N. A. Richardson and Mr. A. Beviss shared in an interesting newspaper correspondence, only in April last, on their experiences in that locality, following upon the death in that month of Mr. T. P. Gourlay, the pioneer manager at Mt. Eba. On that property no fewer than 83 wells were installed, yielding water. Mr. Maurice departed from his general policy of acquiring leasehold by purchasing in the early seventies two estates near Adelaide—Castambul (5,369 acres), for which he gave £9013, and Fourth Creek (1,010½ acres), which cost him £3,677. On the former he ran pure Angora goats, of which he introduced fifty from Castambul in August, 1870. The property was worked greatly, and was afterwards sold to the late Mr. Kempe, of The Peake. The picturesque Morialta reserve, controlled by the Tourist Bureau, is a part of Mr. Maurice's former Fourth Creek estate. The trials and vicissitudes that came the way of all the pioneer pastoralists resulted in a breakdown in Mr. Maurice's health, and he was compelled to go to England for a much-needed change. He was never able to return, but continued to take a lively interest in his own affairs and those of South Australia, with Mr. Clement Sabine still at the helm. He died in England in May, 1894, in his 76th year. He had one son, the late Mr. R. T. Maurice, who made a name for himself as an explorer, and whose grave is on Yalata Station, in the Fowler's Bay district.

Mr. Maurice's estate was the subject of a memorable law suit in the Supreme Court, which culminated in the death of the late Judge Bunney, in 1896. The proceedings over a wide area. Only three properties were involved—Castambul, Fourth Creek, and Port Lincoln. The Government were ordered to pay two-thirds of the costs and the appellants one-third. The apportion was corresponded fairly with the rest of the judgment, which set out roughly that the Crown was twice as wrong in its valuation as Mr. Maurice's trustees. The Crown assessed the value of the estate at £12,000 against £3,638, as claimed by the Registrar of Probates, and £14,843 as represented by the trustees.
THE English County of Wiltshire played a conspicuous part in the pastoral pioneering of South Australia. It gave to this State those distinguished brothers, Drs. J. H. and W. J. Browne, besides Mr. Joseph Gilbert, of Pewsey Vale. Another Wiltshire man now comes under notice in the person of John Maslin, whose name and enterprise are indelibly associated with the development of Bundaleer and other famous properties. He was a man who did not seek the limelight, and even at the time of his death the press paid scant tribute to the accomplishments of this shrewd and worthy pioneer. His parents were of Scottish origin, and, being possessed of an independent mind and a strong, vigorous and adventurous nature, John Maslin decided to migrate. He celebrated his 21st birthday anniversary at sea. Prior to this he had entered married life when the combined ages of bride and bridegroom totalled 37 years. The barque Agincourt, 668 tons, carried the young couple to the antipodes, and 73 years after the vessel's arrival here "The Register" dug up and published a most interesting diary of the voyage that had been kept by one of the passengers. "He arrived in the early fifties" was the style in which Mr. Maslin's entry into South Australia had been dismissed in all previous records of his career, but this diary fixes the exact date as February 4, 1850, the Agincourt having occupied the dreary spread of 124 days in her passage from Plymouth. Contrary winds kept the barque in the English Channel for 20 days. The old-time diary is of interest to readers of these sketches, because it refers to the birth of a child to Mr. and Mrs. Maslin. Soon afterwards what was thought to be a pirate ship was sighted, and ammunition was got ready to meet a possible attack, but the stranger disappeared without giving trouble. Baby Maslin was christened Agincourt, but died, and was buried at sea, the event being described as follows:- "The funeral took place in the evening just before sunset. The body was wrapped in a piece of sail and placed on the grating by the side of the ship, and at the words, 'We therefore commit this body to the deep,' slid off into the sea, and was instantly lost to


Mr. Maslin's life in Wiltshire had associated him with the purchase and sale of stock. He never forgot one incident in the Old Country when, in entering a stall to feed a horse of a vicious tendency, the animal seized him, threw him against the side of the stable, and fractured one of his arms. Mr. Maslin did not engage in pastoral pursuits immediately on arrival in South Australia, but in 1851 went to the Bendigo gold diggings, whence he made his way to Adelaide. The fascination of broad acres, however, could not be resisted, and Mr. Maslin became associated with Mr. R. Barr Smith in the purchase of Koolunga, Hummocks, and Warrakimbo. This partnership subsequently acquired the Bundaleer country for a quarter of a million sterling. Koolunga run had an area of 95 square miles on the Broughton and Rocky Rivers, with a rental and assessment of £197 18/4. The Hummocks, which is now subdivided for soldier settlement, had an area of 251 square miles and a grazing capacity of 51,500 sheep. The old rental and assessment were £401 10/6, and Goyder's valuation was £2,176 per annum, excluding improvements worth £2750. The wool used to be sent to Rosewaterfield. Of course, Messrs. Barr Smith and Maslin were not the original occupiers. Bundaleer, which is a native word meaning "Among the hills," was founded by John Bristow Hughes, who sold it to C. B. Fisher. Another occupier was Henry Ayers before his knighthood, and the Barr Smith-Maslin interest in the property did not begin until 1876. On the termination of the partnership Mr. Maslin became sole owner of Bundaleer and Warrakimbo, which was afterwards managed by his son, Charles, who pre-deceased his father. Mr. Barr Smith retained the Hummocks. Wilpena Station was also at one time controlled by John Maslin. The latter greatly improved the strain of Merinos at Bundaleer, besides the station itself, part of which became the site of the huge reservoir that has proved such a boon to settlers over a very widespread area. There is probably no better sheep country in South Australia. In 1888 Mr. Maslin divided this fine property (60,000 acres of freehold) between his sons, J. F. and G. E., the former taking 37,000 acres and the latter 23,000 acres, known as North Bundaleer. Ten years later (on May 16, 1908) he passed away at Mitcham at the age of 80 years. In a reminiscent interview at this time Mr. R. Barr Smith referred to his old manager and partner as "a really sterling pastoralist, who had conducted his properties in the early days with exceptional ability and foresight. He was known as an excellent judge of sheep, and he raised a great strain. Instead of aspiring to public life, he devoted his talents to growing high class wool, and on his retirement divided a goodly heritage among his family."

Mr. Maslin was noted for his generosity in a quiet way. When the Northern areas were thrown open to agriculture many of the settlers around Snowtown, George-town and Jamestown suffered initial heavy climactic hardships, and Mr. Maslin allowed them to run their stock on his property and helped them in a monetary way. This brought prosperity to the farmers, who repaid the money that had been advanced to them. But Mr. Maslin was always known as "The friend of the farmer." In his latter years he made, without ostentation, substantial gifts to philanthropic and religious enter-
WILLIAM DARE.

The name of William Dare is rarely mentioned in the early records of South Australia, and yet he played a conspicuous and important part in the development of the pastoral industry, for some of the time in conjunction with David Mundy. Both of them, like many other pioneer squatters, managed to keep well away from the limelight, and passed out of this life practically unnoticed by the newspaper press of the day. Fortunately a son of Mr. Dare, and the widow of Mr. Mundy are still in the land of the living, and the "Stock and Station Journal" is thus enabled to place on record something about the accomplishments of two worthy men. William Dare was a Cockney. He was born in London in 1824, and came out to South Australia at the age of 14 years when the province was only two years old. His elder brother and guardian, George, accompanied him on the voyage in the ship Royal Admiral. Little is known of his connections, except that his father was a London gardener. Young Dare joined the Government service soon after arrival, and helped to grub trees in Hindley Street, Adelaide, when that now imposing thoroughfare was throwing off its bush garments. Then for a period of about seven years he was employed as a shepherd in the Barossa Ranges, on country held by Sir Pulteney Malcolm, a friend of the first Governor, Sir John Hindmarsh, and after whom Pulteney Street was christened. By the way, it was Malcolm who strongly recommended to Lord Glenelg the appointment of Hindmarsh to the vice-regal office. In 185: Mr. Dare decided to try his luck on the Eaglehawk gold diggings, Victoria. He and a companion took picks and shovels in a cask, which they afterwards used for a water vessel. They remained on the goldfields for nine months, and came away with £700 each in their possession. Just prior to leaving for Victoria, Mr. Dare had a little experience on his own in sheep farming. He ran a few hundred head of stock at McVitie's Flat in County Burra, and when the gold fever got hold of him he sold the property and sheep on the basis of 7/6 a head. The sum of £700 was a tidy lump of capital in those days, and Mr. Dare determined to enter upon pastoral pursuits in real earn-
est. He secured the lease of 50 square miles of country, known as Piltimetiappa, about 20 miles east of Hallett, and was piloted to the holding through bush and scrub by a blackfellow. A lot of it was very rough country. With the aid of natives, Mr. Dare fenced the country and stocked it with sheep. He built a hut of split pine, with a roof of bushes, and took his wife and family there. His son, William, who at the age of 71 years is now living at Norwood, says that he can remember how, during heavy rain, water used to drop through the roof of the primitive dwelling. His mother sat up all one night in the effort to keep him snug, and in the morning had to hang out everything to dry. As his business prospered, Mr. Dare made things more comfortable, erecting a stone house, a woolshed and a 30,000 gallon masonry and pug tank. The stone walls of the old station are still standing. A stout heart was required in the composition of a pioneer squatter, but William Dare was just the man to face the conditions surrounding Piltimetiappa in the early days. Wild dogs were rampant, and they destroyed as many as 30 sheep and lambs in a night, despite the efforts of the niggers to shepherd them. Another dreaded pest was the eaglehawk, also took toll of the flock, and 260 of these birds were poisoned in one season. Mr. Dare was a glutton for hard work. He had been known to shear 60 sheep in the daytime, and then after tea and a smoke, to bale the wool with the aid of a timber-press, continuing to "graft" until 11 p.m., opening up holes in the creek by the feeble light of a slush lamp. Such an energetic man was almost bound to succeed. The great drought of 1865-6 nearly smothered him, but he was able to hang on to Piltimetiappa until a large part of it was surveyed and resumed by the Government, Mr. Dare receiving £4,000 for his improvements.

Mr. Dare extended his enterprise in a bold way once he was fairly on his feet. He used to go out with Messrs. John Chewings and George Hiles "run hunting" as it was called in those days, and at times roamed about with the blacks, so that they might show him the natural waters. He used to treat the natives with great consideration, and had as many as 30 living and working on his station. About 1864 he took up the Oopina run, comprising 118 square miles in the north eastern district beyond the Waukarina gold diggings. He sunk a well at Bickmore Hill, and at one time had 9,000 sheep on it. Oopina and Piltimetiappa, were then worked in conjunction for the seasonal handling and welfare of the stock, and 15,000 sheep were grazed between the two properties, besides some great stock. Canowie rams and bulls were favored mostly. The partnership between William Dare and David Mundy, lasted about eight years. These two were the original holders of the well known Paratoo and Panaramitee stations, and they also had the Ketchowla West run. At the end of the partnership, Mr. Dare retained Paratoo, and Mr. Mundy took Panaramitee, but both properties were conducted on a very small scale, compared with the big operations that followed with the development and improvements in after years under the various other owners, including the Paratoo Pastoral Company, of which the late Mr. Peter Waite was manager. When that gentleman became associated with Sir Thomas Elder, their first venture was Para­too, which was worked in conjunction with Pandappoo.

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“Elizabeth,” a vessel of only 51 tons. After a brief stay he returned to the island colony, but 12 months later saw him back in Adelaide as a permanent settler, together with his wife, who was a sister of Mr. John Allen, an early merchant of this State. He started first in a mercantile business, occupying a store in Hindley Street, where Harrold Bros., afterwards traded. Then he entered into an arrangement with the South Australian Company to import 10,000 sheep from Tasmania, the company to provide the vessel and he the cargo. The sheep duly arrived, together with a number of horses and other stock. This transaction fixes Mr. Baker’s first connection with the pastoral industry, and from that time until his death he continued to hold a leading position among the squatters of Australia, interesting himself in exploration, devoting time to and spending money in the hazardous work of occupying new country, and doing everything in his power to promote the importation and improvement of stock. He was largely concerned in the formation of a company for the introduction of cart horses from England, an undertaking that was productive of very beneficial results. Mr. Baker’s name appears in a list of the very first holders of runs in the Far North. He stocked Pernunna, Blanchewater, and Mount Distance with cattle, and experienced much trouble at the hands of the aggressive natives. Not only were stock speared, but in 1856 Mr. Baker’s hutkeeper at Angipena was murdered. After that outrage he applied for and was granted police protection.

The extent to which Mr. Baker’s
pastoral interests developed may be gathered from the reports of the auction sales which followed his death in 1872. The Lake Albert estate, of 13,358 acres of freehold, in the Hundreds of Malcolm and Honney, together with the Parnka pastoral lease on the Coorong, were sold to Mr. R. Barr Smith for £3 an acre. The Peninsula run, comprising 109,81 acres of freehold on Lake Albert Peninsula, Hundred of Baker, passed to the same buyer at £3 3/ an acre. These properties combined were capable of carrying 40,000 sheep, and at the time of the sale they carried 30,000 sheep and 500 cattle. The well known Blanchewater pastoral lease, of 1,030 square miles, carrying 1,000 horses and 2,500 cattle, was sold to Mr. E. M. Bagot for £3 19/6 a head. It was said that this lease had grazed 10,000 cattle well. Wall Station, on the River Murray (2,600 acres of freehold), together with a pastoral lease of 50 square miles in the Hundred of Youngusband, was passed in at £1 11/- an acre, while £2 13/- an acre was refused for Terlinga Station, comprising 18,067½ acres in the Hundred of Tungkillo. In addition to the above freeholds there were commonage rights over about 100,000 acres in five different hundreds. Terlinga and Wall were capable of carrying 35,000 sheep, and at the time of the auction were stocked with 20,000 sheep and 1,500 cattle. Wirrabunna and Pernuna runs, containing 456 square miles and sustaining 23,710 sheep and 3,000 lambs, although a great part of the area had never been stocked, were purchased by Mr. R. Henning for 18/6 a head, delivery after shearing. It will be agreed that the prices realised were remarkably good for the times. The total proceeds amounted to more than £130,000, and the auction created somewhat of a sensation at the time. Mr. Baker was a great patron of the turf—like his eldest son Sir Richard Baker, who was chairman of the S.A.J.C. for many years—and from the time of his arrival in South Australia he never ceased to expend time, money and care in the improvement of the breed of horses. Minna, Brenda, Jupiter, and Abd-el-Kader and other thoroughbreds often carried his racing colors to the fore on Adelaide courses.

The multiplicity of Mr. Baker's interests outside of the pastoral industry may be gauged from the fact that he was Chairman of the celebrated Auction Company formed in 1840, he was a Special Magistrate, a local director of the Bank of Australasia, the Savings Bank, and the South Australian Mining Association, first President of the Adelaide Chamber of Commerce, President for several terms of the Agricultural and Horticultural Society, President of the Horticultural and Floricultural Society, a life member of the Royal Agricultural Society of England, a life fellow of the Royal Geographical Society, life member of the British Association, and a member of the Ethnological Society, while he passed through all the commissioned ranks from Lieutenant to Lieutenant-Colonel in the Mounted Rifles.

Evidently he was a popular officer, for in May, 1867, we read of him being entertained at a complimentary banquet by the West Adelaide Rifles, numbering about 80. During the Indian Mutiny Mr. Barker unsuccessfully urged in Parliament the shipment of the South Australian police horses to India, accompanied by such men as volunteered for active service. Mr. (afterwards Judge) Gwynne was his captain about this time. The mining industry always received Mr. Baker's practical encouragement. He invested a considerable sum in the Montacute copper mine, and took a vigorous and successful part in opposition to the payment of royalties upon minerals. Mr. Baker was concerned with the establishment of the Botanic Gardens in Adelaide, and, with Messrs. Stevenson and Bailey, selected the site—"a choice which has been more than confirmed by the unanimous verdict of the community." Despite the demands made upon him by a consideration of the activities indicated above, Mr. Baker found plenty of time to devote to politics. When the representative element was introduced in the Legislative Council in 1851 the Mount Barker district returned him, and he continued to sit in Parliament until the time of his death, with the exception of a short temporary rejection in 1861. He was Chairman of a Select Committee that was appointed to enquire into the financial and departmental administration of the Government. Mr. Anthony Forster declared that its live progress reports constituted one of the most valuable documents that ever emanated from an Australian Legislature. When the Constitution Act was passed in 1857 Mr. Baker contested the Legislative Council, and was returned second on the poll to Major O'Halloran. He missed the top place by only 14 votes, and there were 25 candidates below him. He was entrusted with the formation of a Ministry, but held office for only 11 days. During that short period, however, he was able to pass resolutions which were accepted as a compromise between the two branches of the Legislature, and which, to this day, have contributed to the harmonious working of the two Chambers and of the Constitution. From his place in Parliament Mr. Baker distinguished himself by his opposition to Goyder's pastoral valuations. One biographer described him as a "Conservative with progressive tendencies," and another as "a consistent Conservative of the old school, who necessarily was almost invariably in the minority." The latter tag was probably the better fitting one in view of the fact that Mr. Baker opposed the construction of the Port Adelaide and Gawler railways, opposed the introduction of the ballot, and wanted members of the Upper House elected for life. Still, he was an earnest, fearless, and painstaking legislator, and when he died Mr. (afterwards Sir William) Morgan said he excelled every other member in his perfect knowledge and acquaintance with every subject he touched, and that they would not be likely to see his equal in the Council again. In September, 1858, Mr. Baker was entrusted with the duty of presenting to Queen Victoria an address of congratulation from South Australians upon the marriage of the Princess Royal, but his departure was delayed so long that before the presentation was made Her Majesty had become a grandmother. Immediately before he left he was entertained at a public banquet. About 187 Mr. Baker erected a mansion at Morialta, where he died on May 18, 1872. He was interred at Magill.
MR. JOHN HOPE, a well known and respected identity in the Clare district, was one of the old-time pastoralists who did not advertise, and the piecing together of his life's story proved no easy task. He shrank from publicity, and passed out after an eminently useful life almost unnoticed by the press of the city or of his own country town, where he did an immense amount of good by stealth and entirely without ostentation. Mr. Hope was born in 1808 at Maghera, Londonderry, Ireland, where his people had landed interests, and set out for South Australia in 1837, the year following its proclamation as a province. Little did he know what a long period was to elapse before reaching his destination. The vessel he sailed in was wrecked near Para, South America, and Mr. Hope lost everything he possessed. However, his determination to settle in the antipodes was unshaken, and he availed himself of an opportunity to ship for Western Australia. The prospects there did not please him, and in 1839 he came on to South Australia, and almost immediately settled down to the life of a grazier. His first purchase from the Government was that of Koolunga Station, nicely situated on the Broughton and Rocky Rivers, the township of Koolunga being on the site of the old homestead. In those days that part of South Australia was regarded as being very much in the Far North. The dingoes were in possession, and Mr. Hope's sheep, which numbered 19,500, had to be closely shepherded. The owner ran a large number of horses, which had a great name for their stamina and general breeding. Koolunga Station had an area of 95 square miles, and its grazing capacity was 205 sheep to the square mile. The old rental and assessment amounted to £107 18/4, and Goyder's valuation was £1,140, excluding improvements worth £1,760. The wool had to be carted 48 miles to Port Wakefield. The Koolunga run consisted of well-grassed, plain country, with scrubby spinifex-covered hills, and in Mr. Hope's day it had 17 wells and three small dams, with good roads to Port Wakefield and Clare. About the same time that he acquired Koolunga Mr. Hope purchased a small property known as Wolta Wolta, in the Clare district, which he made his principal home.
He built the original homestead, to which extensive additions were made in 1869, and the estate itself was also enlarged by the purchase of adjacent land. In 1859 Mr. Hope had married Isabel Matilda, eldest daughter of the Rev. Robert Edward Herbert Kenny, of Ireland, and all their children were reared in the charming surroundings of Wolta Wolta, which now covers an area of 5,500 acres overlooking the picturesque town of Clare. Three hills in the immediate locality were practically bare of timber, but Mr. Hope completely changed the character of the landscape by a wise and successful policy of arboriculture. After his death his estates were vested in trustees for the benefit of the widow, with reversion to the five children, and upon the death of Mrs. Hope, which occurred in 1899, the estates were divided among the family. Wolta Wolta (a native name, having reference to good water) is now the home of Mr. R. E. H. Hope, second son of the original owner, who is a member of the Committee of the S.A.J.C., and who enjoys an excellent reputation in sporting and pastoral circles. Mr. Bob Hope, as he is popularly known, managed the estate for the trustees, and in 1904 bought out the other beneficiaries, and continued the Merino stud, which he had founded during his term of management, besides which he planted a vineyard of 80 acres under the lee of the Hill River range. The Wolta Wolta sheep won many successes in the show ring, and many of the best rams have been sent to the River Darling country, where Mr. Hope still has extensive interests. In the early days the Clare property carried only horses and a few cattle.

Another important venture on the part of the late Mr. John Hope was his purchase of the Hummocks Station in conjunction with the late Dr. Moorhouse. This run carried about 25,000 sheep. In 1870 the Hummocks and Koolunga runs were sold to Messrs. R. Barr Smith and John Maslin, and for a time the latter was manager at the Hummocks, which, in late years, was acquired by the Government for soldier settlement. When Koolunga was sold there was a very good class of sheep on the station. Mr. John Hope retained a few imported rams, and later made a present of them to his life-long friend, the Hon. G. C. Hawker. To these rams the late Mr. George Noble, manager for Mr. Hawker, used to say the Bungaree sheep owed their excellence. For some time Mr. Hope managed the Bungaree estate during the absence of the owner in England. He settled in the Clare district at the same time that Messrs. Hawker and Horrocks went there, in fact, Mr. Hope and Mr. Horrocks travelled to that part in company. The subject of this sketch used to point out a spot where the pair of them once camped and had some trouble with the blacks. They had only skilly (a thin porridge) to eat, and that circumstance gave the name to the Skilligolee Creek, a fresh water stream flowing through the township of Penwortham.

When he parted with Koolunga and The Hummocks, Mr. Hope had by no means closed his pastoral career. In 1873 he bought Para Station in the Wentworth district, New South Wales. It would be interesting to know whether he christened that run after the locality of his 1837 shipwreck, although the word is a familiar one in the dialect of the Adelaide tribe of aborigines. At this time Para was a very big property, the previous owner having been the late Mr. James Scott. At the time of Mr. Hope's death it carried 72,000 sheep and a few hundred head of cattle, and although it is still conducted by Mr. R. E. H. Hope, the area has been much reduced. The father's last pastoral purchase was an extensive tract of land in Queensland, now known as Keerongooloo. At the time of his death this property had 20,000 cattle, and it was sold by the trustees to the late Mr. S. F. Searle and H. Hope, however, added the Winbar Station on the River Darling, to his interests.

John Hope, like the owner of St. Speed, was a good rider and a great lover of horses, but he raced only in a mild way. At times he shipped horses to India. He made several trips to the old country, and had been back from his last visit only six weeks when he died on June 20, 1880, at the old York Hotel, Adelaide, afterwards the Grand Central. He had previously built a house at Glenelg. In the days of his pioneering Mr. Hope had serious reverses, but he stood up for them manfully. His faith in the country of his adoption and in its great stalwart industry never deserted him, and he won a com-
IN 1837 there landed at Glenelg a young man of the name of Alexander William Thorold Grant. He had come out to Australia to seek his fortune, without knowledge of the country, and without knowledge of anybody in it. But he had been led to suppose that the road to riches lay through sheep farming, to qualify for which he had spent some months working among sheep in the Highlands of Scotland. He landed at Glenelg, by the reason of the fact that the name had a home­ly sound, his god-father being Lord Glenelg, at that time Colonial Secretary. He came of a stock more accustomed to spending money than to making it. In fact, his father had the reputation of having gone through two fortunes. For his second wife, he had married the daughter of a well-known Lincolnshire magnate, but the fortune which went with her in due course melted. When the inevitable day of reckoning arrived, the wife's brother, Richard Thorold, stepped in, and insisted his taking his family to some land where there would be fewer opportunities for such extravagances as had brought about catastrophe. The locality chosen for the retirement of this family, which consisted of the parents, three sons, and two daughters, was Arranches, in Normandy. Here they resided for several years, the family receiving such education as was procurable locally, and mastering the French language as though to the manner born. The old gentleman, whose life had been heavily insured by his brother-in-law, lived to such an advanced age that the merits of the policy as an investment faded away. Whilst the family was still in Normandy, it was decided that the eldest son, Alexander, should seek his fortune abroad, and thus we find him duly landed, as stated. His uncle had all along taken a kindly interest in him, and launched him in this strange land with £1,000 at his command, and promises of more, according as he might make good. The early records of South Australia, more especially those which have a bearing on the pastoral history of the State, show that Alexander Grant lost little time in seriously tackling the subject of sheep farming. His first venture was that of taking sheep on halves from others, employing shepherds, and being paid by results. Later on he took up land, and continued sheep-breeding in partnership with one Williams, of whom all trace has been lost. After some years he sent home for his youngest brother, Frederick, who in due course landed at Port Adelaide, a small lad in his teens, able to speak French more freely than English. Alexander was at this time settled on the Little Para River, between Adelaide and Gawler. For the first eight years of his life in South
Australia, Alexander made little headway; but after he had been joined by his brother, and as time advanced, his pastoral undertakings prospered. He formed a partnership with his brother, under the name of A. and F. A. Grant. This lasted for many years. More money was sent out by the Lincolnshire uncle, and by the end of the forties the two brothers were well established at Tyeeka, Redbank, and other places.

Of the first few years of his life in Australia Alexander would seldom talk, beyond admitting that he had endured many hardships, and had no better home than that afforded by a bark humpy. He was bored to tears by the life. This is no doubt part of the story, for an actual fact, according to an old schoolmate, Philip Butler, who held country alongside of him, and was in like manner making a bid for a fortune. At one time these two entered into an agreement for each in turn to visit the old country, while the one who remained behind managed the affairs of the two—which was easily possible, seeing that neither of them had half enough to occupy their minds and energies. However, as already indicated, matters took a turn for the better towards the end of the forties and during the early fifties—so much so that a third brother, Frederick, Alexander made little fortune further out. Among other interests, following on the advice of a friend of the family, Major Warburton, the explorer, they took up country in the Central Australia, mainly on the Finke. This enterprise cost them a fortune. Another pastoral enterprise in which both Alexander and Frederick continued to be interested in pastoral matters in South Australia, until his affairs were satisfactorily wound up by his nephew in 1897. Along with Philip Butler and W. B. Sells, he held the interests were divided among the three-eighth; F. W. Stokes, one-eighth; and Henry Le Strange, one-eighth. For his share Henry Le Strange sold his interest to. This sharing had the misfortune to make the investment almost on the eve of the Playford Act, after which there was no such thing as profit obtainable. During the last twenty years of Alexander's life in Australia, he carried the whole burden. After inheriting the Lincolnshire estates from his maternal uncle, Alexander only once revisited this country—a journey about the year 1885—and then for a few days only, in order to see what could be done in regard to his brother's affairs. His eldest son came to Australia in 1894, and travelled overland from Parina to Coolgardie, where he put in about two years, with varying fortunes. In 1897 he spent some time in Central Australia, and accompanied the late Walter Griffiths on an exploring tour in the Central Territory. These pioneer grants came of a hardy race, and had constitutions of the best, leading clean, wholesome lives. Their eldest sister lived to the age of ninety-four. When she was in her ninetieth year, the old lady fell downstairs, and broke her arm; but the bone knitted perfectly. After the death of James, in the bush, the mother of the family made the voyage to Australia, just about the time that the poor fellow's remains were discovered near Mt. Victor. She took up her residence for a few months at Tyeeka, from which place, notwithstanding her advanced age, she made light of walking into Gawler and back—a matter of seven miles in and seven miles out, to get her English letters. A hill on the old Coonatto run is called Mt. Helen after her, whilst the old Glen Helen Station, in the Western Macdonnell Ranges, was named after her eldest grand-daughter, the wife of the late J. W. Bakewell.
Few South Australian pastoral pioneers are more worthy of remembrance for service to their country than John McKinlay, for although his name goes down in Australian history mainly because of his achievements in exploration, he was among the earliest of our squatters to open country, and to pave the way to successful settlement. Born at Sandbank, on the Clyde, in 1819, he was only seventeen when he left Scotland to join his uncle, a prosperous squatter in New South Wales. Soon he found his way from station to station, remote and far apart as pastoral holdings were in those early days, and developed into a skilful bushman, equal to all shifts and emergencies. Loyau's "Representative Men of South Australia," in a fine account of McKinlay at this period of his remarkable career, records: "His ambition for exploration ultimately found scope, and his first trips were to and from an extensive tract of unsettled country lying between the Darling and Lake Torrens. Finding it suited for pastoral pursuits, he took up several runs in that neighborhood, and, being located near the South Australian boundary, became more identified with this colony than with New South Wales. In 1850 he formed the acquaintance of Mr. James Pile, of Gawler, for whom, to the end of his useful life, he cherished the most sincere regard. Enforced idleness was to him a relegation to purgatory, for his great physical powers seemed incapable of exhaustion, and nothing fretted him more than a life of inactivity. It is not remarkable, therefore, that he should again return to his favorite pursuit—exploring."

McKinlay could not have been more than twenty-one when he settled in South Australia. For many years he continued to be interested largely in pastoral pursuits—in fact, he was a pioneer of squatting in the north. Before the famous Burra copper discoveries were made in 1845, he held the lease of an extensive run in that part of the Province. In the for-
ties he went further north, accompanied by Mr. John Rose, and, according to J. W. Bull’s “Early Experience of Life in South Australia,” they discovered several permanent waters, and good feeding country, and stations named Mount Samuel, Moolooloo, Mundy Creek, Mount Stuart, Mount Chambers, Howannigan Gap, extending on to Mount McKinlay and Mount Rose. Mr. John Howannigan of Moolooloo. Howannigan Gap was stocked by Dr. McKinlay, brother of John McKinlay, who lived on and managed the run until it was disposed of to the brothers John and William Chambers, who held leases of vast tracts of country. At this time, these were the most northerly station properties stocked.

McKinlay married Miss Pile, daughter of his old Gawler friend. Solicitous for the colony’s welfare, he interested himself in the navigation of the Murray, strongly Government to recognise the river as an important highway for trade. His kindly disposition for, and influence over, the aborigines, did much to impress upon his fellow colonists the wisdom of adopting a humane policy towards the native race. His promptitude in checking a serious outbreak among the blacks on the Darling and the consequent saving of life, brought him further into public prominence. Such indeed, was his renown as a bushman and an explorer, that in 1861, when the public mind in various Australian colonies was concerned regarding the fate of the Burke and Wills Expedition, the South Australian Government offered him the command of an expedition to search for the lost explorers. In July, authority was given by the South Australian Parliament for the equipment of the expedition, and the leadership was accepted by McKinlay, who was then in Melbourne. With characteristic promptitude, he returned to Adelaide, and on August 16 set out on his toilsome and hazardous journey, taking with him six men, four camels, 22 horses, and twelve months’ provisions. His instructions admitted of his going as far as the Gulf of Carpentaria. On his return to the settled districts, within a little more than twelve months after his departure from Adelaide, McKinlay was able to announce that he had actually crossed the continent. Although somewhat by the more brilliant success of John McDouall Stuart. his discoveries were far from unimportant, and McKinlay had the further satisfaction of being able to complete the trip without the loss of human life. In the course of his journey, McKinlay passed large fresh water lagoons, and a splendid tract of pastoral country, the existence of which had before been unknown so that his expedition was an indirect means of opening up, in after years, a considerable area of country.

After leaving the regions of Lakes Torrens, Hope, and Buchanan, the party had to pass through Sturt’s Desert, lying north and west of their position. Captain Sturt had encountered an extreme drought in this region in 1845 but McKinlay crossed the country in time of flood. Having penetrated to Cooper’s Creek, McKinlay was shown by the natives the remains of Gray, a member of the Burke and Wills Expedition. Subsequently he learned that the Howitt Expedition had found the bodies of Burke and Wills. McKinlay then determined to go on to the Gulf of Carpentaria, which was reached after great hardships. The Leichhardt was struck at a distance of 100 miles from its mouth. The expedition proceeded northward as far as the state of the country would permit, but it was at length arrested by deep and broad mangrove creeks, and boggy flats. At this point the sea was considered to be from four to six miles distant. On May 21, 1862—about two months prior to McDouall Stuart and his party hoisting the British flag on the shores of the Indian Ocean—McKinlay and his companions began their return journey. Reduced to scanty rations of horse and camel flesh, the intrepid explorers arrived ultimately at Port Denison (now Bowen), and proceeded thence to Melbourne, where a great welcome was given to them on their arrival on September 25.

The expedition had been subjected to many trials, including hostility of blacks, but the cool deliberation, prompt action, foresight and excellent generalship of the leader enabled it to surmount all obstacles, and to carry out most efficiently the mission entrusted to him. Having satisfied himself that he had collected all the information with regard to the primary object of the expedition. McKinlay proceeded to fulfill his engagement with the Council of the tribe about Lake Eyre and Central Mount Sturt for indications of gold. Of these, however, he failed to find any of consequence. In his work on “Australian Exploration,” the Rev. J. E. T. Woods remarks: “The peculiar incidents met with threw an entirely new light upon the physical geography of some parts of the desert; and in acknowledging this, one must add that, for cool perseverance and kind consideration for his followers, for modesty and quiet daring, McKinlay was unequalled as an explorer. In recognition of his valuable services, he was awarded £1,000 by the South Australian Parliament, banqueted by the citizens of Adelaide, in White’s Rooms (more than 300 colonists attended), and presented with a handsome tea and coffee service. The Royal Geographical Society sent out from London a complimentary letter and a gold watch. In September 1865, McKinlay was despatched to explore the Northern Territory, and to report regarding the best site for a settlement. He reached the Territory during one of the rainiest seasons ever experienced. Travelling by land was out of the question. On the Alligator River the party became completely enwrapped by water, with the prospect of a lingering death by starvation. The resource and indomitable courage of the great explorer were again manifest. Most of the horses had been killed in order to sustain the lives of the party and provisions of this sort were running short. As a last resource, McKinlay ordered the remainder of the animals to be slaughtered, and with the hides of these stretched on a framework of saplings, a raft was constructed, capable of holding them all, and their scanty store of dried horse flesh. On this raft the party voyaged down the river to the open sea. and to Adam’s Bay which was reached in safety. It was one of the most remarkable, as well as perilous voyages, recorded in the annals of exploration.

On his return from the Territory, McKinlay went to reside with his father-in-law at Gawler, and later he resumed his pastoral pursuits. Following a complication of ailments brought on by hardships and exposure, he died at Gawler on December 25, 1872, aged fifty-three, after a month’s severe illness, lamented by the whole community. He was buried in Willaston Cemetery. A monument in the town of Gawler was erected by the residents in his honor. John Forrest laid the foundation stone of the monument, after crossing with his expedition from Perth in 1874, and it was completed in March of the following year.
A Worthy South Australian pioneer, who was one of the makers of the Constitution, and the founder of a family notable in the history of this State was Edward Stirling. He was engaged in business in Glasgow, and, like many of his Scottish race, was ambitious for a larger scope for his energies. With his cousin, Charles Stirling, he came to Australia in 1839, settling in Adelaide when the province was not three years old. He brought out material for a wooden house, which he erected in Hutt Street, then a suburb of Adelaide. This dwelling was demolished only in the last decade to make room for a more pretentious residence. Edward Stirling was one of our pioneer pastoralists. Having taken up a special survey of 800 acres at Strathalbyn, he settled there on the property known as "Hampden." Some of the Rankine family also settled in the vicinity. From this centre his stock grazed over unoccupied country, extending to the Lake borders, a district then unfenced. In 1846 he married a sister of Mr. John Taylor, of Adelaide, and established his home at "Hampden," near Strathalbyn, and subsequently at "The Lodge," which for many years has been occupied by his son, Honorable Sir Lancelot Stirling, K.C.M.G., President of the Legislative Council.

Mr. Stirling took up the property on Lake Alexandrina, known as Nalpa, which was sold recently in the estate of his eldest son, the late Sir Edward Stirling. In conjunction with Mr. Grote, brother of George Grote, M.P., the historian, who was buried at Westminster, he was the first to enter upon pastoral occupation of country near Mount Benson in the South East, but owing to disease in stock and adverse conditions, his South-Eastern holding had to be abandoned; many of the sheep died, and the remainder had to be brought back to Lake Alexandrina. Mr. Grote resided at Payneham for many years, and interest attaches to his life in South Australia from the fact that his distinguished brother already mentioned was one of the first Commissioners of South Australia, and has his name perpetuated in a street of our city. In 1855 Mr. Stirling decided to turn to account his mercantile experience gained in the house of Messrs. Dennistoun Bros., of Glasgow, and he opened business in Gilbert Place, Adelaide. He took up his residence at "Urrbrae," Mitcham, afterwards the home of the late Mr. Peter Waite. From "Urrbrae" the two sons, who rose to
eminence in the State and were knighted, used to ride to St. Peter's College before they proceeded to Cambridge. In 1836 the father and his brother-in-law, Mr. John Taylor, entered into partnership with Elder & Co., general merchants, the firm taking the title of Elder, Stirling & Co., which it retained until Mr. Stirling's retirement some years later. This firm (now Elder, Smith & Co., Ltd.) became interested in copper mines discovered by Captain (afterwards Sir W. W.) Hughes at Wallaroo and Moonta, and financed the mining properties, with the result that it was involved in heavy responsibilities before the mines became remunerative. Thereafter the famous Yorke Peninsula mines were a source of large profits to the shareholders. For many years Sir Lance-lot has been chairman of directors of the Wallaroo and Moonta Mining Co. Mr. Stirling resigned from Elder, Stirling & Co. in 1865, and with his family went to reside in England, where his sons and daughters completed their education.

His pastoral occupation of Nalpa, on Lake Alexandrina, and of the estate afterwards acquired at Highland Valley near Strathalbyn, was attended with success. The Merino sheep, cattle and horses raised on these stations became well recognised in the markets of South Australia. The sheep were bred chiefly from the stock of Mr. John Murray, at Mount Crawford, whose original flock came from the famous Merino strain introduced into Australia by John Macarthur, of Camden. New South Wales. Nalpa and Highland Valley were bequeathed by Mr. Edward Stirling to his two eldest sons, and were worked in conjunction by them until the death of Sir Edward in 1910, when Nalpa was sold. Many incidents connected with the early settlement on these southern properties were interesting, although common to other pioneers who pushed out into the then outskirts of civilisation. A bullock dray, with a mattress on the floor, was the usual means of conveyance for shifting Mr. Stirling's wife and young children from place to place by uncleared and unused tracks in those rough pioneering days. For several years Mr. Stirling was a member of the Legislative Council, and he was accustomed to ride from Strathalbyn to attend his Legislative duties and ride home the same day, a distance of 70 miles, over little used tracks. He used to breakfast at Warland's Wheat Sheaf Hotel on the down journey, and to have supper on the return. One of the horses so employed lived to the age of 36 years.

While Mr. Stirling's public career in the province was not a particularly prominent one, it was identified with a most critical period in our political history. His first appearance as a candidate for Legislative honors was in September, 1855, when he was persuaded to contest the election for the district of Hindmarsh, which, at that time, embraced an immense range of territory. His programme was a singularly liberal one, embodying, in their entirety, the principles of the popular party. Mr. Stirling announced himself an opponent of nomineeism, and of State grants to religion, and as an advocate of franchise extension and educational reform. The election was for the partly nominated and partly elective Legislative Council chosen to consider the new Constitution Bill. Mr. Stirling was defeated by Dr. Rankine, of Blackwood, in a very merry election held at Macclesfield before vote by ballot. Sixteen representatives were elected for single-member districts, and there were eight nominee members. Among the defeated candidates were such well known early settlers as Sir James Hurstle Fisher, Major O'Halloran, Walter Duffield, Alexander Hay, Edward C. Gwynne, and Marshall McDermott. Three of the defeated ones, including Mr. Stirling, were appointed by Governor MacDonnell to the new Legislative body immediately following the elections. As a member of that Council it devolved upon Mr. Stirling to take part in the framing of the Constitution Act, which was passed on January 2, 1856. Upon the establishment of responsible government, he offered himself for a seat in the Upper House, and was returned eighth on the poll in a field of 27 candidates. If there were a "Hansard" staff in those days his speeches must have caused the reporters little trouble, for Mr. Stirling seldom spoke, and was known as a silent member, although, in private, he was a fluent, speaker and, no doubt, could have held his own in debate. On February 2, 1865, his seat became vacant through effluxion of time, and he returned, with his family, to England, where he remained till his death in 1873; his place of residence was Queen's Gardens, Bayswater, London.

A high value was placed upon Mr. Stirling's commercial knowledge and experience. He was in the South Australian Banking Co. from April, 1859, to the end of 1864. Upon reaching England in 1865 he joined the company's London Court of Directors, of which he was Chairman at the time of his decease. His reputation was that of a shrewd man of business, of a kindly and liberal disposition, and numerous public movements and institutions in the colony in his time received the benefit of his unostentatious generosity. He assisted largely in providing funds for the beautification of the Presbyterian Church at Strathalbyn, and presented a peal of bells for the tower. There were four sons and four daughters. Of the sons, Sir Lancelot Stirling is the sole survivor, and in his 75th year, he is as active as ever in discharging his duties in public, pastoral and commercial life. The eldest son, Sir Edward Stirling, who was a Professor at the Adelaide University, and was distinguished in the scientific world, died at St. Vigeanes, Mount Lofty, on March 20, 1910, aged 70. Another son, J. A. Stirling, entered into business in London, where he died. The fourth son, W. A. Stirling, resided for many years in South Australia, engaged in pastoral pursuits, and went through the South African War; he joined the South African forces in the Great War, and died of illness at Dar-es-Salem after a prolonged march with his troops. The townships of Stirling (East and West) in the hills, and Stirling North, near Port Augusta, were named in honor of the pioneer pastoralist and merchant.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

THE OLD HOMESTEAD AT BUCKLAND PARK.

A PASTORALIST who flourished in early South Australia, amassed considerable wealth, and was quite an influential man of his time, was Mr. John Ellis, better known as "Captain Ellis." He was a son of a Church of England Rector at Oxford, and joined the Royal Navy as a midshipman. Securing his release at an early age at Singapore, he entered a merchant's office in the East, and retired a few years later, after having made a small fortune by shipping tea to England. His hobby was languages; he could speak with fluency eleven different tongues, including three Chinese dialects. On his early retirement he lived in a monastery in Florence, where he mastered Italian syntax, and thereafter proceeded to Spain and France to acquire some knowledge of the languages of those countries.

South Australia had not been long proclaimed a British province when Captain Ellis decided to settle here, hoping, in this new land, to amass wealth that would enable him to buy back an English estate which he had expected to come to him from a bachelor uncle who broke the entail and left it to his butler. He arrived from England by the ship Buckinghamshire on March 22, 1839, having as a fellow passenger Captain William Allen of the East India Company, who became a founder of St. Peter's college and a generous benefactor to the Church of England. Captains Allen and Ellis agreed to enter into partnership. Soon after landing these young enterprising colonists, evidently possessed of considerable means, made large purchases of land, including two-thirds of the "Milner Estate," comprising 4,000 acres, at Port Gawler. This included what has for many years been known as Buckland Park. Proceedings in connection with the purchase of the estate from Mr. G. Milner Stephen (who had been Advocate General, sometimes Acting Governor, and then Colonial Secretary) formed the subject of a notable trial in the Adelaide Courts of the time. Mr. Stephen brought an action for libel against "The Register," but lost the suit. The victorious editor of the journal was Mr. George Stevenson, who had edited the London "Globe" after Gorton's death. He came out as private secretary to the first Governor, and was Clerk of the Council. The Port Gawler or Hummocks estate, as it was designated, stretched from Salisbury to above Port Wakefield. The two cantans are credited with having been the first to stock the country towards the Hummocks. A brick dwelling was built on the hill above the present Buckland Park house, on the Little Para River. The bricks were imported as ballast in Captain Ellis' ships, and those used to put in small dams in the river are said to be still there. Captain Ellis laid out the original garden at Buckland Park house. About 1855 he purchased Captain Allen's interest in the property. He sold the estate to the Browne family, but took it back on account of alleged scab infesting the sheep. A year later the Brownes re-bought Captain Allen's interest in the property. He sold the estate to the Browne family, but took it back on account of alleged scab infesting the sheep.
was interested with Mr. A. Lang Elder, brother of Sir Thomas, in country between Cummins and Yeo-bunia. But it is questionable if that country was ever stocked by these early squatters.

In 1845 Captain Allen joined other capitalists in the purchase of the Burra copper mine. His partner also became largely interested in this venture, and Captain Ellis was understood to have got out at the top of the boom, having profited in this speculation alone to the extent of a quarter of a million sterling. In the height of his fortune making he evinced a keen interst in public affairs. He was elected for Pinders to the partly nominated and partly elective Legislative Council, which assembled in 1851 in Governor Young's regime. There were 16 elected members. Captain Ellis continued to sit until the Council was dissolved in August, 1855. In the first session of this first representative assembly, the historic State-aid-to-religion measure was debated, and was defeated by 13 votes to 10. The minority included Captain Sturt, R. Torrens, Boyle T. Finniss, Edw. C. Gwynne (who introduced the Bill), and John Ellis. That division closed a five years' battle on the question. In the second and special session the Bullion Act was passed. Captain Ellis was appointed Special Magistrate to deal with escapees from the Stockade prison. These desperadoes threatened that they would kill any magistrate who re-committed them. It would have been an awkward predicament if the Government had lost their only judge and magistrate. The determined and resolute "captain" dealt successfully with these desperate characters. While riding from Adelaide to his home at Salisbury he was attacked several times, but he managed to outwit them on every occasion.

About 1864 the old time squatter purchased the Benara estate, near Mount Gambier, from the South Australian Company. This was an extensive and a very fine property. It comprised the Hundred of Benara and parts of the Hundreds of Blanche, Hindmarsh and Mayura. It was a leasehold, with about 600 Hereford cattle thrown in, and the purchase money was £10,000. The new owner sent the 600 head of cattle to the Ballarat diggings, sold them, and paid for the run, then stocked it with sheep from north of Adelaide, and purchased the freehold of 70,000 acres at one guinea per acre from the Crown. In the same year the Provincial Bank of Otago, New Zealand, in which he was a big shareholder, got into difficulties. To save his cash Captain Ellis had to take over a debt of £80,000, the security for which was the right to select 80,000 acres of Crown Lands in Southland. This right he exercised, and thus acquired the Five Rivers and Merivale estates. In 1867 he retired to live in England. He was then a very rich man. He had lost the inclination to buy his old family estate. The ex-butler, who reigned in his stead, offered, as a gift, all the family portraits in the mansion, and the Australian pastoral king is reported to have used expressive language in indignant reply.

Captain Ellis died on March 22, 1873, at Kelverdon Hall, now the site of Kempston Park racecourse. Just prior to his decease this former owner of Buckland Park had acquired a station close to the town of Northam, Western Australia. This property he had arranged to stock, and a vessel had been chartered to convey 4,000 ewes from Port Adelaide to Fremantle for the purpose. Upon the announcement of the death, his trustees in South Australia, the late John Hindmarsh, Jun. (brother-in-law), and H. T. Morris cancelled the arrangement, and his whole estate was panned up and sold. In 1860 Mr. Thomas Chute Ellis, his second son, returned from college in England to manage his father's properties in South Australia and New Zealand, and made Benara his headquarters and home. Benara was purchased by Mr. T. C. Ellis on his father's death. Here he resided for 31 years, and bred high class Corriedale sheep, said to be the largest Corriedale flock in Australasia. Mr. T. C. Ellis died in December, 1920. He left this valuable property to his three sons—Mr. Thomas Chute Ellis, of Burrabogie, Hay, New South Wales, Mr. W. N. C. Ellis, of Kooranong station, Hamilton, Victoria, and Mr. Harold C. Ellis—and his daughter Elizabeth. Benara is in process of being cut up, and now comprises about 20,000 acres, which in a few years will probably be covered with dairy farms. Five Rivers, Invercargill, was bought by the late Thomas Ellis, of Benara, and his brother, and Merivale, New Zealand, by Captain Ellis' eldest son, John C. Ellis, now 76 years of age, who resides at Holbrook Place, Hobart. Colonel W. E. C. Ellis, a younger son of the early South Australian squatter, lives in England. The New Zealand properties have been sold since for closer settlement. The writer of this article communicated recently with Mr. T. C. Ellis and Mr. W. N. C. Ellis, who, with their brother, are the only surviving grandson of the old captain bearing the name of Ellis. The letter reached Mr. W. N. C. Ellis in New Zealand the day after (as he says) he had sold "out of the family the last piece of land at one time owned by Captain John Ellis in New Zealand."

Captain John Ellis was twice married. His first wife, Miss Beresford, bore him eight children. He married a second time, the eldest daughter of Sir John Hindmarsh, our first Governor, and she survived her husband with five of her children. Most of the children were born in Adelaide. Captain Ellis was a founder of St. Peter's Collegiate School, and his name appears in the records as having given a donation of £1,222 10/ to the institution, his partner. Captain William Allen, having contributed no less than £7,080 to the college.
SOUTH AUSTRALIA was fortunate in having among its early settlers men of high character, infinite resource, and indomitablepluck and perseverance. Of this fine type was Joseph Barritt, founder of Riverside and Highland Estates, near Lyndoch, who was also interested in other pastoral properties in this State, and was one of our most deservedly respected pastoral pioneers. His was a most active and vigorous life, and but for failing eyesight, which resulted in total blindness, he undoubtedly would have taken a much more strenuous part in public affairs than he did, for he was a man of exceptional ability, strongly patriotic, and displayed the keenest interest in movements for the public good. As it was he gave much of his time and service as a district councillor, and for a short period was a member of the Legislature. He was elected to the House of Assembly for the District of Barossa on November 20, 1862, having as his colleague his old friend and former partner, Walter Duffield, but on account of his weak eyesight he resigned his seat on March 1, 1864. With little desire for the mere prominence of public life, he however was always prepared to share the duties and responsibilities of colonization and citizenship, solicitous for the welfare of his neighbors, and to help generously yet unostentatiously, those less fortunate than himself.

This worthy pioneer came of old Quaker stock. His people had been yeoman farmers in the Eastern Counties of Essex and Suffolk from early in the eighteenth century. With one exception, all his brothers farmed in Essex. Born at Hayleigh Hall near Maldon, Essex, in 1816, he was educated at the Friends' School, Croydon, Surrey (now removed to Saffron Waldon, Essex). He regretted that he did not come to Australia directly, but on account of his weak eyesight he resigned his seat on March 1, 1864. With little desire for the mere prominence of public life, he however was always prepared to share the duties and responsibilities of colonization and citizenship, solicitous for the welfare of his neighbors, and to help generously yet unostentatiously, those less fortunate than himself.

The vessel arrived at Holdfast Bay on September 21. Having brought letters of introduction to Mr. J. Barton Hack, he agreed to settle on Mr. Hack's special survey at Strangways Valley on the sources of the Little Para. Here he built a dairy. The next business was to acquire some stock. Messrs. J. B. and Stephen Hack had 2,000 head of cattle on their station in the Valley of Mount Barker near Echunga, and thither he proceeded. Having purchased what he required, the young farmer drove them to his holding on the Para, where he broke them into milking and began dairying pursuits. He also hired a team of bullocks and a dray, and having raised a large quantity of grass hay, sold it in Adelaide at
from £10 to £12 a ton, about half
the price which similar produc­
tion bore a few years previous. App­
aprently his experience of dairying
was not quite happy, for in after
years he would not have the but­
ter made at home, and arranged to
be supplied by a tenant, and what­
ever the price, he would never pay
less than ½ a lb., saying he would
be sorry to have to make it for
that. His correspondence
with his people in England gave
very happy situations. He was
much struck with the scarcity and
high price of labor. Referring to
the high price of food in 1840, he
wrote “Now you think with these
high prices that the laborer is little
better off than in England, but I
assure you he is a very independ­
ent fellow here, and you must hu­
mor him or you may do your work
yourself. He cares nothing for the
labor is so dear. What a set of
fools the laboring classes in Eng­
land on the Para, and sometime later his wife
died. Mr. Barritt decided to go
to the adjacent Mallara station. Since
Mr. Charles Barritt’s death, his son
Mr. C. G. Barritt has been in occu­
pation of Mallara. Moorara sub­
sequently became the property of
Mr. Ben Chaffey. In 1878 the beau­
tiful pastoral home of Yattalunga,
about six miles from Gawler, was passed into Mr. Joseph Barritt’s
hands. This fine estate was first
taken up by the late Mr. Philip
Butler, uncle to the late Sir
Richard Butler. Mr. Grant of
Grant and Stokes leased this
property for some time. In 1878,
Mr. W. B. Sells, prior to its pur­
chase by Mr. Barritt. From Mr.
Trego Williams, Mr. Barritt ac­
quied South Para, adjoining.
Mr. Barritt’s eyes continuing to
trouble him, and the doctors hold­
ing out no hope of being able to
draw the fire of either eye, Mr.
Barritt determined to sell his sta­tion
properties and to retain only
what he could manage himself. It
was a terrible blow to one in his
prime to prepare to abandon all his
activities, and just as he was set­
ting the leisure to take up public
affairs. He bore his affliction
bravely and without complaint.
Mr. Charles Barritt, who also owned
the adjacent Mallara station. Since
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A PASTORALIST and philanthropist, whose name will go down to posterity in South Australia, is Mr. Peter Waite, one of the sturdy Scotch pioneers who helped to build the State and make it what it is to-day. A man of invulnerable modesty who shrank from the lime-light, he carved out a career of great enterprise resulting in a full and eminently useful life alike enriching himself and the State. He amassed wealth, but did not hoard it, recognising his obligations to the land that rewarded him, by distributing with a princely hand for the benefit of present and future generations. Mention of his name at once recalls other great names in South Australian history—Sir Thomas Elder and Robert Barr Smith, these three enjoying an almost life long partnership in pastoral pioneering, and development of vast tracts of our interior. Mr. Waite himself was chairman of the great house of Elder, Smith & Co., Limited for close on 40 years.

Born at Kirkcaldy, Fifeshire, in 1834, Mr. Waite was apprenticed to an ironmonger, and then followed commercial employment in Edinburgh and Aberdeen until past his majority. Arriving at Port Melbourne in July 1859, he came right away to South Australia to join his brother James, who held Pandappa station, near Terowie, in the North-East in conjunction with Elder, Stirling & Co. After some years at Pandappa where he distinguished himself in management, Mr. Peter Waite became associated with Sir Thomas Elder, and purchased the adjacent property of Paratoo. Both these noted sheep stations were worked under one management until the falling in of the 1888 leases when a portion of the holdings was abandoned. A man of faith and vision, Mr. Waite recognised the great potentialities of our pastoral country, and acquired extensive interests in other properties in this and other parts of the Province, including Beltana, Murnpoeie, Mount Lyndurst, Blanchewater, Kanowana, Cordillo Downs, Lake Charles, Mulyungarie, Mutooroo, and Lilydale; and Momba in New South Wales, with the management of all of which he was actively connected.

Following on the death of Sir Thomas Elder in 1897, the interests of the firm of Elder and Waite were formed into the Mutooroo Pastoral Company and those of Elder, Phillipson and Waite into the Beltana Pastoral Company, with Mr. Waite as managing director. For many years Mr. Waite resided on the stations so that they might have the benefit of his personal oversight and direction. Early in his pastoral career he saw the wisdom of paddocking the flocks instead of shepherding.
them, and of more economically working his stations by extensive fencing. In this respect he set an example to pastoralists in providing water, with the result that the number of sheep increased enormously. There were 260,000 on Paratoo by 1874, and on the Beltana properties there were at a later date 363,000. That was prior to the droughts which wrought devastation and greatly hampered pastoral progress in the North and North East. In the development of the northern country Mr. Waite saw the great utility of the camel, of the very great odds they have been found good enough even for the Americans to copy; and our farming methods have been accepted by the other States as the most up-to-date and practical for Australian conditions.

In February, 1921, he retired as Chairman of Directors of Elder, Smith & Co., Ltd., after 37 years occupancy of the position. On that occasion Mr. F. Downer, who presided at the meeting of shareholders, paid a fine tribute to the grand old colonist, then in his 87th year. It was a eulogy endorsed by all who knew his sterling qualities, and a brief biography of the old-time squatter. Mr. Downer said, "Fortunately for us all this change involves no parting, for Mr. Waite retains his seat on the Board, and his fellow directors hope that he will attend many more Board meetings and assist us with his unrivalled judgment and experience. During his tenure of office Mr. Waite has seen the Company extend far beyond what at the inception of his Chairmanship would have seemed possible. He can claim to have largely influenced that expansion. It has always seemed to me that the most remarkable quality in his great personality is the power of assimilating and developing new ideas. Mr. Waite's mind has retained the vigor of youth to a degree far beyond any other case within my experience. His courage, enthusiasm, and energy, communicate themselves to all with whom he comes in contact. His lot was cast in our dry north and he carved success from what would seem to some of us unpromising material. Where ability and concentration of purpose such as his are combined in one person, success is bound to follow. From the success which attended his efforts the whole State has benefited. South Australia has had no more valuable colonist. He possesses (or one may say is possessed by) a quality which makes the success of an enterprise the main spring of his actions rather than the reward which he himself will reap. The Beautiful memorial which he has erected to our brave soldiers illustrates his reverence for courage. In that as in everything else he has given of his best. No man can do more, but there are few whose best is of the quality of his."

Mr. Waite died at Urrbrae, April 4, 1922, leaving a name worthy of grateful remembrance by succeeding generations. Arthur Streeton, the well-known Australia artist, is engaged in painting a portrait of the late Mr. Waite, and this we feel sure will be worthy of the great Australian whose name was known throughout the Commonwealth. Mr. Waite was an especial admirer of Streeton, who enjoyed his intimate acquaintance and friendship for many years.
ALTHOUGH he arrived in the colony nearly 20 years after the Proclamation under the old gum tree at Glenelg, Charles Burney Young could claim to be a pioneer in pastoral development, and by his splendid enterprise to have contributed very materially to the opening up of vast tracts of pastoral and agricultural country, though, like others of his day who took great risks, he experienced the vicissitudes of fortune associated with good and bad seasons. He had not been many years in the colony before he was one of our largest freehold land owners. His agricultural country was mostly worked on the share farm system. Before the tenants had become well settled there were three years of drought, and none of them could for the whole period carry on. It was a stiff blow for the landlord, with money at 10 per cent., and the family armorial motto "Press through" was sorely tried. However, by mutually bearing the burdens the period of stress was weathered, and the tenants showed their appreciation by helping to return Mr. Young at the head of the poll for the Legislative Council. This was in the seventies, when the whole province voted as one electorate. Of him it can truly be written that he worthily maintained the fine traditions of a distinguished family for enduring enterprise, nobility of service, and high personal achievement.

Born in Devonshire on July 7, 1825, and educated at the London University, our old time colonist was of Scottish descent of which he was justly proud. Still, grand old Englishman as he was, you rarely heard him speak of his lineage as he could reasonably have done. For many members of the family on both the Scotch and English sides were men of renown. Sir John Young, baronet, owner of the manor of Lenny, was Chamberlain to Mary Queen of Scots. Sir John's grandson, David, who inherited the estate, married in 1628 Lady Jane, daughter of Henry Grey, first Earl of Stamford, who was fourth in descent from Lady Elizabeth Woodville by her first husband. Sir John Grey, and afterwards became Queen of England by her marriage with Edward VI. In 1715 the two leaders of the Burney Young family, having as in duty bound espoused the cause of the Stuarts, found it convenient, on a hint from the Government, to sell the Scottish estates and to retire to the West Indies, where they became owners of sugar plantations. Romantic interest attaches to the head of the South Australian branch of the family through his marriage with a daughter of General Anthony Bacon, Wellington's youngest officer.
at Waterloo, and Lady Charlotte Harley, daughter of the fifth Earl of Oxford, the lady immortalised by Lord Byron in his dedication of "Childe Harold." Fred Johnstone in "A Journalist's Jottings," thus refers to the "happy union" of Charles Burney Young and Miss Nora Creina Bacon—"Lady Charlotte Bacon's youngest daughter, who resides at Walkerville, was married at an early age. On being sounded on the subject, General Bacon said he could not permit his daughter to be married when she was only sixteen. It was pointed out that she would be seventeen in six weeks, so it was arranged that on the next first of January the wedding should take place at the pretty little church at Swanscombe, Kent. When the snow was on the ground, General Bacon offered no objection to his daughter and son-in-law settling in South Australia, provided that his daughter remained in England until her partner had made a home in the colony. The answer was that of the noble Ruth, "Where thou goest I will go, and where thou diest I will die." Shortly after arrival in Adelaide Mr. and Mrs. Young bought a house and a few acres of land at Walkerville, near Adelaide, where Mrs. Young has resided ever since. Here Byron's "lanthe" lived for about 12 years. Mr. and Mrs. Young arrived in South Australia in 1855. By profession Mr. Young was a surveyor. Almost the first engagement he had in the colony was to survey land for the South Australian Company in our South-East and North. This occupied his attention for a considerable time. The first property he took up was near the township of Kanmantoo, in the South. Here he planted a vineyard, and established the Kanmantoo cellars, where, in later years, the celebrated St. George claret was sent out and found a ready market in Australia and New Zealand. The Kanmantoo property has been for many years in possession of his son, Mr. Harry Dove Young, who has represented the district of Murray in the Liberal interest in the House of Assembly for the past 11 years. Charles Burney Young's love of the motherland was revealed in the happy name he gave the Kanmantoo brand of wine, and it is an interesting fact that Mr. Harry Young is president of the Mclaren Bridge branch of the Royal Society of St. George. Another son Edward Burney Young opened the South Australian Wine and Produce Depot in Melbourne, and turned our wine trade in England. Charles Burney Young established Mount Templeton Station, portion of which he sold to Messrs. Freebairn and Young, another portion to Mr. Walter Young (C.B.E., and Sir Frederick Young), and another portion to Mr. McLear (grandfather of Mr. George McLear, who stood for Adelaide at the last federal elections). The Government purchased Freebairn and Young's property for a deposit, and this country is now covered with flourishing dairy farms. Mr. Young also had a large area at South Hummocks, which was purchased subsequently by Mr. Hubble, and he, having been released from the Government a considerable tract of country known as Andamanka, beyond Port Augusta, used mainly for the purpose of dairy farming, this last-named holding, over which he lost heavily, was taken over by his son, W. H. Young (now deceased), and Bowman Bros., and proved a financial failure. Mr. Young disposed of his interest in Mount Templeton about 35 years ago. The well known outback Macumba Station, now in the possession of Sir Sidney Kidman, was either a part of the Young's property, or near it. Nearer home he owned Black Point country in the vicinity of Snowtown. He stocked an extensive area on the Blyth plains with sheep. This, and much of the land he farmed on "the small haftes system," and leased to others on long terms with the right of purchase. When the country was not occupied by farmers, it was stocked with sheep. The sheep increased from 2,000 to 30,000, and the proprietor cultivated a large area for wheat, putting in from 5,000 to 10,000 acres each year on the half system, and leased to others on long terms with the right of purchase. One year 10,000 acres under wheat resulted in a heavy loss. None of the land had surface water, and water had to be supplied, and there were fencing and other expenses, too. Three years' drought then told a tale of great disaster. At one time Mr. Young owned 100 acres of the Wokurna country around Port Broughton some of the best wheat growing lands in the State. This country (now traversed by the Betoaloo water main) he also worked on the share farming system. Since his death in 1904 his son, Mr. H. D. Young, sold to the tenants what remained of these farms in the family estate.

His name is closely associated with Port Pirie. With visions of a Port Adelaide or Liverpool of the North, Mr. Young bought land there with great expectations of reaping a fortune. When the auction sale of the town allotments came off only one block was bid for. For £300 Mr. Young purchased a great part of what has since become the important town of Port Pirie at $5 an allotment, and sold a considerable portion of it at a handsome profit. For £20 he purchased what he laid out subsequently as Pirie West. This old pioneer and courtly English gentleman was not wholly absorbed with business. He sat in the Legislative Council, having been elected September 10, 1885, and, being absent in England, resigned his seat in 1889. Taking delight in sport, he was a member of the first Polo Club and of the Adelaide Hunt Club, with which he always rode when in town. He never missed a first-class cricket match if he could help it, and could be seen often on the Adelaide Oval intent on the game. Besides being a member of St. Andrew's Church at Walkerville for many years during the incumbency of Archdeacon Dove, he was a member of the Synod of the Church of England, and a promoter of the Aborigines' Friends' Association, in which he was always deeply interested. Governor Sir James Fergusson appointed him to some of the boards of the Government, and it was a great sorrow to him that the Act under which the present public schools system was established made no provision for religious teaching in the schools.

His widow, now in her 89th year, resides with her daughter in the old home near St. Walkerville. Mrs. Young, who attends this church every Sunday, has been blind for a great many years. Otherwise her faculties are remarkably well preserved, and having the newspapers read to her she takes keen interest in world happenings. We quote further from "A Journalist's Jottings," as follows:—"The late Charles Burney Young was one of our grand old South Australians. I had many a chat with him in my journalistic days. One day, when we were talking family history into which I had drawn him, he said, 'The male Youngs are like kittens born to be drowned.' During the West India period no fewer than four Youngs were drowned at sea at different times between England and the West Indies. A great uncle was Admiral William Young, but he returned to England. Two of the family lost their lives fording a New Zealand river. Two baronets of the family succeeded each other during the Crimean War, and both were killed. Two other Youngs lost their lives in Australia. Fred, grandsons of Lady Charlotte Bacon and the Waterloo veteran were at the front in the recent war." The Rev. Charles Herbert Young, eldest son of Charles Burney Young, has a living grandson, Archdeacon Dove.
OF many worthy pioneers who helped to build this State, the names of the brothers Davenport—Robert and Samuel—will always be honored and held in grateful remembrance. Both were English gentlemen of the highest type, who shared the risks and responsibilities and hardships of the pioneering days, and played their noble part in laying the sound foundations of our pastoral, horticultural and industrial life, and in contributing considerably by their energy and enterprise to the progress and prosperity of this, their adopted land. They were sons of George Davenport, banker, of Oxford, and of Great Wigton, Leicestershire, and were descended from an ancient Cheshire family. In the parish church of Great Wigton is a memorial to the memory of their father, who was steward to the Earl of Macclesfield, at Shirburn Castle.

Robert and Samuel were born at Shirburn, Oxfordshire. Three brothers came to South Australia, where the father, who was connected with the South Australian Company, had taken up a special survey and laid out the hills township of Macclesfield, naming it after his late employer. The record of this special survey, dated Oct. 22, 1839, reads:—“G. F. Davenport and others, 4,416 acres, £4,416 paid in England, Macclesfield district.” The eldest brother, George Francis, came out in 1839, and died at Adelaide in 1846, aged 25. Samuel, who was too delicate to withstand the English winter, was sent to the south of France, and studied vine and olive culture at Montpellier. He travelled extensively in the Mediterranean countries, and learned much that proved of great value to him and his fellow colonists in the cultivation of the vine, olive, almond, and other fruits in South Australia. The two brothers arrived in the colony in 1842, and settled on the special survey at Macclesfield. Robert, who was trained as a lawyer in London, quickly took to farming and horticultural pursuits, and was successful. He built himself a house at “Battunga,” where he lived and farmed and grazed the land until his death in 1896. The property is now owned and worked by Professor Lowrie, M.A., B.Sc., formerly Professor of Agriculture. Robert Davenport wrote to Francis Dutton, author of “South Australia and its Mines” (published in 1846):—“The township of this survey has been named Macclesfield, in honor of the late Earl. The native name is ‘Kangowirranilla,’ meaning, it is said, the place for kangaroos and water. The site is planned on the sources of the Angas, whose bubbling stream winds through the village with a copious and increasing supply of the purest water. . . . Mr. Samuel Davenport has a stone built substantial cottage, and is extensively cultivating—with his other occupations, the grape and other fruits on the slopes, verging to the stream. . . The Meadow’s survey lies to the south and east of “The
Three Brothers." This contains excellent land, and has produced some of the heaviest wheat grown in the colony. The farm I purchased soon after I arrived in the colony and occupied whilst there is a portion of this survey; 300 acres are now apportioned off and enclosed by three and four post and rail fences, I found it exceedingly productive of European grains and fruits of almost every description."

Robert Davenport sat in the old Legislative Council for the district of Hindmarsh from July, 1851, to June 1854, when he resigned his seat. He preferred rural pursuits and the retirement of his home in the hills to public life. The founder of "Batunga" was a friend of John Rundle, M.P., who was a director of the South Australian Company, after whom Rundle Street was named, and he acted as attorney for another member of the House of Commons who was "dissolved" when the Whistle ridge frontage, an acre deep, from Grenfell Street to Pirie Street, and not satisfied with the return he was getting sold it for a few hundred pounds. For some years Samuel Davenport was attorney for Neil Malcolm, of Pottaloch, who had taken up 4,000 acres (special survey) at Lake Albert, and formed a cattle station there. He married in London Miss Fulford, sister of Canon Fulford, who was in South Australia for several years; Mrs. Davenport died in 1887.

Samuel Davenport, the "delicate" young Englishman of 24, known in later years as "the knight of Beaumont," who lived to close on 90, was a pioneer settler at Macclesfield, and spent much time and money in developing the country, but for the good of his fellowmen. It was understood that he established there. He had not been more than four years in the colony when Governor Robe appointed him a nominee member of the Legislative Council and he was M.P. for Marden in the South Australian Parliament. He would ride from his home in the hills on horseback to Adelaide to attend the Governor's conclave and back the same day, a distance of more than 50 miles over miserable roads. In those early days he almost lived in the saddle. His love of riding, not only to get about the country, but for the good of his health, was great, and he took equestrian exercise regularly until past his 80th year. While in our legislative halls in Robe's time he opposed the granting of State aid to religion, staunch Congregationalist as he was, and also the royalty which the Government wanted to impose upon mineral products, being one of the handful four who walked out of the Council Chamber rather than support such a proposal; the three others were Sir John Morphett, Captain C. Hervey Bagot, and Major T. O'Callaghan.

Sir Samuel Davenport was an enterprising pastoralist. The healthy open air life, of which he was so fond, suited him admirably. At the age of 15 the doctor told him that one lung was affected, and he did not expect him to live many years. The dry climate of South Australia, however, worked wonders for him, and he lived hale and hearty to a ripe old age. For a great many years he was on the Adelaide Board of the South Australian Company, and was the attorney for the South Australian Company, which held 20,000 acres of a special survey round Palmer, named in honor of Sir Arthur Palmer, one of the South Australian Commissioners and Chairman of the Mining Company, which spent thousands of pounds at Reedy Creek and elsewhere mining for copper and gold. In 1846 Sir Samuel took up the leasehold of country at Rivoli Bay in the South-East, and stocked it with sheep; losses were very heavy through the mysterious "Coast" disease, and the blacks killed so many of the best animals in the flock that the owner was compelled to convert the property into a cattle station. It was tough going for the young squatter; riding down to his property through the Coorong track required stout heart and endurance, for the natives were numerous and dangerous. Four thousand sheep to stock the new run had to be taken overland, and by an ingenious construction of rafts they were safely ferried across the River Murray. Sir Samuel went into partnership with Mr. George Glen, S.M., and established Mayura Station, where the flourishing town of Millicent has since risen. Millicent bears the name of Mrs. Glen, who was a daughter of Bishop Short. The foundation of "Batunga," the flourishing town of Millicent, the Hundred of Beaumont, and Mount Brown, Telowie, and Caroona were all places where the firm's sheep grazed. Caroona head station was just under the great "Iron Knob." These were extensive runs, but leasehold tenure was insecure in districts where farmers were pushing out, and Sir Samuel, who proved himself of value to the State as its representative in London, about South America and Australia, had really not the time to look after his home interests. Besides, runs were resumed by the Government, prices of wool fell and increased, and droughts and other drawbacks, these and other pioneer pastoralists lost heavily.

Sir Samuel devoted much time and energy to the cultivation of the vine and olive at Beaumont, and never tired of impressing on those seeking knowledge what a valuable asset these were to the colony, whose climate is similar to that of France and Northern Africa, is admirably suited for their production. He was one of the first to plant the olive. He purchased at Bedmont the house built by Bishop Short, and later acquired adjacent property of 134 acres owned by Mr. Gleeson, a retired Anglo-Indian official, disposing of some of his land and retaining a large area for himself. Here he established profitable olive plantations and vineyards, and made olive oil and wine. Here he resided for the greater part of his life, and enjoyed his wife's ideal companionship for more than half a century. Lady Davenport was a daughter of W. L. Cleland, barrister, of Calcutta.

After assisting to frame the Constitution in 1856, Sir Samuel became a member of the first Cabinet under responsible Government in October 1856, and he was also a member of the third Ministry in 1857. He was one of the first trustees of the Savings Bank, President of the Royal Agricultural and Horticultural Society for 23 years, first President of the Chamber of Manufactures, an office he held for 20 years, and first President of the S.A. branch of the Royal Geographical Society. In all these important positions he rendered great service to his country. South Australia has never had a more useful or more unselfish citizen nor one more widely respected and loved by his fellow-countrymen. It was among intimate friends that at one time he received the offer of the Governorship of South Australia, so greatly was he esteemed for his high character, benevolence, and those grand ideals with which he sought to inspire the people. He represented his colony at the great Exhibitions in London in 1854 and 1886, and was Executive Commissioner for South Australia at the Adelaide Jubilee Exhibition in 1887, and a more courtly or able ambassador we have never had. For his public services he was created a Knight Bachelor in 1884, and K.C.M.G. in 1886, in which year he was honored with the Cambridge degree of LL.D.

Sir Samuel died at Beaumont on September 3, 1906, in his 80th year, and was buried at Walkerville beside his beloved partner, who predeceased him, Rodney Cockburn, in his "Nomenclature of the Hundred of Beaumont." He says: "Davenport. Davenport Ranges. Davenport Hills and the Hundred of Davenport take their names from a colonist well deserving of more prominent recognition in the nomenclature of the State—the late Sir Samuel Davenport."
In his day, John McTaggart had the distinction of being the "furthest north" pastoralist to graze sheep, in fact, he got so far away from the old settled parts of the State that contact with people who kept records seems to have been completely lost. At all events, a brief notice about his station (Wooltana), published in a gazetteer of 1867, opens with the announcement that the name of the occupier was uncertain, although this fine old Scotsman was well and truly there, after having survived one of the most devastating droughts ever experienced in South Australia. John McTaggart was born in 1838 on a sheep farm in Argyllshire named Blaren-tibert, comprising a very rough piece of country suitable only for raising the black-faced sheep of Scotland. His farm was rented by his father (Lachlan McTaggart) from John and Neil Malcolm, of Poltalloch Estate, Argyllshire. The Malcolms acquired some country in the South Australian lakes district (Poltalloch Station) in the early forties with the object of establishing some Scottish peasantry in closer settlement, but when the time came for migration there was a cooling off on the part of those selected to settle in the new land, and the Malcolms then caused the country to be stocked with cattle. Point Malcolm at the lakes serves to keep their memory green. Their descendants (including Colonel Malcolm) are still in possession of the Argyllshire Estate.

Mr. McTaggart remained on his father's farm until he was 24 years old, when (in 1852) he set out for South Australia in the sailing ship "Bengal Merchant" in company with Archibald Johnson. It was a weary five months' voyage. Mr. Johnson was prominently associated with the early pastoral history of the South-East and the western district of Victoria. Amongst the stations of which he was the lessee were Lake George, Mount Muirhead, and Woakwine South, and he died an immensely wealthy man, after having returned to Scotland to marry. Mr. McTaggart started right off the scratch mark so far as finances were concerned. When he landed in South Australia the Victorian gold diggings were in full swing, but they failed to attract him. He preferred to take a situation as overseer for Archibald Johnson at Mt. Muirhead, where he remained for two years. At the end of that time he had saved enough money to be able to buy a flock of wethers from Mr. Johnson, whose goodwill he always enjoyed. These he was permitted to fatten on Messrs. John Livingston and Duncan McCallum's run, known as Curratum, 12 miles from Mount Schank, which the two pastoralists mentioned had acquired by transfer from Mr. Johnson.

Curratum is quite a well known
place in South-Eastern history. In 1851 it was subdivided according to H. C. Talbot, Mr. Livingston (father of the ex-Federal and State legislator) taking the eastern part, and Mr. McCallum the western part. In stockping his country the former went to Twofold Bay, New South Wales, and purchased 500 cows, 20 mares, and a stallion, and was nearly three months on the track and selling them to the South-East. He used to pay one shilling a head for the destruction of kangaroos, which were very troublesome at the time. Adam Lindsay Gordon called at Currawrim on his way to the wreck of the steamer "Admella," and picked up an aboriginal boy guide there, while Captain McEwan, part proprietor of the "Admella," and two other survivors of the wreck, were nursed at the homestead for a month. That is where John McTaggart fattened his first flock of wethers, which he afterwards travelled to Adelaide. At that time the Messrs. Fisher (the Resident Commissioner and his sons) had a virtual monopoly of the stock selling business and some of the early graziers used to grumble at the prices they got. Mr. McTaggart, however, was never tired of acknowledging the fact that the Fishers gave him a very good profit, and the transaction helped to give him his real start in life.

Mr. McTaggart's next venture was the purchase of 1,500 ewes, which he kept in the south-east. In 1856 he set out with his brother-in-law (John McCallum) for the far north looking for country, and decided to form a station at Wooltana, about 200 miles north of Port Augusta, and 5 miles from Yudananamutana, the locality having the advantage of being watered by the Manalana and Morena Creeks. In 1857 Mr. McTaggart travelled his sheep all the way from Port Gambier to Wooltana. At that time Kapunda marked the northern terminus of the railway system. Mrs. McTaggart and her four young children were transferred from Port Augusta to the new station by means of a bullock dray, and with only a slab hut to shelter the family at the end of the journey. The nearest white woman was at Arkaba, 140 miles south. Later, of course, the slab hut gave place to a substantial and comfortable home, but whatever may have been the discomforts of pioneering, the life seems to have been a decided aid to longevity, for Mr. McTaggart reached the age of 80 years, and his wife 92 years. The courageous Highlander started his northern career with the exercise of proper caution. He was now occupying country which, at that time, represented the extreme northern limits of sheep farming, and being dependent at the start upon surface waters, naturally his early operations were of a restricted character. One great advantage was that he had picked some of the most healthy country in the world for stock raising, but there were many counteracting influences to be combated. Mr. McTaggart was a whole-souled sheeppman, and would not have cattle on his mind or on his run. He was faced with the necessity of shepherding his flock from the wild worry in which all the aborigines were of great assistance. Wool got as low as fourpence a pound, and when the rabbits came along they reduced the carrying capacity of the country from 80 to 120 to 30 sheep to the mile. However, Mr. McTaggart had stocked up to 6,000 when the memorable drought of 1863-5 smote him, and he was forced to quit. He had lost about 2,500 sheep, and the disaster would probably have been complete but for the good offices of George Melrose, of Rosebank, Mount Pleasant, who rented him some of his more favored country, and thus enabled the remants of the flock to survive. He often spoke of Mr. Melrose's kindness on that occasion as his salvation.

At Wooltana the drought broke up in January, 1866. Tremendous floods occurred, and the pastures were soon in order again, but the wool was still poor. It looked a hopeless station and relief him, but the latter thereupon stipulated that the financial accommodation should be sufficient to permit of him keeping a tutor for the education of his children. Sir Thomas Elder readily agreed, and the firm never once pressed him to reduce the overdraft, which, at the time, was more than the station and stock were worth. After the Franco-Prussian war the price of wool improved appreciably, and as Mr. McTaggart got ahead with fencing, well sinking, and other improvements the area of Wooltana was extended until the stock reached the maximum figure of 20,000. The owner always stuck to sheep, and always relied exclusively upon Bungaree rams. The eventual area of Wooltana was 400 square miles, and in addition 600 square miles of Paralana was acquired from the Hawker estate in 1907.

Mr. McTaggart held Wooltana until 1906, and made a firm boast that he was the only early pastoralist, with the exception of the Warwick family of Holowilliena Station, who remained in occupation of the country in that district. Some of the lessees failed through discarding sheep in favor of cattle. Mr. McTaggart used to cart his wool by bullock team to Port Augusta, and invariably undertook this part of the business himself—no light task in view of the fact that an outward and return journey would occupy two months. During the prevalence of the big drught he set out wool carting with ten bullocks in a team, and did not get one of them back to the station. Drays and rations were left all along the road. Upon his retirement Mr. McTaggart went south, and divided his time between Dashwood's Gully and Gilberton. He died at the latter place on September 25, 1907. Beyond serving for a term in the Kondoparinga District Council, he never took any part in public life. After his retirement his son, Mr. Lachlan McTaggart, now of Craiglee, Coronation Valley, took over the management of Wooltana, which in 1918, was sold to Messrs. A. J. & P. A. McBride for 250,000. Mr. McTaggart held Wooltana until his death, and made the proud boast that he was the only early pastoralist, with the exception of the Warwick family of Holowilliena Station, who remained in occupation of the country in that district. Some of the lessees failed through discarding sheep in favor of cattle. Mr. McTaggart used to cart his wool by bullock team to Port Augusta, and invariably undertook this part of the business himself—no light task in view of the fact that an outward and return journey would occupy two months. During the prevalence of the big drought he set out wool carting with ten bullocks in a team, and did not get one of them back to the station. Drays and rations were left all along the road. Upon his retirement Mr. McTaggart went south, and divided his time between Dashwood's Gully and Gilberton. He died at the latter place on September 25, 1907. Beyond serving for a term in the Kondoparinga District Council, he never took any part in public life. After his retirement his son, Mr. Lachlan McTaggart, now of Craiglee, Coronation Valley, took over the management of Wooltana, which in 1918, was sold to Messrs. A. J. & P. A. McBride for 250,000. He can remember John McKinlay's expedition, sent out to search for Burke and Wills, calling at the station in the latter part of 1861, and staying for a night. He also recollects a stockman being speared by the blacks at an out-station of Paralana, four miles from Wooltana besides which the offenders burnt a hut. John and William Jacob then had Paralana. John McTaggart, however, always got on well with the natives, who used to say with gratitude that he fought fair like the blacks fought—with a waddy and not firearms. He married Mary McCallum, a niece of Alexander Johnson, and they had ten children of whom the survivors are (besides Lachlan) John D. McTaggart, of Nonning Station, Mrs. T. D. Phillips, of Booborowie and the Misses McTaggart, of Gilberton.
JOSEPH KEYNES

KeNETON, the home of celebrated Merino flocks, was established by the late Joseph Keynes eighty years ago. The subject of this sketch therefore ranks among our earliest pastoral pioneers. The delightful scenic estate which bears his honored name is situated near Angaston, 60 miles north-east of the capital, and is ideal sheep farming country. Mr. Joseph Keynes, the founder of this fine pastoral home (which, for the last 40 years, has been the property of his son, Mr. Richard R. Keynes), came from the motherland when South Australia was not officially three years old. He was born in 1810 at Blandford, Dorset, where his father, the Rev. Richard Keynes, was minister of the Congregational church for half a century. An uncle was the noted Congregational preacher, the Rev. John Angell James, and a brother was a minister of the same denomination. John Angell James, born at Blandford, in 1785, accepted the pastorate of Carr's Lane Chapel, Birmingham, in 1805, and was a leading projector of the Evangelical Alliance. Mr. Keynes, founder of the South Australian family, remained throughout his forty-four years in the colony a devoted member of the church of his fathers. Fellow passengers with Mr. Keynes from England by the ship “Anna Robertson,” which arrived at Holdfast Bay on September 23, 1839, included Messrs. R. W. Beddome, W. Everet, C. A. Perry, James Warner, Joseph Warner, James Warren, W. J. S. Stacey, and John Martin, names which will be recalled probably by some present-day colonists.

Arriving in the colony under engagement to George Fife Angas, “father of South Australia,” Mr. Keynes, not yet 20, proceeded to the Angaston district, where Mr. Angas had large landed interests, and it was not long before he acquired for himself a large area of pastoral country under lease from the Crown. Eventually he obtained the freehold of the greater part of it, and another portion of the run was cut up into the
township of Keyneton, which was appropriately named in his honor. A considerable tract of country was acquired by Mr. Keynes, who settled there, according to the Parliamentary return published in 1865, he was the occupier of pastoral leases covering 78 square miles of the Hundred of Dutton, 11 square miles in the Hundred of Hundred of Hay, and 15 square miles west of the Hundred of Hay. The colony had made great advances in sheep raising before the end of its first decade. In the interesting chapter on "The Pastoral interest" in his "South Australia" (1846), Francis Dutton says:—"The wool from South Australia does not obtain in the English market a value on the scale that its quality deserves. I will hazard one remark against the combined experience of the wool buyers in England, and state that this is more owing to prejudice than any real inferiority of the article. The sheep in South Australia are of a very superior description, because none but the very best sheep were ever imported from New South Wales; but the English wool buyers will not believe this, the "price off the fall of confidence is against us, and we must submit to take two or three pence a pound less than our more favored neighbours get. But would my readers believe it, the same wool, which had it come direct from Adelaide, would have fetched only 1/6 per lb., by being first shipped to Sydney, and thence home to London, sold for 3d. and 4d. per lb. higher! Now what is the cause of this? The buyers, of course, cannot know that it originally came from South Australia, and it just proves that with all their experience, they were not able to recognise one contra distinction that I trust the fact may meet the eyes of some of the great purchasers of Australian wool, and that at the sales this summer, this illiberal distinction may not be made. . . . The appearance of the sheep runs during the rainy months is beautiful; indeed the growth of the grass is so rapid and so abundant, that during July, August, and September, one acre would feed four sheep, while in summer it would take four acres or more to feed one sheep. This is the reason why the settlers require such large tracts of country to feed their stocks upon."

On entering into possession of his fertile and highly productive Keyneton holdings, Mr. Keynes devoted himself to the pastoral and agricultural industries, but more particularly to the improvement of the Merino breed of sheep. The foundations of the Keyneton flocks were commenced in 1842, when Mr. Keynes obtained a large number of sheep from Mr. George Morphett, an Adelaide solicitor, brother of Sir John Morphett, who was a pioneer pastoralist. In the same year he purchased other well-bred sheep from the Grange Farm, South Road. These were all Merinos, and were the nucleus of the fine flocks on the Keyneton estate to-day. At the same time 14 rams were obtained from Mr. Bagot, of the River Light, and three from Mr. Crisp, of Gawler River. Later he purchased Murray rams from Mount Crawford stud, and also from Mr. Joseph Gilbert, at Pewsey Vale. In 1851 he procured an imported ram, "Nudicot," formerly possessed by the Elector Friedrich August of Saxony, to whom they had been presented by King Charles III. of Spain. These sheep, which included 92 rams and 128 ewes, arrived in 1850, and the two rams imported into South Australia in 1858 were exhibited by Otto Neuhaus in Melbourne and Sydney at about this time, and they obtained prizes at both shows. From 1877, when two Murray rams were purchased, no fresh blood was introduced into the Keyneton flocks till 1906, when the present owner obtained a prize ram from Mr. Murray Dawson. As a breeder of high class Merinos, Mr. Keynes deservedly enjoyed an Australian reputation. He was a man of enterprise and resolution, and a keen judge of sheep. The Keyneton Merinos were, and still are, noted for their robust constitutions, magnificent fleeces, noble and queenly carriage. With a clear conception of the type of Merino required, Mr. Keynes displayed remarkable foresight and perseverance in building up his flock until he had obtained a high standard of sheep which became renowned throughout the Australian States as well as in their own native colony. Inbreeding was one of the secrets of his success, and gifted with the talents of a skilful breeder, Mr. Keynes had the advantage of country and climate eminently suited for the production of high class animals. The principles of sheep raising laid down so successfully by the founder of the Keyneton industry have been followed allowing for the changing conditions of the times, by the present owner, who joined his father in the management of the estate after his return from England in 1877. As far back as 1888 Mr. Joseph Keynes was a successful exhibitor at the Angaston Show, and he captured prizes for sheep exhibited at Mount Pleasant and Kapunda Shows. Prior to 1883, prizes for Keyneton wool were won at Adelaide Shows. The bronze medal and certificate of award were given for Keyneton fleeces at the International Exhibition at Philadelphia in 1876; the first prize for three rams' fleeces was awarded him at Adelaide in 1885, and the Commonwealth medal of the Colonial and Indian Exhibition was awarded Mr. Keynes in 1886. Mr. Keynes was too closely concerned with his pastoral affairs to take an active interest in public matters beyond the welfare of the community where he resided, and whose prosperity he made his personal interest, though, of course, he was ever mindful of all that concerned the proper advancement of the State. He was chairman of the first District Council established at Keyneton, and held the position for seven busy years. When he retired from that office upon attaining his thirtieth year, with his interest in the Keyneton district, in which he manifested a fatherly and an abiding interest. The year following his arrival in the colony he was appointed a member of the committee of the Royal Agricultural and Horticultural Society, and that body, with its ever widening interests, received his practical support. No man of his day loved a local show—agricultural, horticultural, or otherwise—more than he did, and it was his delight to encourage exhibitors and to stimulate them to industry and progress. He was indeed a worthy pioneer, who, by his enterprise and honorable dealings, helped to extend our great staple industry and to build up the State on sound, progressive lines. Joseph Keynes died at Lockleys on May 14, 1903, in his 73rd year, lamented by the community. He sleeps at Keyneton.

Mr. Richard R. Keynes, the present owner of the fine Keyneton Estate, was born in 1857, and was sent to England for his education and to gain experience. He spent some time at Parkstone, Dorset, and was for three years in London gaining mercantile experience. He returned to South Australia when about 20, and joined his father on the Estate. After his father's decease, he interested himself in breeding draught horses and Shorthorn cattle, obtaining the nucleus for his Shorthorn herd from Mr. E. Bagot, and from the Angus stock. He followed in his father's footsteps by devoting himself to the building up of his estate, and to the welfare of the district in which he resides. In 1886, he was elected a member of the District Council, and for many years he was honored with the Chairmanship of the body. In 1884, Mr. R. R. Keynes married the fourth daughter of Mr. Abraham Shannon, of Moculta.
Scrappy as are the records of most of the pastoral pioneers, one is continually confronted by the name Marchant, and one is apt to become confused from the fact that four brothers of that designation were actively associated with the great staple industry of South Australia.

A fifth brother was killed as the result of a riding accident near the Burra mine. The pastoralists were George, Frank, William L., and John C., and an official return of pastoral leases granted between the years 1851 and 1864 shows that this family held between them, during that period, a total area of 745 square miles of country. So far as success is measured by the possession of worldly goods, William achieved the greatest distinction. The others belonged to that unfortunate but noble band of men who did the profitless spade work of pioneering, only to go under and see others succeed where they had failed. The worthy quartette were sons of William L. Marchant, an Englishman, who arrived from the old country in 1842. They enjoyed the goodwill of their distinguished uncles, Drs. W. J. and J. H. Browne, who, in a practical way, encouraged their love for broad acres and livestock.

It is impossible in the space at one's disposal to refer in detail to the career of each of the Marchant brothers, and the present notice will be devoted principally to George and Frank, who fought without winning at Wilpena and Arkaba respectively—two famous far northern properties that adjoin one another. That was in the fifties and sixties. Wilpena was enlarged into a big run—850 square miles—on which 10,000 cattle and other stock grazed. The original draft was brought principally from New South Wales, via the River Murray route, and it is said that in their wanderings the cattle used to shape as true a course for Sydney as though they had a compass to guide them. They possessed the homing instinct of a carrier pigeon. One of the beauty spots of South Australia formed part of this run—the Wilpena Pound, which is so commonly depicted in our long-distance trains. This pound is a gently undulating plain, nearly level for 10 or 12 miles in length, by three miles in width, and covered with luxuriant grass in most seasons, and a fine growth of pines and gums. Its majestic, towering peaks and "everlasting, rocky bulwarks" make up a piece of scenery of striking and rugged grandeur, and before the time that it was brought prominently under the notice of tourists this picturesque pound was used as a heifer station and a retreat for fillies too young for breeding. In its setting of...
pines and gums, and with its stately scenic background and flourishing fruit and kitchen garden, the Wilpena head station has been described as the prettiest in the far north. At one time George Marchant made good at Wilpena. One thousand heifers were sold from there to Messrs. Dear and Hack for Lake Hope Station. Gasper's Creeks. A less probable transaction was the attempt that George Marchant and Chas. B. Powell made, about 1860, to shift 1,000 head of cattle from Wilpena away down to Mooraok, Dr. W. J. Browne's Mount Gambier property.

They got as far as Wall, on the River Murray, which was the culminating point of a very trying journey. While Messrs. Marchant and Powell were trying to force the cattle across the river they had to live on fish and damper, and their horses on rags with a butcher's knife. The Murray swamps were terribly boggy, and after exhausting efforts to effect a crossing it was decided to turn back. Their cattle, 600 of which were toll of the cattle, and afterwards reverted to sheep. Robert Bruce's "Reminiscences of an Old-Time Squatter" gives an insight into the methods of management, which may have had some bearing on the early failure. Mr. Bruce was the overseer, and he wrote: "One thing to especially attract my notice was the utter wastefulness of too many of the shepherd's wives, who, for the most part, had but lately arrived from the old countries. Without any idleness at all they overburdened the cattle. Their husbands could kill sheep without stint, and perhaps a quarter of the meat thrown away. They said they couldn't a bear salt mutton." In those days grace was rarely said twice over the same joint, and equal prodigality prevailed in regard to other rations, of which there was an unlimited supply. Mr. Bruce says that Frank Marchant was "foolishly liberal," and could not bear to ration his people as his neighbors did, but was so startled by the facts placed before him that he was reluctantly compelled to consent to a more regular issue of necessaries. The contents of the store included a large black coffin. Frank Marchant said it was a good thing to have, as there was no knowing when it might come in handy. It remained there for a long time, and at last it was put to its intended use, and incidentally the coffin. There was also in stock a case of lucifers as large as a 200-gallon tank. "What the devil do you want all those matches for?" Marchant was asked, and he replied laconically. "To light pipes with, you fool." Arkaba run had an average rainfall of about 12 inches a year, and comprised very rough country. Mr. Bruce very soon saw that it would take the mob back to Wilpena. The droughty conditions exacted a severe toll of the cattle, 600 of which were lost on the road. The dry conditions continued, and Mr. Marchant was eventually forced to cry enough. He was appointed Scab Inspector in the North-West (Gawler Ranges), and discharged his duties with such efficiency that he received the congratulations of the Governor, Sir Aloysius Weld. Mr. Marchant appears to have confined his account of explorations in the North-West (Gawler Ranges) to梗志, the old Wilpena manager, met him in England during the Armistice, 1918. William Marchant had Burnside Station, Strathalbyn, only fit to be pole-axed. Eventually, William Marchant died there. There is a horrible fascination about Mr. Bruce's description of the havoc wrought among the ewes and lambs by the particularly devilish breed of crows at Arkaba. Frank Marchant was not easily discouraged, but he was worried and disturbed especially as, in the first place, he had protested against the old female being sent on to the run. Locusts did a lot of damage at Arkaba one season, and finally the big drought of the sixties, which cropped up in these sketches like a re-run, put an end to Frank Marchant's pastoral days. He, too, found a haven in the Civil Service. He had charge of the Government horses that were used in the construction of the telegraph line from Fowler's Bay to Eucla, and finally brought the teams to Port Augusta, where they were sold. Then he served a term as Inspector of Credit Selections in the North, while a directory of the early seventies shows him to have been an Inspector of Stock at Wellington, on the Murray lakes. William Marchant introduced Durham cattle and Clydesdale horses to South Australia. He imported a famous Clydesdale stallion known as Time O' Day, and was a keen lover of the thoroughbred and the turf. There is a record of a racing match between himself and Major Brinkley, Private Secretary to Governor MacDonnell, on the old Thebarton racecourse. William Marchant had 3,000 acres on 230 square miles, north-west of Rawsley's Bluff. Finally William Marchant had Burnside Station, Strathalbyn, which was repurchased by the Government for closer settlement. After retiring to Adelaide, he once remarked to Mr. Seth Ferry: "I feel utterly unsuited for city life. After years spent in the country a man is only fit to be pole-axed." Eventually he retired to England, where, as Mr. Bruce's son, he served in the Great War as a British General of Marines, and Dr. Powell, of North Adelaide, a son of the old Wilpena manager, met him in England during the Armistice, 1918. William Marchant appears to have confined his pastoral enterprise to Eyre Peninsula, where he had eight leases, covering an area of 153 square miles, and known as the Talia and Cheirroo run, near Lake Newland and Wedge Hill. Josiah Bonnin mentions him in his account of explorations in the North-West (Gawler Ranges) in 1919, as the result of which Dr. W. J. Browne threw up the lease of a huge area of country in that region. It was all taken up subsequently by various pastoralists, including a block known as Pondana by John Marchant. John McKlinlay named Marchant Creek in the interior as a compliment to William Marchant. And Marchant's Hill, a peak in the Racleess Range, further perpetuates the name of this fine pioneer pastoral family.
A TRUE specimen of the fine old Irish gentleman was Edward Burton Gleeson, known familiarly as Paddy Gleeson, the King of Clare, who followed pastoral and agricultural pursuits with great perseverance until the time of his death, in 1870. He was born in County Clare, but found his way to South Australia from India, where he had held an official post. Appropriately enough the voyage was made in the ship "Emerald Isle," 501 tons, Captain Thomas Driver, which arrived on July 23, 1838, or nineteen months after the proclamation of the province. The passenger list published at the time mentions "E. B. Gleeson and lady, two children, and servants," and the first-named also introduced by the same vessel a pure bred Arab entire, which was afterwards advertised for stud duty. The "Emerald Isle" was the second vessel sent from India to Australia by the Australian Association of Bengal, of which Edward Stirling was chairman. Mr. Gleeson appears to have lost no time in embarking upon pastoral pursuits, because in the list of principal stockholders in 1840, published by the South Australian branch of the Royal Geographical Society, he is shown, next to the South Australian Company, as the largest owner in "Adelaide and neighborhood." He then possessed 7,300 sheep, 550 cattle, and 24 horses. Another return issued in 1841 in compliance with the Scab in Sheep Act indicates that he had by that time gone as far afield as the River Wakefield, where he was depasturing 1,150 male and 2,350 female sheep. For three years this energetic Irishman lived at a spot along the foothills which he named Gleeville, but which is now known as Beaumont, much of his land having been afterwards purchased by Sir Samuel Davenport. A return furnished to Lord John Russell by Governor Grey in May, 1841, mentions that Mr. Gleeson had put down a well 120 ft. deep, with 60 ft. of water in it, that he had gathered an average of 30 bushels of wheat to the acre from a crop sown in March and April, and that he had erected a substantial dwelling house, outhouses, stables, stockyard, and five cottages for laborers. A picture of the old residence may be seen in Dutton's work on South Australia and in Thomas Gill's "History of Glen Osmond." Mr. Gleeson was evidently well pleased with the land of his adoption, because he published in 1840.
for the benefit of his friends in India, a glowing tribute to the climate of South Australia. He remarked: "When residing in India I had occasion to take medicine generally once a fortnight or so. Since my arrival in South Australia I have had occasion to take medicine of any description, and all my family have enjoyed excellent health. My brother's constitution, which was much impaired before he left India, is now, I am happy to say, perfectly restored. The salubrity of South Australia is, I think, in a great measure owing to the purity of the air we enjoy, and the absence of all swampy and marshy land." Although Mr. Gleeson's operations were carried on so close to Adelaide, considerable trouble was experienced at the hands of the aborigines. He had imported a number of coolies from India, and the press of May 22, 1841, reports the spearing of one of them by a native blackfellows. The coolie was cutting wood at Gleeville, when two niggers came up and asked him for money. He said he had none, whereupon one of the blacks thrust a spear into his neck. The incident drew a spirited protest from "The Register," which complained about the aborigines being allowed to retain their spears in town, and to have as many dogs as they pleased so that they might have all sorts of facilities to destroy sheep, and were disposed of as stores at the hands of the aborigines. He had already laid out and christened the township of Clare, naming it after his native county. After his failure at Gleeville Mr. Gleeson removed to the north, where he had already laid out and christened the township of Clare, naming it after his native county. The official return of the pastoral leases taken out between 1851 and 1864 shows that he held 41 square miles of country east of the Hummocks, and 117 square miles west of Mount Eyre, from the summit of which the explorer Eyre got the first view of Lake Torrens. His personal appearance however appears to have been confined to Clare and its neighborhood. He named his homestead Inchiquin, after Lord Inchiquin, head of the historic house of O'Brien; and Armagh and Donnybrook are two more place names for which he was responsible. Although Clare was established in 1838 it was not proclaimed a corporate town until September, 1868, and "Paddy" Gleeson, King of Clare," as he was nicknamed, became its first Mayor. For some years he discharged the duties of Stinendiary Magistrate there, and in every local movement that had any import the following resolution: That this meeting, confident of the resources and capabilities of the colony, and satisfied that it possesses within itself all the elements of wealth and independence, cannot view the present depressed state of its finances without anxiety and alarm; but the main causes of this depression having been such as were without the control of the colonists, so they now feel that its relief must come from without, and that the present pressure cannot be mitigated by them, except so far as they can exercise towards each other a spirit of manly and honorable forbearance, until the natural resources of the colony shall carry it triumphantly through the present crisis.

After his failure at Gleeville Mr. Gleeson removed to the north, where he had already laid out and christened the township of Clare, naming it after his native county. He attended the meeting of colonists convened by the Adelaide Chamber of Commerce, and subscribed to the following resolution:

That this meeting, confident of the resources and capabilities of the colony, and satisfied that it possesses within itself all the elements of wealth and independence, cannot view the present depressed state of its finances without anxiety and alarm; but the main causes of this depression having been such as were without the control of the colonists, so they now feel that its relief must come from without, and that the present pressure cannot be mitigated by them, except so far as they can exercise towards each other a spirit of manly and honorable forbearance, until the natural resources of the colony shall carry it triumphantly through the present crisis.
FEW present-day South Australians know that Dr. Matthew Moorhouse, our first Protector of Aborigines, was an early and a successful pastoralist in this colony, and a pioneer squatter in the North. He was engaged in pastoral pursuits for a considerable time after he left the official position in which he rendered many years of faithful and devoted service in the interests of the public and of the native population whose welfare was always his deep concern. The doctor was in practice at Hanley, Staffordshire, when he became acquainted with the Rev. William Ridgeway Newland, whom he accompanied to South Australia on board the ship “Sir Charles Forbes,” which arrived at Holdfast Bay in July, 1839. Our old friend Mr. Simpson Newland, C.M.G., who died recently, then between 3 and 4, accompanied his parents on the same vessel. His father chartered the ship and brought with him from the old land a large party of immigrants, whom he settled at Encounter Bay, where he was the first and only minister of religion to the white population and the numerous natives in the pioneering days. The name of Ridgway Newland is appropriately perpetuated in the local nomenclature. Dr. Moorhouse came to the colony under appointment from the Imperial Government and immediately entered upon his duties as Protector of Aborigines, having his office on North Terrace Adelaide, in the vicinity of the present Public Library building and old Destitute Asylum. The doctor also desired to be close to the Newland family, and so he took up a section at Encounter Bay, built a residence, planted a garden, and was among the first to till the land. His dwelling, one of the very first houses erected, may be seen to-day from the town of Victor Harbor, situated, as it is, on a knoll not a great distance from the Bluff. It is used as a farm house, and is in a remarkable state of preservation, doubtless having been renovated frequently since its erection, more than 80 years ago.

Dr. Moorhouse, a Fellow of the Royal College of Surgeons, was 26 when he arrived here in 1839. For a time he resided at Encounter Bay, but his official duties kept him away from home often and for long periods. Whenever it was found necessary to conduct investigations into murders of the whites and other troubles in which the blacks were concerned, the Protector accompanied the official parties. Inspired as he was by a fine humanitarian spirit, we may be sure that the natives had on all occasions the fullest consideration meted out to them, and where it was needed justice was tempered with mercy. The
year after his arrival he went with
Major O’Halloran, Commissioner of
Police, to enquire into the outrage
upon the crew and passengers of the
barque the Melora on the Coorong. Later he
accompanied Major O’Halloran on ex-
peditions against the Rufus blacks on
the Murray. His son, Mr. James
Moorhouse, informed the writer that
his father used to be away from
home two or three weeks at a time,
sometimes longer, camping out in the
bush. One expedition was to Yorke
Peninsula, whither he proceeded with
the police to apprehend blackfellows,
who were executed for murder. A
Congregationalist like the New-
lands, the Protector was held in the
highest respect. He studied the wel-
migrants. seeing that they were pro-
vided with suitable quarters and
food, and that they were cared for
until such time as they secured em-
ployment. Kermods Street, North
Adelaide, was a fashionable residen-
tial quarter in the early days, and
here, at the easterly end, he had his
house, and planted the Moreton Bay
fig tree, which is still growing in the
extreme north-eastern corner of the
Memorial Hospital grounds.

In August, 1841, the doctor was
appointed a Justice of the Peace,
and also a member of the Statistical
Society to obtain full and authentic
accounts of the financial condition
of the colony, its resources, and
prospects. One of our most in-
fluential citizens of the time, he was
appointed in 1840 a member of the
Provisional Committee in connection
with the projected “South Australian
Colonial Railway.” In July, 1851, he
was gazetted a member of the Des-
tute Board, and the previous month
Returning Officer of the Electoral
District of Yatala. A number of his
papers and pamphlets on aboriginal
lore help to keep his memory green.
At Christmas, 1856, some months after he had been
admitted into Freemasonry in the
Lodge of Truth, Dr. Moorhouse
got to England, where, for about
two years, he was engaged in lectur-
ing and organising the emigration
services to South Australia. He
traversed England making
known the attractiveness of his
adopted colony as a field for
emigrants, and must have given a
remarkable impetus to the movement
at a time when the colony was in
great need for population.

It would appear soon after
his return from England the doctor
retired from the public service and
embarked on pastoral pursuits. He
joined Charles Swinden, nephew of
James Masters, who held, in 1840,
the pastoral lands around the present
town of Riverton. The Hundred of
Gilbert is part of Mr. Masters’
original holding. Swinden
and Moorhouse had large interests about
Riverton and Saddleworth. Eventu-
ally selling out his partnership with
Mr. Swinden, Dr. Moorhouse joined
Messrs. John Hope, F. H. Faulding,
Joseph Fisher and Anthony Forster,
the firm being known as Hope,
Moorhouse & Co., in the purchase of
the lease of 33 square miles of
country west of the Hummocks, the
lease having been taken up by Wil-
lian Lennon in 1851. Dr. Moor-
house lived at the Hummocks as
manager of the property. The
Snowtown railway now passes almost
the front door of the homestead.
The Hummocks was a well estab-
lised station, carrying about 25,000
sheep, when Hope, Moorhouse and
Co. took it over. The firm held this
property in the sixties—and probably
for sometime before—until 1890.
when it was sold to R. Barr Smith
and John Maslin. For a time Mr.
Maslin was manager at the Hum-
mocks. This country was, in recent
years, acquired by the Government
for soldier settlement. After Dr.
Moorhouse disposed of his interests
in the Hummocks Station he went
north, where he already had worked
extensive holdings. He settled at
Bartagunya, near Melrose, and there
spent the last years of his very active
life. This property was part of the
special wild sheep lease, and Dr. Moorhouse’s paddocks came
down to what, in those days, was
known as “the village” of Melrose.
In those days Melrose was the
most northerly outpost of settlement.
It was the emporium for many
stations in the far outback, and was
one of the busiest commercial centres
in South Australia. In that respect it
even rivalled Port Augusta in the
palmiest days of the seaport as a
distributing base for the pastoral
properties in the north and north-
est. Railway development else-
where robbed Melrose of much of
its business prestige, but a distinct
revival has occurred since the
subdivision of the Mount Remark-
able Estate for soldier settlement.
Dr. Moorhouse’s holding
having formed portion of that fine
station. Melrose has also in turn
been linked up to the railway system
of the State, and as the surrounding
country comprises some of the
oldest agricultural and grazing land
in South Australia, there is no doubt
about the continued prosperity of the
district. Old Bartagunya (a native
word signifying “place of grubs”)
forms part of the watershed of the
great Mt. Remarkable and Spring
Creek water scheme that has been
authorised by Parliament. The huge
reservoir will be constructed in the
vicinity of Melrose on one of the
creeks that flow through Bartagunya,
and a distinct increase of production
is sure to follow the completion of
this big scheme.

The doctor was also interested in
Saltia, Kallooloo, and Winnowie
Stations, held before the big drought
of 1864-6. James, his son (in later
years Secretary of Tattersall’s
Lodge), left school to take charge of
Winnowie for his father.

In the second Parliament Dr.
Moorhouse was a member of the
House of Assembly, having been
elected on March 13, 1860, one of
six members for the City of Ade-
elaide. His name appears second on
the list of members for the City, ap-
parently indicating his position at the
poll. His colleagues for this elec-
torate were Thomas Reynolds
(Premier 1860-1), Philip Santo (a
well known merchant), Samuel
Bakewell, Richard Davies Hanson
(our second Chief Justice), and Wil-
liam Parkin, who founded the Parkin
Trust in connection with the Con-
gregational church. The doctor re-
tired from Parliament at the dis-
solution on October 22, 1862. After
entering upon pastoral occupation, he
did not practise his profession to any
extent, but when occasion required
he rendered professional service
without thought of fee or reward.
He never allowed an appeal from
suffering humanity to go unheeded.
He used to say: “If I can relieve
pain I am paid.” He was also an
able and a hard working magistrate.
Dr. Moorhouse died at Bartagunya
on March 20, 1876, aged 63, greatly
esteemed by his neighbors and all
who knew him for his upright life,
his generous spirit, and his nobility
of character. A portrait of the good
old doctor adorns the walls of the
Institute at Melrose. He was laid
to rest in the cemetery near to the
township where his memory will al-
ways be revered. The epitaph on
his tombstone reads:—
He hated falsehood’s mean disguise
And loved the thing that’s just:—
His honor in his action lies.
And here remains his dust.
No two men did more to open up and develop the interior of South Australia than James and John Chambers, those public spirited patrons of the famous explorer, John McDouall Stuart. They took upon themselves obligations that really rested upon the community, particularly as the good results of Stuart’s expeditions were to the benefit of the whole people. But for the enterprise of the Chambers, the crossing of the Continent from the Southern Ocean to the Indian Ocean would probably have been delayed for many a year, and there is no doubt that their practical support of Stuart gave South Australia a big and lasting push along the road of progress. In reviewing their careers it is almost impossible to separate them so far as business activities are concerned.

James Chambers was born at Ponder’s End, London, and reached South Australia by the ship Coromandel in 1837. Among his fellow passengers were Edward Stephens, who came out to found the pioneer bank in Adelaide, and Charles Mann, Advocate General and Crown Solicitor, and father of the more famous legislator of the same name. In has been said that from his first landing into the province until practically the day of his death, James Chambers was engaged among the busiest scenes of colonial life. He was one of the first men to drive a team of bullocks from Adelaide to Port Augusta, and the track he followed was little deviated from in after years. At the outset of his career we find him organizing means of transport for fellow immigrants from the place of landing at Glenelg to the centre of operations where the foundations of the future city of Adelaide were being laid. Later as the field of enterprise widened, we find him the contractor for nearly the whole of the inland mail services of the province, and the proprietor of the largest livery establishment in Adelaide. James Chambers’ energy was boundless, and a few years of personal exertion and untiring industry sufficed to place him in possession of a fortune. In 1852 a man for an emergency was wanted. The gold of the South Australian diggers in Victoria must be conveyed overland to Adelaide, and James Chambers found the horses and vehicles, and himself took charge of the first gold cart, the arrival of which was a memorable event. He had a constitution of iron, but the exertions of mind and body eventually told upon him, and in 1854 he was obliged to seek a change and rest. He returned to England, and came back in 1856 apparently restored to health.

While in the old world Mr. Chambers turned his attention to the sending out to South Australia of horses, cattle and sheep of the best breeds with a view to improving his own flocks and herds and those of his neighbors. His connection with the mail service had now ceased, but he had taken the lead among the pioneer squatters of the far north. In 1854 there commenced a series of surveys, explorations and discoveries in the interior, of which William Finke took the management, with J. McDougall Stuart as his assistant. In 1858 the latter made his first celebrated journey to the westward at
the sole expense of Messrs. Chambers and Finke, the result of which was the discovery of Chambers Creek (now known as Stuart's Creek), and other permanent waters which gave Stuart the key to the route he afterwards took in crossing the Continent. Henceforth that great undertaking became the day dream of James Chambers' declining years, and equally enthusiastic was his brother John. Soon after Stuart's return in 1859, the Chambers and Finke, again at their own cost, dispatched him to make an attempt to reach the Indian Ocean. The explorer was driven back by the blacks at Attack Creek. The Government now came to the aid of the enterprising colonists, but Stuart failed again in 1861. On December 5 of the same year the Chambers and Finke started him out once more, the cost of the expedition being borne in nearly the same proportions by themselves and the Government. On this occasion Stuart succeeded, but before he returned to Adelaide James Chambers had died at North Adelaide. That was on August 7, 1862, at the age of 49 years. The explorer was greatly affected when the sad news reached him. James Chambers had evinced the tenderest anxiety about Stuart's safety. He displayed a marked Christian spirit when speaking of his own success in life and of his exploration policy, saying "It is as if I could not get past it, and as if God would oblige me to open the way through this Australian land that Christianity may hereafter be introduced by wiser and better men. I seem unable to free my hands of it, and whatever exertion of body, mind or means it costs me, I must accomplish this task, and then I think my course will be run." A carbuncle on the spine cut off James Chambers in the prime of life. He was on the road three weeks before his death bringing horses down from one of his stations. His passing was greatly mourned. On the first of Stuart's trips as a leader he discovered 16,000 square miles of pastoral country to the west of Lake Torrens, and he claimed as a reward from the Government for himself and his patrons a lease of 1,000 square miles, rent free for four years. The Government consented provided the maps and diaries of the expedition were handed over. An 18 years lease was granted, the first four years rent free, and at the end of the term the run was to be subjected to the prevailing pastoral laws. The concession however was never availed of.

John Chambers was younger than James, and came out from England a year later than his brother. In the early days (1840-50) he resided at Cherry Gardens, where he had about 1,200 acres, which he devoted to dairying and sheep farming. Subsequently he resided at Richmond Park, near Plympton. John Chambers and William Finke rode with Stuart upon the latter's triumphant entry into Adelaide on January 21, 1863. John never sought public life, although he was well known to members of the Royal Agricultural Society, whose meetings he attended regularly. He was a consistent and liberal supporter of the turf. He was just as keen on exploration as was his brother James, and his name is associated with the first Government expedition undertaken in the province. In 1837 a party headed by J. H. Fisher and Colonel Light set out for Encounter Bay with some marines from the Buffalo as protection against hostile natives. When 12 miles from Glenelg it was realised, with the heavy going, that the expedition was too ponderous, and John Chambers was requisitioned to take out drays and convey the marines and their outfit back to the ship. He died on September 27, 1889, at Richmond Park, at the age of 74 years.

The pastoral operations of James and John Chambers were on a very extensive scale, and included much pioneering of country. In the Blue books of 1865 there is a valuable return giving particulars of all the pastoral leases taken up in South Australia between 1851 and 1864. This shows that the Chambers during that period acquired no less an area than 1,773 square miles of country, the annual rental of which was nearly £900. They did not stock it all, but had a habit of quickly passing leases on to others. During the period mentioned, no fewer than 25 different leases were taken up by them. Their principal ventures were the Moolooloo, Wirrealpa, and Cobdogla stations. Moolooloo carried about 9,000 sheep and 5,000 cattle, and Wirrealpa, 6,000 cattle and horses. They had Stuart's Creek, on which there were about 1,000 cattle and horses. The Chambers founded the famous Pekina run, but passed it on to Price Maurice during a dry spell, and removed their cattle on it to the Cobdogla country, which was afterwards devoted principally to horses. Moolooloo, Bobmonnie and Wirrealpa, were sold for £48,000 to Philip Levi, who was caught by the disastrous 1864-66 drought, and those three properties were afterwards quitted for £31,000 less than they cost. Cobdogla was held in the Chambers' interests until it was resumed by the Government. Many geographical place names serve to perpetuate the memory of these splendid pioneers, and of members of their families.
WILLIAM RANSON MORTLOCK was born at Moat House, Melbourn, Cam­bridge—the old homestead is still in the possession of the family—in 1821. His people were bankers there, and although he never knew what it meant to want for this world's goods, a desire to migrate became irresistible. He voyaged to South Austra­lia in 1843 in the same vessel that carried Mr. and Mrs. W. Paxton and Miss Maddern, the last-named of whom came out to marry George Tinline, author of the Bullion Act. He frequently used to refer to his good fortune in reaching his destina­tion alive, because during the time-honored frolic indulged in by the ship's company when crossing the line he fell overboard, and was not taken out of the sea for 20 minutes.

Mr. Mortlock visited the eastern States before deciding to settle in South Australia, which he finally made his home in 1844. The pastoral industry immediately attracted his at­tention, and he made a start on Eyre Peninsula by purchasing the Yalluna run, 25 miles north of Port Lincoln and surrounding Tumby Bay. The area was 37 square miles, capable of grazing 5,000 sheep, Goyder's valua­tion later being £65 per annum, de­ducting improvements valued at £1,300. Mr. Elliott was installed as manager of Yalluna. He afterwards kept the Globe Hotel in Adelaide, a house that was demolished a few years ago to make way for the ex­pansion of James Marshall & Co.'s business. During this period Mr. Mortlock remained in Adelaide and superintended the management of two flour mills that he had acquired—one at Noarlunga and one in Hal­ifax Street, City. The latter was destroyed by fire in 1857, whereupon Mr. Mortlock gave up the milling business and settled in the Port Lin­coln district. He added to the Yal­luna Station by buying Strawberry Hill from His Excellency the Governor (Sir R. G. MacDon­nell), besides the Coffin's Bay run, which he sold to Philip Levi, and repurchased in after years. Strawberry Hill head station lease had an area of 21 square miles, with a grazing capacity of 2,200 sheep, and was valued by Goyder at £50 per annum, deducting improve­ments worth £180. Lake Wangary, a
The blacks were very troublesome on Eyre Peninsula in those early days. They carried off a kind of pet menagerie compared with the magnitude of the operations that were to follow.

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No one can think of the solid flourishing old southern town of Strathalbyn without associating with that well known locality the honored name of Rankine. Dr. John Rankine, a grand pioneer of the south, arrived in South Australia with his elder brother William and family about two and a half years after the proclamation of the Province, and the brothers—the elder had been a sheep farmer in Scotland—were among the earliest settlers and pioneer stock owners of the Strathalbyn district. Edward Stirling, father of Sir Lancelot, was a pioneer pastoralist, and had his home near the members of the Rankine family. To this day the Rankines and the Stirlings bear their honored family names in the district and the State. John Rankine was the second son of James Rankine and his wife, Jane Gemmell, and was born at Dalblair, in the parish of Auchinleck, Ayrshire, October 19, 1801. At 19, he entered the University of Glasgow, and at the end of three years took his diploma in the medical course. Before he settled down to practise his profession he learned the dispensing of medicine in the establishment of Professor Towers, one of the most distinguished chemists of his day. He married, in 1827, a daughter of Mr. William Watson, a writer in Glasgow, and for several years enjoyed an ever increasing practice as a physician. The state of his health necessitating a change of climate, he decided to settle in South Australia where he landed from the ship Fairfield in 1839, accompanied by Mrs. Rankine and his brother and family. Mr. William Warwick, founder of the old station Holowiliena, in the far north, was a passenger by the same vessel.

The brothers and a few other settlers were original holders of land in the special survey. Being mainly Scotsmen, they named the locality Strathalbyn. Originally it was printed Strath Albyn, having its name origin in the appearance the country presented to the Rankine family and others when they first visited it in 1839 and took up land. They camped on the hill above the present Glenbarr Estate where William Rankine established his home, just a mile or two beyond the valley chosen later by his brother, the doctor. The river Angas ran through Dr. Rankine's section, and being thickly covered with blackwood trees, the owner named his home "Blackwood." The hill on either side, on the present Adelaide Road, is still known as "Doctor's Hill." Strathalbyn literally means "White Valley." Dr. Rankine erected on his property a stone hut, and started operations for agriculture and stock raising. It was not long before the brothers were extensively engaged as stock and land holders. The doctor bought, in the first instance, 600 head of cattle and 70 horses, and had his runs alongside Lake Alexandrina and on Hindmarsh Island, on which he built a house for his own accommodation and that of his stock-keepers; the dwelling his people were pleased to call "The Castle." On the opposite side of the lake another house was erected to accommodate his employees, and from that point to the other side Rankine's Ferry ran. Here the doctor met with an accident which almost proved fatal. Crossing one day from Hindmarsh Island to the mainland with cattle, he tied one of the ani-
DR.

m a ls to th e s tern o f th e little c r a f t
w ith a rop e, in ten d in g th a t it s h o u ld
sw im behind .
H o ld in g th e r o p e in
his h a n d th e d o c to r s o u g h t t o p u ll
th e a n im a l a f t e r h im w ith d ifficu lty.
T h e o b stin a te c r e a tu r e p lu n g e d in to
th e d eep w a te r a n d set o u t fo r th e
o th e r sid e, fin a lly g e tt in g c lo s e to th e
c r a ft and
c o m p le te ly u p se ttin g it.
T h e d o c to r a n d th e p e rso n w ith him
w e r e c ap sized in to the w a te r , a n d th e
rop e b e co m in g tw in e d r o u n d D r .
R a n k in e 's n eck, h e w a s w e ll n ig h
s tr a n g le d .
W it h g r e a t p re sen c e o f
m ind h e u n tw is ted th e ro p e w h ile his
c o m p an io n
w ith
d iffic u lty
r ig h te d
th e boat, an d th e d o c to r ’s l i f e w a s
s a v e d . U n lik e h is b r o th e r , D r . R a n k in e w a s q u ite n e w to sh e ep fa r m ­
in g an d c a ttle r a is in g w h e n h e e n ­
te re d in to
th e
e n te r p ris e ,
b u t he
sp e ed ily a c q u ir e d
c o n sid e ra b le
ex­
p e rtn e ss
in
th e
m a n a g em en t
of
h is h e rd s an d in th e bu sin ess o f b u y ­
in g a n d s e llin g liv e sto c k . I t is r e ­
c o r d e d th a t “ a s a h o rs e m a n an d a
b u shm an h e w a s u n su rp a sse d b y an y
in th e w h o le d is tr ic t o f S t r a th a lb y n .”
H e r o d e lo n g d istan ce s an d e n d u re d
im m en se fa tig u e , t h o r o u g h ly r e v e l­
lin g in th e o p en a ir lif e . In a fe w
years
he
becam e
a
co n sid e ra b le
land ed p r o p r ie to r
an d
s to c k h o ld e r ,
w a s ap p o in te d a J u s tic e o f th e P e a c e
f o r th e “ C o u n ty o f H in d m a r s h ” —
an im p o rtan t m a g is te r ia l ap p o in tm en t
in th o s e d a ys— an d t h o r o u g h ly w o n
th e a d m ira tio n
and
e ste em o f the
p e op le a m o n g w h o m h e liv ed . W h e n
20 y e a r s o f a g e h is n e p h e w J am es
( a ft e r w a r d s k n o w n as th e H o n . J as.
R a n k in e ) b e cam e m a n a g e r o f the
s ta tio n p r o p e r ty o n H in d m a r s h I s ­
la n d b e lo n g in g
to
h is
fa t h e r an d
u n cle, an d in la te r y e a r s s o le o w n e r
o f th e p r o p e r ty .
The
d o c to r p u r ­
c h a se d a fine b lo c k o f lan d ten m iles
fr o m S tra th a lb y n , w h ic h h e nam ed
“ W a ts o n ’s P a r k ;”
D r . R a n k in e w a s
m o st h o sp ita b le an d g e n e r o u s h e a rte d ,
an d o fte n g a v e h is p r o fe s s io n a l s k ill
w ith o u t fe e o r r e w a r d . H e w a s b e ­
lo v ed b y a ll classes, e sp e c ia lly b y the
p o o r and n eed y, w h o sh a re d in th e
b le s sin g s o f h is u n o ste n ta tio u s and
u n stin ted
b e n e vo len ce .
The
first
r e lig io u s s e r v ic e s a t S t ra th a lb y n w e r e
co n d u c ted by th e
R e v . T . Q u in to n
S t o w a t “ B la c k w o o d .”
T h e d o c to r
to o k an a c tiv e in te re s t in th e s e ttle ­
m ent o f th e R e v . J o h n A n d e r s o n , o f
I n v e r k ip o n th e C ly d e , as th e first
m in is te r a t S tra th a lb y n in c o n n e c ­
tio n w ith th e F r e e C h u r c h o f S c o t­
land . T o th o se e m p lo y ed on h is e s ­
ta te h e w a s p a r tic u la r ly k in d an d c o n ­
s id era te.
N o m a ster w a s m o re in ­
d u lg e n t and none m o re in tereste d in
th e w e lfa r e o f h is s e r v a n ts — g en tle
and g e n e r o u s in a ll h is d e a lin g s w ith
them , y et firm and fa ith fu l.
In th e m e m o ir (18 6 6 ) o f D r . R a n k in e ’s life , b y th e
R e v . A le x a n d e r
A n d r e w , o f th e F r e e C h u r c h , B u s b y,
e x te n s iv e r e fe r e n c e is m ade to his
e le ctio n to P a r lia m e n t o r r a th e r to
th e old p a r tly n o m in ated an d p a r tly
elected L e g is la tiv e C o u n c il in J u ly.

JOH N

RANKINE

1654.
T h is is th e r e c o r d : “Dr. R a n ­
k in e w a s en ab led bo th fr o m th e c o m ­
p a r a tiv e ly ab u n d a n t m ean s an d le is u re
h e ha d a t h is d isp o sal, to u n d ertak e the
im p o rtan t d u ties o f a v e r y h o n o ra b le
p o st to w h ic h h e w a s s h o r tly a f t e r ­
w a rd s called .
F r o m th e v e r y g r e a t
im p o rtan ce to w h ic h , in th e c o u r s e o f
y e a r s , th e w h o le d is tr ic t h a d g r o w n ,
it w a s fo u n d n e c e s s a r y to h a v e som e
c o m p e ten t p e rso n
to
re p re s e n t th e
p e o p le ’s in te re s ts in th e L e g is la tiv e
C o u n c il.
A t th e tim e o f D r. R a n ­
k in e 's a r r iv a l, th e w h o le p la ce w a s
lik e a w ild e r n e s s ; bu t n o w it w a s
stu d d e d o v e r w ith v illa g e s o r little
to w n sh ip s, a s th e y a r e c a lle d , en rich ed
w ith th e in d u s tr ie s a n d a g r ic u ltu r a l
p ro d u ce o f a g r o w in g an d th r iv in g
p o p u la tio n , fo r m in g a s o r t o f c o u n ty ,
w h o se a ffa ir s had s o m etim es to be
r ep res e n ted in th e c o lo n ia l P a r l ia ­
m ent. A c c o r d in g ly , a f t e r th e n e c e s ­
s a r y p r e lim in a r y a r r a n g e m e n ts had
b een m a d e in v ie w o f th is , th e c o n ­
s titu te d e le c to r s b e g a n to lo o k ab ou t
f o r s u itab le c a n d id a tes.
A t le n g th
tw o w e r e fo u n d w illin g to stan d , one
o f w h o m w a s D r . R a n k in e , a n d th e
o th e r
a
lan d ed p r o p r ie to r, e q u a lly
w e ll k n o w n an d
h ig h ly resp ec te d .
A f ter a p r e tty s h a rp co n test, th e r e ­
s u lt o f th e p o ll tu r n e d o u t d ec id e d ly
in f a v o r o f th e fir st can d id ate, a s he
w a s r e tu r n e d b y a c o n sid e ra b le m a jo ­
r ity , an d s ty le d
M .L .C .
f o r H in d ­
m a rs h .
T h is , h o w e v e r , w a s a d is ­
tin ctio n w h ic h w a s m o re g iv e n him
th a n s o u g h t, as he n e v e r w a s am b i­
tio u s o f p u b lic h o n o rs , p r e fe r r in g
a lw a y s to liv e a q u ie t an d r etired
l if e a w a y fr o m th e e x c ite m e n t in ­
v a r ia b ly a sso c ia te d w ith th e d is c h a rg e
o f su ch official d u ties as th o s e w ith
w h ic h h e w a s e n tru ste d .
A ll w ho
k n e w D r . R a n k in e , c a n te s t ify to this,
th a t he w a s an e x c e e d in g ly hu m b le
an d m o d e st m an an d n e v e r as p ire d to
a n y office o f d istin ctio n , y e t w h en ,
b y the s u ffr a g e s o f the people, he
w a s p la ce d in su ch an h o n o ra b le
p o sitio n , he d id h is b e st to fill it w e ll.
H is v o ice w a s seld o m h e a r d in the
H o u se, a s he h ad little o r no a p titu d e
f o r p u b lic sp e ak in g , bu t w h a t he did
s a y w a s a lw a y s to th e point, and
u n ifo r m ly liste n ed
to
w ith resp ect.
F a i t h fu lly d id h e p e r fo r m his P a r ­
lia m e n ta r y d u ties, an d as a m a rk o f
th e s in c e re ap p re cia tio n o f his w o r k ,
w h en a n e w e le c tio n w as n e cessary,
th e p eop le v e r y
c o r d ia lly retu rn ed
him a seco n d tim e , and on th is o c c a ­
sio n it w a s r a th e r a n o v e l and c e r ­
ta in ly a g r a t if y in g s ig h t to see his
ten an ts an d o th e rs on th e p o llin g day
‘b u s k in g th e m se lv e s w ith fa v o r s ,’ and
v ie in g w ith
e ach
o th e r
in d oin g
h o n o r to
th e
s u c c e s s fu l can d id ate.
A t th e p o llin g b o o th the nam e o f
‘R a n k in e ’ w a s h e ra ld e d th ro u g h the
c r o w d s ; an d g r e a t w a s th e r e jo ic in g
o v e r h is triu m p h a n t e le c tio n .”
D r . R a n k in e to o k h is seat in the
fifth session o f the o ld L e g is la tiv e
C o u n c il w h ic h w a s h eld in G o v e r n o r
S ir H e n r y Y o u n g 's r e g i m e , and he
w a s als o r e tu r n e d in 1855 to th e L e g ­
is la tiv e C o u n cil w h ic h w a s open ed by

95

G o v e r n o r S i r R ic h a r d G r a v e s M a c D o n n e ll and w h ic h p assed the C o n s ti­
tu tio n A c t o n J a n u a r y 2, 1856. B u t his
h e alth w a s v e r y in d iffe re n t, and he
m issed a n u m b er o f th e sittin g s d u r ­
in g th a t h is to r ic session. T h e D is tr ic t
o f H in d m a r s h h a d been rep rese n ted
in th e o ld L e g is la tiv e C o u n c il fr o m
1851 to 1854 b y R o b e rt D a v e n p o r t, o f
B a ttu n g a , n e a r M a c c le sfie ld . H e r e ­
sig n e d on J u n e 29, 1854, an d D r . R a n ­
k in e w a s retu rn e d as h is s u c ce sso r on
J u ly 31. A w e e k b e fo r e th a t T h o m a s
R e y n o ld s ( P r e m ie r an d T r e a s u r e r in
1860 -1) h ad been e le cted f o r W e s t
T o r r e n s , to fill th e v a c a n c y cau sed
th r o u g h th e
res ig n a tio n
of
C h a s.
S im e o n
H a r e ; an d
th e p r e v io u s
m o n th C h a s P e n n w a s retu rn e d fo r
E a s t T o r r e n s in su cce ssio n to G e o r g e
M a r s d e n W a te r h o u s e ,
w h o becam e
P r e m ie r in
1861.
T h e tw e n ty - fo u r
m e m b e rs o f th e L e g is la tiv e C o u n c il
o f 70 y e a r s a g o w h en D r . R a n k in e
w a s r etu rn e d , in clu d ed G e o r g e F i f e
A n g a s , k n o w n a s “ F a th e r o f the P r o ­
v in ce ,” J o h n M o r p h e tt
(w ho
w as
S p e a k e r o f th e C o u n c il) , B o y le T r a ­
v e r s F in n is s ( w h o becam e th e first
P r e m ie r ) , G e o r g e S tric k la n d K in g s ­
ton ( fir s t S p e a k e r o f the H o u s e o f
A s s e m b ly ) , R o b e rt R . T o r r e n s ( a u ­
th o r o f
th e
R eal
P r o p e r ty A c t ) ,
J a m e s H u r tle F is h e r ( S p e a k e r o f th e
L e g is la tiv e C o u n c il w h ic h p a ssed the
C o n s titu tio n A c t , an d P r e s id e n t o f
th e first L e g is la tiv e C o u n c il u n d er
r esp on sible G o v e r n m e n t) , an d R ic h ­
a rd D a v ie s H an so n , F r a n c is S . D u t­
ton, J o h n H a r t, an d J o h n B a k e r , w h o
b e cam e P r e m ie r s .
On
J an u ary
3,
1856, th e d ay
f o llo w in g
the
p a ssa g e
of
th e
C o n stitu tio n
A c t,
D r.
R a n k in e ,
a cco m p a n ie d
by
his
w ife ,
le f t
A d e la id e f o r a v is it to Sco tlan d .
In his n a tiv e land he trie d a cou rse
o f h o m o eo p a th ic trea tm e n t, w ith the
re s u lt th a t his m ind w a s d ire c te d to
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O f the thousands of people who during the year visit Victor Harbor, Port Elliot, and other delightful localities in romantic Encounter Bay, how many give thought to the founder of settlement in this part of South Australia, the Rev. William Ridgway Newland who 84 years ago brought from England a party of immigrants and settled on the shores of the Bay, near to where now stands the flourishing town of Victor Harbor? Newland was a pioneer pastoralist of the district, and lives in South Australian history as "the pioneer pastor of the South." This grand old man, who passed away 60 years ago, and sleeps 'neath the pines near the banks of the River Inman, was the father of Mr. Simpson Newland, C.M.G., who died in 1925, in his ninetieth year. The latter in his charming book "Paving the Way" and his "Old Time Memories," throws a flood of light upon the life of Encounter Bay in the brave old pioneering days. Ridgway Newland's undertaking in leading a band of adventurous pioneers from the old world to found a permanent settlement in this great South Land bears striking resemblance to the Mayflower pilgrimage to America, in the 17th century. The reverend gentleman had ministered to the Congregational Church at Hanley, Staffordshire for 22 years. In Christmas week 1838 his party sailed from Liverpool in the good ship "Sir Charles Forbes," 400 tons. Passengers and crew numbered upwards of 200 souls. Mr. Newland's party comprised 33 all told including his wife, four sons and four daughters. Among the passengers were the Rev. Ralph Drummond, Presbyterian Minister, who settled at Mitcham, and Dr. Matthew Moorhouse, Protector of Aborigines. The vessel arrived at Holdfast Bay on June 7, 1839. Colonel Gawler was Governor, and following his Excellency's advice, Mr. Newland proceeded to Encounter Bay and took up a number of sections of excellent land at the upset price of £1 an acre. Leading colonists of the time held the opinion that Encounter Bay might become a port rivaling even Port Adelaide.

The Lord Hobart, a small trading vessel, conveyed Mr. Newland's party and an enormous quantity of stores and equipment round to the Bay, and cast anchor under Granite Island about June 20. Three men of the party under the guidance of two blackfellows, had been despatched overland from Adelaide by way of Mount Terrible, Myponga and Hindmarsh Valley. They took with them a cow brought from England, four bullocks, and sheep and goats obtained at Adelaide. The adventurous trampers reached the beach near the Bluff in a starved condition three days before the vessel, but they were hospitably regaled on fish by the friendly aborigines.

The landing from the "Lord Hobart" is the first thing in a not un-
eventful life that Mr. Simpson Newland (then in his fourth year) remembered "though it appears now," he told the writer, "looking back through the long years, like an indistinct dream that has failed to take firm hold on the memory. On the point of land, known in the old days as the Police Point, jutting out into the sea towards Granite Island the adventurous band from the "Lord Hobart" were landed by the boats, and so terminated a long and weary voyage of nearly six months. Days were occupied in discharging the cargo. Meanwhile a site had been chosen on a rise, for the encampment in what was long afterwards known as Keeling's section. Here a circular clearing was made in the timber, and tents were pitched. I can recall it now, the water-trunks boiled round a large gumtree at the upper end to the west. Almost simultaneously with the tents rose the bough chapel, for to the devout soul of the pastor, a house however primitive raised in the name of the Lord, in which His praises could be sung, which His flock, as necessary, and there were shingles added, and a dairy was excavated in the hillside. A barn of considerable dimensions was also considered necessary, and there were milking sheds and stockyard, the latter constructed of huge tree trunks on the 'chock-and-log' principle. In later years Mr. Newland built a fine substantial residence on his property on the sea side of the range and established an orchard where he grew English fruits to perfection. Dr. David Wark, who married Mrs. Newland's sister, Miss Keeling, and sat in the first House of Assembly in 1857 for the Murray, built a home and established a fine garden on the other side of the range. You may see tracks of the dwelling and orchard to this day. Dr. Wark practised his profession at Magill, and his grave is in the old St. George's Cemetery there.

If he were not actually the first to stock country in the vicinity of Victor Harbor with sheep and cattle, the Rev. R. W. Newland was among the pioneer stock owners there, early introducing both sheep and cattle into the district. His earlier years were occupied chiefly with clearing and cultivating the land, and in these operations he was most successful. The pastor sowed his first wheat crop within three months of his arrival at Encounter Bay. At the start, during the clearing and ploughing, he was himself chief bullock driver, but in his agricultural pursuits he had the assistance of employees whom he brought from the old land. His flock of sheep cost him 30/ a head but scab and footrot wrought havoc, and their value fell to almost half a crown a sheep. Yet despite the numerous difficulties that confronted him, he maintained his flocks and herds. Mr. Newland ran stock on the coast country from the Bluff along to Waitpinga, and he had a back station at Sheoak Hill, four miles from Encounter Bay. The wild dogs were very troublesome, and the sheep had to be shepherded at night. This early squatter had a portable hut on wheels built for this purpose and drawn by a pair of bullocks. The contrivance proved most serviceable. Altogether, Mr. Newland had fairly extensive holdings in and around Encounter Bay. As a young man, Mr. Simpson Newland and his brother-in-law, Mr. Henry Field (father of Mrs. Percival Stow of Glenelg) brought stock overland from Narrandera. At times he expressed the conviction that the land was a failure, but the indefatigable pastor labored on. The places of those left were filled by newcomers, and farmers supplanted squatters. Not only was his chapel filled, but as the settlement proceeded, he founded others in different parts of the district. True, each new settler taking up land reduced the pasturage for his stock. His sheep got the scab and footrot and wasted away; his cattle driven to the scrub did not thrive; farm and dairy produce fell so low as to be almost unsaleable; but the older he grew the less he cared for the things that perish—the more his heart was set on the mission received from his Divine Master, 'Woe is Me' said the parson, 'If I preach not the gospel,' and he preached it, riding long distances over rough wild bush tracks, across bridgeless rivers, rain and shine, or during the darkest, stormiest winter nights."

Mr. Newland established chapels or churches for the Congregational cause at Bald Hills, Port Elliot, Milang and other localities. The devoted pastor was for many years Chairman of the Encounter Bay District Council, "the Chairman par excellence of all public meetings, forcible, impartial, he swayed opinion at his will and yet wounded no man's self-esteem." This old pioneer died on March 8, 1864, having been thrown from the mail coach on which he was returning to his home on a dangerous road, crossing the hills overlooking Port Elliot. He was laid to rest under the pulpit of his old tabernacle at Encounter Bay, and in later years the remains were reinterred in the cemetery in the bush behind Victor Harbor town. The Congregational Church at the Harbor was erected to his memory. Newlandtown, Newland's Head and other coastal localities in Encounter Bay perpetuate the memory of this grand old man.
A NOTABLE Scotch South Australian pioneer, Thomas Hogarth, was born in the parish of Kilwinning, Ayrshire, on September 6, 1815, just one day before his famous countryman, John McDouall Stuart, first saw the light at Dysart, Fifeshire. These two men were closely associated with the pioneering days of the colony, though the explorer settled in South Australia some twelve months prior to the other’s arrival here, and engaged in pastoral pursuits some years before him. At an early age young Hogarth proceeded to Ireland with the object of taking up a business career. He soon returned to Scotland, and went into the grocery trade. His strong desire for independence and outdoor life led him to look abroad, so, soon after attaining manhood, in company with his brother, he sailed from his native land in the ship “Delhi,” and landed in South Australia on December 21, 1839, three years after the proclamation. The brothers, accompanied by Mr. Foster, ascended Mount Lofty on the following Christmas day, when the heat was so intense that the party were too exhausted to attempt the return journey on the same day, and they were forced to camp out for the night without food or covering. As there was a powerful native tribe in the vicinity practically uncivilised, the adventure was a risky one.

Although the young colonist brought some capital with him, he found little opening for investment, and so accepted whatever employment was offering. Early in his colonial career, Thomas Hogarth had the misfortune to lose his brother, who succumbed to an attack of fever, and he, himself, was confined to his bed for 21 weeks suffering from the same disease. Despite the weak state of his health following his long illness, he set out with dogged determination to make headway in the new land. With his brother-in-law, Robert Smith, he undertook contracts for road construction in Adelaide. His next business was milling on the South Road, and after that he engaged in the manufacture of agricultural implements in Adelaide for several years. Having a natural genius for mechanics, he made important additions to the Ridley reaper. The first threshing machine and the second reaping machine manufactured in the colony were made by him. At about this period the site of the property, now known as Waterhouse Corner (the corner of King William and Hindley Streets) was offered to him for £40, but he preferred to invest his spare
Thomas Hogarth capital in his growing business. What a small fortune would have been his if he had bought the site and held on to it! A few years later Mr. Hogarth disposed of his machinery business, and, in partnership with the late Robert Paterson, took up sections in the vicinity of Black Forest, where he carried on farming operations near Smithfield, and established a well-known property, which he named Blair Place. He was one of the very first settlers in that district, and when the township of Adelaide was purchased, eventually, 1,100 acres of freehold, for some of which he paid as much as £15 an acre. This land he used for fattening stock for the Adelaide market, and for wheat growing, and in both stock raising and agriculture he was highly successful. When these lands in the Lower North were thrown open for inspection to a view to agricultural occupation, a severe drought was prevailing, and on arrival at the Little Para intending settlers found water so scarce that of the two offered a panacan of brandy for a pannican of water. For years, until his death, he carried on mixed farming, and held on to it! A few years later his son-in-law purchased the property and continued it to his sons. Two of whom were active partners and managers until the property was sold in 1918 to Messrs. Malcolm Reid and Leslie Taylor. Thus, after nearly 60 years occupancy, it passed out of the Hogarth and Warren families.

Mr. Hogarth was of a studious nature, and there were few public questions upon which he could not converse with the utmost freedom. At an early age he imbibed the spirit of his Chartist father, who boldly took a prominent part in the great Chartists' cause and had the temerity to publicly fight his own landlord, the Earl of Eglington, who was the opposing candidate. Being an ardent admirer of Robert Burns, he received inspiration and impulse from the poet's call to a wider life of liberty. He delighted reading such poems as "Scot's Wha Hae," "A Man's a Man for a' That," and "The Cotter's Saturday Night." These and other poems of the Scottish Bard called into being the spirit of love of country, liberty and freedom. Such sentiments found ready response in Mr. Hogarth, who drank the character of the century so much to the extent as to lead him to these far away Southern lands to meet undaunted the difficulties and hardships of a new country. Independence of thought was one of his strongest characteristics, and made him too independent to do a mean action, or act other than along the lines of the strictest integrity. He was a true type of the robust, clear-headed Scotchmen who have stood in the first line in developing the industries of their adopted countries. A great admirer of the pure Clydesdale breed horses, Mr. Hogarth, during a visit to Scotland in 1863, visited a number of agricultural shows and selected a stallion to bring to Australia. The animal was put on board ship, but it died on the voyage. Mr. Hogarth was recognised as one of the best judges of draught stock in Australia. He died on September 1, 1883. In 1842 he married Miss Jean Smith, daughter of a highly respected colonist, who arrived in 1839. There were six sons and four daughters. The surviving sons are Mr. Thos. E. Hogarth, late of Anna Creek station, and Mr. Robt. Hogarth, of Messrs. Hogarth & Edwards, stock agents.
So far back as January, 1842, the name of Captain Charles Harvey Bagot figures in a list of the principal owners of sheep in South Australia, and his connection with the State began at an even earlier date. He was a man of many parts—soldier, pastoralist, legislator, temperance advocate, farmer, and mine owner—and is credited with having been gifted with an upright spirit and a large-hearted zeal for the welfare of his fellows. It was said that his venerable form and firm, erect carriage would have marked him in the recollection of his fellow citizens had nothing else aided to make him a prominent individual in the community. Captain Bagot was born in County Kildare, Ireland, in 1788, and belonged to an old family of high repute. He entered the 87th Foot of the Imperial Army in 1805. His regiment was selected for foreign service, and he earned some distinction in India during the Mahatta War, when he was promoted to the rank of Captain. About 1819 he returned to Ireland, and devoted himself to the pursuits of a country gentleman until 1839, when his attention was directed to the possibilities of South Australia. Captain Bagot came out in the following year with his family, and brought with him a number of Irish agricultural laborers and other persons whom he considered likely to become useful colonists.

Soon after landing the Captain pushed into the scrubby country of the south through Willunga, Currency Creek, the Finniss, and the part where Strathalbyn is now situated, along the ranges to Mount Barker, and thence back to Adelaide, in search of land for agricultural purposes. He was accompanied on this trip by William Oldham, who afterwards became first manager of the Kapunda Copper Mine, and the venture was considered a lucky one for those times. Eventually Captain Bagot settled down to sheep and cattle farming at Koonunga, a place afterwards known as Bagot's head station. In 1842 he is recorded as being the owner of 1,155 sheep, which, in 1846, had increased to 12,000—a flock that represented extensive pastoral operations for those early days. One of the first references to his name is contained in the accounts of the outrage committed by a large party of blacks in the vicinity of North West Bend. River Murray, upon a party of ten drovers who were bringing sheep from the East, Captain Bagot and George C. Hawker carried relief to the distressed men. Koonunga was a much larger property originally that it is to-day, and it has passed through the hands of various owners. The discovery upon it of a large deposit of phosphatic rock some years ago added considerably to its value.

In Captain Bagot's day Koonunga was maintained practically as an open house. Francis Dutton, in his historical sketch of South Australia, published in 1846, says: "Hospitality reigns throughout the land in good old English style. A person may get on his horse in Adelaide, and ride north or south or east, and leave his purse behind him. For he will be able to traverse the whole colony without expense, and find a hearty welcome, with comfortable accommodation for himself and beast every evening. Indeed, the accommodation of casual strangers and travellers is so much looked upon as a matter of course that at most country establishments there are apartments always kept ready for that purpose. The universal beverage being tea, the teapot is often of gigantic size, the beverage being considered as refreshing after a hot ride as anything one could drink. Pre-eminent for hospitality is the country residence of Captain Bagot, called Koonunga. Being situated near the thoroughfare to the north, the number of people who, in the course of a year, partake of his..."
The privacy of his family being so constantly broken in upon, must have often been disagreeable to him, but he did not mind this, his maxim being rather to afford accommodation to all travellers at his own residence than to have a public house near him, bringing with it the baneful evil of the sale of spirits."

"The discovery of South Australia's most famous copper mines—Burra, Kapunda, Moonta, and Wallaroo—is inseparably associated with the pastoral industry. In the case of Burra and Moonta the lucky hit was made by shepherds, but the process was slightly varied so far as Kapunda was concerned. The Kapunda copper mine was discovered in the latter part of 1842 by Charles Samuel Bagot, Captain Bagot's youngest son (afterwards knighted in England), while gathering wild flowers on the plain, and shortly afterwards by Francis Dutton, not far from the same spot, on a hillock to the top of which the latter had ridden to obtain a view of the country. A flock of sheep had dispersed by a thunderstorm, and Mr. Dutton had been out in the rain nearly all day mustering them. He saw what he took to be green moss on a rock, and, getting off his horse, he broke a piece of the rock and found that the tinge was as bright in the fracture as on the surface. He confided his discovery to Captain Bagot, who produced the copper specimen found by his son. Messrs. Bagot and Dutton then purchased an 80-acre section for £1 an acre, the price for "waste land," and sent a box of specimens at that time (December, 1844) agriculture being hoisted. The analysis was so creditable. The privacy of his family could hardly be credited. Johann Menge opened the proceedings by an interesting address on mining in general, and the Kapunda mine in particular, after which the first ground was broken. The ceremony ended in by far the most interesting portion of our address, of discussing the cold collation Mrs. Bagot and the other ladies had meanwhile been unpacking from hunting hampers and boxes. The place itself was a perfect wilderness."

When in April, 1845, Captain Bagot desired to increase the mineral holding he found that public excitement had been aroused, and on behalf of Mr. Dutton and himself he had to pay £2,210 for an extra area of 100 acres.

In order to induce teamsters to stick to one track, between Kapunda and Gawler, and help to consolidate the road, Captain Bagot devised an ingenious and novel plan. He set out with a bullock dray, to which a plough was attached, and, planting small flagstaffs as guides in advance, he had a single furrow thrown up, a few inches deep, the whole way from the mine to Gawler, a distance of 18 miles. About two miles from where the mine road joined the Gawler road the plough broke, but Captain Bagot caused the men to top off the limb of a tree having a fork at one end, and, substituting this for the plough, the line or furrow was completed by sundown. This contrivance was afterwards left at a spot now known, from the circumstance, as "Snob's Log." Captain Bagot and George F. Ashton, on behalf of themselves and others, took out a special survey of 10,000 acres at the Burra when the copper mine was discovered in 1845, but in the historical drawing of lots the rich part of the property fell into the hands of the "Snobs," and the rival faction, known as the "Nobs," including Captain Bagot, had to be content with the Princess Royal portion, which later was given over to pastoral uses.

"Captain Bagot had a long and useful career in Parliament. He was returned unopposed to the first Legislative Council chosen under the elective system, and in 1857, when responsible Government became operative in South Australia, he was twelfth on the poll out of 27 candidates who contested 18 seats, and was the second member to sign the roll. To his interest in the Kapunda Copper Mine he owed the bulk of his fortune; and it was not surprising that he should take a keen interest in the welfare of the mining industry generally. When Governor Robe attempted to pass a Bill in the Legislative Council authorising the raising of royalties on minerals, the non-official members of the House, including Captain Bagot, walked out of the chamber before a division could be taken, thus leaving His Excellency without a quorum and securing the defeat of the measure. Captain Bagot resigned from Parliament in January, 1869, when he was 81 years of age, and stated in his letter: "I do this because I feel conscious of being fairly used up." He continued to live, however, until he had attained the patriarchal age of 93 years. The captain took a great interest in the town of Kapunda, of which he was the virtual founder. Captain Chas. Sturt says in one of his letters: "It is anxious to establish a township in the vicinity of Kapunda, and he will no doubt succeed, the very concourse of people round such a place being favorable to his views." Mr. is credited with having been the first to advocate the provision of a proper water supply for Adelaide, which circumstance fitted in with his vehement support of the total abstinence principle. He was also one of the first to use John Ridley's threshing machine, and promoted the testimonial that was presented to the inventor, but he brought a hornet's nest about his ears when he asserted that, with the use of this machine, wheat could be grown profitably for 1/6 a bushel. The records show that at that time (December, 1844) agricultural laborers in South Australia were receiving only 2/6 a day. Captain Bagot died at North Adelaide in 1880. "The hoary head was a crown of glory," says the Rev. John Blacket. Bagot Road, North Adelaide, Bagot's Well, and several other geographical place names help to preserve the memory of this fine old colonist."
JOHN WARREN, founder of the well-known South Australian pastoral family of Warren, came to the colony by the ship "Royal Admiral," which anchored in Holdfast Bay on January 18, 1838, when the colony was not much more than 12 months old. This worthy Scotch pioneer started a brewery on the banks of the River Torrens, the first established of its kind in the province. After about three years in this business he became a leading member of a syndicate which applied for a "special survey" of 20,000 acres in the Finniss district. Finding the country in the south unsuitable for their requirements, the syndicate obtained a "special survey" in the Mount Crawford district, paying £1 an acre for the land selected. When the "survey" was divided among the partners, Mr. Warren chose Springfield as his portion, and built his home there, making it with the aid of his son, afterwards known as the Honorable John Warren, M.L.C., a fine, flourishing estate. Here the old pioneer resided until his death in 1873, and here, too, the younger John lived and died. At Springfield, the elder Warren was one of the first in South Australia to carry on successful dairying operations, combined with grazing and farming pursuits. In the early forties the brothers, Alexander and John Murray, brought the first sheep to Mount Crawford, and soon demonstrated the suitability of the district for high class wool production. John Warren recognised the great potentialities of the district for sheep farming, and in 1846 purchased a number of ewes from Strathalbyn. His venture in sheep raising, however, was not the success he expected, mainly through the prevalence of scab, which wrought great havoc among some of the flocks at that period.

The son John, born at Coxton, Morayshire, Scotland, had come out in 1842, a lad of twelve, and straightaway joined his father at Springfield shortly after he had settled there, and remained with him until he had passed his majority, when he proceeded to the Victorian goldfields, where he did well. The son was too valuable to the father to be absent

JOHN WARREN.
for long on the goldfields, and returned to Springfield to assist in building up the pastoral property. Shortly after his return a fresh beginning was made with sheep, this time by the purchase of 1,500 Merino ewes from the estate of John Howard-Brown, and by the introduction of pure Merino rams acquired from John Murray, of Mount Crawford. The flock established on these lines in 1833 was continued for many years with great success, and Springfield sheep and wool won a high reputation in the Australian markets. In addition to sheep breeding, general farming, fruit growing, and wine growing, were notable industries of the estate. Mr. John Warren, Sen., passed away in 1873, and a great portion of the property was inherited by the son, whose wide knowledge and business acumen had materially contributed to its prosperity. But several years before he succeeded to the Springfield estate, the son launched out with bold enterprise in the far interior. In 1862, when the northern areas gave promise of a splendid future and were awaiting development, John Warren, Jun., in conjunction with William Bakewell and Julius Jeffreys, took up 500 square miles in the neighborhood of Strangways Springs. The station was known as Anna Creek, and a fine property it was. The first year’s run was first stocked with high class sheep, and later with cattle and horses. Eventually Messrs. Bakewell and Jeffreys retired from the partnership, and Mr. Warren was joined by his father-in-law, the Hon. Thomas Hogarth, who remained in the partnership till his death, in 1893, when the Hogarth interests were the partnership till his death, in 1893. Hogarth represented a vast expenditure of capital, but he had confidence in the country, and never tired of advocating that the Northern Territory should be governed on principles similar to those which had proved successful in settling similar country in Queensland.

For nearly a quarter of a century John W arren, Jun., was a member of the Legislative Council, and throughout his political career made his influence felt. Frequently he stood alone in his advocacy of certain political questions, but he never wavered from the course which he believed to be right, and fought with lion-like strength for his political cause. No member of the Legislature carried more weight than he did in legislating in regard to the pastoral country. Indeed, there were few South Australians with great knowledge of the outside lands, and both in Parliament and on the Council of the Pastoralists’ Association his advice and judgment commanded respect and attention. He was appointed chairman of the Parliamentary Commission which travelled many thousands of miles through the great North-West, and northward as far inland as the Mac-Donnell Ranges. Returned to the Legislative Council for the North-Eastern district in 1888 at the head of the poll. Mr. Warren retired by effluxion of time in 1896, but was again elected head of the poll by his old constituents, and continued to represent the district until 1912, when he retired from active politics owing to failing eyesight.

Although termed a rigid Conservative, Mr. Warren was admired for his sterling honesty, integrity and sturdy independence. By reason of the searching criticism which he brought to bear on public questions he was a tower of strength to his party, and his disinterestedness was never questioned. Of him it was appropriately said: “Owing to the fact that he was a born fighter, and that he never refused a challenge from a political opponent to defend the labors of these men and of their remarkable enterprise were thoroughly well deserved.” His pastoral interests in the Northern Territory, along the route of the Transcontinental telegraph, interests which he held for many years in partnership with his brothers-in-law, Messrs. Hogarth, represented a vast expenditure of capital, but he had confidence in the country, and never tired of advocating that the Northern Territory should be governed on principles similar to those which had proved successful in settling similar country in Queensland.

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For nearly a quarter of a century John W arren, Jun., was a member of the Legislative Council, and throughout his political career made his influence felt. Frequently he stood alone in his advocacy of certain political questions, but he never wavered from the course which he believed to be right, and fought with lion-like strength for his political cause. No member of the Legislature carried more weight than he did in legislating in regard to the pastoral country. Indeed, there were few South Australians with great knowledge of the outside lands, and both in Parliament and on the Council of the Pastoralists’ Association his advice and judgment commanded respect and attention. He was appointed chairman of the Parliamentary Commission which travelled many thousands of miles through the great North-West, and northward as far inland as the Mac-Donnell Ranges. Returned to the Legislative Council for the North-Eastern district in 1888 at the head of the poll. Mr. Warren retired by effluxion of time in 1896, but was again elected head of the poll by his old constituents, and continued to represent the district until 1912, when he retired from active politics owing to failing eyesight.

Although termed a rigid Conservative, Mr. Warren was admired for his sterling honesty, integrity and sturdy independence. By reason of the searching criticism which he brought to bear on public questions he was a tower of strength to his party, and his disinterestedness was never questioned. Of him it was appropriately said: “Owing to the fact that he was a born fighter, and that he never refused a challenge from a political opponent to defend
E D W A R D  J O H N  and Robert Roland Leake went through life hand in hand, so far as their business interests were concerned, and their careers are inseparable from the early pastoral history of the south-east. Yet nothing like a connected account of their lives has ever previously been published. They were sons of the Hon. John Leake, who migrated from England to Tasmania in the sailing ship “Andromeda” in 1823, and upon arrival was given a grant of land at Campbell Town. He, together with Mr. Gillis, is credited with having introduced the Merino sheep to Tasmania, in 1824, by an importation from the Elector of Saxony. His title came from membership of the Legislative Council of the island State. It would appear that the Leake family was associated with South Australia even before its proclamation as a province. In a book entitled “South Australian Exploration to 1850,” written by Gwenneth Williams, the Tinline Scholar of the Adelaide University, it is stated that Mr. Henry Hesketh, of Tasmania, “determined to examine the coastline of the new country (South Australia) thoroughly, in order to endeavor to find the most suitable site for the capital. In December, 1835, he left Launceston, accompanied by Mr. R. Leake, and calling at Port Phillip, voyaged to Kangaroo Island, sailing thence to Spencer’s Gulf, Gulf St. Vincent, and Lake Alexandrina. This was a commendable example of private enterprise, and testified to the interest felt in the formation of the new province.” The date mentioned in the extract (December, 1835) makes one of the Leakes, at all events, a very real pioneer.

The next definite reference to Robert Leake is found in “The South Australian Gazette and Colonial Register” of March 2, 1839, as follows: “Early in April last Mr. Robert R. Leake, a young gentleman well instructed in pastoral affairs, and formerly employed by the South Australian Company (whose service he states he left in disgust), landed in the province 390 ewes and 10 rams. The dropping of the lambs, unfortunately, commenced immediately after landing, and while the ewes were suffering from the effects of the voyage, so that a considerable number were lost. The produce, however, of the flock, on the 1st of June, amounted to 351 lambs. On the 1st of January last the same ewes lambed the second time, and the produce was 306 lambs, making the increase of Mr. Leake’s flocks as under—May 1st, original flock, ewes and rams, 400. June 1st, increase, lambs, 351. January 1st, 1839, increase, lambs, 306. Actual increase within seven months, 657. Total flock, 13th January last, 157. The lambs of the first dropping month in the colony will produce in August next, along with the imported ewes, and Mr. Leake calculates that his increase of lambs upon the whole flock during that month will amount to 540, which, added to the present flock of 157, shows an increase, upon the original importation of 400, of 1197 within little more than 16 months! Truly it is not surprising that sheep farming should be eagerly pursued.”

It is hard to understand the reference to Robert Leake having left the service of the South Australian Company “in disgust.” The early records of the company were kept in a remarkably orderly manner, and there is not the slightest proof of Robert Leake ever having been in the employ of the company. Certainly his name never appeared on the pay roll. There is a record, however, of this pastoralist having purchased 60 rams from the company in July, 1849, for which he paid £72.

It is evident that Robert Leake was first attracted to the country north of Adelaide, and in a return published on August 28, 1841, he is shown to have been, at that time, the fourth largest holder of sheep in the province, apart from the South Australian Company. He then had 2000 male and 4700 female sheep—a total of 6700, and the locality of his country was described vaguely as “Northern Plains,” it having actually been in the neighborhood of the Burra. The only other individuals who had more sheep than he did at that time were Arthur Hardy, G. A. Anstey, and John Morpheit. In the early forties Robert Leake was joined by his brother Edward, and they transferred their pastoral activities to the south-east, where operations were conducted on a considerable scale. Their holdings...
are precisely described in a return furnished to the South Australian Company in April, 1845, by Evelyn P. Sturt, another pioneer of the south-east, and brother of Captain Charles Sturt, the explorer. This interesting document is in a perfect state of preservation, and reads: "Description of runs occupied by R. R. and E. Leake, holders of an occupation licence. Situation—South-eastern portion of the province. No. 1—Lake Leake, beginning half a mile south of the lake, running four miles north, four miles south, two and a-half wide, under the protection afforded to settlers against the blacks. No. 2—Glen Co., running six miles by trees. No. 3—Mt. Schanck, running eight miles by trees. No. 4—Mt. Muirhead, for centre, two miles round, marked by trees. No. 5—Mt. heen, south-east and north-west of Mt. Schanck, marked by trees. No. 6—Mt. Harefield, one and a half miles from the Bluff Range, marked by trees.

It was while "squatting" in the north that the Leakes fell in with John McIntyre, who was to become their devoted manager over a considerable period. He accompanied them on the long and trying journey to the south-east, with drays and stock. Almost unknown country had to be traversed, and as there were no mails at that time, all the business about the runs had to be done by visiting Adelaide on horseback many times. Later, access to Portland, Victoria, was opened, and stock and supplies were obtained from Tasmania. The two brothers settled at a spot they called Glencoe, in compliment to Mr. McIntyre, who came from Glencoe in Scotland, made historical from the massacre of the Clan McDonald in 1602. They built a slab hut, with a bark roof, which was put together without a nail. Afterwards the much more ornate homestead, known as "Frontier House," was erected, the foundation stone being laid by Mrs. Robert Leake, with considerable ceremony. There were slits in the walls, through which rifles could be fired at depredators. When Edward Leake died, in 1867, the area of Glencoe was 52,000 acres of freehold, which carried 53,000 sheep, 3,500 head of cattle, which included imported Devon blood, and 300 horses. Another importation was the Cleveland stallion, Rainbow, which was landed at Portland by swimming. Challenger, purchased in Tasmania, also helped to make the LL brand of horses (the first L reversed) famous throughout the land. The Mt. Schank run was purchased by the Leakes from Fortescue Arthur at 2/6 per head for all the sheep then depasturing on it, the latter quitting in disgust at the want of protection afforded to settlers against the blacks.

Inspector Tolmer, the Rev. John Blackett, and an anonymous writer, "Panaugharry," have all published reminiscences of the Leake brothers, who have been described as a bluff, hearty, jovial pair, somewhat eccentric, but eminently hospitable. Robert was a justice of the peace, and had novel methods of dispensing justice. On one occasion, when trying an assault case, he advised the disputants to "go outside and fight it out." Edward was a very big man, and weighed 20 stone. He used to drive tandem, and sometimes three horses—what he called random. There was a swivel gun, obtained from a wreck at Guichen Bay, mounted at Frontier House, and a royal salute of twenty-one guns was fired on every Queen's birthday. All the station hands would muster around the cannon, sing a verse of the National Anthem, and receive a good noobber of grog. At shearing time a white flag would be held up and the gun fired so soon as the first sheep was let go, and the end of the shearing would be marked by a similar proceeding. The Leakes also had a good-sized piece of country on the Victorian side of the Glenelg River. Edward retired from active management of business matters, and went to reside at Portland, and later at The Punt; but when his brother Robert died, in 1860, he returned to Frontier House. The remains of both lie in the Mt. Gambier Cemetery. John McIntyre afterwards owned Mt. Schank run, and was succeeded at Glencoe by Thomas Tilley. Eventually the Riddochs bought the freehold of Glencoe from the Leakes, and from time to time sold off portions of the richest land. About 1900 the brothers John and George Riddoch decided to dissolve partnership, and the run was divided into two parts of as nearly as possible equal value by George, and John had first pick as to his portion. He chose the southern part, and cut it up and sold it in blocks. George established a new station on the other part, which he called "Koorine." On it he built a mansion, about two miles from Kalangadoo, where he lived till his death in 1918. It then passed by inheritance to his grand-daughter, Miss Adelaide Napier, and was sold, after the war, to the Government for soldiers' settlement.

Robert Leake was a candidate for the old Legislative Council in 1854, but was beaten by Capt. John Hart. However, he was elected to represent the district of Victoria in the first period of Responsible Government in 1857. Why he ever sought political honors it is hard to comprehend, for "Hansard" shows that he never uttered a word in the Assembly, and resigned his seat in 1857. "The Register" published the following scathing comment at the time: "Mr. Leake resigns without giving a reason at all. The election cost the country £200; 16/6, notwithstanding there was no contest for the seat. . . . In retiring from Parliamentary life Mr. Leake will, at all events, have the proud satisfaction of knowing that during his whole career he never enunciated one sentiment which he could wish either to modify or to retract; but, notwithstanding this, it is to be hoped that the fifty certified electors of Victoria will in future be able to return their representative for something under £200."

English papers to hand in September, 1923, recorded the death of Mrs. C. A. M. Billyard Leake, at Bisham Abbey, Berks. She was a daughter of Edward Leake during the Great War (for four years) she and her husband, without reward, placed Harefield at the disposal of the Commonwealth Government as a hospital for Australian soldiers, 40,000 of whom passed through it during that period. Mr. Billyard Leake resided, jointly with Sir Francis Newdigate, the memorial to Australian soldiers in the Harefield parish churchyard. Lake Leake, Lake Edward, and Leake's Bluff serve to perpetuate the memory of Edward and Robert Leake in South Australia.

(Efforts to secure portraits of the subjects of this sketch have been fruitless.—Ed.)
ARLY South Australian colonists, who by reason of their industry and pluck, and making the most of their opportunities, carved out successful careers, and left their mark in the annals of the State, included quite a number of Scotsmen, shrewd, cautious, enterprising men who pioneered and paved the paths to settlement and progress. These men who braved and endured in many instances against heavy odds, were of the bone and sinew of the Province, and people to-day may well hold them in grateful remembrance for having laid safe and sound foundations for those who followed after. Among these worthy pioneers was Alexander Hay, a native of Dunfermline, Fifeshire. He had as a fellow townsboy the celebrated painter, Joseph Noel Paton, who designed the famous rose window in the ancient Abbey there.

Mr. Hay came to South Australia in 1839, before he was 20, and settled for a brief period in Adelaide. He then spent five years in the Gumeracha district which many years after he represented in Parliament. For some years he was engaged in commercial pursuits in the city, but the greater part of his life in the colony he devoted to pastoral interests. His name appears in the list of early pastoralists who held property to the north of Adelaide. What appears to have been his first holding was at Barabba. In the late fifties or early sixties he purchased the Nor'-West Bend station on the River Murray. This comprised an extensive area on rental from the Crown, and also a considerable tract of country which he purchased, and which remained in his possession up to the time of his decease in 1898. In 1871 he bought an interest in a run on the River Darling in New South Wales, owned by Messrs. Field, Chisholm, and Newland (Mr. Simpson Newland, C.M.G., author of the splendid historic novel, "Paving the Way." ) A few years later the firm of which he was a partner purchased an adjoining run on the Darling. Subsequently a considerable extent of country was obtained on the Paroo river on the Queensland boundary, 170 miles from the Darling runs, and formed into another station. The three properties comprised a vast area of country capable of carrying large flocks and herds. We get glimpses of the experiences of pastoral life on the Darling and the Queensland border at this time from Mr. Simpson Newland's delightful work "Paving the Way." Many of the scenes in Part II of this book are laid in this portion of
deals with the pastoral industry in Australia and on the stations in which Mr. Hay and his partners were interested. The book itself deals with the pastoral industry probably before Mr. Hay actually entered the partnership, though no doubt the description is typical of some of his experiences in country where much capital was risked in the development of the runs.

Referring to the Queensland border country, Mr. Newland wrote, "At this period pastoral pursuits were beset with many difficulties and dangers, and the consequent failures and sufferings were numerous and great. Men of fair means invested their all in these enterprises, and after years of toil and privation found themselves left penniless. No doubt this was frequently the natural result of experience, and in other cases of the want of the necessary attention and application. But there were other cases, where, after the expenditure of immense capital, and the waste of the energy of a life, utter ruin came at last. Fearful droughts, against which no human foresight could guard, sometimes devastated the land. Streams, never known to fail, failed then and hundreds of thousands of sheep and cattle perished and the land of the country. Stations were deserted, and their late owners, burnt up by the blazing sun of that hot region, hardship and anxiety, took their country. Stations were deserted, and their possessions. Generally these reverses were well borne. They were often passed over with the remark, lightly spoken, but containing a world of plaintive warning—"I would not care for the money, but I've lost the best years of my life, and what am I fit for now?"

Those who took the risks and hung on, facing drought and disaster, certainly deserved the rewards which the good seasons brought them, and we assume that Mr. Hay and his partners had some substantial profits to more than compensate them for their losses.

The late Mr. Thomas Graves was associated with Mr. Hay and others in pastoral occupation for some time.

The name of Alexander Hay will always be identified with Linden Park, near Burnside, on the hill slopes below Beaumont. Here on his fine estate he built a beautiful home and resided for many years. After his death, Linden Park was acquired by Mr. Peter Wood, and following Mr. Wood's decease in 1921, the extensive park was cut up for residential blocks, and recently the old home with the gardens and land in the immediate vicinity became the property of Mr. R. A. O'Connor, ex-member of the House of Assembly for Albert. Mr. Hay built a fine mansion known as Mount Breckan, overlooking Hindmarsh River and the sea at Victor Harbor. This prominent landmark has long been put to other uses. After the death of his widow, who, with her daughter went down on board the Waratah, which mysteriously disappeared after leaving Durban on the voyage to England, Mount Breckan was sold and transformed into a home, for paying guests, and most of the land and estate surrounding was cut up into residential blocks. Mr. Hay spent much of his time at Mount Breckan. He planted trees and helped greatly to improve the town of Victor Harbor, now one of the most popular seaside resorts for change and rest. When he acquired Mount Breckan many years ago, he laid out a large area by the sea towards Port Elliot and named it Hayhurst, through expectations of ready sale of the allotments were not realised during his lifetime.

In 1853, after the death of the editor, Mr. John Stephens, Mr. Hay was associated with Messrs. Anthony Forster, E. W. Andrews, W. Kyffin Thomas, Joseph Fisher and others, in the proprietorship of "The Register" and "Observer" newspapers, but this connection did not last long. About the same time he was for three years a member of the Adelaide City Council, and from 1855 to 1860 a member of the Central Road Board, in both of which capacities he gave valuable service. When the elections were held in 1855 for a Legislative Council to pass the Constitution Act, Mr. Hay was an unsuccessful candidate for the district of North Adelaide. Politics, however, had a great attraction for him, and on February 26, 1857, he was returned to the first House of Assembly under responsible government with Mr. (later Sir) Arthur Blyth (afterwards Premier and Agent General) for the electorate of Gumeracha, for which he sat with Mr. Blyth until he resigned in December, 1861, and was succeeded by another squatter, Mr. Alexander Borthwick Murray, father of our present Chief Justice. Mr. Murray himself resigned in June, 1867, and Mr. Hay was returned to the Assembly for his old seat representing the district until the General Elections of 1870, when he was returned for East Torrens, and sat through the sixth Parliament which was dissolved in November, 1871. Eighteen months later he was elected to the Select Legislative Council. He sat in the Upper House until he retired by effluxion of time in February, 1881. He was re-elected in May, 1882, and with him were returned G. W. Cotton, W. D. Glyde, Thomas English, Maurice Salom, and David Murray. Mr. Hay retired from the Council in April, 1881, after an unsuccessful contest. From May, 1860, to October, 1861, he was Commissioner of Public Works in the Reynolds Ministry. Mr. Hay assisted to pass the Torrens Real Property Act, and won some distinction by introducing into the House of Assembly the first proposition for selling the public lands on credit as well as for cash, and for introducing a Bill to legalise marriage with a deceased wife's sister. He also strongly advocated the construction of a railway and telegraph line to Port Darwin.

On the business side of city life Mr. Hay held many interests. He was on the directorate of a number of companies, and was chairman of some. He was a director of the Bank of Adelaide, the A.M.P. Society, and the South Australian Gas Co. In the early history of the Colony he was associated with the Rev. T. Quinton Stow, Dean Farrall, and others, on the Committee of the British and Foreign Bible Society, he was some time President of the Y.M.C.A., and was the first Chief of the South Australian Caledonian Society, whose members he hospitably entertained at Linden. Mount Hay in the MacDonnell Ranges and Hay River (to the east of the MacDonells towards the Queensland border, discovered by Charles Winnecke) were named in his honor. His first wife was a daughter of James Kelly, muslin manufacturer, of Glasgow, and his second wife whom he left a widow on February 1898 was a daughter of the late Dr. W. Gosse, and sister of the late Dr. Chas. Gosse, both celebrated in their profession in Adelaide.
The name of J. Frederick Hayward stands high on the roll of our pastoral pioneers. He was a colleague of those mighty squatters, the Brownes and the Marchants, and a shareholder in the great Canowie estate until his death. One who knew him intimately said of him: "Fred Hayward, a fine type of the English gentleman, came to South Australia in the early days, and left an honored name. For many years he was the representative and trusted manager of the great pastoral properties of the brothers Dr. W. J. Browne and Dr. J. Harris Browne, who thought the world of him, and were not slow to acknowledge that much of their achievement and success in developing the pastoral resources from which they derived their wealth, was due to Fred Hayward's business acumen and experience." Hayward was a striking personality, tall and stately. He was a great personal friend of those old time squatters, William Robert Swan and William Ranson Mortlock, and a notable figure in the development of South Australia's great staple industry—in every sense a splendid fellow—honest as the day, generous, kind and noble, one who did much for his adopted land and did not forget it when fortune favored him and he retired to England to spend his last years on the estate acquired in his native county of Somerset.

There were three brothers Hayward, all interested in our pastoral industry. One was Dr. Hayward, who at one time owned a brewery at Clare, and had an interest in the Canowie run. The youngest, Albert Hayward, was a partner with George Gooch and Abrahum Scott in Myall Creek Station, north west of Port Augusta. After arrival in South Australia, "Fred" Hayward, as he was known familiarly to his intimate friends, first took sheep from Dutton's Station, at Anlaby, to the Orroo district, and formed the Pekina Station for Mr. Price Maurice in 1847.

In his early experiences of life in South Australia, J. W. Bull, writing of the early forties, has this note:—"Mr. John Chambers, with his brother William, passed on northwards to look for runs, and they found the Pekina run, which they took up. They then engaged Mr. Holland to go to New South Wales to purchase a herd of cattle which, on arrival, were placed on Pekina run. No rain having fallen in the locality for 17 months, it was feared that falling waters would not hold out, and the cattle were removed to a run on the River Murray, in Lake Bonney district, and the lease of Pekina run was sold to Mr. Price Maurice for a small sum. This run, in Mr. Maurice's possession afterwards turned out one of the most profitable sheep runs in the Province until (under the reserved rights in the lease) it was resumed by the Government and surveyed into agricultural blocks and sold under leases with agreements of rights of purchase."

Mr. Price Maurice had his head station on the Pekina run, and associated with it later were the Appila, Booleroo, Wallowy, Tarcowie and other stations. Mr. Hayward was Mr. Maurice's manager at Pekina for four years. He used to recall the delightful Sunday visits he paid in those days to the Whites of White Park, near Wirrabara, noted for their hospitality. More than 60 years afterwards, when living on his estate in England, J. F. Hay-
ward wrote to an Adelaide friend in 1910, following the sale of Wirrabara.—“During my four years of overseeing at Pekina (now Orroroo), during which he was chief agent of the company, he used to ride over and visit the three brothers White at Charleston (now Wirrabara), and have some duck shooting, and get feeds of bee in place of mutton, not to mention mulk and butter feasts. With its forest of timber, rich soil and running streams, it seemed to me a paradise after the hunting of Pekina.”

W. R. Swan succeeded Hayward in the management of the Pekina and Oladdie runs, and Hayward then went to Wonoka Station on the Hookina Creek, north of Hawker. Hayward, Dr. W. J. Browne and W. Armstrong were associated in the ownership of Wonoka for many years. Fred Hayward was the first man to cart wool into Port August, and he often drove his own bullock team laden with the wool from Wonoka through the Pichi Richi Pass into the northern port. Wonoka was one of the best known stations in the early days. Wonoka Creek divided it from Warrakimbo run, owned by Samuel Sleep. For the greater part of his life in South Australia, Fred Hayward was manager of this station, and held a proprietary interest in some of the big runs. The brothers Browne, giants in the pastoral kingdom, owned among other properties, Buckland Park, Bookboola, Mooraka, Nillima, Wilpena, Arkaba, Leigh’s Creek, Koppi, Mickera, Talia, Calca, Pondana and Yarainda. They held Mr. Hayward in the highest esteem. He spent his honeymoon at Buckland Park, Booborowie, Moorock, Mooral, Paney and Pandana. They held Mr. Hayward in the highest esteem. He spent his honeymoon at Buckland Park, Booborowie, Moorock, Mooral, Paney and Pandana. They held Mr. Hayward in the highest esteem. He spent his honeymoon at Buckland Park, Booborowie, Moorock, Mooral, Paney and Pandana. They held Mr. Hayward in the highest esteem. He spent his honeymoon at Buckland Park, Booborowie, Moorock, Mooral, Paney and Pandana. They held Mr. Hayward in the highest esteem. He spent his honeymoon at Buckland Park, Booborowie, Moorock, Mooral, Paney and Pandana. They held Mr. Hayward in the highest esteem. He spent his honeymoon at Buckland Park, Booborowie, Moorock, Mooral, Paney and Pandana. They held Mr. Hayward in the highest esteem. He spent his honeymoon at Buckland Park, Booborowie, Moorock, Mooral, Paney and Pandana. They held Mr. Hayward in the highest esteem. 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It is an interesting fact that some years afterwards Mr. Hayward’s brother-in-law, Andrew M. Woolridge, now of Goodwood Park, who at one time owned 20,000 square miles of country in South Australia, Central Australia, acquired an extensive area to the north west of Port Augusta, which he named Arcoona (“underground water”). Woolridge formed Arcoona into 5,000 square miles, in 1876. Later he purchased Elizabeth Station (100 square miles) on Elizabeth Creek, from William Fowler, of Arcoona, and Philips Pond (1,000 square miles) and Lake Parakylia (40 square miles), making his block altogether 5,200 square miles. He subdivided this immense area, disposing of the Andamooka portion (750 square miles) to the Bowler portion (1,000 square miles) to the Bowlers, and the remainder to the Browns and Campbells, who held the run, and afterwards sold out his interests to them. Mr. Woolridge retained more than 2,000 square miles of his original Arcoona country, and held it for some years.

While still holding a large interest in South Australia, Mr. Hayward returned from England on a visit to the Colony in 1856, when he was asked by the auctioneer who bought Dr. Hayward’s two-eighths; and James Sanders who acquired two-eighths interest. Mr. Hayward stated, “You will remember our making a start from your hospitable head station at Kanyatta. I quoted from a log I kept of my bush experience that we nearly lost a horse (my pack horse) in the attempt to cross the lake, and only by following the tracks almost worn out and illegible of some bullocks which had crossed years before, and making many attempts before we could get our footing, we were able to cross . . . Our summarising up of that country west was that it was worthless for settlement, and it is a pity recognised, and I am reminded now of William Green and others dropping their money there.”

In the Proceedings of the South Australian branch of the Royal Geographical Society are published the records of a journal of an expedition undertaken by Mr. Hayward in 1862, headed by Mr. Josiah Bonnin, formerly manager of Nalpa Station. The journal was written by Mr. Bonnin as leader of the party fitted out by Mr. J. Harris Brown, who purchased Dr. H. W. A. Hayward, manager of the Drs. Browne, and held a proportionate interest in the property. His companions were his friends Dr. W. J. Browne and Wm. Marchant went to six years on his property with the strength of Mr. Bonnin’s unfavorable report, Dr. Harris Browne surrendered his lease of the country which, however, was taken up subsequently by different pastoralists. Mr. Acraman selected several hundred square miles which was known as Yardea run, Andrew Woolridge acquired Paney, John Marchant Pandana, and the brothers Bonnin more than 2,000 square miles, but the difficulty in securing a good supply of stock water hampered the operations of the squatters in that part for many years.

Taking up his residence in England in 1864, Mr. Hayward purchased a fine estate at Freshford, near Bath, which he named “Aroona” after his old South Australian station. With the exception of his visit to the Colony five years later, he lived on his English property until his death, which occurred in 1910, more than half a century after his turn from England on a visit to the Colony. He spent his first six years on his property with the strength of Mr. Bonnin’s unfavorable report, Dr. Harris Browne surrendered his lease of the country which, however, was taken up subsequently by different pastoralists. Mr. Acraman selected several hundred square miles which was known as Yardea run, Andrew Woolridge acquired Paney, John Marchant Pandana, and the brothers Bonnin more than 2,000 square miles, but the difficulty in securing a good supply of stock water hampered the operations of the squatters in that part for many years.

The last big South Australian pastoral holding of which Mr. Hayward was very proud, was Aroona (original name for “running water”).

This station comprising about 86 square miles, situated about 20 miles north of Willpena he heavily stocked; it required more than 7,000 sheep to produce the wool. He eventually sold it to William Marchant for £40,000 and retired to live in England. Aroona was fine salt bush country. It had a dependable rainfall, well watered creeks, and was splendid undulating grazing country.

J. W. Bull has the following record: “Not long after stocking Aroona, Mr. Hayward had two shepherds killed by the blacks. The flocks of sheep were besieged by the natives. Mr. Hayward soon mustered a party of his neighbours and found the enemy in the gorge with their precipitous sides forming a pound, and there a more equal fight took place, on St. Patrick’s Day, 1852, which resulted in the death of several of the blacks, and the recovery of the greater number of sheep.”
In 1839, William Rogers and his wife, Ann, arrived in South Australia with their family of four sons and two daughters. They settled near the foothills below Burnside, close to the present Marryatville, taking up two large sections which they named Tusmore after their English home. Himself an experienced pastoralist in the old land, Mr. Rogers immediately started the raising of cattle and sheep on his property abutting on the Adelaide plains, which in those days before closer settlement, were in every way adapted to successful pastoral pursuits. As early as 1840, when officially the colony was not much more than three years old, he was owner at Tusmore of 800 sheep and of 50 cattle, besides a number of horses, and gradually he increased his flocks and herds. Tusmore station must have been one of the pastoral holdings closest to the City of Adelaide. The old pioneer also had a property at Mount Bold, on the Onkaparinga. After an industrious and a well spent life, this early squatter passed away and was buried in the cemetery of St. Matthew's, Kensington, situated not far from his Tusmore homestead. Following her husband's death, Mrs. Rogers, in conjunction with the trustees of the estate, her eldest son, Thomas William, and the third son, Samuel, extended their pastoral operations to Yorke Peninsula. Mrs. Rogers, possessed of considerable business capacity, was among the few women pastoralists of the brave pioneering days.

The pastoral leases obtained by the Rogers family form an interesting study. The mother and sons held Corny Point Station in 1851, and three years later, in addition to that property, they occupied Carrabie, Warrenben, Para Wurlie and White Hut; Mrs. Rogers also took up the lease of Moonta. The pastoral and agricultural country occupied by the Rogers family was from Cape Spencer in the extreme south west to Corny Point, up the Peninsula past Warooka, Minlaton, Wauraltee and Maitland, taking in at one part the whole stretch between St. Vincent and Spencer's Gulfs. It was an immense territory held by the one family under pastoral leases.

Few are living to-day whose memory carries them back 70 years to the time when Southern Yorke Peninsula, or the greater part of that portion of the State, was occupied as sheep walks, long indeed before there was settlement other than for the purpose of pastoral development, and the rich wheat lands (except in a few isolated localities) that have since made the Peninsula immensely prosperous, were practically uncultivated and unknown. Practically the first to occupy large pastoral areas in this part of the State was Mr. Alfred Weaver. As far back as the early fifties the Rogers family—Mrs. Ann Rogers (widow of William Rogers, founder of Tusmore), the trustees of his estate, and two sons, Thomas William and Samuel Rogers, held about nearly all the southern part of Yorke Peninsula. After the discovery of the copper mines at Wallaroo and Moonta they increased considerably the areas they had leased from the Crown, until their country stretched as far north as the Hundreds of Clinton and Tiparra, not far south of Moonta. The pastoral and agricultural country occupied by the Rogers family was from Cape Spencer in the extreme south west to Corny Point, up the Peninsula past Warooka, Minlaton, Wauraltee and Maitland, taking in at one part the whole stretch between St. Vincent and Spencer's Gulfs. It was an immense territory held by the one family under pastoral leases.

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of Weetulta in 1851. On July 1, 1851, the trustees of the late William Rogers leased from the Crown 33 square miles of Yorke Valley and 62 square miles of country near Corny Point, and 18 square miles of country near Whitwarta (comprising part of the Hundred of Stow), 31 square miles adjoining Yarrob Station (comprising parts of the Hundreds of Kurri and Tipparra, and another 44 square miles of the beautiful well wooded Yorke Valley lands, and 36 square miles north of Cape Spencer and 9 square miles north east of Port Victoria, 12 square miles east of Point Pearce, 18 square miles north of Cape Spencer and 9 square miles north east of Point Pearce. And these leases were held at 10/ a mile, with a minimum of £5 with assessment on stock, at 1d. per head for cow, 6d. per head for sheep, and 2/6 per head for horses. The flocks were increased from 3,750 to 11,000 sheep. The stations were stocked with cattle and sheep but the carrying capacity of the land at the time was reduced owing to the depredations of kangaroos, which gave the pastoralists great trouble.

Thomas William Rogers, who married Mary Jane, daughter of Mr. Egan, keeper of the Adelaide Gaol, established his home at Para Wurlie, near Warooka, where he resided until 1887, when he disposed of his property and came to reside in Adelaide. Samuel Rogers, whose wife was a daughter of Robert Gardiner, Senior Surveyor and Draftsman of the Survey Department, established his home in the vicinity of Sturt Bay. And these leases were held at 10/ a mile, with a minimum of £5 with assessment on stock, at 1d. per head for cow, 6d. per head for sheep, and 2/6 per head for horses. The flocks were increased from 3,750 to 11,000 sheep. The stations were stocked with cattle and sheep but the carrying capacity of the land at the time was reduced owing to the depredations of kangaroos, which gave the pastoralists great trouble.

The map of Yorke Peninsula shows a number of places bearing names of the Rogers family, including Point Deberg south of Corny Point, Booby's Well was named in honor of Robert Rogers, son of William and Ann Rogers, who went to the Victorian gold fields.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

An early pastoralist was Charles Swinden, who owned a vast tract of country around Riverton, where he ran flocks and herds. He also had stations in different parts of South Australia, explored and took up considerable areas of country to the north-west of Port Augusta, turned most of his holdings to profitable account, and left a fairly large fortune as the result of his bold enterprise and confidence in the resources of the country which he successfully pioneered. He was a nephew of James Masters, a fine old English gentleman, who came to the Colony in 1836 by the ship Africaine, and founded the town of Riverton. As early as 1840, about three years after the Proclamation of the Province, Mr. Masters held most of the pastoral lands around Riverton. Portion of his property afterwards became the Hundred of Gilbert. When this land was cut up Mr. Masters bought Section 500 from the Crown in 1854, and during 1856-7 had some of it laid out as a town which he named Riverton, as it was on the banks of the River Gilbert. Mr. Masters virtually built and endowed Holy Trinity Church at Riverton, and there is a tablet to his memory in the sacred edifice. Saddlenorth Lodge, situated about a mile from Riverton, was his homestead. Charles Swinden inherited property from his wealthy uncle. He died in 1866, at the early age of 35, having crowded immense activities into his full and eventful life. His own name is perpetuated in Swinden's Crossing over a salt swamp at the head of Spencer's Gulf where the East-West Railway passes.

A Parliamentary return showing the pastoral leases held during the years from June 30, 1851, indicates that Mr. Swinden had a very substantial stake in the country. He had taken up 60 square miles east of the Peake, 63 square miles south of Mount Scott, 26 square miles west of Port Augusta, 27 square miles west of Mount Samuel, 20 square miles south west of Mount Deception, 104 square miles north of Port Augusta, 9 square miles south of Port Augusta, and 43 square miles east north east of the northern port. More than 100 square miles north east of Mount Remarkable taken up by Swinden and John Taylor was in the early sixties leased by Grant and Stokes. Mr. Swinden was among the pastoralists who obtained leases for 14 years from July 1851. His name is shown as occupier of Lease No. 5, for an area of 22 square miles of Koonoona Estate, north of Black Springs. Koonoona Estate is now the home of the celebrated Koonoona Merino stud. In the late fifties he held Bangor Station near Mount Remarkable in partnership with Mr. Akroyd, who afterwards became Secretary of the Adelaide Hospital. Mr. Andrew

CHARLES SWINDEN.
M. Wooldridge the fine old squatter now spending the evening of his life at his old home, "Belle Vista," Goodwood Park, was for three years in Mr. Swinden's employ learning sheep farming, and he well remembers after leaving St. Peter's College, taking charge of a mob of cattle from the Burra to Swinden and Akroyd's northern station. On coming south with Mr. Wooldridge who could not have been more than 20, camped on the Willowie Plains, and attended the races, where he rode a horse called Colonel, and won the Melrose Cup, an event of which he is profoundly proud, even to this day.

In addition to owning the property and the extensive tract of country about Riverton and Saddleworth, which fell to him upon his uncle's death, Mr. Swinden took up Lincoln Gap Run, south west of Port Augusta, in 1857. It was then open salt bush country, destitute of water, but through a large expenditure of money in sinking dams, he was enabled to stock it heavily with cattle and sheep. Subsequently Mr. Swinden became the owner of Woolundunga, a very large run situated over the Flinders Range from Beautiful Valley (since named Wilmington). Woolundunga was formerly a cattle station belonging to Mr. Patterson and managed by his nephew, Mr. Robinson, known as "Deaf Bob." Mr. Patterson enjoyed marvellous seasons in the late fifties: the geranium on the plains and in the creek was as high as the hocks of the cattle. At this time Mr. C. B. Fisher bought from Mr. Patterson draughts of stock rolling fat for the southern markets. Afterwards Mr. Patterson stocked Woolundunga with sheep, and then disposed of the property to Mr. Swinden, in whose possession it remained until his decease, when it passed to his son Edw. Mr. Swinden then left his charge of a mob of cattle from the opposite to Calioota, and then two extensive leases, Pernatty and the Elizabeth. These holdings were beyond all previous occupation. In connection with John Hope, Clare, and the junction of the Riverton district, Mr. Swinden stocked the Elizabeth country with 3,000 sheep in 1859. Mr. Bosworth travelled the sheep around the south end of Lake Torrens by way of Edna Hill thinking that the Elizabeth Creek had permanent water, but the season was dry and the Creek was waterless. Wells existed, but no water was found. Mr. Bosworth, who had one of the most anxious times in his pastoral experiences then beat a hasty retreat. In order to reach the water in the nearest settled districts as quickly as possible, he decided to cross Lake Torrens on foot to prove the practicability of this only means of escaping the stock which he afterwards compelled "as soon as I am well I will take you out to the place." He died within a few miles of the station. Shortly afterwards Mr. Swinden was stricken down with illness. Asked where he had found the gold he replied "As soon as I am well I will take you out to the place." He died with the secret of the find, but they were all disappointed.

Charles Swinden's pastoral interests north of Port Augusta were considerable. He first took up the Beda Plains. On the latter leaving him after three years service to return to Adelaide, the squatter offered to buy the young man 1,000 head of cattle from Dr. Browne's Wilpena Station, and to set up on the Elizabeth country. Wooldridge declined possession of his employer's generosity, remarking that he did not consider himself competent to run a cattle station. Some years later Mr. Wooldridge acquired a large property on the Elizabeth, worm Fowler, of Yaroon, and this he subsequently merged into his well known Arcoma Station.

In 1866, accompanied by a black boy, Charles Swinden penetrated to Andamooka, 150 miles north west of Port Augusta, and brought back specimens richly studded with gold and several hundred ounces of alluvial gold that he had discovered while fossicking. The nuggets were made into jewellery, which he distributed among his family. Returning to Riverton, the black boy was accidentally killed while fishing, not many miles from the station. Shortly afterwards Mr. Swinden was stricken down with illness. Asked where he had found the gold he replied "As soon as I am well I will take you out to the place." He died with the secret of the find, but they were all disappointed. Charles Swinden was a straightforward honorable man with a large and generous heart, and he won the high regard of fellow pastoralists and others. He died at Saddleworth Lodge, and was buried in the family vault in the old cemetery at Riverton.
SLEEP'S HILL, that notable landmark in our hills, known chiefly to South Australians because of the vast quantities of stone that have been quarried there, and also brought into prominence by the recent deviation that did away with the old railway viaduct, commemorates Samuel Sleep, a pioneer pastoralist of this State. It is more than 60 years since this old-time squatter passed to his rest, and there are now few South Australians living who remember him in the years of his prosperity. In the early palmy days of our great pastoral industry, Samuel Sleep was a conspicuous figure, and is remembered as a man upright and honorable, generous to a fault, a true and faithful friend. As owner of Warrakimbo, one of the finest pastoral properties north of Port Augusta, he flourished for many years, but the droughts of the sixties of last century overwhelmed him and in the midst of his financial misfortunes he died a broken-hearted man. A gentleman who knew him intimately told the writer that Samuel Sleep was "a fine, lovable fellow, most kind, generous and hospitable, altogether a splendid, likeable man. You cannot say too much in his praise." In no sense was he a public man; he kept exclusively to his pastoral interests. But he was a model employer, and most humane in his relations with the blacks, many of whom were employed and benevolently cared for on his stations; the natives regarded him with feelings amounting to affection. Of average stature he was of immense build, turning the scale at 18 stone. That was his weight at the age of 42, when the picture which is reproduced on this page was taken. He died at Norwood in 1865, at the age of 45, and was laid to rest in West Terrace Cemetery.

Samuel Sleep came of an old Suffolk family. He was of the splendid type that has made England great, and contributed to the building up of this, her daughter Dominion of the south. He arrived in South Australia in the early days of the colony, and as a young man, was engaged in pastoral pursuits. In 1853 he married Miss Catherine Foote, sister of the pastoralist. Mr. Sleep went to the Victorian gold diggings, where he was successful. On his return to South Australia, acting on the advice of his brother-in-law, Mr. Swinden, he took up Warrakimbo, which became one of the famous stations in the far north. It was fortunate in being watered by the Willochra Creek, which passed through the property, while the Hookina Creek was on its northern boundary. The homestead faced the Willochra, which came down from the ranges traversing Warrakimbo, opening out on Calioota, and draining its surplus waters into Lake Torrens. When in flood the Willochra was a sight never to be forgotten. To the north of Warrakimbo was Wonoka station owned by J. Fred Hayward, on the south, Murrachowie station owned by Mr. Gilles, and on the west, Mr. Swinden's Calioota station running down to Lake Torrens. One year 499 bales of wool were shipped. Mr. Andrew M. Wooldridge (now of...
Goodwood Park, who had at that time left the bush and entered the employ of the E. & A. Copper Company, at Port Adelaide, where Ebenezer Coote (who was subsequently MLC) was in charge relates an interesting incident about Mr. Sleep's wool clip that season. Mr. Woolridge was reading at Woodville, and Mr. Sleep came to his house and asked him if he could make up the weights for him. He had sold the wool to Philip Levi & Co. for pd. a pound. Returning to Woodville the following Sunday, he saw the wool in the hands of Mr. Woolridge, "Your calculations were all right. Here's a couple of guineas for your trouble," which in those days was considered a handsome little perquisite.

Wild dogs were a source of great trouble to the northern pastoralists. The blacks, too, were very numerous on Warrakimbo, and at first caused a lot of worry. Tribal fights were frequent, and food were supplied in plenty by the generous station owner, to whom the aborigines always retook her husband's place, and although a lot of worry. Tribal fights were frequent. The station owner had to adjudicate, and his word was accepted as law. That showed their respect and the confidence the natives reposed in Mr. Sleep. During his absence from the homestead, his wife took her husband's place, and although Mrs. Sleep was practically unprotected, the aborigines always respected her and the family and never did them any harm. Mr. Sleep was fond of trying the foods the blacks ate in their native state, and this fact did them any harm. Mr. Philip Levi brought from the late James and John Chambers the Moolooloo and Wirrealpha runs stocked with cattle, and I think there were about 4,000 cattle on Wirrealpha, and the same number of Moolooloo and Bobmonnie. The sale was made in 1863. As there was a drought commenced, and few, if any, cattle were removed from the station. Mr. Levi asked his manager if it would be possible to get any of the cattle down. He replied that it was, if he only had any stock to pay for. He had brought the cattle feed. Mr. Levi sent to Port Augusta four waggons with six horses each. The waggons were loaded with horse feed, and travelled to Moolooloo, and a number of saddles and hames they. Two of the waggons arrived at the station with little horse feed left. Twenty-two hundred head of cattle were musterled and sent down, and all that arrived at Gum Creek were ninety eight. The others had to be left on the road, knocked up or dead. Mr. Levi arrived at Gum Creek the day after the cattle did. He asked his manager to come down with the cattle if he had brought the beasts down, and how many. The reply was, "I have not brought any cattle down, but I have brought ninety-eight. How shall I make it into cattle." Most of the 98 head which arrived at Gum Creek died before the spring, and "it was most lamentable," wrote Mr. Lewis, "to see the thousands of cattle that died near the permanent water at Ten Mile, Balcoracana, Wilkaweeedna, Bobmonnie, Sliding Rock and other permanent water holes. They kept a team of bullock's as long as they could to drag the dead carcasses away from the springs, but these bullocks got so weak that they had to be turned out. They also succumbed to the drought, and after the season broke up in January of 1866, there were only a few hundred head of cattle left on the two stations. The country seriously affected by the drought reached from the breaker (south of Warrakimbo) to Oodnadatta, and extended right through from Lake Frome to Lake Torrens. Mr. Lewis further observes, "Few stock were left. Of course this was before rabbits were known in our north country. Since that time we have had patches of country partially cleared by rabbits, and in some places by drought, never have we had in that country seasons like 1863 and 1866. Squatting in those days was anything but a bed of roses. Some wool shorn at Mount Margaret was washed in hot spring water at the Primrose. After £20 a ton had been paid to cart it to Port Augusta it was shipped to England, and brought two pence half penny a pound on the London market.

Mr. Sleep was only one of many northern squatters who went down under the terrible drought of the sixties. Late in the year 1865 the three Commissioners appointed to report on the northern runs had a sorry tale to tell of the awful disaster wrought by the dry seasons. They found that nearly all the vegetation fit for pasture on the country north of Port Augusta was gone. The country was altogether destroyed or had so much withered as to be almost incapable of supporting animal life. Settlers had anxious times, not only on account of their endeavors to save their stock, but also by reason of the scarcity of food for themselves. They were reduced to eating starch as the only thing left to them, and others were obliged to live on wild animals as they could obtain. Through not having horses, station managers themselves were compelled to carry rations to their shepherds. This far northern country was discovered by the explorer Eyre, presumably when it was suffering from the effects of dry seasons, for he himself expressed a very unfavorable opinion concerning it. The Commissioners reported that on 63 stations £28,728 had been expended in procuring water, and nearly half of that amount was spent in unsuccessful attempts. Of 28,706, 27,812 perished, and 3,894 horned cattle. 28,850 were lost (1) a herd of 8,000 head of cattle two years before, only 1,600 remained; of 7,000 sheep belonging to the same proprietor, only 800 survived, and of 550 horses, 520 succumbed. Squatters unable to obtain supplies were forced to desert their holdings. Several owners lost three fourths of their stock.

When it was sold by the executors of Samuel Sleep three years after his death, and after the passing of Mr. Sleep, Warrakimbo Station consisted of six leases, comprising 285 square miles. A large portion of this property Mr. Sleep had taken up from the Crown in the mid fifties. The station was offered at public auction, and bought by the late Eben Leaver and John Maslin. It is said that the wool clip the following season realised sufficient to clear the purchase money. But for the Sleep family the sale of Warrakimbo left them with practically nothing.
If one were asked what is the great lesson to be learned from the life of Robert Lawson, a distinguished and successful pioneer pastoralist of the South East, one might say that it is the desirability of a man who leaves a large estate appointing a Trustee Company as his executor. The bitter and costly experience that the Lawson family had at the hands of a private executor is one of the finest advertisements that any trustee company can hold up to property owners. Facts in support of that argument will be presented at the conclusion of this little memoir, and should have a place among the things that are pasted in one’s hat.

Robert Lawson was born in Ayrshire, Scotland, in 1816, and early in life was apprenticed to the trade of a cabinetmaker. Of that fact his well known son, Mr. Allan B. Lawson, owner of Lake Roy Station in the South East, still has evidence in the shape of a fine kit of tools, which his father brought out with him when he migrated to South Australia. Later in life Robert Lawson inherited a valuable estate in Ayrshire. The distinction of the freedom of Newton-on-Ayr was bestowed upon him. The proprietor of Lake Roy is unable to say exactly why that honor was conferred on his father, but presumably it was in recognition of his extreme generosity in permitting a number of tenants to live upon his estate rent free for a considerable period. That privilege was continued even after his death until the passing of the pioneers who had enjoyed it, when the Scottish estate was wound up. At the age of 28 years Robert Lawson set out for South Australia, where he arrived in 1839. The voyage was made in the ship Superb, and among the passengers were Mr. Allan McFarlane, the pioneer of the Wellington Lodge McFarlanes, and Mr. Richardson father of the squire of Dalveen. From the start squatting pursuits engaged the attention of the freeman of Newton-on-Ayr. He settled near Mount Barker, and the record of stockholders published in 1841 shows that at such early period he was grazing 550 sheep—190 males and 360 females. He made a start even sooner than that, because Mr. Lawson’s name is mentioned in a statistical return for 1840 furnished by Governor Grey to the Colonial Secretary in London, Lord John Russell. This shows that the improvements on his holding near Mount Barker consisted of a turf dwelling house, sheep pens, and a well 7 ft. deep. What a contrast the “turf dwelling house” presented to the mansions that now adorn the South Eastern estate of the family.

Mr. Lawson is credited with being the first to discover copper in the Callington district. Occupation of his Hills country continued until mining activities were undertaken in earnest. These caused such a large influx of population to the locality that some of the graziers felt embarrassed, and Mr. Lawson among them determined to seek more sequestered areas. He made no mistake when, in the early fifties, he acquired the leasehold of that beautiful property known as...
Padthaway or Campion's run. This is a lump of well grassed blue sandhills and sheep country situated 190 miles south-east of Adelaide and 75 miles from Guichen Bay, where the wool was shipped. Blackfellows were plentiful in that region at the time, and at first they used to run away from Mr. Lawson when they saw him on horseback. They soon learned, however, that he was no fearsome monster, and later an aboriginal station was established on the Padthaway proper. The Padthaway proper covered an area of 84 square miles, for which an annual rental of £1,186 12/ was paid. Worked in conjunction with this property were four other leases, comprising 47 square miles in the Tatiara and Mosquito Plains districts, for which another £50 in rent was paid. Upon the entire block 25,000 sheep and 250 head of cattle were grazed. For a long time the wool was shipped from Robe to Geelong, in which market it has always been in great favor. Only last year it again secured top price at Geelong and recent advices from London state that out of a total of 149,500 bales sold at the seventh offering the well known brand R.L. over Padthaway, elicited the best bidding. The carting of the wool a distance of 75 miles over many sandhills and swamps was a trying task, and one journey there and back occupied a fortnight. However, there was plenty of fight in the make-up of Robert Lawson, who, by the way, had three brothers killed in the Crimean war. In addition to cattle and sheep the freeman of Newton-on-Ayr went in extensively for the breeding of blood horses, mostly from Sydney stock. Gratis was one of his best known sires. The Padthaway horse and blood has the reputation of being great stayers, and sold readily in the Indian market. The business generally sailed along merrily until the inevitable claims of agriculturists were asserted, and the Government resumed all the best part of Padthaway, upon which a mansion was erected just before the owner's death. Mr. Lawson, however, simply bided his time, and subsequently bought out many of the farmers with the result that he became possessed of 27,000 acres of freehold on which he continued to raise sheep, cattle and horses. He was a man who paid strict attention to business, and always avoided public affairs. His wife was a member of the well-known pioneer Mount Barker family of Bell, and when possession of the Padthaway Station was to be taken away from him and wife rode on horseback from Adelaide through the scrub to the South-East. On many occasions they were forced to leave their primitive camp at night owing to attacks by the blacks. Mr. John Bell, a nephew of Mrs. Lawson, was manager at Padthaway at the time of her husband's death, and continued in that position for about 20 years, when the late Mr. Robert Lawson, eldest son of the late Mr. Lawson, became manager. The estate is now the property of Mr. Allan B. Lawson, whose son (Mr. A. K. Lawson) is the present manager.

Robert Lawson, Sen., had interesting business relations with Adam Lindsay Gordon, whom he financed in connection with his small Dingley Dell estate near Port MacDonnell. What a poetical association it would have been had Henry Lawson been the money-lender. The chequered career of Gordon is well known to readers of these sketches, and it is not surprising to learn that Dingley Dell eventually fell into the hands of the mortgagee, who had afforded the poet generous assistance. Some time ago a South-Eastern paper published an interview with an old resident of the Port MacDonnell district who had an intimate acquaintance with Adam Lindsay Gordon, and who remarked: "The country surrounding the poet's cottage was then, even more so than now, a sylvan paradise, in which gums and wattles ran riot, and it was from the music of the birds in the trees, mingled with the tinkling of the bells of the hobbled stock, that the name Dingley Dell was derived." Unfortunately for the imagination of the person interviewed, Charles Dickens had in 1837 published the most charming of the "Pickwick Papers," and all admirers of the great English author will recall Mr. Pickwick's visit to Mr. Wardle's home. Manor Farm, Dingley Dell, the cricket match with Tinsley and Sowerby, and the elopement of Rachael Wardle with Alfred Jingle. So much for the melodious yarn of the Port MacDonnell old-timer. In a letter written to John Riddoch on October 6, 1878, and reproduced in Humphris and Sladen's book entitled "Adam Lindsay Gordon and His Friends," the poet said: "I have been awfully bothered about money difficulties, but I have not paid off everybody but you and Lawson (mortgage). Getting in money that is still due to me here is very difficult. But I have sold off everything, and though many things were sacrificed I did not do so badly after all." Mr. Lawson's life span fell far short of that of many other hard-working pastoral pioneers. In February, 1876, he was staying at Waverley, Glen Osmond, with Mr. James Brown, of Avenue Range Station, and on a Saturday morning when the latter went to his guest's room to call him to breakfast, he found him lying dead on the bed. Heart failure was the cause of death. Mr. Lawson was only 60 years of age, and his widow survived him 37 years. Beyond mentioning that "a wayward sheep-farmer" had passed out in these circumstances, the press of the day made no reference to Mr. Lawson's interesting career. James Brown's station was also known as Kalyra, and the consumptive home of that name at Belair was founded by his executors in 1894, at the request of his widow, as a memorial to her husband, who was a close personal friend of the subject of this sketch.

If Robert Lawson's affairs received little publicity at the time of his death, his name subsequently became famous in litigation. One of his four executors made a claim for £37,000 against the liquidators of the Commercial Bank of South Australia on account of moneys alleged to have been wrongfully paid to the Nalang sheep-farmer out of the Padthaway estate. The claim was founded on the fact that the trust account was kept at the Naracoorte branch of the defendent bank, and that payments were made improperly from the moneys to the credit of the account to one of the trustees without the authority of the others. On the other hand the bank contended that the trustee complained of had full authority to operate. A distinguished bar was engaged, in which was reported at considerable length in the newspapers, and which went from Mr. Justice Boucicaut's judgment to the Full Court, and ended there, although at one time an appeal to the Privy Council was spoken of. Judgment was given for the sum of £19,773 on the elementary ground that the bank had no right to honor the cheque of one trustee without the authority of the other three. Scathing strictures on the erring executor, who afterwards went to America, were passed from the bench. "Gross fraud" being one of the expressions used. It was a bad business for the other trustees, for the bank and for the legateses, and the case may fairly be quoted in justification of the opening sentence of this sketch. "Lantern" published a cartoon in which were depicted a camp oven and several of the identities in the law case, the title being, "As nasty a stew as ever was cooked in a Colonial oven."
IN its virgin state Yorke Peninsula was nearly all scrub land, and most of the country between Cape Jervis and Mount Remarkable, on the mainland, was stocked before anyone was tempted to see what was offering in the district across the gulf, so far as the pastoral interest was concerned. The Port Vincent and Port Victoria special surveys had failed, and the aborigines had remained practically in undisturbed possession of the peninsula until Alfred Weaver turned his attention to that part of the province. The “Stock and Station Journal” has already dealt with the life of George Alexander Anstey (of the Anstey and Giles partnership), whose connection with Yorke Peninsula dated back to 1847, but further research reveals the fact that Mr. Anstey and one or two others forestalled Mr. Weaver in pastoral occupation by some months. Undoubtedly Alfred Weaver was the pioneer. He took out a run at Oyster Bay, now known as Stansbury, in 1846, and paid 10/- a mile for it. Soon afterwards John Bowden, of Chain of Ponds, applied for the country adjoining, which now marks the localities of Yorketown, Edithburgh, and Coobowie. Messrs. Coutts and Sharpies followed, and then came Messrs. Anstey and Giles to the country around Minlaton and Curramulka. Alfred Weaver was a Bristol man, and his wife was a Bristol woman. Their daughter (Miss Weaver) resides at Parkside, in the metropolitan area, and when the writer called upon her for a chat she exclaimed with a smile: “Oh, what would father say if he knew! He was of such an intensely modest and retiring disposition.” Mr. Weaver had a better start in South Australia than most of the pioneers. He made money from mercantile pursuits in the old world. He built a sailing vessel called Heroine, and traded in her to Russia and elsewhere. The ship Katherine Stewart Forbes (Captain Fell) landed him at Holdfast Bay in March, 1839, together with two laborers and a cottage that he brought out at his own expense. Fellow passengers were Sir Charles Cooper, first Chief Justice of South Australia, and Mr. E. R. Mitford, better known as the witty and satirical “Pasquin.” That Mr. Weaver was a man of exceptional energy is proved by the official records which the Governor used to send to the Colonial Secretary. These show that he had settled at Woodlands on the South Road, and that in 1840 he had a well 54 feet deep, 80 acres of land, enclosed with a dog-leg fence and sown with wheat, barley, and oats, and a brick dwelling house in...
course of erection, besides three temporary huts and a barn. His sheep then numbered 550. Later he got much further afield, and was running sheep between Currency Creek and Port Elliot. That was in 1846, when the gradual encroachment of new settlers became obnoxious to him, and he determined to seek more secluded quarters. Among Mr. Weaver's employees was Charles Parrington, who had come out with Colonel Light in the brig Rapid, and who is described as an exceptionally fearless man. Parrington undertook to see what he could find "up the Gulf" in the way of pastoral country. Upon the strength of his report the Bristol man took out a lease at 10/ a mile of 52 square miles at Oyster Bay, capable of grazing 7,000 sheep. Although he built a fine house on the new run, and went to live there with his family, Mr. Weaver did not abandon his interests on the mainland.

The pioneering of Yorke Peninsula was a struggle against big odds. The blacks were particularly unfriendly and troublesome, and the situation looked ugly for a while. The blacks were particularly unfriendly and troublesome, and the situation looked ugly for a while. A favorite trick of the niggers was to break the leg of a lamb to prevent its following its mother, and then to pick it up and carry it off. On one occasion, after they had been at Oyster Bay for several years, the Weaver family, when some distance from their homestead, encountered a large party of aborigines in war paint. The natives sent their lubras and children to the back of the mob, and the situation looked ugly for the pioneer pastoral settlers. Mr. Weaver affected an air of careless unconcern, and proceeded to act as though nothing untoward would happen. It was a great relief to the whites, however, when a Government official appeared on the scene mounted upon a horse. He rode among the blacks vigorously cracking a stockwhip and dispersed them. That official was Mr. H. T. Morris, then an Inspector of Sheep, and afterwards a prominent man in the pastoral world.

Mr. Weaver's occupation of Oyster Bay ran the little pastoral community was greatly stirred by the landing at the southern end of the peninsula of four strange men, who put up the fairy tale that they were whales, that south of Kangaroo Island they had been fast to a whale which had dragged them out of sight of their ship and the mainland, and that, being obliged to cut the line, they made for Yorke Peninsula in order to obtain food. It was soon proved that three of the strangers were desperate murderers and bushrangers, who had escaped from Port Adelaide on a fishing-vessel, which they abandoned off Kangaroo Island. Mr. Weaver joined whole-heartedly with Inspector Tolmer and his men in operations back to Fishers Point for the apprehension of the criminals. He took on to his station a policeman in the disguise of a shepherd, and eventually the bushrangers were secured and returned to Hobart, where they were executed.

The Tasmanian Government forwarded £100 in respect of each of the criminals captured, and part of the amount was distributed among the police officers concerned in the hunt. J. W. Bull devotes three chapters of his "Early Recollections" to the story of these bushrangers, who were landed in Hobart, each shackled with 50 lb. irons, in the presence of a large concourse of people. The Tasmanian Government was disappointed that Inspector Tolmer could not be spared from South Australia to accompany the captives back to Hobart, each shackled with 50 lb. irons, in the presence of a large concourse of people. The Tasmanian Government was disappointed that Inspector Tolmer could not be spared from South Australia to accompany the captives back to Hobart, each shackled with 50 lb. irons, in the presence of a large concourse of people. The Tasmanian Government was disappointed that Inspector Tolmer could not be spared from South Australia to accompany the captives back to Hobart, each shackled with 50 lb. irons, in the presence of a large concourse of people.

With all these tribulations it is not surprising that Mr. Weaver soon came to the conclusion that pastoral pioneering was not the glorious game it was cracked up to be. He remained on the peninsula only seven years, and then sold the Oyster Bay run, the lease of which subsequently appears in the names of Messrs. Rogers, Lander and Stephen, who also had Lake Sunday and Corny Point stations, the total area of their country being 244 square miles, on which 53,300 sheep, 240 cattle and 75 horses were grazed. Mr. Weaver had some country at a place called Weaver's Lagoon, named after himself, and he appears to have disposed of this early in 1848. Octavius Skipper, in his "Reminiscences of Fifty-Two Years," says that in February, 1848, he went to Yorke Peninsula with Mr. E. Thornton, father of the Adelaide solicitor. "The reason of our going," he writes, "was that the late Mr. G. M. Stephen, having purchased a small sheep station from an old colonist named Alfred Weaver, and was about to take it up, but Mr. Thornton was sent to try to set things right. Dumbleton (Stephen's overseer) and a band of loggerheads, Mr. Thornton was some time in satisfactorily arranging matters. The natives were troublesome at this period, spear-throwers, and escaped from Port Adelaide, and two men, Baginall and Armstrong, who went over with us, lost their lives by being speared through the kidneys." Messrs. Skipper and Thornton narrowly escaped destruction when out on a water-hunting expedition on this trip to the peninsula. Some natives were about to attack them, when they were scared off by the scarlet衣 of Mr. Thornton was wearing glasses. It was afterwards learned that they had mistaken him for a white devil.

When Mr. Weaver returned to the mainland he again took up residence at the South Road, where, among other things, he grew vines and made a lot of good wine. He drove a mob of horses of his own breeding around the head of the gulf from Oyster Bay, and sold them for £60 and £70 a head at Salisbury. Mr. Weaver was a great champion of R. R. Torrens in the passing of the Real Property Act, his experience in England in connection with the transfer of shipping shares having convinced him that similar facilities could be applied satisfactorily to land transactions. He was an ardent advocate of protection for native industries and local manufacturers, and in the early sixties published a pamphlet, entitled "Our Tariff," setting forth the advantages of protection. This action lost him many friends, but he lived to see the adoption of the fiscal policy he believed in. Mr. Weaver was an artist of no mean order, and several watercolors from his brush are in the possession of his daughter, including one entitled "The Cove of Cork." He was lame from an early period in life, and always walked with a stick. The affection kept him in the saddle a lot during the time of his pastoral activities. He died in 1891 at the age of 89, and rests in St. Mary's Churchyard, South Road. Mrs. Weaver lived until her 95th year. Charles Parrington, Colonel Light's man, mentioned earlier in this memoir, has some descendants now living in Western Australia.
The development of Eyre's Peninsula is inseparably associated with the name of William Robert Swan, whose career, while not of the spectacular order, was of real value to the land of his adoption. He had what the historian regards as the annoying habit of avoiding publicity, and his chapter in the pastoral annals of South Australia has not been easy of compilation. Readers of it will probably agree that the telling of his story was well worth while. One who knew Mr. Swan as intimately as it was possible for anyone to know him, remarked to the writer:—"No one ever got very near to him, or could induce him to talk about himself. He was of a reserved, taciturn temperament, a man who wrapped himself in wool and was born for broad acres. He was a pastoralist to his fingertips, and in my opinion was the best of all Price Maurice's managers. He made money, and others spent it."

Mr. Swan was born in Northumberland in 1821, and came to South Australia at the age of 26 years, when pastoral pursuits were practically confined to the middle North and Port Lincoln districts. In time he became one of the most enterprising followers of the industry in remote areas. His most important early engagement was with the late John Howard Angas, and he is probably the man referred to in the quotation which follows from Dr. H. T. Burgess's biography of the pastoral magnate. At the time of the importation of those famous Shorthorn cows, "Rugia Niblett" and "Rose Niblett," Mr. Angas invited a large party to inspect them while they were still in quarantine at Torrens Island. Dr. Burgess says:—"In the course of his reply to flattering remarks that were made when his health was drunk, Mr. Angas said that when he left South Australia to visit England, Mr. Swan, a friend of his, said to him, 'You will be bringing back some cattle?' He replied that he was going to England simply for pleasure, but Mr. Swan repeated his statement. The upshot showed that his friend knew his (Mr. Angas's) mind better than he knew it himself. When he got to England and saw these beautiful cattle, he could not help buying them." After leaving Mr. Angas's service, Mr. Swan became the manager of Mr. Price Maurice's Oladdie, Pekina and Port Lincoln runs, and was held in high esteem by that shrewd squatter. He travelled through much unsettled country, always on the lookout for new pastoral areas, and experienced all the dangers of that period. Once, in company with two servants, he encountered a tribe of natives who knew nothing of the white race, and who believed that Mr. Swan and the horse on which he was mounted were one. The seeming reality of the fabled Centaur must have been in the minds of the blacks, and there was consternation in their ranks when the horseman dismounted. Mr. Swan narrowly escaped murder on another occasion when he was attacked by two aborigines, one of whom held him, while the other belabored him with a stick. By his roving disposition, the Northumberland man acquired considerable knowledge of bushcraft and of the capabilities of country for pastoral occupation. He acquired a property in the North, but experienced the reverses that were the common
lot of the pastoral pathfinders. Despite that fact he was widely recognized and shrewd judge of stock and pastoral investments, and he attained high standing and recognition in the industry.

As musical as his opening, Mr. Swan's monumental work was achieved in the development of Eyre's Peninsula. So far back as 1840, Edward John Eyre, the explorer, spent 95 days in the Fowler's Bay district, then an unknown tract. In a report he submitted to George Hall, private secretary to Governor Gawler, Eyre said that the smithy occasioned him a good deal of trouble on his return to the coast. The voyage was long, and there seemed a promise of considerable settlement for sheep farms by many well-known people, none of whom had the country they proposed to occupy, and of which they had no knowledge except that supplied by Eyre. According to the records of the South Australian Branch of the Royal Geographical Society, these people included besides Smun and Swan, the Hon. John Baker, Drs. W. J. and J. H. Browne, J. C. McCracken, H. Mather, William De Graves (of Melbourne) and Davis, P. B. Coglin, Tariton and Forster, Jefferson Swain, Wilson and Nyall, Kimber and Treloar, Marrainei and Miller, Robert Love, Cook and Jones, Samuel Mills, Gray, First and Eyre Maurice, who had changed his mind about the new country.

Mr. Swan, however, was the pioneer among them all. He and his partner took an immense area of country, which was known as the Fowler's Bay run. They supplied a steady supply of fresh water in the sandhills along the coast, and sent out well sinkers in charge of Mr. E. C. Wollaston to test the grass country for stock water, 10 or 12 miles inland. Natives were numerous, and an attempt was made to utilise their services as water carriers, but it failed dismally and the blacks were all cleared from the country. After one of the parties, Thomas Shepherd, had had his neck pierced, though not fatally, by a spear. The first sheep for Fowler's Bay were taken by the ship "Violet," which lifted two consignments of young eves from Guichen Bay, in the South East, for Mr. Swan and his partner, in the beginning of 1860. Messrs. Smith and Smith, having organized the pastoral company, at once took over the reins in 1875. He was succeeded in 1882 by his brother, Mr. George W. Murray, during whose regime the Fowler's Bay flock reached its maximum numbers. In 1885, no fewer than 122,318 sheep were born at Yatala and Penong, representing 2,064 bales of greasy wool. This wool was shipped at Fowler's Bay and Point Bell. The value of wool in those days was £10 to £12 a bale.

In the halcyon days Mr. Swan and his partners made £20,000 a year out of the Fowler's Bay run, but in 1886, the Government, for closer settlement purposes, resumed the better half of the property and further resumptions followed in 1892 and 1893. The firm bought back about 500,000 acres, and continued operations until 1904, when Mr. George Murray purchased from them what resumptions and rabbits had left of the old run. Mr. Murray himself retired only recently, and the property is now conducted by what is known as the Yatala Pastoral Company.

Mr. Swan's activities were not confined to Eyre's Peninsula. In conjunction with Sir Thomas Elder and Messrs. R. Barr Smith, Cadmore, and J. Fisher, he embarked upon pastoral enterprises in Queensland and on the River Darling, New South Wales. Milo station in the former State at one time carried 200,000 sheep, in considerable loss of stock. Mr. Swan was a large shareholder in Elder, Smith & Co., a director of the Mortgage Company of South Australia, and a local director of the Commercial Union Assurance Company. He finally retired to the picturesque estate at Stradbroke, Queensland, where he died on June 13, 1892, at the age of 72 years.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

IT has been said that John Barton Hack experienced vicissitudes, the like of which would have utterly crushed many a less brave and determined man. His capacity for taking hard knocks would have done credit to a champion pugilist, although the comparison ill fits one who came from good old Quaker stock. A few months before his death, 40 years ago, Mr. Hack published an autobiography, and so it is comparatively easy to trace his remarkable career. He, with a considerable family, was engaged in a lucrative business in the south of England when, in 1836, his health became seriously impaired. "A few months in Madeira" was the doctor's recommendation, but at Portsmouth he happened to board H.M.S. Buffalo, then fitting out to take the first Governor of South Australia to the new province. On that vessel he met Captain Lipson, Naval Officer and First Harbormaster of South Australia, who was full of the prospects at the antipodes. Mr. Hack had already read Colonel Torrens's book on South Australian colonisation, and had interviewed Edward Gibbon Wakefield at the Commissioners' office, Adelphi Terrace, London, and Captain Hart, who had purchased the ship "Isabella" for Mr. Griffiths, of Launceston, and was about to take her out. A quick decision saw him and his wife, his six children, and his brother Stephen aboard the "Isabella" outward bound. The vessel was boarded unexpectedly at the eleventh hour by Sir John Jeffcott, South Australia's first judge (afterwards drowned at the Murray mouth), who had to be accommodated on a sofa in the saloon. He made the best of the inconveniences, "and proved to be a pleasant and gentlemanly man."

Van Diemen's Land was sighted on January 1, 1837, and the "Isabella" proceeded up the River Tamar to Launceston, where the captain of the shop "John Pirie," chartered by the South Australian Company, reported having spoken the "Buffalo" while she was beating up St. Vincent's Gulf for the historic landing of the first Governor and the official staff at Holdfast Bay. The "Isabella" spent a month at Launceston, and was then laid on for Port Adelaide, and by her Mr. Hack shipped 350 ewes, 45 wethers, 6 heifers, one bull, a team of 10 red Devon bullocks, a large waggon and dray, plough, seed wheat, poultry, goats, provisions, two Manning cottages of two rooms, each purchased in London, and other goods. A fierce westerly gale in Bass Straits caused considerable mortality among Mr. Hack's stock. The "Isabella" dropped anchor several miles south of where the "Buffalo" and the ship "Coromandel" were lying at Holdfast Bay, and as Mr. Hack's sheep were now very weak and were insured with the owner of the vessel, the captain resolved to land them and the rest of the stock opposite to the ship. He promised to send ashore a quantity of netting Mr. Hack had provided for a fold, but omitted to do so, and during the night the sheep broke away and most of them were lost irrecoverably. The other stock were landed in fair order, and a cow obligingly calved, and insured fresh milk for the newcomers. The settlers who had arrived by the other vessels mentioned were encamped in the sandhills at Glenelg, and a sensation was caused among them when Mr. Hack's big team of bullocks, drawing his goods, appeared on the scene. A pair of bullocks, a few sheep, a mule, and a donkey belonging to Governor Hindmarsh were the only other livestock then in the province.
It will thus be seen that Mr. Hack's business ramifications were very extensive, and it was inevitable that he should be hard hit by the financial crisis which afflicted the young colony during Governor Gawler's regime. The autobiography says that in 1840 his balance sheet showed a credit of nearly £30,000, and then everything was lost. One of the principal causes of this disaster was the failure of the whale fisheries. Mr. Hack had purchased the Encounter Bay Station of Captain Blenkinsop, who, with Judge Jeffcott, was drowned at the Murray mouth. Then he took a share in the South Australian whale stations, with Captain Hart as manager. Oil prices slumped badly. The oil stocks were buried in sand, but considerable leakage occurred through the late arrival of a chartered vessel, and more money was frittered away in litigation.

"I began the world afresh without capital," wrote this fine old pioneer of indomitable spirit. He re-entered the whale trade, and cotted the first two loads of copper ore from the Burra to Adelaide, continuing carrying operations for a year or two. His next role was that of manager of the North Kapunda copper mine and of another property at Allen's Creek, neither of which was a success. In 1848 he commenced business in North Adelaide as a timber merchant, builder and contractor, in partnership with Mr. R. S. Breeze, and helped to erect Christ Church. Eventually the concern was wound up, with heavy losses, consequent upon the exodus of population to the Victorian gold diggings. Off to Bendigo went Mr. Hack and his four sons, and they returned with 40 lb. of gold. The next occupation of the father was that of "loan broker," a profession contrived to a rising lawyer in Adelaide" (Mr. Atkinson), and later he was accountant with Messrs. Hart and Hughes, at the New Port Mills. The lure of broad acres again asserted itself, and Mr. Hack purchased a run opposite to McGrath's Flat on the Coorong for £200. He built a house and dairy, partly with wreck timber found on the beach, and made excellent cheese, which was difficult to sell.

Dairying was abandoned, and Mr. Hack took up some scrub country about 40 miles inward from the Coorong, and, in partnership with Mr. G. S. Smith, purchased 3,000 ewes from Dr. W. J. Browne, of Moorak. They were aged ewes, which developed footrot, the country was poorly watered, and once again John Barton Hack was "kicked." A period of constriction followed in private practice. Finally Mr. Hack settled down in the service of the Railways Department, and from 1879 until June 30, 1883, he held the responsible position of Controller of Railway Accounts, when he retired on eight months leave of absence. Shortly before his death on October 7, 1884, he wrote pathetically:—"Being now 79 years old I have only to wait for my final retirement from the scenes of a very chequered life, in which, I trust, I have made very few enemies and many friends. Sheep, cows, bullocks, timber, whales, butter, cheese, precious metals, and railway accounts had failed to win for him abiding riches, but, as was said at the time of his death, he was always scrupulously conscientious and honest "to the thousandth fraction of a farthing," and it is doubtful whether South Australia ever had a more enterprising or more determined colonist. How true it is that he was a man of many parts is shown by the fact that the Directory of 1840 shows his name on the boards of management, or the committees, of all the institutions except one there mentioned. He was on the first Grand Jury list, was Chairman of the Chamber of Commerce, a member of the committee of the Botanic and Horticultural Gardens Board, Auditor for the Literary and Scientific Association and Mechanics Institute, Vice-President of the Agricultural Society, of which he was first Chairman, a Director of the Adelaidian Auction Company, a member of the Association for the Prosecution of Felons, and a Director of the Joint Stock Pastoral Company. Part of North Adelaide, where Mr. Hack established a garden, once bore the name of his birthplace, Chichester, and Barton Terrace perpetuates one of his Christian names. His remains rest in the Woodville Cemetery. Theodore, Hack, legislator and municipalist, was one of his sons. His brother, Stephen, with whom he migrated from England, made a name for himself in the field of exploration.
A REMARKABLE man was Robert James Martin McBride, of the Burra, who was not only a notable pastoralist, doing much pioneering work, but a successful pioneer in the development of Broken Hill and Western Australian mining fields. Best of all he was a public benefactor, and gave liberally of his wealth to all and sundry. There was not a grander old man of his generation in this State than Mr. McBride, particularly in connection with pastoral affairs. During the years of his activities as a pastoralist, much of the progress and prosperity of the industry, especially during the latter half of last century was due to his great enterprise, energy, practical knowledge and business acumen.

Born in the north of Ireland, in January, 1831, son of a surgeon in the British Army, he left school at 14—earlier than he would have done but for his father's early death—and took to the sea as a means of livelihood for his mother, who was left a widow with a family inadequately provided for. He was on the Victorian diggings when he was 20. After further experience at sea, he landed in South Australia with five shillings in his pocket as his only money in the world. He had, however, wealth of another kind, an iron will, perseverance, and a faculty for applying himself. He was not afraid of hard work. Having walked from Adelaide to the Burra mines, he accepted employment there, and later worked on sheep stations in the district. By this means he obtained a good insight into pastoral pursuits. He took contracts, and fenced in the Princess Royal Station property, in the fifties. Posts, or many of them that he put in are standing there to this day. Carting with bullock teams followed.

In a few years, Mr. McBride had established himself on 200 miles of leasehold country east of the Burra, adjoining the Nor' West Bend Station. He named his property "The Gums," and here he resided for some years, making rapid progress until the drought of the mid sixties gave him a great set back. When good seasons came again he made a remarkable recovery.

Mr. McBride gradually acquired other extensive tracts of country. He pioneered 500 miles of virgin pastoral territory towards the New South Wales Border, 90 miles east of the Burra, known as Pine Valley and Drayton, which in a few years he had permanently improved until those stations carried 40,000 sheep. Other holdings owned by this shrewd squatter were Teetulpa, Faraway Hill, Oakleigh, Redcliffe, Oulalpa, and Oulmina. Faraway Hill was a portion of the old Paratoo run. Well does the writer of this article remember Faraway Hill. He was one of the party with the Pastoral Royal Commission in the nineties, and travelled this north-east country which was almost eaten out in the summer of 1897. The only members of that Royal Commission surviving are the Hon. L. O'Loughlin (then Commissioner of Crown Lands, who was chairman) and the Hon. Alexander Poynton, late Federal Cabinet minister. More than one member of the party on that week of travel suffered from the effects of drinking the bad water during the journey in the drought stricken land. They reached Faraway Hill just before sunset one scorching day in January. Mr. McBride was there to receive them, and the 30 year old brandy and port which
Robert James Martin Mc Bride

He produced from his cellar, saved the lives of the sick travellers. In the nineties, Mr. McBride acquired Outalpa for about £18,000. That station had practically "gone to the dogs," being owner but 200 miles of dog-proof boundary fence round it, and 50 men were kept employed for two years making the place ship shape. Mr. McBride got his reward in a substantial return from the property.

One who knew him intimately wrote to the Adelaide press at the time of Mr. McBride's death, in 1921, "When the Oulnina run was submitted to auction and the trustees of the late Mr. Walter Duncan, this veteran, in the region of 70 years, oversaw the property at something over £50,000, beating syndicates and bought his last farm."

Mr. McBride invested in 100 Broken Hill Proprietary Company's £10 shares, and was reported to have made a fortune as the result of the sale of land purchased for £30,000. The Stony Gap Station 10 miles from the Burra, adjoining Kooowie. This comprised 2,600 acres. Here he started a small stud with about 150 select ewes of the same breed as the Finger Post sheep. His object was to raise good class rams for use in his outside country, and for the improvement of the general flock. He was successful in breeding a large frame strongly constituted sheep, carrying a close fleece of strong wool with long staple and good tip. Stony Gap, where he resided for some time, was for the wool well grassed, rich soil which he put under cultivation.

Mr. McBride lived a quiet, retiring, unostentatious life. Although exceedingly generous and delighted to help people in unfortunate circumstances, and institutions that had to struggle to keep going, he was wont to "do good by stealth, and blush to find it fame." To his appeal on behalf of a worthy cause or an individual, was irresistible. Humility was among his distinguishing characteristics; he never applied to himself the praise that was lavished upon him for his benevolence. Replying in his old age to a public expression of thanks for his generosity, he remarked that God had placed in his hands power, and he bowed in praise to his Creator. Concerning the higher significance of his life, it has been written of Mr. McBride that "he made great wealth; he could not hold his mental balance, his courage and his strength, were too true to make it otherwise: yet he feared wealth and gave most of it away. He gave wisely, widely and generously, from the beginning to the last, right up to the hilt. He was at his best when fighting adversity. He smiled at defeat if ever it overtook him (which was seldom), and he trembled when enveloped with success. Forgiveness was an outstanding virtue; no matter what the quarrel or the feud, he at least forgave, and he outshone in humility. Inflexible in will, irresistible in energetic humanitarian, lofty in ideal, broad viewed and physically perfect, he was a born leader of men; but he spurned notoriety, and died as he had lived: a humble man, trying to do his duty to mankind, conscious of his mistakes, certain that God rules."

No one ever knew the extent of his benevolence, but several years before his death it was computed that he had already distributed at least £100,000. The exercise of his liberality knew no bounds, and it would be impossible to estimate the sum total of his benefactions. During the war and after, he was most lavish in his contributions to patriotic funds. He was a patriot to the very core. Many of his gifts were announced in the press, and many were not. The Methodist Church, of which he was a member, the Salvation Army, the Bible Institute at Wayville and Angas Missionary College, which participated in his special gifts, are mentioned to show the cosmopolitan character of his princely liberality. He presented £4,000 towards the cost of establishing the Australian Bible Institute at Wayville, and £5,000 to the Salvation Army Maternity Home at Medindie.

This grand old man died on October 13, 1921, leaving a large family to share in his wealthy estate. Two of his sons recently acquired the well-known Pewsey Vale property.

An instance of the late Mr. McBride's generosity to a fellow squatter is appropriately reported in the Adelaide press at the time of his decease, by that old-time pastoralist, Mr. Andrew M. Woolridge of Goodwood Park. It is worth repeating in Mr. Woolridge's own friendly words, "Many years ago, I purchased 10,000 sheep from the late Mr. D. McLean, manager of the Nor West Bend Station. The sheep were delivered to me at the Government well, half way from the Burra. It was summer-time on January 30, 1873, very hot, close sultry muggy weather; the sheep had been mustered up from the yards, drafted and branded. They were hungry and thirsty, and as wild as kangaroos. The large mob on starting was accompanied by two drovers on horseback, as they would have run the legs off the men on foot. It was an awful day, one of the worst I have ever experienced in South Australia. A terrific storm sprang up, and the country was enveloped in dust for miles around. Just as I was starting the last mob, Mr. McBride, who was living at "The Gums," station in the Australia, the Broken Hill line, and every bush track connected with his runs, he travelled frequently and unassumingly, big things and little things alike receiving attention. It was a common occurrence for him to leave his Burra home at sunrise, or earlier, on a hot summer's day, in a light trap drawn by either one horse or a pair of coolies, to reach Pine Valley, 92 miles away, the same evening.

At 14 years of age he was clinging to the end of the yard arm of an old sailing tub reefing the sail in a gale. At 60, he was down a well on one of his stations, 300 feet deep, putting in the timber that had fallen in and formed a huge cavity so menace and dangerous that his men refused to go down. At 85, he was breaking in a mule at the back of his house to send to the war. In his ninety-first year, and a few days before his death, he did two hours' carpentry, making the steps of his bed room more convenient for himself - "his last job on earth."
The colonial experience of George Hiles, one of the mid-north old timers, make a contribution to the romantic side of South Australia's sheep farming history. He left old England when he had just become of age, and landed in Adelaide when the Province was still in the cradle. That was in 1838, and Hindley Street was then beginning to look quite spruce, by reason of the fact that the gum trees were being grubbed out of it. In middle age, Mr. Hiles had become one of the wealthiest men in South Australia, and when death claimed him, in 1902, he left an estate worth £190,000. How he did it is a stimulating story, and one that might be used with advantage even to-day in furtherance of the migration campaign which is being pushed on both sides of the world. Granted that the opportunities to-day are not quite what they were when George Hiles arrived, a stranger in a strange land, there are still fresh conquests open to new comers, and what this fine old colonist was able to accomplish should be an inspiration to many who are taking part in the redistribution of surplus populations.

Mr. Hiles was born in North Petherton, Somerset, in 1817, four years after the Hon. John Baker, another distinguished pioneer pastoralist, first saw the light of day at South Petherton in the same County. The migration of these two men accounts for the appearance of the name Petherton in two places on the map of South Australia. Mr. Hiles had started life in the old country as a humble farm laborer. He was never ashamed of the day of small things, but was always peculiarly proud of the fact that throughout his long colonial career livestock and wool claimed almost his exclusive attention. Agricultural pursuits had no real attractions for him. Among his shipmates were William Dare, afterwards well known among early sheep farmers as "Billy" Dare, and John Chewings, father of the better known Dr. Chewings. The career of the former has already been dealt with in these sketches. When they arrived the three young immigrants agreed to stick together until they could get upon their feet in the new country, and they soon secured work as shepherds with Messrs. Anstey & Giles, who held pastoral areas on the Rivers Para and Gilbert, and afterwards extended their operations to Yorke Peninsula, as has already been described in a notice devoted to George Alexander Anstey. Money was scarce in those remote days, and the trio of shepherds had to take their wages in cattle and sheep, until the numbers got too many for their employers to continue to graze them. So soon as they had earned enough bullocks to make up a team the three Englishmen drew lots, and George Hiles was the lucky one. He immediately decided to set up as a bullock puncher. The first shot at the Burra Copper Mine was fired on September 29, 1845, blasting a large mass of rich ore. The workings were carried on with vigor, and during the first six years of the mine's history...
GEORGE HILES

nearly 80,000 tons of ore was raised and shipped to England. It was carted all the way to Port Adelaide, and Mr. Hiles found plenty of work for himself and his bullock team. Here it may be mentioned that Mr. Hiles was a man of strong temperance convictions. Throughout his life he never touched spirituous liquors, except under doctor's orders, and he had the courage to frequently harangue his fellow teamsters upon the folly of their drinking habits. "I am going to make money and get on in the shape of money," he would tell them, "but you poor fellows will remain bullockies all your lives if you don't leave alcohol alone." It was a gospel he preached long after the days of copper and gold mining. Indeed, a better disciplined man than George Hiles probably never lived. Those who knew him speak of the wonderfully marked side of his nature. His orderly mind was revealed in all his station appointments and the way he went about his work in general.

The unsworn partnership between Messrs. Hiles, Dare and Chewings continued with the idea that in time they would be able to take up pastoral pursuits on their own account. Their wages in the shape of sheep became too embarrassing for them to continue to graze with Messrs. Anstey and Giles' flocks, and so the three of them set about what they thought would be a fair flock of sheep, and then they decided to close partnership and went about his work in general.

Mr. Hiles was twice married, first in 1841, to a sister of Mr. G. W. Cole, of Rechabite fame, and they had a family of two sons and six daughters, all of whom have died. The second marriage was to a sister of Mr. John McKirdy, a well known seedman, and merchant, of Rundle Street, Adelaide.

For several years the eldest son, Joseph Harris Hiles, was manager for the late Mr. Crozier of his South Australian and Queensland interests. The second son, George Cole Hiles, helped his father in the conduct of his runs. Other sons-in-law besides those already mentioned are Messrs. William Cockrum (deceased), Thomas H. Pearse, and William Roach. Mr. Hiles, who died at Petherton House, Hallett, in 1902, at the age of 85 years, was hearty and vigorous almost to the end. As a hunter he used to put his horse to the fences, and would exhibit all the glee and enthusiasm of a huntsman following the rack. He was a man who rarely had any trouble with his sheep. He treated them well, paid them liberally, and expected a fair day's work from them, otherwise they soon had to pass on. Among many leading commercial men of Adelaide his word was his bond. Some people regarded him as a hard man, but this view was combated by the Chairman of his Trustees (Mr. W. Herbert Phillips) in conversation with the writer. The former remarked:—"Mr. Hiles was a clever, shrewd, and exceptionally industrious and honorable man. His peculiar thoroughness and energy made him intolerant of slothful people, but when I came to go into his affairs, I found many instances of exceptional generosity on his part towards persons who were really deserving of help. The man who was honestly striving to get on apparently never appealed to him in vain, but he had an inflexible policy towards people who were reduced to a condition of want entirely by avoidable faults on their own part."
SOUTH AUSTRALIA, as a province, was only 25 months old when Alexander McCulloch landed upon its shores, possessed of a full measure of that grit and determination which have enabled Scotsmen to succeed in any part of the world where they have settled. He was in every sense a pioneer, who speedily seized upon the possibilities of the new land, and got upon his feet in remarkably quick time. Mr. McCulloch was born in 1809 on the estate of Ochtertyre, at the foot of the Grampian Hills, in Perthshire, Scotland. He would probably have become a tenant sheep farmer but for the fact that Henry Dundas Murray, younger son of Sir Patrick Murray, the owner of Ochtertyre estate, had decided upon migration to South Australia, and induced him to accompany him on the promise that he would be given the management of a pastoral property he intended to purchase. This was early recognition of Mr. McCulloch's ability in the handling of sheep. Just before embarking he married Miss Margaret McEwin, the daughter of a Scottish sheep farmer. The voyage to the antipodes was made in the ship Orleana, and the journey from Glasgow to Glenelg occupied from August, 1838, until early in January, 1839. Among the passengers, besides Mr. Murray, were Messrs. Stephen King, father of the explorer, and John Reid, father of Messrs. Ross Reid and W. L. Reid, the last named of whom had Tolarno station on the River Darling.

In those early days there were no organised transport facilities, and, on behalf of his party, Mr. McCulloch walked from Glenelg to Adelaide, hired a bullock dray, and returned to the seaside. The newcomers loaded their goods on the dray, drove to the capital, and pitched their tent at a spot now the corner of King William and Rundle Streets. Mr. McCulloch at once entered the employ of Messrs. Murray and Reid, who, on the last day of the month that they landed in South Australia, obtained a special survey of 4,000 acres on the junction of the North and South Para Rivers, including the site of the present township of Gawler, the main street of which perpetuates the name of Henry Dundas Murray. The last-named resided for a time at the spot now known as Turretfield, and, after visiting New South Wales and Tasmania, he returned to Scotland temporarily. Mr. McCulloch was a good man among sheep, and he very soon decided to
ALEXANDER McCulloch

set up in business on his own account. A return published in August, 1841, in compliance with the Scab in Sheep Act, mentions him as the owner of 43 male and 81 female sheep in the locality of Gawler water—a total of 124 out of the aggregate of 200,000 which South Australia then boasted. That was the mark he began of one who was destined to become one of the State's greatest flockmasters. Progress, however, was rapid, and a return issued only five months later than the one referred to above fixes Mr. McCulloch's holding at 906 sheep, entitling him to a place among the list of "principal owners." In 1841 some country was leased from the Government on the River Gilbert, between what is now Stockport and the junction of the Rivers Gilbert and Light, and extending towards Hamley country was leased from the Government. In those days, however, wheat was sold down to 1/6 a bushel, and the proposition of wool and mutton, and thus titling him to a place among the list of "principal owners." In 1841 some country was leased from the Government. In 1841 some country was leased from the Government.

Mr. McCulloch had to put up with further Government resumptions, but neither that fact nor the famous drought of the sixties interfered with his progressive career. In 1863 he purchased the Princess Royal station from Mr. J. W. Tyler. Special interest attaches to this property from the fact that it formed portion of the special survey of 20,000 acres taken out in 1845 by the rival contestants for the Burra Copper Mine, who were known as the Nobs and Snobs. After the survey of the lease into two equal parts, the Snobs secured the northern portion with its rich mineral prize. The southern half, known as Princess Royal, also gave early promise as a mining proposition, but the ores proved to be "dredgy," and eventually the property was sold for pastoral occupation, the price paid, according to R. F. Whitworth, having been 18/ an acre. It adjoined the present mining leases on their southern boundary, and extended to Koonoo. After Mr. McCulloch's death Princess Royal was carried on by the progressive career. In 1860 Mr. McCulloch purchased the lease of the well known Yongala run from Daniel Cudmore, and when on the expiration of the lease the property was put up for auction by the Government he bought the freehold of 33,000 acres. In Mr. Cudmore's time Yongala had an area of 42 square miles, and carried 23,000 sheep. The old rent and assessment amounted to £108 10/, and Goyder's valuation was £588 per annum. The property was resumed by the Government, and was purchased in 1875 from John Beck, who preceded J. P. Hall in occupation. Mr. McCulloch, who had some 6,000 sheep in possession of the McCulloch family, the third son, Duncan, who now lives in England, having the largest interest. The property has been described as a failure—"Situated as it is on the long slope which extends from the highlands of the Flinders Range to the valley of the Darling, the country is typical saltbush plain, with little to break the monotony of the grey green sea of saltbush beyond occasional belts of mulga scrub, with now and again a thin line of gums following creeks which are generally waterless; but, fortunately for Australian pastoralists, the Merino thrives exceedingly on these dry, hot uplands, where its ancestral inheritances of ability to endure drought made it one of the only propositions for a very large proportion of pastoral Australia. The station is subdivided into forty paddocks, and is well fenced throughout. Vermilion fencing has been erected on the large paddocks, and rabbit pests. Water is amply provided by dams and wells, so that the owners can look forward to anything but a very exceptional season without fear." With all these manifold interests it is not surprising that Mr. McCulloch did not trouble much about public life. He was induced to seek Parliamentary honors in 1866, and was returned for the district of Burra, but did not seek re-election. He was succeeded in the representation of that electorate by his son-in-law, Sir James Penn Boucaut. Mr. McCulloch died at Glenelg on October 16, 1890, at the age of 80 years. He was held in universal respect in South Australia, and working men ever regarded him as one of the best masters in the north.
EDWARD SPICER was best known as a merchant prince, but he had undoubted claims to be regarded as a pastoral pioneer. He was born in London on New Year’s Day, 1817, and had chosen no settled career for himself before he came out to South Australia at the age of 21 years, with the express object of following pastoral pursuits. Early graziers of New South Wales had been the means of focussing some attention upon Australia in the Old Country from the point of view of stock-raising. It was a glowing article in “The Times” that especially attracted Mr. Spicer’s notice, an article that described what an energetic man could accomplish with 1,000 ewes in a single decade in New South Wales. However, he decided upon Adelaide for his destination, and shortly before leaving London entered into an agreement with the South Australian Company to take up a section of land in the new province.

It was at the end of September, 1838, when the vessel by which Mr. Spicer voyaged was guided into a small cutting in the bank of what was afterwards known as the Old Port. Henry Waterhouse and his brother were fellow passengers. The three young immigrants walked to Adelaide, and experienced a sharp disappointment at finding the River Torrens was only a trickle of a stream, and not the fine river they had been led to believe it was. At the time the business centre of Adelaide was at the intersection of Hindley and Morphett Streets. There were not more than a dozen shops, and all were of primitive construction, built mostly of broad palings and pise walls. Dr. C. G. Everard had a cottage at the corner of Hindley and Morphett Streets, but most of the settlers were accommodated on the parklands in reed huts or tents. Rundle Street was then being cleared of timber. Meat was selling at 9d. to 1/- a pound, in which respect the pioneers were no worse off than the consumer to-day, but 5/- for a four lb. loaf of bread sounds like an echo of the bad old days.

Mr. Spicer settled at the west end of where Currie Street now is, paying £20 for a piece of land on which he personally erected at the cost of another £20, a one-room tenement. Water was drawn from the River Torrens in a barrel. This little dwelling was used only as “headquarters.” Mr. Spicer was firm in his determination to become a squatter, and immediately began to spy out the land. He inspected the country along the Rivers Torrens and Sturt, examined the Mt. Barker district, and eventually selected a good lump of land about four miles from Adelaide, in what was then known as the Black Forest. The exact locality of his holding is now called Edwardstown, and Edward Spicer’s pastoral occupation has often been referred to as the derivation of this place name, which, however, is due to the fact...
that William Edwards, owner of section 51, laid out a village there. Mr. Spicer set to work to improve his block by the erection of stockyards, a one-room "villa," and other convenient improvements. And so ended the first excitement caused by the discovery of the Victorian gold diggings. The rest of his business life was spent as a general merchant, in which capacity he was joined successfully by his two brothers, Henry and George Spicer. The operations of the firm were extensive and prosperous, and kept pace with the expansion of the colony. Edward Spicer finally retired from active business in 1893, but lived until his 90th year. He died at his home on May 7, 1906. South Australia has known few more liberal Wesleyan Methodists, and the Spicer Memorial Church in Fourth Avenue, St. Peter's, Adelaide, helps to keep green his cherished memory. He was a member of the managing committee of Prince Alfred College, and in 1893 gave £1,000 to provide a scholarship at the Adelaide University for Methodist clergymen's widows and superannuated ministers, and his charitable habits found scope in many other directions. The late Lady Smith, second wife of the late Sir Edwin Smith, was a daughter. At one time in his career, Mr. Spicer had some interests on Yorke Peninsula, where there is a well which still bears his name. Unlike his illustrious son-in-law (Sir Edwin Smith), Mr. Spicer was never attracted by public life, but he took keen and active interest in the Adelaide Jubilee Exhibition, of which he was one of the promoters and a guarantor to the amount of £500. He also served on the Juries and the Selection Committee in connection with that great exposition, which did so much to tide South Australia over a difficult period in its history. Shortly before his death, a biographer wrote:—"Mr. Spicer survives to witness the present expanding proportions of a city which he knew as a group of rude huts. A host of memories must arise as he drives through the well kept streets lined with large buildings, and not the least pleasing must be the reflection that he contributed to its uprising. While in the untrodden back country or as a city merchant, he has been as a father to South Australia, and no one in the province is more respected and esteemed." We are indebted to his daughter, Mrs. H. D. Cook, of Rose Park, for the portrait reproduced on the opposite page.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

A NAME honored in the annals of our pastoral industry is that of Thomas Alfred Wilson, who went into the wilds of Eyre Peninsula or Port Lincoln district, as it was then known, in the pioneering days, and endured the trials and hardships attending occupation of a considerable area of the West Coast country. Mr. Wilson was one of the unfortunate pioneer squatters who through droughts suffered severely, and had to abandon pastoral pursuits and return to the more peaceful, less exacting and less ruinous avocations of city life. Born in Kent in 1819, he came to South Australia by the sailing ship "Moffat" in December, 1839.

Next to the Buckinghamshire, 1468 tons, the Moffat, 820 tons, Capt. Gilbert in command, was the largest vessel to arrive in South Australian waters that year. She had a big list of passengers among whom were J. G. Mills, Thomas Fax, James Jury, Alfred J. Mills, G. Martin, David Packham, Samuel Lewis, John Bullock, James Menpes, W. Langman, Richard Eagle, Robert Thompson, Henry Peeler, W. H. Belcher, Ambrose E. Warden, W. F. Holmes, and others, whose names are perpetuated in present day families in this State. After serving an apprenticeship to the building trade Mr. Wilson joined his father, Capt. Wilson, in farming pursuits in the Sturt district and remained with him until his father's death, in 1856, when the property fell into his hands. The son continued to develop the estate and at the same time contributed to the newspapers of the day articles on the farm and garden, and was also well known as a lecturer and teacher of elocution.

In 1860, Alfred Wilson (he usually dropped his first Christian name) took up a large tract of country 60 miles north west of Port Lincoln and engaged in sheep raising. His stations were Cooladdie and Mungarowie, and comprised about 153 square miles, now in the since surveyed Hundreds of Mitchell, Shannon, and Haig. The former Cooladdie (the name of a native bird) took up a large tract of country 60 miles north west of Port Lincoln and engaged in sheep raising. His stations were Cooladdie and Mungarowie, and comprised about 153 square miles, now in the since surveyed Hundreds of Mitchell, Shannon, and Haig. The former Cooladdie (the name of a native bird) is shown on the map as Kooliddie, somewhat changed from the name given to the station by its original lessee. The old Cooladdie head station is situated between the railway line and the coast, not a great distance from the present township of Sheringa. Mount Garb is in the vicinity and to the south is Lake Hamilton, which was named by the explorer Eyre after George Hamilton, one time Commissioner of Police. Polda country, known for its inexhaustible wells, is away to the north. Coomaba to the east is the nearest railway station on the line to Thevenard.

The Cooladdie and Mungarowie runs were sandy undulating country, covered with dense mallee, broom, tea-tree, trakea, spinifex, and various gums, light shallow red soil on limestone, limestone outcrops, a few shea-oaks, and good grass in parts. In times of drought the soil became loose and was carried by a strong east wind into the ranges. Relying on the soil for a living, the pioneer found himself literally on the rocks. When necessary for Mrs. Wilson to travel into Port Lincoln, a feather bed was placed in a spring cart, and she sat in the middle of the road," so to speak. The flocks for stocking these runs were taken overland via Port Augusta and Streaky Bay in 1861.
The first shearing was at the Big Swamp and thence the sheep were removed to Minta-George. In 1864, Mr. Wilson entered into partnership with Benjamin Featherstone. The deed of partnership was witnessed by Samuel James Way, afterwards Chief Justice. After he gave up squatting pursuits, Mr. Wilson's country was held by C. Hamp, Andrews, Woolfardge, J. Stone, A. K. Moore, and others.

It required the exercise of no little courage as well as determination against beatings on the part of the pastoralist to enter into occupation of this isolated region so far away from the homes of the white settlers and where the blacks who had always been very troublesome, were still, even in the sixties, a constant menace to human life and the sheep farmer's flocks. Harcus put the danger clearly and very cleverly indicating the drawbacks and dangers away back in the forties, and his description was particularly applicable to the far western part of the Province of the North. Mr. Wilson, even in later years, had to be constantly on the alert at night. As early as March, 1842, intelligence had reached Adelaide of a terrible tragedy by the natives on Mr. John Wilson's station not far from Port Lincoln. Mr. Brown was a large sheep farmer, and he and his hut keeper by the name of Lovelock were barbarously murdered. At the commencement of the attack, in resisting his black assailants, Mr. Brown knocked one of them down with the butt of his gun, but he was soon overpowered by numbers, and fell, after receiving several wounds; he afterwards struggled and got upon his knees, whilst in the attitude of prayer he was despatched. Shortly after this tragic occurrence, forty or fifty natives attacked Mr. Biddle's station, a few miles from the scene of the previous murders. The station owner, after firing two pistol shots at the invaders, received a spear wound in the heart and dropped dead. James Fastings (a shepherd) and Mrs. Stubs, aged 60, were killed, and her husband Stubs was speared and narrowly escaped death. The same year Chas. C. Dutton, once Sheriff of the Province, was forced to abandon his holding at Piliaworta owing to the hostility of the blacks. Mr. Dutton was the farthest out station from the town of Port Lincoln in those days. Finding his place quite untenable in consequence of the number of natives in that quarter he set out in search of new country to the north west of Port Augusta. He was murdered by natives at the head of Spencer's Gulf, but perished on his journey, and twenty years afterwards his remains were found not many miles from the south end of Lake Torrens, close to what is now known as Dutton's Bluff. There then was the murder of Mr. Hamp, the pastoralist after whom Hamp's Hill, near Elliston, was named. He was the father of the late J. C. Hamp. Waterloo Bay is a reminder of a serious encounter with the troublesome blacks. Unable to obtain reparation from the authorities against the native depredations, the settlers took the law into their own hands. A real campaign was organised, the blacks were rounded up, and in the fighting that ensued, they were practically exterminated. Those who were not killed outright in the affair were driven over the high cliffs and the place was known henceforth as Waterloo Bay. When the township was surveyed, this locality has been designated Port Elliston after Mr. Hamp's beloved governess, Ella Liston. Numerous murders were committed on settlers in the out districts of Port Lincoln in the early days. Expeditions were dispatched from Adelaide to bring the miscreants to justice; some were captured after infinite trouble and brought to Adelaide for trial. Having been found guilty they were escorted back to the districts where they had been committed, and were executed before the eyes of their tribes, thus having salutary effects upon the natives generally. Concerning the experiences of the difficulties encountered by the first settlers in the Port Lincoln district from attacks by the natives, J. W. Bull says:—"In cases where the blacks, having taken advantage of a few individuals, seeking to occupy lonely places, have killed them, safety for succeeding parties has not been secured until a dread has been created in the minds of the offending tribe by speedy and severe punishment inflicted on the offenders and accomplices, and on those who sheltered them. It is a fact which cannot be denied that there has been no safety for the lives and properties of the whites until such a dread has been established." Mr. Wilson and his family experienced much trouble with the treacherous blacks, who were of the same tribe as those responsible for the murder of Mr. Hamp. At Cooladee they speared numerous sheep, but later, through judicious treatment, these blacks became more friendly, and were engaged to do light work on the stations for which they received a weekly allowance of corn, flour and tobacco. When the men were away from the head station the natives became aggressive, making demands for stores to which they were not justly entitled, but Mrs. Wilson, with the assistance of a trusty Irish maid, and the "guns," could generally keep them at bay. At times the natives were very obstreperous, when it was found necessary to gather the family and servants within the wool shed, and there would ensue a fight to the finish. Many natives were wounded, but in the end a White Australia policy predominated. Wild dogs were also a great source of trouble to the squatter, and shepherds had to be constantly on the alert at night. Mr. Wilson had to be his own doctor and dispenser, and was known amongst the natives as the "big white doctor." The usual station work, of course, had to be done. At times, one of the hands, Puckeridge, was shot by a restless horse called "Cook," when the animal trod upon his foot, and Puckeridge spoke out in language strange but strong. Mr. Wilson told him he should not swear, "That's not swearing," he said, "it's simply an exclamation." When Puckeridge did not agree, three bullock drivers who were present, promptly resigned and left the district. The severe droughts, in the end, compelled the owner of Cooladee to relinquish the enterprise, and he returned to the south, but was never able completely to retrieve his losses. He turned his attention to various occupations. He had charge of a vineyard at South Rhine for five years. Of varied abilities, he was the inventor of a side-draught to the reaping machine, and also interested himself in mine prospecting and got out much success. At Port Lincoln he was frequently in request for his knowledge of medicine. He held a commission in the first Volunteer Forces, and was Chairman of the District Council of Brighton at its formation. He died on December 13, 1889.
IN the strictest interpretation of the word, Alfred Barker was a pioneer; he trod South Australian soil four months before the arrival of the official party in H.M.S. Buffalo. He came out as a member of the crew of Colonel Light’s brig, the Rapid, which dropped anchor in Nepean Bay, Kangaroo Island, on August 21, 1836. His early history, which has never before been written up, is inseparable from that of Lieutenant (afterwards Captain) W. G. Field, R.N. When Colonel Light took command of the Rapid, Field was serving as first lieutenant of H.M.S. Ocean, the flagship at The Nore. He gave up his prospects in the Imperial service, and adopted South Australia as his future home. He joined the Rapid as first mate on the understanding that he should take the command of the brig after the site of Adelaide had been fixed. Mr. W. J. S. Pullen (afterwards the Vice Admiral of Arctic fame) signed on as second mate for the voyage out, not being a commissioned officer at that time. When the Rapid was in St. Vincent’s Gulf with her company in search of a suitable port for the new province, Messrs. Field and Pullen left the brig, each in a separate boat. They must have reached the Port Creek about the same time, although Pullen gave Field the credit for having been the first in. The capital site having been fixed, Colonel Light gave up the command of the Rapid to Field, and Pullen was found employment on shore. Alfred Barker was then appointed first mate, and William Chatfield, second mate. Field took the Rapid to Sydney early in 1837, the voyage occupying 10 days, and the return one much longer. Soon afterwards the vessel was sent back to England, and upon arrival the South Australian Commissioners presented Captain Field with a bonus for having taken “home” the first produce from the young province of South Australia. Back to the antipodes he and Mr. Barker went, and they remained on the Rapid until Governor Hindmarsh quitted, whereupon they resolved to enter upon pastoral pursuits. They both held Adelaide town acres, that of Mr. Barker abutting on Carrington Street.

The Barker-Field pastoral partnership began in 1841 with a herd of cattle that they brought overland from New South Wales, considerable trouble with the blacks having been experienced on the journey. The writer recently read an entry in Captain Davison’s Blakiston diaries in which reference is made to the fact that the captain served out pistols to one of the relief parties. Prior to this they had been engaged in stock expeditions for speculative purposes, in association with an unnamed third
party. In June, 1839, the "Southern Australian" announced:—"On Saturday last intelligence reached Adela- one of Lieut. Field and party on the banks of the Murray with from 600 to 700 head of fine cattle. We have thus the pleasure of contradicting the rumors that were afloat, and which his horses and cattle amounted mostly, but after the first owner’s death Mr. Barker turned his atten- tion to sheep. He was a keen lover and judge of horses, and one can readily understand his well-known son (Mr. John Barker) made such an acceptable Chairman of the South Australian Jockey Club. Al- fred Barker owned the blood horse "Egremont," erected in the day, which had been imported by Mr. Humphrey, and another valuable blood stallion helped to establish the reputation of the Baldina horses. He was a very active man, although handicapped by an affliction which compelled him to wear a cap over one eye. He was of a modest, un-assuming disposition, and a very much respected man. An "old-timer" of the district who worked for him described him as a "most genial, high-class English gentleman, kind to a degree." He married a sister of John and James Chambers, the pat- rons of John McDouall Stuart, the explorer. Throughout the chapter there has been a continuity of "Bar- kendom" in the ownership of the Bal- dina station, represented by father, son, and grandson—Alfred, William, and John.

Alfred Barker had a struggle to hold his country in the early days. In the revision of rents it was assessed to carry 16,000 sheep, although only 5,000 were being grazed at the time. In 1865 a Royal Commission was ap- pointed to report upon the state of the northern runs. Its members were Messrs. Charles Bonyon, Wentworth Cavenagh, and C. J. Valentine. This Commission did not visit Mr. Bar- ker’s place, and on October 12, 1865, he addressed the following letter to the members:—"Gentlemen, I cannot help expressing a hope and a deep disappointment at your not visiting the tract of country east north east and south east of the Burra Ranges. The country west of those ranges being good, causes the Government and public to form far too high an assumption of its true value. Your personal inspection and report would have been satisfactory to all parties. If the instructions from the Government prevented this inspection I beg most respectfully to state that I, with the rest of the lessees, consider it an act of great injustice. We are in a class by ourselves and our case and hardships fairly repre- sented, together with that of others suffering from this long continued drought and the prospect of a severe and dry season this year. The Bal- dina Creek, which is my southern boundary, and a small spring at the north west corner of the run, being the only waters about this neighbor- hood, occasions a large number of stray cattle and horses, besides working bullocks belonging to the Burra wood carters (the principal Burra wood is cut over this run). Likewise the last number of sheep annually passing over the run to the other colonies, subjects me to great loss and expense. I have lost 1,525 sheep from starvation, and my lambing season has been a total blank. Of my cattle, scarcely a cow has been able to rear a calf, and I cannot say the number of my cattle that have died from disease or starvation. I have also lost several horses from the same cause. Respecting lease No. 405, on which there is no surface water, lightly grassed and very little salt- bush, and is more subject to the drought, I have expended since the 23rd January last, £302 12/ in unsuccess- ful endeavours to obtain water. My principal grievances are oppres- sively high rents, unfavorable water, inferiority of country, loss and expense through working bullocks and other stock constantly trespass- ing; frequent and severe drought, and losses from poisonous scrub and scrub. I respectfully soliciting your attention to the facts here named, I remain, etc., Alfred Barker, proprietor."

Whether any redress resulted from this letter is not recorded. Mr. Bar- ker, however, surmounted his diffi- culties in the seventies and retired to St. John’s Wood, near Enfield, where he died from heart trouble on January 24, 1890, at the age of 67 years. Another son besides those mentioned was the late Mr. "Joker" Barker, who died at Mount Barker several years ago. There is no con- nection between the nomenclature of that town and the subject of this sketch or his family. The old brig Rapid, on which he came out, was cast away on the island of Rotumah, South Seas, in January 1856. A fascinating story of treasure trove was woven around her. In after years Mr. Barker had correspon- dence with Vice Admiral Pullen, one of his former shipmates, who went to the North Pole in search of Sir John Franklin’s remains. Besides his pio- neer navigation of the Port Adelaide River he claimed to have been the first to enter the River Murray mouth from the sea. "I feel greatest interest in the champion stream, and in the colony generally," he declared in a letter to Mr. Barker, in which he also complained bitterly of Colo- nel Light’s failure to credit his dis- coveries. This correspondence was of great value in recording some of the most interesting history associated with the settlement of Adelaide, and the author of "Early Recollections and Experiences of Colonial Life," in the preface to his first edition, offers special thanks to Mr. Alfred Barker. We, the correspondents, and fellow worker of Admiral Pullen."
The narrative of his fortunes and reverses reads more like romance than reality. Thus wrote a biographer of Walter Watson Hughes, more than 40 years ago, and perspective gives convincing force to the remark. It would be difficult to mention a greater benefactor to South Australia than this remarkable man, whose name is associated with public actions calculated to preserve it among the most lasting records of the pioneers. He was the son of Thomas Hughes, and was born in the village of Pittenween, Fife, Scotland, in August, 1803. School days were spent in the small town of Crail, where Mr. Hughes was apprenticed to the trade of a cooper. However, a disposition to rove was in his blood, and he went to sea. For several years he knocked about in the Arctic regions on whaling vessels, but the life was hazardous and terribly rough, and it is not surprising that he tired of it. There were good openings for enterprising men in the East, and in 1829, Mr. Hughes made a voyage to Calcutta as chief mate of a sailing vessel. Then he purchased the brig Hero, and traded in the Indian and China seas until 1840, when he arrived in South Australia in his own craft and decided to settle in the new province, where, in 1841, he married a sister of the well known early pastoralist, Mr. Henry J. Richman. For a brief period Mr. Hughes engaged in mercantile pursuits in conjunction with the firm of Messrs. Bunce and Thomson, and then began his career as a pioneer pastoralist. One of the earliest references to his name is as a member of a grand jury, which sat in the Court House, Whitmore Square, Adelaide, to try some cattle stealers, and John W. Bull's "Early Experiences" contains the story of his beginnings as a squatter. That facile scribbler says that Mr. Hughes, whom he describes as a retired sea captain, purchased sections "over the hills to the east of Adelaide," and another old record gives the location more definitely as the neighborhood of Macclesfield. The ups and downs of Edward Burton Gleeson's career have already been dealt with in these sketches, and it was that colonist's sheep which Mr. Hughes purchased for 5/- a head at a sale conducted in an Adelaide mart by the Government Auctioneer, Bentham Neales. There were rocks ahead for the retired mariner. Like many other pioneers he was engulfed in the financial crisis that marked the latter part of Governor Gawler's regime. Bull says that one day he was riding over the Mount Lofty Ranges when he met, emerging from a cloud of dust, a flock of sheep which the owner (Mr. Hughes) was assisting on foot to drive to the same auction mart in Adelaide, where the same auctioneer sold them at 2/- a head. The captain had brought a moderate amount of capital to South Australia, and luckily from the wreck of his fortune he realised sufficient money to purchase another flock of sheep before a great rise in the price of stock took place, and went north with them.

Mr. Hughes was subsequently joined by his brother-in-law, Captain John Duncan, father of the late Sir John Duncan, M.L.C., and Mr. Walter H. Duncan, M.P., and grandfather of Representative J. G. Duncan-Hughes and the Hon. W. G. Duncan, M.L.C. They took up Wal-
laroo station, which, as originally selected, covered a very considerable area, extending from Tiparra Springs to Fick's and from Wallaroo to Green's Plains. Cockburn's "Nomenclature of South Australia" says that the original aboriginal word "Wadla-waro" (meaning "Wallaby's urine") was twisted into Wallawaro, which was considered too long for the stamping of wool bales, and so the name was clipped to its present form Wallaroo. Mr. Hughes experienced all the vicissitudes of the pastoral pathfinder, and the great wealth that was in store for him did not come primarily from mutton and wool.

The great Wallaroo and Moonta Mines, the company controlling which is now in course of liquidation, were discovered in 1853-61, on Messrs. Hughes & Duncan's pastoral property. The first location of the valuable mineral deposit was not altogether a question of chance. There is clear evidence that Mr. Hughes had above time to studying the science of metallurgy, and he was keen on the subject that he had are still in the possession of his relatives. When the mining properties were still a matter of history and not of course that Mr. Hughes was coming out of the Government offices after having transacted his important mission. Several companies were formed to work these discoveries, and phenomenal success attended the Moonta one from the start. No capital raised in the ordinary way was required to work it, as the valuable lodes discovered one after the other, supported the new enterprise. It required all the faith and perseverance of Mr. Hughes, however, to bring the Wallaroo Company through the struggles of the early days. In the development of the Wallaroo Mines considerable financial assistance was given by Messrs. Elder, Stirling & Co. (now Elder, Smith & Co., Ltd.), the head of which, Sir Thomas Elder, also came from Fife. The industry, of course, was of extraordinary benefit to South Australia, and the Moonta Company had the distinction of being the first mining venture in Australia to pay £1,000,000 in dividends. Mr. Hughes was of the opinion that the hills looking out towards Hoyolet and Blyth also contained copper deposits, and he caused a number of trial holes to be sunk to ascertain the percentages of the metal being discovered.

The excitement of the copper boom did not end Mr. Hughes' connection with the pastoral industry. He had been living in the Wallaroo district, near Watervale. He owned a great deal of land north east and north west of Watervale, and at Springvale he planted the first vineyard in the Watervale district, which he afterwards sold to Messrs. Buring and Sobels. In the early sixties he established that very fine property known as Hughes Park. Part of it was bought from Philip Levi, and it was considerably larger in Mr. Hughes' day than it is now. Subsequently he resided on the part of it designated The Peak, near where the wool shed is situated. He bought Gum Creek station, near the Burra, also from Philip Levi, and this run too, has yielded to the demand for subdivision. Both these properties passed to Sir John Dunn when his uncle's death. Mr. Hughes also bought Oulina station from the estate of Philip Levi, paying £1,000 for it. It comprised 896 square miles, carried 50,000 sheep, and was left to Mr. Walter H. Duncan, M.P. That well-known estate, Tongas, was also on Mr. Hughes' possession. He purchased it from Sir Robert Torrens and sold it to Mr. R. Barr Smith. He bought, in 1872, the Lake Albert station (50,000 acres) from the executors of John Baker's estate—109,981 acres in the hundred of Baker at £3 3/4 an acre, and 13,357 acres in the hundreds of Malcolm and Bonny at £3 an acre. The area of this property was eventually increased to more than 33,000 acres. In 1888 a part was sold, as Narrung, to Philip George Charley and George Philip Doollett, and in 1902, a part to Sidney Kidman.

Mr. Hughes could never be induced to enter the political arena, where his nephews achieved such distinction, but he served in the last Adelaide City Council before the official existence of the City Commissioners. He was one of the trustees that continued to occupy the Mount Barker road in the days when tolls were levied upon users of the highway. The "Stock and Station Journal" is concerned chiefly with the pastoral history of the plains, but it would be unpossible to omit reference to the great public spiritedness that was always exhibited by Mr. Hughes. With Sir Thomas Elder he defrayed the costs of Colonel Light's journey exploring expeditions to the north west interior, the value of which was recognised by Parliament voting £1,000 to Warburton and £500 to his companions. At a public banquet the leader highly eulogised the generous enterprise of his patrons. To the credit of Mr. Hughes lies the foundation of the Adelaide University. Harcus, in his work on South Australia, says that a famous was anxious to found a college primarily for the education of candidates for the Christian ministry, waited upon Mr. Hughes to ask for a contribution. The sum he offered (£20,000) was too much beyond their expectations that for the moment they were bewildered, and later they handed over the gift for University purposes, Sir Thomas Elder subsequently donating £20,000 (and later much more) and Mr. J. H. Angas, £4,000. At the unveiling of the Hughes' statue, erected to his memory by his nephew and chancellor of the University, Sir Samuel Way, declared that, with the exception of Colonel Light's planning of the City of Adelaide, no single act had had such momentous far-reaching results for South Australia as had Mr. Hughes' munificence that led to the foundation of the North Terrace institution. Mr. Hughes received a warm memorial in 1880, but long before that he had settled in England, and he died at Fan Court, Chertsey, Surrey, on New Year's Day, 1887, at the age of 83 years.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

The brothers John and William Jacob, who were among our worthy pioneer settlers and builders of the State, played no unimportant part in laying the foundations of the pastoral industry. Courageous and bold in their enterprises, they took great risks but, unfortunately, droughts and other causes led to their abandonment of big holdings, and to court Dame Fortune in other walks of life. Both were English gentlemen of the highest type of character, and deserved a better fate as pioneer pastoralists. Each, however, lived to a great age in the enjoyment of the esteem of his fellow colonists, and that, after all, was a fine record to leave behind.

William, the elder of the brothers, came from England in the brig Rapid, in 1836, with Colonel Light, the founder of Adelaide, and was therefore among the very earliest settlers in the Province. He was assistant surveyor on Colonel Light’s staff, and was employed in connection with the survey of the City of Adelaide. “When Colonel Light showed us the site which he had selected for the Capital, he was confident it was the best possible one,” observed Mr. Jacob when recounting the experiences of the early days half a century later. “Colonel Light said to me, ‘I never expect the present generation to approve of it, but posterity will do me justice.’” Posterity has certainly confirmed Light’s choice.

The survey of Adelaide was begun at the corner of North Terrace and West Terrace by Colonel Light, and William Jacob was employed at the eastern end with George Ormsby. Shortly afterwards, Mr. Jacob was engaged as draftsman in the Surveyor General’s office. While the site of the City was being laid out some settlers of Van Diemen’s Land, who had come to inspect Adelaide, told our first Surveyor General that grain would never grow here. Light with a confident look, replied, “We will not only grow grain, but all the products of Spain and Portugal.”

The Colonel had served in the Peninsula War, and was able to express that prophetic statement. While Colonel Light was engaged in surveying the Port Adelaide Harbor, Mr. Jacob continued the Surveyor General’s survey of the north side of the River Torrens and proceeded with this work nearly as far as White’s at the Reedbeds.

Mr. Jacob assisted to combat the fire that occurred in James Hurtle Fisher’s reed hut and spread to the Lands Office, which was demolished with all its contents, including the whole of Colonel Light’s papers. When Light resigned his office as Surveyor General in 1838, several of the staff resigned too. Boyle Travers Finniss (who became the first Premier of South Australia), Mr. Jacob, Mr. Nixon, and Mr. R. G. Thomas (son of the founder of the South Australian press), joined the ex Surveyor General in business, and the firm, known as Light, Finniss & Co., conducted a number of important surveys in different parts of the Colony. Mr. Jacob, who did much of the field work for the firm, laid out the Town of Gawler. Light regarded Gawler as the best site for a town north of Adelaide, and he induced Mr. H. D. Murray and Mr. J. Reed to take out 4,000 acres there, selecting frontages as near as possible to the river. In later years Mr. Jacob remarked, “I went up with Mr. Flaxman as agent for Mr. G. F. Angas, and Mr. Menge, a German geologist, and took out a special survey where the town of Tanunda now is. While engaged in this work we met, to our surprise, John Morphett, C. Fisher and J. Hill, camped near the river and out on the same errand. As soon as we saw them Flaxman slipped away quietly and rode back to Adelaide to claim the survey. I went out a second time with Flax-
man, and eventually Mr. Angas claimed no fewer than 28,000 acres.”

Joining by his brother John, William gave his attention to pastoral pursuits, settling at Moorooroo, at the junction of Jacob’s Creek with the Gawler river. Later he went into viticulture and owned famous cellars at Moorooroo where after a most useful life, he passed away on July 14, 1902, at the age of 88. Mr. Sobels, the notable vigneron of Watervale, was for many years manager of the wine-making business for Mr. Jacob, who, before his death joined Sir Samuel Davenport and others in establishing Chateau Tanunda. Mr. John Jacob, of Montrose Avenue, Netherby, is a son of this fine old pioneer.

John Jacob the younger brother who came to Australia for the benefit of his health, which in his youth was by no means robust, lived till past 94, seventy-two years after his arrival here. John was born on his father’s farm, Western Court, at Andover, Hampshire, on July 30, 1816. He sailed from England for Australia in the barque Juliet, the first vessel to bring to Tasmania the tidings of Queen Victoria’s accession to the throne. After spending six weeks at Launceston, he came on to Adelaide, leaving the island in January 1838. Two gentlemen whom he met, John Barton Hack and John Hallett, directed the new arrival, who walked to Adelaide from the Port to his brother’s new house which was being erected on the present site of the Catholic School Jennings Street, North Adelaide. “A queer place it seemed to a new arrival,” remarked Mr. Jacob, “It was built of shingles without doors, windows or chimneys, and the workmen were adding the finishing touches by laying the foundation. North Adelaide was then well covered with small scrub. There were no wells, and all the water had to be brought from the Torrens in rolling casks.” At that time Governor Hindmarsh and Colonel Light were squabbling about the site for the Capital, and people were afraid to build substantial houses lest another site be chosen. John Jacob was among the first overlanders with stock. His pastoral experiences commenced in January, 1839, when he accompanied Capt. George Field, R.N., and Capt. J. A. Barker, to lay out in the ship John Price, for the purpose of purchasing cattle. Capt. Field, one of Colonel Light’s party, who came out in the Rapid, purchased on account of Mr. J. Chisholm, of Sydney, a herd running near Goulburn from Capt. Mark John Currie. Mr. Chisholm offered these cattle to Capt. Field if he would take them to South Australia, and this was agreed upon. Mr. Jacob purchased 100 heifers from Mr. Chisholm. After an eventful journey the party and the cattle arrived safely at Mount Barker. Mr. Jacob’s losses were but two, and he made his way to McLaren Vale, where he formed a station. Thus was begun the foundation of the once well known brand of J cattle.

At that time the “Wiltshire survey” was available, and William Jacob, on behalf of his sister, joined Mr. Joseph Gilbert, Mr. Hallett, and Drs. W. J. and J. Harris Browne, in the purchase of the “Wiltshire survey” of 5,000 acres, comprising Pewsey Vale, Rowland’s Flat, and Moorooroo. In the division, Moorooroo fell to the brothers Jacob, whereupon John Jacob removed his cattle to Moorooroo and set about forming a station there. “I took,” he said, “the first dray across Lyndoch Valley when I went to occupy the station of Moorooroo.” In 1840, William Jacob became engaged to be married to Capt. C. H. Bagot’s eldest daughter, and apparently Moorooroo was settled upon her, and John took his stock to pastures new. He rented two or three sections from Colonel Wyndham (afterwards Lord Leconfield, who, with the brothers Horrocks, had a “special survey” on the Hutt River close to where the village of Sevenhills was subsequently built. In the meantime he had settled with his cattle on country now known as Blyth Plains, but for more than twenty years called Jacob’s Plains in honor of the brothers who first occupied them. The firm of W. & J. Jacob, branded 800 calves yearly on these plains. On one of Colonel Wyndham’s sections John Jacob made his home, “Woodlands,” in the ranges on the bend of the Hutt River, a mile from Sevenhills, and built a stone dwelling, roofed with palings, and a dairy, which was floored with varo slate, having also a good substantial stockyard with a number of cowhails, where he milked 140 cows and also established a garden. In 1848, he married Mary, daughter of Nathaniel Cowles, of London, and they spent 46 happy years together.

John Jacob occupied Beetaloo Station as a heifer run for a time, but found it unsuitable on account of the close proximity of other herds in entirely unfenced country. Thence he removed to Outa-alpa, having examined and rejected most of the intervening country and also that north to Mount Arden, including Mount Remarkable, Beautiful Valley, and Mount Brown. He did remain long at Outa-alpa (now for many years known as Outalpa), and finally settled at Paralana in the Far North, where the brothers took out leases for 582 square miles of country which they declared stocked, with 1,740 great cattle, the dates of the leases ranging from July 3, 1856, to May 30, 1860. For several years Messrs. W. and J. Jacob enjoyed good seasons at Paralana, and their cattle increased to 7,000. Then the disastrous drought of 1863 and following years, practically wiped out their whole herd, and the pastoral interests of the brothers Jacob were ruined. It was a sad misfortune for men who had put their all into these holdings, but they bowed as best they could to the vicissitudes of fortune and abandoned pastoral pursuits for good. William remained at Moorooroo, and John removed to Mintaro and started business as an agent. In 1868, the younger brother entered the Government service, the Hon. John Turbhill Bagot, the Attorney General of the day having appointed him Clerk of the Local Court at Mount Gambier. There he remained for twenty years, proving a most valuable official, and also rendered memorable service at Christ Church. Superannuated within a few months before he would have become entitled to his long leave, he removed to North Adelaide, where, in the quiet seclusion of his family, he passed the remaining 24 years of his life, dying on August 29, 1910, with his seven surviving children privileged to attend his last hours. Mrs. Jacob was laid to rest in 1894.

The surviving sons of Mr. John Jacob are Mr. Wm. F. Jacob, or Eagle Chambers, Pirie Street, Adelaide, and Mr. John Jacob, formerly Secretary of Bagot, Shakes & Lewir. Ltd., and surviving daughters are Mrs. T. Williams (formerly of Moorak, Mount Gambier), Mrs. W. B. Poole, and Miss Caroline Jacob, well known in the conduct of Tormore House School.
ONE of South Australia's pioneer pastoral kings was Andrew Tennant, who was also a member of the Legislature for a number of years. He could trace most of the history of this Province and State through his personal experiences, from the early days when those living "outback" had to encounter frequent attacks by hostile blacks, thus making their circumstances and conditions perilous and uninviting. The great part of Mr. Tennant's life, from his earliest manhood was spent in the distant bush far from the busy haunts of men. And even after he had handed over to others a great deal of the work of managing his extensive pastoral properties, he continued at intervals until he had reached an advanced age, to give much personal oversight to pastoral resources, whence he derived his wealth. As a journalist at the time of his death recorded: "Mr. Tennant may be said to have been a typical representative of the pastoral phase of Australian life, the side of which looms so largely in novels, where the scene is laid in the Commonwealth, but of which only nine-tenths of Australians really see and know less." It was a delight to meet Mr. Tennant at all times, for he was a strong and sincere personality, and it was particularly pleasing when he was in reminiscent mood. He was most entertaining when relating his experiences with the blacks, and generally in regard to station life, especially on Eyre Peninsula, where his father and he himself were among the pathfinders and pioneer occupiers of the country.

The Tennants, father and son, were from Scotland. They were splendid examples of a race which, during our history, has contributed to the building up of South Australia, especially the great pastoral industry. Born in Dumfriesshire in 1835, Andrew Tennant was brought to the Province by his father, John Tennant, in 1838. The elder Tennant began sheep raising at Dry Creek, and in a little while he extended his operations far afield, selecting properties at Chain of Ponds, Lyndoch Valley, and in the Gumeracha district, and later in the vicinity of the Burra. With the hardihood and indomitable perseverance of the old pioneers, John Tennant decided to establish a station at Louth Bay, near Port Lincoln. It was most difficult and perilous to travel stock overland to that region, for they had to be taken round the heads of the two gulfs through unsettled desolate black-infested country. Disaster had attended a number of expeditions. One winter John Tennant courageously undertook the journey with cattle and sheep. He proceeded with attendant risks as far as the site of Quorn, where two of his party were murdered and numbers of the sheep were killed by the natives. The squatter was forced to turn back. The following winter he set out again on the same journey and reached his destination with party and stock safely. Mr. Tennant purchased the Tallala station, 15 miles from Port Lincoln on Mr. White of White Park, near Wirrabara, and on Tallala he ran cattle and sheep.
The son succeeded to the property on his father's death, and the station is still owned by the Tennant family, who carry on sheep breeding and farming there. It was on this portion that Andrew Tennant received his early training for pastoral pursuits. With the spirit of adventure strong upon him, and the courage and determination of his race, when only 18 he took cattle further to the west to the shores of Lake Newland (discovered by Eyre in 1839) close to Port Elliot, and with John Harris settled at Salt Creek a holding that had been abandoned by the Pinkertons owing to the hostility of the blacks. Men and stock had been speared in the native raids at this locality, but the two young pastoralists were not afraid to face the wilds and the perils there. For seven years, while managing his sheep and cattle, young Tennant kept the natives in subjection and prospered.

Andrew Tennant owned stations at Mount Wedge, about 90 square miles in all, in partnership with John Love, his brother-in-law. In 1859 Tennant took up 59 square miles at Streaky Bay and he also had country at Coffin's Bay. Later he increased his holdings very extensively. According to a Parliamentary return, the seventies he had had the lease of more than 1,600 square miles for some years. In 1866 Mr. Tennant leased a large area known as Baroola near Port Augusta, but owing to the severe drought he was obliged to move further north. At this time he acquired from Sir Thomas Elder the Orrama and Baratta runs which had been purchased the Willippa station in the same neighborhood and followed with the acquisition of Moolooloo containing 800 square miles. Murapitina near Mannahill containing 1,500 square miles, and Undoolya station near Alice Springs, comprising 5,000 acres, were not afraid to face the wilds and the perils there. For seven years, while managing his sheep and cattle, young Tennant kept the natives in subjection and prospered.

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in the matter of pastoral interests
the name of this pioneer identity
of the North is rarely mentioned
except in conjunction with that of
William Younghusband. The latter
played a prominent part in the early
public life of the province, but al­
though Peter Ferguson was less
in the limelight he was the real
squatter of the two, and therefore
is selected to supply the
backbone of this notice. Neither
of them made old bones—one
passed out at the age of 49 and the
other at 65—and little or nothing has
been handed down about the early
years of their lives. Younghusband
was an Englishman and Ferguson
was a Scotchman—a tall, gaunt
Highlander described as having been
as good hearted a man as ever
breathed. Mr. Harry Birt, well
known in Adelaide stock circles, says
he has an idea Ferguson told him on
one occasion that he had worked for
Younghusband as a ploughman in
the old country. In South Australia,
at any rate, their business interests
were inseparable, and they faced a
lot of the rough and tumble associ­
ated with pioneering in unfenced
country. The probability is that
Younghusband found the money for
the pastoral venture, and the fact that
Ferguson failed to build up a fortune
for both was no fault of his own.

We first find them associated in
ownership of the great Crystal Brook
run in the forties. It comprised 560
square miles of country, and was
stocked with 25,000 sheep, 3,400 head
of cattle, and about 200 horses. The
figures look impressive on paper, but
stock values were pretty low in those
days, as may be gathered from the
fact that on July 1, 1852, seven abori­
gines were charged in the Clare
Local Court with having stolen 60
sheep, of the total value of £18, from
the Crystal Brook run. Peter Fer­
guson gave the following evidence in
the case:—"I am a sheep farmer and
reside near Crystal Brook. The shep­
herd at the camp station three miles
from the Brook reported to me and the
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Tommy attempted to throw a spear at me. I took the sheep, and two native prisoners, returned to the head station, got assistance and arrested five others. One of the prisoners was two years in gaol for biting my finger off. When captured the blacks had a lot of mutton in their possession." One of the prisoners was a cripple who went on all fours, but a great rogue. The result of the hearing at Clare was that the seven niggers were committed for trial at the Adelaide Criminal Sessions, but as no witnesses were present, and the natives were discharged. They had spent two months in gaol, and perhaps Mr. Ferguson thought the punishment received was salutary enough. Included in the Crystal Brook run was the original site of Port Pirie, where Solomontown now stands. Mr. Ferguson and his partner erected a wool shed on it, and parted with the identical section, comprising 85 acres, to Messrs. Mathew Smith and Emanuel Solomon in 1848, receiving £5 for it. Retention of that one section would have brought untold riches to the original owners, or their descendants, had they known the enormous developments that were ahead of the locality. But who could have sensed those developments when niggers, sheep and cattle dotted the landscape? Why, as late as 1867 "Port Peri," as the name was incorrectly recorded, was described merely as "a shipping port for wool, etc., lying to the south of Port Germain." Indeed, its selection as the outlet for the great traffic of Port Hamilton was largely a fortuitous circumstance. In the seventies there was a strong movement in favor of shifting the town site to Mount Ferguson (named after Peter Ferguson,) further north along the gulf, and instructions were given for the survey of a tramway from there to Gladstone, but Port Pirie gained the day. The old rent and assessment for the Crystal Brook station amounted to £514. The original owners sold it to the four Bowman brothers, and later Mr. Goyder popped up the rent to £3,420 per annum, excluding improvements valued at £8,876. The Bowmans spent about £50,000 for 1844 credits Mr. Younghusband, who had arrived in the "Fortfield" two years earlier, with the possession of 2,000 sheep, 100 cattle, 6 horses, and 25 pigs, but he was better known in mercantile and political circles. From 1857 until 1861 he had a seat in the Legislative Council, and for 953 days out of the period he held Cabinet rank as Chief Secretary. He took a keen interest in the development of the River Murray trade, and he, his wife and three daughters accompanied Governor and Lady Young in the steaming up of the Mount Hamilton pioneers. Mr. Herbert Bristow Hughes, who appeared "Eureka," which became the "Lady Augusta" on the voyage. The young lady "wore a wreath of pretty flowers in her hair, and aloft presented a most interesting appearance." The barge carried back to Goolwa the first river-borne wool. Two mountains, a lake, a cape, a hundred, and a peninsula, help to preserve the memory of William Younghusband, and so does this little bit-of-news that appeared in the "South Australian" of August 7, 1849:—"A personal encounter between Secretary Younghusband and Esq. of the mercantile firm in King William Street, and Dr. Moreton, of Gawler Town, attracted some notice on Friday. The latter gentleman was "assailant," but the former, much the more powerful of the two, punished him rather severely, not, however, without receiving some blows on the head and face. They were almost immediately separated. The affair is said to have arisen from a domestic disagreement." If spice happened to be the principal ingredient of these sketches, quotations could be made from the reports of the subsequent slander case of Younghusband versus Gilles. Mr. Younghusband died at the age of 40 years, in Rome, on May 5, 1863, having contracted typhus fever when on a holiday tour. He was buried in Rome, the grave being selected by Charles Beck, a fellow colonist, who happened to be in Italy at the time. He narrowly escaped death at a much earlier period, in company with Mr. Thomas A. Saunders (first Harbor Master of Port Elliot) and Capt. Cadell, through the upsetting of a boat when the trio were taking soundings at the Murray mouth. For a time Mr. Younghusband lived in Robert Gouger's house, now the site of the North Adelaide Private Hospital.
ONE of our earliest pastoralists, though not on a very extensive scale, was William Smallpeice Whitington, who owned a run near Balhannah in the early forties and was a pioneer sheepfarmer in this part soon after some of the best of the hills country at the back of Adelaide had been surveyed and taken up. Mr. Whitington claimed the distinction of having imported the first thoroughbred horse into the colony from England. This worthy pioneer, who had no small share in building up our progressive and prosperous State, was among the early settlers to whom the people were much indebted for their enterprise and for the assistance they rendered in fostering the growth of the province in its infancy and youth. He came of splendid old English stock, and was a man of grit, determination, and high character. He was born at West Clandon, near Guildford, Surrey, on February 27, 1811. His father, Peter Whitington, was agent to the Earl of Onslow at Guildford, and died in 1857, aged 75 years. William S. Whitington was married to Mary Emily, daughter of Aaron and Julia Martin, on January 23, 1840, at St. Mary's Church, Lambeth, and left England immediately afterwards for South Australia on his own vessel, the New Holland (Captain Bussel), which arrived at Port Adelaide on July 7, 1840. The province was then only three and a half years old, Mr. Whitington brought with him a quantity of live stock and much stores and merchandise, and started business as a merchant in Rundle Street, Adelaide. Soon afterwards he received from his partners in London two steamers—the Courier and the Corsair—and the brig Enterprise. It was intended that these steamers should trade with Van Diemen's Land and other colonies for the transport of sheep and cattle to South Australia, and that the two sailing vessels should act as coal and fuel tenders. But he and his partners had not reckoned on the successes attending the journeys of "the overlanders." Hawdon, Bonney, Sturt, Eyre, and others who had already led the way with big mobs of cattle from Sydney side, besides supplying the requirements of the Adelaide market helped materially to stock the runs which the pioneer squatters were forming in different parts of the colony. The establishment of the overland route for stock destroyed Mr. Whitington's ambitious project completely, causing him considerable loss. As there was not sufficient passenger traffic to support even one steamer the Corsair had to be sold. After making a few coasting trips the Courier was laid up in the Port awaiting better times which never came, and subsequently this steamer was disposed of to the Government for the purposes of a lightship. The credit of being the first person to bring a steamer to Port Adelaide must be given to Mr. Whitington, who entertained Governor Gawler and a numerous body of colonists on board the Corsair on a trip to Rapid Bay, Kangaroo Island, and back to Port Adelaide.
of whom are gentlemen engaged formerly in professional pursuits in England on whom the attractions of rural life and independence, with the hope of planting rising families in the new and expansive world, had operated to place them in this new sphere. Wheat, barley, oats, potatoes, and maize are extensively grown; dairy cows and flocks of sheep are kept; bacon is much cured, and the quantity of land substantially tenced for all rural purposes is very considerable. Much about the country and scenery appealed strongly to new arrivals from the motherland. Mr. Davenport wrote: "Some gentlemen are imitating their forefathers in laying out grounds in broad old English style. Garden produce in abundance, all British fruits and vegetables, and the place is enriched with the best fruits of the south of Europe, the loveliest flowers and garden flowers." They were ideal localities for agriculture and horticulture, but unsuitable for profitable sheep raising, as Mr. Whitington and others found. The seabird trouble was largely responsible for Mr. Whitington's abandonment of sheep raising. The credit of having imported the first blood entire cattle. This number of acres out of an extensive range of land through those influential colonists, James and John Chambers. Five years later operations at the mines ceased, and the secretary resumed business on his own account as a mercantile and mining agent, confining his attention principally to mining. From 1865 to 1884 he made and lost large sums of money, and at the age of 75 failing health compelled him to cease all business. A mining secretary he was unrivalled in his day. For a period of 40 years he manifested great interest, and showed great confidence in the development of our mineral resources. More then once he was invited to stand for Parliament, but he declined nomination on the ground that he could not afford the time to devote to legislative duties. As early as 1840 he had steam power and sawing machinery sent out to him from England with instructions to have it erected at Mount Barker. Apparently there was not sufficient engineering ability or animal motive power to get the heavy plant to its destination, for the project had to be abandoned, and the machinery was shipped to Sydney for use in the older and much more advanced settlement than South Australia. It will thus be seen that this fine old pioneer was a man of enterprise and resource, but fortuity did not favor his projects and efforts to the extent that others benefited. Yet his name will be held in remembrance on the roll of worthy pioneers and founders of this State—

"Who building better then they knew"

William Smallpeice Whitington passed away on July 29, 1887, in his 77th year, leaving a widow (who died in October, 1913, aged 80) and three family members. The family had numbered 4 daughters and 10 sons, including Mr. Peter Whitington, late Commissioner of Audit, who is in splendid health at an advanced age; the late J. B. Whitington, who was superintendent of the Wallaroo Railway, and for some time at Nara-coote; the late A. O. Whitington, for many years a secretary of the Royal Club; the late Richard Macdonnell Whitington, of the Education Department; and Archdeacon Whitington, of Hobart; and there are several grandchildren of a distinguished standing at the Bar, on the Press, and in the public service. The old pioneer contributed to Milford's "Pasquin," wrote under the nom de plume of "Rufus." Half a century or more later his grandson, Mr. Ernest Whittington, of the "Register," adopted the same pen name, strangely enough not forgetting that his grandfather had ever used it.
HE name of Butler has long been prominent in South Australian history, both pastoral and political. The first of the clan to arrive here was Philip Butler, who came out in 1838 when about 20 years of age. He was the youngest of three brothers, the others being the Rev. Daniel Butler, headmaster of Cambridge School, England; and Richard Butler, father of the present doyen and Speaker of the South Australian House of Assembly. The family in childhood lost both their parents, and each of three aunts took one of the orphans under her wing. To Sir Richard and to Mr. W. Thorold Grant, of the "Australasian," Melbourne, the writer is indebted for most of the notes which now enable one to dispel much of the obscurity that hitherto has been associated with the doings of Philip Butler in the land of his adoption. The family had the benefit of a good education, but the youngest of the boys was evidently not satisfied with his prospects in the old world, and he took the bold step of chancing his luck in the two-year old province of South Australia. He never had any reason to regret this decision. From the beginning Philip Butler adopted the pastoral industry as the outlet for his energies, and he appears to have become acclimatized in double quick time. Within four years he was the proud owner of more than 4,000 sheep, and had taken rank among the most prominent flockmasters of the day; indeed, there were not half a dozen squatters who could show better figures in that remote period. His name is first mentioned in the records of the Land Office in January, 1842, when he was assessed on 4,077 sheep as provided for under the Scab Act Amendment Act of 1841. Although the wool trade had yet to find its natural level, the progress of the pastoral industry was wonderfully rapid in the early years of the province. Licences were cheap, there was abundance of grass, and the enterprise of the pioneers is a story too familiar to need any elaboration here. The result was that from 28,000 sheep in 1838 South Australia’s flocks had increased to 700,000 in 1846.

One of Mr. Butler’s earliest friends in the young colony was Alexander Grant, with whom he appears to have had some sort of previous acquaintanceship in England. They were both settled in the neighborhood of Gawler in the early forties, and early in their career entered into an agreement for each in turn to visit the old country, while the one who remained behind managed the affairs of both. Under the Waste Lands Act of 1842, Mr. Butler was granted, in the years immediately following, renewable occupation licences for one year to cultivate (for his own use and not for barter), to en-
close, to departure stock, to build and to do other things necessary in the formation of stations. His country was on the River Light and in the "pine forest north of the River Gawler," the rental being only £5 per annum, with assessment on stock. The choice agricultural land around Mallala was comprised in his holdings, and his station on the River Light was later known as "Redbanks." There is a passing reference to it in the second chapter of the late Hon. John Lewis's book, "Fought and Won," wherein the author complains of lack of politeness on the part of the manager. That could not have been Philip Butler, who was the essence of an English gentleman. In 1846 Alexander William Thorold Grant joined Philip Butler, under the firm name of Grant and Butler, a name that was renewed the aforementioned occupation licences, and in the following year took out another one for land on the lower part of the River Wakefield, again at a rental of £5 and assessment on stock. In 1848 the two partners made a declaration of ownership of freehold land, as provided for by the amended regulations under the Act of 1842, this country being situated in the hundreds of Para. The pastoral laws were now amended to allow of leases for 14 years being issued. Accordingly in 1851, Messrs. Grant and Butler secured 14 years' leases in lieu of occupation licences for 163 square miles of country at 10/ a mile, which upon expiry or resumption, was included in the hundreds of Grace, and Dublin, and another 27 square miles that was subsequently included in the hundreds of Grace and Cameron. One does not need to be much of a student of South Australian geography to realise that Mr. Butler and his partner showed excellent judgment in their choice of sheepwalks. Of course, the position was too good to last, and, in common with many other pastoralists, they were pushed out of what is essentially an agricultural belt, the land in the hundreds named being sold for cash.

Sixteen years after Philip Butler's arrival his brother Richard came to South Australia with his family, including the one-time Speaker. Philip was in 1854, the same year Philip started the building of that well known country residence "Yattalunga," about six miles from Gawler—one of the most picturesque homes in rural South Australia, and at the time one of the largest mansions outside of Adelaide. It was built of dressed freestone, and for a long time was better known as "Butler's Folly." By the way, the same contemptuous expression was tacked on to the Outer Harbor for a short period after Philip Butler's nephew (the knight of Barossa) had fathomed its condition, but, taken at a long view, there is something very terrifying about these so-called "Butler Follies," but much wisdom associated with them. After building the beautiful home at Yattalunga, Philip went to England, and he never permanently returned to South Australia to live in it. In the seventies Mr. W. Thorold Grant's father lived there, and after him the late Mr. W. B. Sells was in occupation, until finally the mansion passed into the hands of the Barritt family. Philip Butler had married a daughter of Capt. Rowe, Surveyor General of Western Australia. She died leaving a family of nine children, and from whom he married the late Charles Pearson, Minister of Education in Victoria. Mr. Butler's second wife was a daughter of Canon Cheshyre, of Canterbury, England. There were three sons by the second marriage.

Mr. Butler was not disheartened by his ejection from the lower North. He extended his pastoral interests as far north as Moralana. The big drought of the sixties must have hit him hard in this locality, for shortly afterwards we find him entering into a working partnership with W. B. Sells at Moralana. All sorts of other business combinations followed. Much about the same time he joined forces with Alexander Grant at Kanyaka, taking the place of J. R. Phillips, who dropped out of the partnership, but continued to manage Kanyaka on behalf of W. B. Sells. When the Government by legislation drove the squatters out of this part of the north, Grant Thorold, Butler and Milne purchased certain pastoral leases on the west side of Lake Torrens, Oakden Hills and South Gap stations, comprising all told about 1,100 square miles of unimproved country. Soon after this, a reconstruction of the partnership was made. South Gap continued as before, but Oakden Hills, Moralana, and Montecollina (a station on the Strzelecki Creek, north east of Parina which had been taken over from Grant and Stokes) became a fresh partnership under the name of W. B. Sells and Co., managed by Mr. Sells, the respective interests being Grant Thorold and Philip Butler, seven seventeenths each, and W. B. Sells three seventeenths. These partnerships continued until 1897, when they were wound up by Mr. W. Thorold Grant, who had been admitted into the South Gap partnership in 1887. The official records of Mr. Butler's pastoral interests reveal that in 1856 he obtained a 14 years' lease of 81 square miles of country at 10/- a mile south of Rawnsley's Bluff, and in the same year he and Mr. Grant purchased from Drs. W. J. and J. H. Browne the following leases, all at 10/- a mile:—Sources of the Wono­ka, 60 square miles; North East of Wono­ka, 81 square miles; east of Chase's Range, 57 miles. All this country was designated the Warcowie run. Upon expiry it was taken up by J. A. Hankey, and was afterwards included in the hundreds of South Gap, Warcowie and Adams. In 1858 Mr. Butler obtained a 14 years' lease of Woolyana, comprising 188 square miles west of Rawnsley's Bluff. This was subsequently worked by Butler, Grant and Sells, and upon expiry it was included in the hundreds of Bunyeroo, Cotabena and Edeowie. It carried nearly 22,000 sheep and a few cattle. In 1876 Messrs. Grant, Butler and Milne purchased from Messrs. Phillips, Waterhouse and Milne a large run of 360 square miles of territory known as Kanyaka, the rent being 2/6 a mile with assessment on stock. This land was afterwards resumed and pastured in the hundreds of Wono­ka, Cudlumadu, Wirreanda and Urondo. It was sold under credit selection conditions. The big venture west of Lake Torrens previously referred to involved the purchase of seven leases covering 1,145 square miles of country at 2/6 a mile, with assessment on stock, from Messrs. Gleson and Bearc, John Maslin and A. M. Woolbridge. These leases were held under the same tenures in 1896, and carried 37,000 sheep and 200 cattle.

Although Philip Butler was a successful man during the first 30 years of his life in South Australia, he did not make any money out of his pastoral ventures during the rest of his career. He retired to live in England in the early seventies, and did not re-visit South Australia. He was interested in tea plantations in India, and built up a profitable business in London as a financier. He died at the age of 81 years on his estate, Tickford Abbey, in Surrey. Four sons were in the British Army, and two of them were killed in the late great War. Mr. Butler was of a generous disposition. He gave £100 to the fund for the foundation of St. Peter's College, and he was a very practical supporter of St. Mark's Church of England on Gawler, of which he was a trustee. For some years he was a lay representative on the Diocesan Assembly.
THE activities of these two interesting Scotsmen were practically confined to the South East, and their memory will linger long at Kingston, of which place they were the founders. Old-timers who knew them say it was difficult to believe that they were brothers, for in habit and disposition they were as far apart as the poles. Archibald indulged a rollicking, jovial nature almost to the point of irresponsibility, while James was staid and studious, and never got away from the serious side of life. A resident of McGrath's Flat told the writer that he saw a swagman beg alms from Archibald Cooke at a time when the latter was in low water financially, but he tossed a shilling to the mendicant with the airy remark—"Here you are, you are worth as much as I am now." It is generally agreed that James Cooke could have amassed considerable wealth had he devoted more time to his own business affairs, but he was more concerned with the development of the land of his adoption than with his own private interests. As we shall see later, he had a genius for mapping out railway routes, and he would have made a great member of the Railways Standing Committee had that body been in existence in his day. His widow is still living at St. Peters, and in conversation with the writer she confirmed the reports about the extraordinary self-abnegation that was always exhibited by her husband. "I remember," she said, "a friend gently remonstrating with him on the matter, and he replied 'What's the good of riches? A man can wear only one coat at a time, and if he eats too much he is soon sorry for himself.'" Evidently he would have agreed with the curious dictum of the author of "The Butterfly Man" that rich folk are only poor sort of people with money! The portraits of the Cooke brothers published on this page reveal their diverse characters with convincing sincerity and faithfulness. One with half an eye can identify the volatile Archibald, as distinguished from the serious-minded and better ballasted James. Archibald Cooke was the first of the brothers to spy out South Australia. He left Scotland when still in his teens, and arrived at Holdfast Bay by the Navarina in December, 1837. He first engaged in timber traffic on the Tiers (Mt. Lofty Ranges) after which he bought a section of land at Strathalbyn adjoining Dr. Rankine's property, and farmed it for a short period. About 1847 he was in the employ of Messrs. William Fowler and Thomas Guy, who held a considerable area of pastoral country between Strathalbyn and Milang. Subsequently Mr. Cooke purchased some ewes for 1/- a head, and put them on a swamp, now marked by the Wellington causeway. Archibald Cooke was of an adventurous disposition, and was possessed of great muscular power. On one occasion he walked from Strathalbyn to Adelaide carrying a bullock's head over his shoulders. He did his share of run-hunting, and discovered water in the locality east of Wellington, which still bears the name of Cooke's Plains. At considerable personal hardship he pushed through the so-called Ninety Mile Desert, examined the Tatjara country, and thence travelled southerly, returning by way of the Coorong—no small achievement in those days. His name appears in the list of the first pastoralists who...
obtained leases for 14 years from July 1, 1851. Previously pastoral holdings were under occupation licenses. The rent was fixed per mile according to the quality of the land—first-class, 20£; second-class, 15£; third-class, 10£. Mr. Cooke's lease for the formation of a hundred, and they petitioned the House of Assembly in protest. A Select Committee was appointed to go into the matter, and reported that the land taken from Cooke and Wark was unsuitable for agricultural purposes. About the only public position occupied by Archibald Cooke was membership of the old Albert Park, Main Roads, in which capacity he was described as a "shrewd and humorous man, bent on securing justice for the Kingston and Wellington Road." He had been known to say that he knew his limitations in regard to capacity for public life, and that he had no desire to botch where others could carve. Yet with more of his brother's ballast, Archibald Cooke would have made an ideal platform man.

James Cooke did not come out to South Australia until six years later than his brother. He was born in Glasgow and at the age of 12 years was apprenticed to a large wholesale grocery firm in Greenock, with whom he remained for 6 years. Then he entered the service of a Liverpool shipping firm, Messrs. McCracken, Jameson & Co. and left it to migrate to South Australia in 1849. Almost immediately on his appointment as confidential clerk to the Hon. John Baker, and held it until he secured a partnership with Messrs. Acraman & Co., merchants of Adelaide. In 1855, James sold out of business to join Archibald in squating operations at Wellington. They held all the land on the east side of the River Murray between Tailem Bend and four miles south of Wellington, and went in for sheep-farming principally. The present townships of Coonalpyn and Tintinara were on their leases, which had a frontage of 21 miles to the Murray, and also extended right to Kingston's Swamp, and the pastoral leases taken out between 1851 and 1864, published in old Bluebooks, shows that the Cookes' holdings included 45 square miles east of the Coorong 42 square miles north by east of Tintinara, and 34 square miles south west of Mt. Monster. For a time the brothers did well, their wool bringing £4,000 in one year, but their fortunes received a severe check through the Government resuming much of their best land for agricultural purposes. Subsequently operations in the neighborhood of Kingston, were not nearly so successful, and the brothers combined pastoral pursuits with a mercantile and shipping business at Kingston, Archibald managing the former, and James the latter. The South Eastern outpost mentioned was founded in 1868, when Archibald proceeded to Lacepede Bay in his own yacht, with men and plant for establishing the new settlement. Heavy losses of sheep occurred from the "coast" disease, and failure attended heroic efforts to secure full recognition of Kingston as a trade outlet. The result was that the whole estate had to be disposed of at a time when landed property values were very low. In the year 1866, the Cookes published a full description of the new port, which they declared to be one of the most extraordinary harbors known, and went on to say:—"Without any protection, to the eye, it is precisely the same as if it were land-locked against the ocean waves. It is beyond our ability clearly to explain the cause of this apparent phenomenon, the barrier, further than to state that there is at all times a heavy ocean ground swell outside the entrance to Lacepede Bay, running its whole length, with an under power stronger than any cross sea, the strength of which is seen in its grandest magnificence 40 miles northward on the Coorong Beach." The special pleading also contained the intimation that the depth of water was sufficient to float the Great Eastern. There was no exaggeration in this statement with regard to the peculiar claims of Kingston Harbor, the phenomenon connected with which has not been definitely accounted for to this day. However, if the founders of Kingston were able to return to that centre again they would find little change in its outlook from the day that they left it.

Archibald Cooke passed out in April, 1888, and was interred at West Terrace Cemetery, Adelaide. The foundation of his malady was laid through wading into reedy swampy waters after sheep. Two years later, the estate was sold at public auction. It included no fewer than 472 blocks of land in Kingston and its embryonic suburbs. That is an indication of the faith the brothers had shown in the future development of that part of the South Eastern, and it may also be fairly accepted as one reason why James Cooke devoted so much of his time to the spreading of his railway propagandist, although what he did, of course, was quite legitimate and worthy. The Kingston allotment with the brothers' large stores upon it fetched £900, and 3,491 acres of grazing land was sold in one lot for £2 per acre. The total proceeds of the sale amounted to £13,500. James Cooke died suddenly at Otter House (named after a Scottish association) Kingston, in April, 1892, in his 79th year. He had been recommended chiefly for his efforts to promote the success of Kingston as a shipping port. He had come to the unspeakable conclusion that it was the natural outlet for the trade of the South East and of the Western and Wimmera districts of Victoria. He made the claim that "by force of proximity" Lacepede Bay was the main outlet for an area of country containing three times the extent of all the coastal land and twice the production in South Australia, Victoria and New South Wales. The area referred to included 90 pastoral runs. To illustrate his policy Mr. Cooke in 1873 published a railway map skilfully prepared by himself, showing, among many other data, the geographical relationship of Lacepede Bay to the fertile hinterland that was the subject of his agitation. It is a unique map of its kind, and deserves a place in the archives of the Adelaide Public Library. Quite a large number of copies were distributed at the time of publication, but probably very few have been preserved. In an appreciative biographical notice published in the "Narracoorte Herald" the late Mr. George Ash, M.P., gave persistent credit to Mr. Cooke the sole credit for the building of the railway from Narracoorte to Kingston. For a while the line and the station at Kingston were profitable. But the end of it did attract the legitimate trade. If all things had been equal, Mr. Cooke's views about Kingston might have been amply justified, but he built his castles without reckoning on the attitude of Victoria. Border duties and preferential railway rates effectively diverted much of the business. And Mr. Cooke's day dream developed into a nightmare. He had been too wrapped in the general welfare of the community to become prosperous himself, and a few years before his death he retired and lived quietly near his beloved Kingston. His name was a household word in the South East, and he died as he had always lived, an upright man. Cooke's Plains is a stopping place on the Adelaide-Melbourne railway, and it is satisfactory to know that the name of two such interesting colonists is perpetuated in this way.
A return published with the Parliamentary Bluebooks of 1877 shows John Whyte to have been the holder of 21 pastoral leases, covering a total area of 3,343 square miles, for which he paid £543 8/2 per annum in rent. All this country was not held at the same time, but it shows that Mr. Whyte's ramifications were extensive, especially as the additional information is imparted that he grazed up to 61,783 sheep, besides some cattle. John Whyte was born at Kinross, Scotland, in 1826. His school teacher was a nephew of Robert Burns, the Scottish poet, and his schoolmates included Sir Noel Paton and Sir Henry Campbell-Bannerman, two men who made their mark in universal history, the latter becoming Prime Minister of Great Britain. Mr. Whyte was acquainted with the finished article long before he had any thought of growing wool. He served an apprenticeship to a Dunfermline draper and milliner, and later opened a softgoods business for himself in Galway, Ireland. He had a brother, William, who preceded him to Australia when the Victorian gold discoveries were creating a sensation on both sides of the world. It is interesting to digress somewhat to follow the early days of this brother in the land of his adoption.

At the age of 96 years Mr. William Whyte was, at the time this sketch was prepared, living at Millswood, near Adelaide, where, armed with an introduction provided by his well known son-in-law (Mr. Harry Laughton), the writer had a delightful "blather" with him. He said that it was 1852 when he landed in Melbourne, after a passage of 120 days. Hotel life was so objectionable while the gold fever was raging that he determined to seek private lodgings, and was walking the streets of Melbourne with that object in view when he entered into conversation with a Scottish woman who was standing at her door. Could she inform him where nice lodgings were to be obtained? "I dinna ken," she replied, "but you can ha'e a shakedown in the garret here." That woman proved to be Mrs. Riddoch, the mother of John and George Riddoch, who were destined to play such an important part in the pastoral development of the South-East of South Australia. The Riddoch family had only recently come out from Scotland, and they spent ten years in Victoria before settling across the border. There were three other sons besides the two already mentioned—James, William and Alexander. William Whyte gladly accepted lodging in the garret, and Mrs. Riddoch told him that only the day before three of her sons, including John, had started off with a horse and dray for a new goldfield at Spring Creek, now Beechworth. Next day, with swag on back, he started off after them, and tramped the whole 190 miles, walking by day and resting and sleeping by a fire in the open at night. Upon arrival at Spring Creek he took out a claim alongside that of the Riddoch brothers.
John and William Whyte formed the famous grocery firm of Whyte, Counsell and Co., which traded in South Australia for 32 years. One of their locations was in Farquhar's Lane, off King William Street, and another site was in Currie Street, where a building was erected in 1864, at a cost of £10,000, to be demolished at a much higher price room for the present Savings Bank. The firm acquired a large interest in River Murray steamers including the Decoy, Cumboona, Tolarno, Roma, Moonta, Pernuna, South Australian, and Providence, besides several barges. These vessels were loaded with goods from Whyte, Counsell & Co's own warehouse, which were disposed of at centres along the river system. Mr. John Whyte retired from the firm in 1884, and took as his share the river steamers and the free-hold property in Currie Street. Long before his retirement from mercantile pursuits Mr. John Whyte had become interested in the pastoral business. His first purchase was that of Thirk Station, on the River Murray, part of which now forms the flourishing settlement of Kingston. This property had an area of 173 square miles, and was acquired from Mr. C. B. Fisher, who had used it as a cattle station. Mr. Whyte turned it into a sheep station, and set about effecting substantial improvements. He put down Veitch's Well, Brown's Well, and other important wells, which jumped into prominence on the map when, in comparatively recent years, this part of the mallee country came under subdivision and railway construction. Twenty-five thousand sheep were shorn at Thirk. In 1900 an effort was made to restore the old station name to the map because of the clash between Kingston-on-Murray and Kingston in the South-East. But Thirk still exists only as a memory. Chucka Bend Station, just above Mannum, was Mr. Whyte's next purchase. This went right back to the Thirk country, and a lot of money was spent in fencing and sinking for water, with the result that a grazing capacity of 18,000 to 20,000 sheep was secured. Mr. Whyte appeared to have been well satisfied with the Mallee areas living out from the River Murray, for he added the well-known old-time Moorlands Station to his other holdings. This was a huge strip of country extending right from Talleen Bend to Pimlorn, and the purchase of it was made possible to-day. It was Mr. Whyte's enterprise that made possible the advent of the plough. He sunk all the important pioneer wells in that region, fenced the country, and was absolutely the first man to stock it. He built the Moorlands woolshed, through which up to 30,000 sheep used to pass at shearing time.

The first run that Mr. Whyte purchased in the north was Anepina, in conjunction with Motpena and Pernuna. The pioneering work in that district had been done by the Hon. John Baker, who stocked it with cattle. The natives killed one of his hut-keepers, besides spearing cattle. Whereupon a police station was established at Angipena head station. One of the officers in charge was James H. Howe (afterwards the Hon.), one of South Australia's most useful legislators. Mr. Whyte purchased at great stock every time, and on the 800 square miles represented by the Angipena, Motpena and Pernuna country he carried about 30,000. Tom Davies, an old hand in the trade, who was a cousin of Augustus Davies, the solicitor, was master of the properties named for some time. They were held until 1888, when the leases expired. About this time Mr. Whyte purchased Wilpoorina, near Farina, which was only a small place. After the expiry of the 1888 leases he got back some of the Motpena and other country and formed the Lake Torrens run. This was started on January 1, 1889, and Mr. Whyte continued to hold it until his death. It consisted of 450 square miles, and carried 25,000 sheep. Meanwhile he had been joined by his nephew, Mr. Frank W. Whyte, now the popular President of the Adelaide Hunt Club. In the early nineties Mundownda Station was acquired, the property having previously been held by Edgar Chapman and E. H. Russell. It comprised about 800 square miles of country north of Farina, and had always been a cattle station until Mr. Frank Whyte took charge and stocked it with sheep, upwards of 25,000 being shorn. Years afterwards Mundownda was sold to Sir Sidney Kidman, who still owns it. About 1880 Yackara Station was bought—a comparatively small place between Hawker and Carrieton, supporting between 5,000 and 6,000 sheep. It is still in the hands of Mr. Frank Whyte, who, with his cousin Leslie, bought out Mr. John Whyte's interests when the latter died. The date of his death was February 16, 1902, at the age of 50 years. He lived at Somerton, near Glenelg, in a house which Mr. Whyte built, and had lived in for more than 40 years. His remains rest in the Brighton Cemetery.
ALTHOUGH William Hamilton did not begin his pastoral operations until some years after landing in South Australia, his pioneering claims are undoubted, he having first reached these shores 74 years ago. Soon after arrival he went back to England, and returned to Adelaide in 1854. Like a sensible man he kept a diary during the migration period, and this interesting document, which finally ought to find its way into the Archives Department of the Public Library, is still in the possession of his son, Mr. A. E. Hamilton, President of the South Australian Stock-owners' Association. William Hamilton was born at Strathearn, Scotland, in 1830, and was 20 years of age when he first set foot on South Australian soil. The voyage was made in the sailing ship British Empire (Captain McEwan), two-thirds of those on board being a fine type of Irish emigrants. There is much of human interest in the narrative of the five months' voyage and the relation of first impressions of the new land. One entry in the diary says:—"The captain, being informed that the first officer has been making free with the unmarried females, he and the doctor formed a court of enquiry. It was held with closed doors, and the different statements were taken down. I hope this will prevent anything of the same sort in the future." Evidently the first officer was not the only flirt on board, because a subsequent entry reads:—"The captain has ordered one of the constables to be always on deck in the afternoon to prevent intercourse between the sailors and the unmarried females, they having of late been gossiping." Mr. Hamilton had not yet mastered his local geography when he referred to being towed up the River Torrens between the mangroves. From Port Adelaide he journeyed to the city behind a tandem team, and had a nobbyler at a halfway house. On the third day after landing he and two fellow passengers commenced an eight days' walking tour in the districts surrounding Adelaide, including the "mining village of Glen Osmond." On one day a settler, whose name, in the faint writing of the old diary, looks like Bowman, entertained the pedestrians at lunch, consisting of mutton, damper and tea, although the intimation is given that the squatters were beginning to improve their daily fare by cultivating European vegetables. Mr. Hamilton was much struck by Adelaide's park lands, "where the toiling mechanic can take recreation and enjoy the fresh air after his day's labor is over." Evidently Mr. Hamilton was sufficiently impressed with the new country to decide to settle in it permanently. Probably the immediate return to England was for the purpose of settling up his affairs there. The second voyage was made from Southampton to Melbourne in the "Queen of the South." Still the diary was kept going, and one would like to devote the whole of this article to extracts from the old-time record, instead of having to revert to the more
Sir Charles Hotham refused kind providence of God our voyage as far as Melbourne is come to a close. Sir Charles Hotham refused to sign this memorial, alleging as the reason his objection to the first sentence. Many of the passengers, however, were of the opinion that the true reason was disappointment at the rejection of the draft favored by the Governor's Private Secretary. A compromise was offered, but His Excellency said that he would present a separate testimonial to the captain. The His Excellency said that he would present a separate testimonial to the captain. The passengers were "slightly annoyed." However, the skipper got his memorial and 70 guineas, and another 20 guineas was gathered for a number of prosperous farmers, who are asking for increased railway facilities. The same partnership bought the lease expired in 1894, and the Survey General of the day declined to issue a new lease except at a largely increased rent, saying that he would live to see the Gawler Ranges a waving wheat field! Subsequently an application on the part of Hamiltion and Mills to subdivide and cultivate Chandada was refused to 10,000. The Lake Everard lease expired in 1894, and the Survey General of the day declined to issue a new lease except at a largely increased rent, saying that he would live to see the Gawler Ranges a waving wheat field! Subsequently an application on the part of Hamiltion and Mills to subdivide and cultivate Chandada was refused to 10,000. The Lake Everard lease expired in 1894, and the Survey General of the day declined to issue a new lease except at a largely increased rent, saying that he would live to see the Gawler Ranges a waving wheat field! Subsequently an application on the part of Hamiltion and Mills to subdivide and cultivate Chandada was refused to 10,000. The Lake Everard lease expired in 1894, and the Survey General of the day declined to issue a new lease except at a largely increased rent, saying that he would live to see the Gawler Ranges a waving wheat field! Subsequently an application on the part of Hamiltion and Mills to subdivide and cultivate Chandada was refused to 10,000. The Lake Everard lease expired in 1894, and the Survey General of the day declined to issue a new lease except at a largely increased rent, saying that he would live to see the Gawler Ranges a waving wheat field! Subsequently an application on the part of Hamiltion and Mills to subdivide and cultivate Chandada was refused to 10,000. The Lake Everard lease expired in 1894, and the Survey General of the day declined to issue a new lease except at a largely increased rent, saying that he would live to see the Gawler Ranges a waving wheat field! Subsequently an application on the part of Hamiltion and Mills to subdivide and cultivate Chandada was refused to 10,000. The Lake Everard lease expired in 1894, and the Survey General of the day declined.
THE life story of Arthur Hardy deviates considerably from that of the average pastoral pioneer. He was educated for the law, but over-study undermined his health, and he probably would have gone down to an early grave but for migration to South Australia. The first years of his sojourn in the Central State were spent in vigorous pastoral operations, and then he went back to the legal profession, and died the doyen of the bar. Arthur Hardy was the youngest son of Thomas Hardy, of Birksgate, near Kirkburton, Yorkshire. His father was magistrate for the West Riding of Yorkshire, and Lord of the Manor of Shepley. The Benjamin of the family was 21 years old when the decision to settle in South Australia was made, and so definite was the intention to lead a bucolic life that a shepherd from South Downs, Sussex, was taken out with him. The voyage was made in the barque Platina (Captain Wellbank), which sailed on October 1, 1838, and cast anchor in Holdfast Bay on February 9, 1839. Among the treasures now preserved in the Archives Department of the Adelaide Public Library is a diary which the squatter-solicitor kept methodically throughout the voyage and during the first few months after landing. This interesting record was handed to the Department mentioned by his son, Mr. H. M. Hardy, of Elder, Smith & Co., Ltd. It is really a splendid advertisement for the invigorating climate of South Australia. Running through its entries almost as a refrain is the expression “Pain in the chest continued,” with frequent references to hemorrhages and erysipelas. There is no doubt Mr. Hardy came out from the old country a very sick man, and yet he lived into his 94th year! Divine service on the Platina was conducted so badly that he preferred to remain in his cabin, where he read two chapters of the gospels daily. In between times he practised on the guitar, made chicken coop nets, and read Blakelock on “Sheep,” besides much solid literature, the nature of which suggests the possession by Mr. Hardy of a most cultured mind. There were plenty of incidents during the long voyage. No fewer than nine deaths occurred, mostly those of children. It is recorded in the diary that the steward got drunk and was kept in irons for 24 hours. Later the crew mutinied, and loaded pistols were served out, but the trouble was quelled by the officers and passengers sticking to the captain. It is evident that Mr. Hardy arrived in South Australia with good credentials. His father had purchased for him several preliminary 134-acre sections and a few town acres, including two near Victoria Square and one at the corner of Light Square and Morphett Street. His worldly goods included a box of specie, in which, among other forms of money, were 1,500 American dollars. Upon arrival at Holdfast Bay Mr. Hardy met “Mr. Fisher” (presumably the Resident Commissioner), who walked half way to town with him, and then procured him a horse on which the newcomer completed the journey to Adelaide. He was soon taken to the bosom of some of the best families in the young province, and the diary is studded with
and others. A party at Mrs. Harding's house was held upon Captain Charles Sturt, the Newenham, the first Colonial Chaplain (Rev. C. B. Howard), and others. A party at Mrs. Howard's house was held.

Mr. Hardy's broad acres were situated about six miles from Adelaide on the banks of the River Torrens. He called his place Shepley because his father, as previously stated, was the assistant of the Mission of Shepley, but the locality has long since been known as Paradise. The first impulse was to bring sheep from Victoria, and the brig Adelaide carried his stock by sea. The charter was transferred to John Barton Hack, who eventually chartered for that purpose.

Then the Yorkshire lawyer learned of the heavy mortality that had been caused by wild blacks speared by natives. Mr. Hardy got proceeds to Adelaide for assistance. In the meanwhile, Mr. Hardy's station at this time was with "Mr. Jones," and that Mr. Jones referred to is identically the Jones who had purchased a quantity of stock so near to the city the trials of this pioneer were quite equal to the management of the property for the next five years. The latter's operations also extended to the River Light, where an early record credits him with having departed 10,000 sheep. In his earliest days it is believed that he was in partnership with George Hamilton, afterwards Commissioner of Police.

It is not clear when Mr. Hardy relinquished pastoral pursuits. He probably would have remained a squatter all his life but for the following incident, which is described in a memoir written by him for the "Honorary Magistrate" in 1906:

His Excellency (Governor Gawler) took afternoon constitutional rides and occasionally stopped half an hour at my station for a talk. On one occasion he told me there had been scandal by prisoners getting off through flaws in indictments, and the Governor said he would ask the Advocate General to come out and see me. I heard what the Advocate General had to say, and took out my certificate in the Supreme Court and presented it to all the indictment and criminal sessions. The absurdity of mere technicalities was later modified by legislation.
SOUTH AUSTRALIA has never had a finer colonist than John Taylor, a man of many parts, whose whole career was straightforward and honorable, and of whom it was recorded in the public press at the time of his decease in 1865, at the age of 42, that he was "One of the few men in the colony who has never been evil spoken of." He was a wealthy pastoral pioneer, influential in financial and commercial circles, and because of his close connection with the Moonta Mines, the well-known Taylor's shaft was named in his honor. Mr. Taylor was a brother-in-law of the late Hon. Edward Stirling, and the maternal uncle of the Hon. Sir Lancelot Stirling, President of the Legislative Council, and the late Sir Edward Stirling.

Before he settled in South Australia he was for a short period on the staff of the Bank of Australasia at Sydney. He came to Adelaide as a young man with George Tinline, during the local managership of Mr. R. F. Newland, after whom Lake Newland, discovered by Eyre in 1839, was named. Both Taylor and Tinline left the Bank of Australasia and joined the Bank of South Australia, of which Tinline was manager when the Bullion Act (with which his name is associated) was passed in 1852, and the colony was saved from financial ruin. After a while Mr. Taylor abandoned banking and devoted his attention to pastoral pursuits. His first station was Ryelands, a property east of Kapunda, the freehold of which comprising about 10,000 acres, he eventually purchased. A friend of John Stephens, editor and proprietor of the Register and Observer newspapers, he was appointed one of Mr. Stephens' executors, and on his death in November, 1850, at the early age of 44, Mr. Taylor undertook the active management of the two journals and performed his arduous duties most successfully. The widow and children of his deceased friend always felt a deep debt of gratitude to him, and every member of the newspaper establishments, whether in the literary, commercial, or mechanical departments, remembered him with sincere affection and respect as a kind friend and talented manager. On the sale of the Register property in 1853, Mr. Taylor went to London for a short visit. In 1856 he and his brother-in-law, Edward Stirling, joined the mercantile house of Elder & Co., the name of the firm becoming Elder, Stirling & Co. Mr. Taylor married a niece of the Hon. F. S. Dutton (twice Premier and afterwards Agent General), and with her paid a visit to England, where she died in 1862. Shortly after his wife's death he returned to Adelaide. In 1863 he withdrew with his
JOHN TAYLOR

brother-in-law from Elder, Stirling and Co. That firm, which for many years past has been known as Elder, Smith & Co., Ltd., during the time of the connection of Messrs. Stirling and Taylor with it, became interested in the Wallaroo and Moonta Copper Mines, which were discovered, the Wallaroo in 1852, and the Moonta in 1861. In both these great mining properties Mr. Taylor and other partners in the firm were original shareholders. It was to Mr. Taylor, in Adelaide, that the late Mr. W. A. Horn (afterwards of mining and squating fame) brought the great tidings of the Moonta discovery early one morning after a famous all night ride of 164 miles from Yorke Peninsula; and Mr. Taylor and the hero of horsemanship together hurried into the Land Office and lodged the claims on behalf of Capt. (afterwards General) Hugh Low, and others, for the mining leases, just foreclosing the party who had left Moonta 17 hours before Mr. Horn on a similar errand. The firm of Elder, Stirling & Co. financed the others, for the mining leases, just as soon as the Moonta property became public property, and in addition to 171 square miles on the Eastern Plains originally leased by J. W. Tyler, he had, in his own name, 246 square miles on the Eastern Plains. Other properties which he held were: 14 sq. miles north of the Hundred of Davenport, 44 sq. miles north of Port Augusta, 15 sq. miles south west of Mount Arden, 20 square miles of Mount Victor country, taken up in 1858 by Thomas McLaren, 30 sq. miles at Pualco, subsequently leased by Geo. Vicker, 34 square miles near Triangle Hill, and 116 square miles near Mount Victoria. Mr. Taylor also had large partnership interests. In 1855, with W. & T. Gill, he leased 42 square miles east of Mount Stuart (this was afterwards purchased by Philip Levi); with T. Gill he leased, in January 1856, 70 square miles at Mount Chambers (taken over subsequently by J. F. Hayward & S. Sleep) and with W. & T. Gill, 32 square miles at Warawena, leased later by Philip Levi. With R. Barr Smith, Mr. Taylor took up more than 100 square miles of country east of Black Rock, and with the Gills, he acquired 17 square miles at Mount Rose, 111 square miles at Fortress Hill, afterwards leased by Sir Thomas Elder, and 105 square miles at Burt's Hill, leased subsequently by Sir Thomas.

Accompanied by Edward Stirling and his sister, Mrs. Stirling, Mr. Taylor and his wife, sailed on a visit to England in December, 1864. Shortly before he had married a daughter of Mr. Marshall Macdermott of Kooringa. Had he remained in the colony at this time, he was to have taken the management of the South Australian Banking Company during the leave of absence of Mr. Dixon. It was known that Mr. Taylor was visiting England. Mr. G. M. Waters, who knew him, wrote that Mr. Taylor died '...as a sheep-farmer and merchant, enterprise mining man, and a sound financier. He has done his work nobly in all those capacities, and at one stage of his career he undertook management of The South Australian Register. Had he continued further in public life there would have been ample proof that he had qualities of a good and great leader among men, a patriot in colonization, and an able statesman for the young community."

John Taylor, the son born after his father's death, inherited a fortune on reaching his majority. He resides in England. His widowed mother married a Church of England clergyman. Miss Taylor, sister of the South Australian pioneer pastoralist residing at Strangways Terrace, North Adelaide, for many years and died at an advanced age. The late Mr. John Taylor was godfather to Mr. H. P. Moore, the present manager of the South Australian Company at Adelaide.
OF early South Australians, none left a more honorable name than John Bosworth, legislator and pastoralist. He was born in Regent Street, London, in 1836. When the son was 12 years old, his father, Richard Bosworth, who had been a wine merchant in the city, sold out and came with his family to South Australia by the ship Hooghly, a teak built vessel of 500 tons, which occupied more than six months on the voyage. Richard Bosworth came to the colony with the intention of purchasing land and settling on it. He acquired valuable property in the south near Noarlunga which he named Priors Court, and there planted an extensive vineyard. John, the third son, was educated at St. Peter's College. The father was anxious that he should take up farming, but disliking the life of an agriculturist, he was brought to Adelaide and obtained a situation in the establishment of John Bentham Neales and his partners, who had an auctioneer's mart at the northern corner of King William and Hindley Streets. While quite a young man, John Bosworth settled on property four or five miles from the town of Riverton. The homestead was named Edgehill after the historic field on which England's Civil War opened, and not far from where in the earlier troublous times of Richard III, the Battle of Bosworth was fought. Soon showing his enterprise and grit, young Bosworth engaged in pastoral and agricultural pursuits on a large scale and extended his operations to country on the River Wakefield.

John Bosworth had many trying experiences, particularly on the Western Plains where, beyond all previous occupation he spent considerable time and money in endeavoring to develop country. His pioneering enterprise in this direction proved most unprofitable to him. Acquiring a property beyond Hergott he left his Riverton establishment in the care of others while he went to cope personally with new difficulties and hardships in subduing a then waterless wilderness. Failing in all trials in sinking for water, he crossed Lake Torrens eastward on foot to prove the practicability of this only means of rescuing his sheep, which he subsequently conducted over safely to a well. Three years of hardships were endured in this second attempt, and £3,000 was expended before the first and only well of wholesome water was obtained upon Wintabatingana run. He remained in the far north until the dingoes played havoc with his sheep, when he was forced to abandon the country which he exchanged for some near Mount Nor' West. For a considerable time he was in partnership with his cousins who eventually bought him out. He retired from business about 1910.

A good insight into Mr. Bos-
JOHN BOSWORTH

worth's unprofitable far north pastoral pursuits is given in a letter he wrote to the Royal Commission which, sixty years ago, examined and reported on the state of the northern runs. That was probably the most disheartening stage in the history of the pastoral leases of our northern districts occasioned by the disastrous drought which for two years and more overwhelmed the length and breadth of the northern country. The greatest losses of stock occurred in the north and north west. The Royal Commission consisted of the Hon. Charles Bonney, M.L.C. (father of Mr. A. E. Bonney, of North Adelaide), Wentworth Cavanagh, M.P., and Charles J. Valentine, Chief Inspector of Sheep, and their report is one of the most interesting documents printed in our Parliamentary papers.

Mr. Bosworth wrote to the Commission from Stirling on August 21, 1856:— "I wish to communicate an outline of my six years' experiences in the north as an example of the precarious nature of the climate and country, and showing also the uncertainty of even a moderate return for enormous expense and heavy losses, with liability of their repetition. He considered that the leases of that time were too short to enable the settlers to recover their position and remunerate them for their hardships, risks and toil. He therefore advocated a 14 years' extension of lease but no remission of rent to allow the settlers to recoup their losses and to encourage them to continue the necessary improvements on their runs without pecuniary assistance from the Government.

Years afterwards when he sat in Parliament, Mr. Bosworth was a great advocate for the development of the colony, particularly the pastoral lands. With his intimate and wide knowledge of the real requirements of the pastoralists and agriculturists, he commanded attention whenever he spoke on say a Bill intended to encourage settlement of the outback territory, and to lighten the burdens and anxieties of the pastoral tenants. The recital of his own bitter experiences on the Western Plains carried great weight with his fellow legislators, especially in the debate on the Pastoral Leases Bill in the Legislative Council in December, 1897, when he pleaded that unless sufficient inducement were held out for developing the pastoral resources few occupiers would be found for the interior country, and South Australia would lose a paltry 6,000,000 sheep. "It is disgraceful," he remarked in the Legislative Council in 1899, "that we should send out of the colony half a million of money annually to purchase meat for our own consumption when we should be able to produce all we want for home consumption as well as export." Mr. Bosworth was regarded as a progressive and practical legislator. From his place in Parliament he on more than one occasion advocated the extension of the Transcontinental Railway north from Beddindatta, on the land grant principle. The use of refrigerating cars and the establishment of refrigerating works at Port Augusta and Hergott Springs he strongly recommended. Mr. Bosworth, for seventeen years in Parliament—nine years in the House of Assembly, from 1875 to 1884, and eight years in the Legislative Assembly, from 1886 to 1894, representing the district of Wooroora in the Assembly with Mr. H. E. Bright, and the North Eastern (now Midland) district in the Upper House.

For many years prior to his removal to Adelaide he was a most popular and valuable resident in the Riverton district. He was a man full of ideas, and was of ready initiative and inventive genius. Before the time that oil engines were in common use, the owner of Edgehill sent to England for the largest windmill obtainable, as he desired to pump water and work a large chaff-cutter, necessitating greater power than the smaller windmills could provide. The mill duly arrived from the motherland and a banquet was held to commemorate the event. Subsequently a storm wrecked the huge machine. There was heavy timber on the property. Mr. Bosworth gave exhibitions of the immense power of huge high explosives on large fallen gum trees. It was marvellous how huge stumps weighing from 10 to 20 cwt., were wrenched out of the soil and blown high into the air. In Mr. Bosworth's days at Edgehill, water was scarce and large sums of money were expended in making dams and otherwise conserving the precious fluid. Edgehill had a large dam, but owing to soil settling, the owners, there was a water shortage. A well was put down until hard rock was struck, and as there was no water showing, sinking was abandoned. Some years later, however, after the property had changed hands the new owners of Edgehill bored a permanent supply of good water.

Mr. and Mrs. Bosworth displayed a lively interest in the younger generation. Once every year they entertained, at Edgehill, the Sunday School children of the district. Everything they could think of was done to provide an enjoyable picnic for the hundreds of children, their parents, relatives and friends. On the morning of the eventful holiday the children marched through the main street of Riverton to Mrs. Horner's store, where each child was presented with a large currant bun, and it was delightful to see the young folks, their companions beaming with unalloyed joy, whilst they were being conveyed, usually in heavy farm wagons, to the shady nooks among the trees at Edgehill. Those were halcyon days. Mr. Bosworth was a pillar in the Anglican Church at Riverton, and for many years he worthily represented it in Synod. When the family left Edgehill for Adelaide, the Riverton district was decidedly poorer. Mr. Bosworth died on September 27, 1917, greatly regretted. His wife was a daughter of Thomas Ward, who was for many years City Coroner of Adelaide.
THE founder of Holowiliena, one of the best known pastoral homes on the Eastern Plains, to the north-east of Port Augusta, was William Warwick, a shrewd and sturdy Scotsman who took out leases of country south-east of Chase's Range, and on the Siccus River more than 70 years ago. Chase's Range was named in honor of Doctor (also known as Captain) Chase, an early traveller into the far north, whither he went to look for pastoral country. That was in 1851. He travelled on foot, and courageously lived with the blacks, whose kind services he had in directing him to many permanent waters. Dr. Chase visited Arkaba, Wilpena and Aroona runs, that were stocked subsequently by the doctors Browne and Messrs. H. S. Price and J. F. Hayward, and other early squatters. Before settling at Holowiliena, Mr. Warwick had the good fortune to manage Canowie Station for the brothers Browne, whose employ he entered shortly after his arrival in the colony in 1839. Mr. Warwick, who established Holowiliena, improving it from its wild primitive state, has been dead sixty years. The Holowiliena property has remained in possession of the Warwick family ever since its first selection in 1853, and is, we believe, the only Crown pastoral run in the North that has been held continuously by the same family from the time of the granting of the original lease.

William Warwick came from Glasgow. He married Miss Janet Graham of Liddlesdale, Dumfries-shire, and with his wife and three children arrived in South Australia by the ship "Fairfield," 434 tons, Captain Abbott, on May 4, 1839. The voyage from Liverpool, round the Cape, occupied six months. There were 46 passengers by the "Fairfield," including Dr. John Rankine and his brother William Rankine, and family, who settled at Strathalbyn, Henry Jackson, John Stevenson, John Paterson, John Miller, Mr. and Mrs. Inglis, Mr. and Mrs. Gould, Mr. and Mrs. Campbell, and altogether quite a large contingent from Scotland, judging by the names on the passenger list. They landed at Holdfast Bay, and travelled to Adelaide in bullock drays. Soon after arrival Mr. Warwick entered the service of the brothers Dr. William and Dr. John Browne, pioneer squatters. Throughout the years the Brownes proved to be the best friends and helpers the Warwicks ever had. William Warwick and his young family moved to Williamstown on the Little Para River, where the brothers Browne gave him charge of a farming and dairying property, which he made a success. Mr. Frank Warwick, the eldest surviving son, who is 80 this year, was born at Williamstown. About 1850 the doctors appointed William Warwick manager of their Canowie Station, and John Armstrong, another Scotsman, was given the management of Booborowie, the two stations from that time being worked separately.

The two following years, 1851 and 1852, were very wet and cold, and stock rearing was not the easiest thing, for day after day rain and snow caused considerable
trouble with the flocks and herds. The sheep that were shepherded had to have the hurdle yards shifted in order to clean the ground—a daily experience for some weeks. At about that time the Victoria gold diggings broke out, and labor, especially for shearing, became very scarce. John Warwick, the eldest son, went to Booborowie to learn to shear. Among others sent to Booborowie for the same purpose was George Hiles, who became a notable pastoralist. Owing to the rain the shearing operations both those years extended over many weeks. Those two exceptional years were spoken of as "the wet seasons." About this period Dr. John Brown was an active member of the Arkaba district. He never travelled in a tilted dray, and went by way of old Pekina Station (where W. R. Swan was manager), Yanyarrie, Kanyaka, and Arkaba Station (where Frank Holowiliena was manager), and Warwicke Station, owned by James Craig. Mrs. Warwick and the younger children stayed some time at Arkaba and Warwicke, while her husband and the elder boys proceeded to build a rough hut at Yack, three miles north of the present Holowiliena homestead. Mrs. Warwick used to walk two miles with bread and meal to the nearest bush, who were at a lambing camp. She would return carrying two buckets of water for her children to drink, as the water at Yack was bitter and unsuitable for human consumption. After a while Mr. Warwick and family moved to the site of the present homestead, where a fine substantial stone house of eight rooms, with wide verandah all round, was erected. While there, two more children were born, making in all a family of eight boys and four girls. Mr. Warwick always kept a tutor for his children, and any other children and boys who were at the station.

With such rosy prospects as pastoral pursuits presented in the early fifties, Mr. Warwick decided to take up land for himself. So in 1853 he left Canowie with his wife, ten children, and others, and proceeded to the north-east. They travelled in a tilted dray, and went by way of old Pekina Station (where W. R. Swan was manager), Yanyarrie, Kanyaka, and Arkaba Station (where Frank Holowiliena was manager), and Warwicke Station, owned by James Craig. Mrs. Warwick and the younger children stayed some time at Arkaba and Warwicke, while her husband and the elder boys proceeded to build a rough hut at Yack, three miles north of the present Holowiliena homestead. Mrs. Warwick used to walk two miles with bread and meal to the nearest bush, who were at a lambing camp. She would return carrying two buckets of water for her children to drink, as the water at Yack was bitter and unsuitable for human consumption. After a while Mr. Warwick and family moved to the site of the present homestead, where a fine substantial stone house of eight rooms, with wide verandah all round, was erected. While there, two more children were born, making in all a family of eight boys and four girls. Mr. Warwick always kept a tutor for his children, and any other children and boys who were at the station.

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ON the railway line to the charming holiday resorts in the Encounter Bay district is a stopping place called Gemmells. There is quite an interesting history associated with the name. A Glasgow man, Thomas Gemmell, was sheep farming there long before the advent of the iron horse in that region, but he always held the conviction that a railway would be built some day, and backed his opinion by hanging on to the timber growing upon his property. Some people laughed at his aspirations, but in the course of time he had the satisfaction of sending away hundreds of tons of firewood over the steel track. Thomas Gemmell was essentially a self-made man, and he made a wonderful success of his life in sunny South Australia. He conquered all difficulties, and none of the long roll of pastoral pioneers passed out with a more fragrant reputation. "The Register" said of him that a better dispositioned man never set foot in South Australia, and that few of the early colonists were more widely known or more highly respected.

Thomas Gemmell left Greenock, Scotland, on October 5, 1839, in the sailing ship India (Captain Hugh Campbell), and arrived at Holdfast Bay early in February, 1840. His descendants have in their possession a tattered letter written at sea to his grandfather, to whom he subscribed himself "Your obedient servant." The opening lines were:—"I embrace a favorable opportunity of writing you these few lines to let you know that I am enjoying good health, thanks be to God for it, and hoping these few lines will find you in your old frail order. Many a time I have thought upon you, grandfather, and I hope to see you and my grandmother yet, although I have gone to a foreign land in search of more gain." Incidents of the long voyage included a call at some islands off the coast of Africa, where boatloads of oranges were brought alongside the India for sale at one shilling a hundred. The equal of them, it was written, would have cost sixpence each "at home," and Mr. Gemmell purchased "300 very large ones." Much of the fruit was fed to swine on the sailing vessel The India also touched at the island of Tristan da Cunha, which had not then long been inhabited, although it was discovered by and named after the Portuguese navigator, Tristan da Cunha, in 1506. All the people on it were shipwrecked folk except one man, who claimed that he had helped to guard Napoleon Bonaparte at St. Helena. Plenty of wild goats and new potatoes were obtainable from the islanders. When the India was within sight of the Australian coast a heavy squall was encountered. It snapped the main and fore masts,
and the voyage was completed with the aid of jury rigged masts. The ship's company decided that they had had enough of a merciful deliverance.

Mr. Gemmell was 20 years old when he landed in Adelaide. For a short period he camped in Hindley Street, and drew his water supply from the River Torrens. He had been accustomed to farm life in Scotland, and looked forward eagerly to a continuance of rural pursuits in the land of his adoption. He took up a section of land at Magill, and later had some of the land which the Finlayson family had occupied at Brownhill Creek, Mitcham. This land is mentioned in Pastor Finlayson's recollections, published by the South Australian branch of the Royal Geographical Society, of which the following is an extract:— "About 1840, having a desire to be of service to the native inhabitants of South Australia, Mr. Gemmell moved to Brownhill Creek sheep station, about four and a half miles from Hindley Street, and drew his water supply from the River Torrens. He had been accustomed to farm life and work would be useful, we sold our little cottage and moved to Brownhill Creek sheep station, about four and a half miles from Mitcham, and go to a sheep station. Thinking that a knowledge of country life and work would be useful, we sold our little cottage and moved to Brownhill Creek sheep station, about four and a half miles from Adelaide. I went as shepherd's mate; wages £1 a week and rations. There were 1,800 ewes and lambs on the station, most of them had with footrot and seb. After a few months the sheep station at Brownhill Creek was broken up as being too near to town, and the flock removed further inland. Mr. Gemmell also had a turn in the Morphett Vale district, and when the Burra copper mine had got into its working stride he joined the army of teamsters that carted copper ore and merchandise between the Burra district and Adelaide. He was fond of relating how on one occasion heavy rain soaked his load, and he lay under his cart while sweetened drops fell into his mouth from a bag of sugar. In September, 1848, Mr. Gemmell married Elizabeth, the 19 years old daughter of the well known pioneer, James Inglis, then settled near Woodside. The family still has the certificate signed by Archibald Smith, elder, stating that the banns were proclaimed "three several times" at St. Andrew's Church, Adelaide, for a fee of 10/6. The marriage ceremony was performed in Crafer's Inn by the Rev. Robert Haining, the first minister of the Presbyterian Church of Scotland to settle in South Australia, and who, by the way, conducted his first Adelaide service in Trinity Church, North Terrace, by permission of the Rev. C. B. Howard. After his marriage Mr. Gemmell gave up all hope of returning to Scotland. In a letter dated from Inglewood Farm, October 21, 1848, he expresses a resolve to spend the remainder of his days in South Australia, "where happiness and plenty abounded." The same letter mentions the fact that copper and silver-lead mining was employing half the population, that fortunes were being made rapidly, and that immigrants were flocking in from all quarters. A crop that went to bushel to the acre, and sold for 18/ a bushel. In 1853 the Glassow man, in company with his great friend, Archibald Smith, joined in the exodus to the Victorian gold diggings. They walked all the way there and all the way back—a long tramp for somewhat lean results. The Bendigo district claimed their attention. A fossicker told them that he was off to another rush, and handed over his claim to them. Diligent efforts yielded only a small saucer of gold, and, the lure having quickly abated. Messrs. Gemmell and Smith returned to South Australia.

Mr. Gemmell's strong desire to settle permanently on the land was satisfied in 1854. He was at Kapanuda when he heard that some good country in the Strathalbyn district was for sale. Shanks' pony took him in stages to Adelaide, and a night's lodging was obtained from a close friend in William Ferguson, of Myrtle Bank; adjoining Glen Osmond. At Springfield on June 9, 1897, at the age of 78 years, widely respected and beloved. His widow survived him nine years. His remains were moved to the Rev. R. Caldwell, M.P., to publish some verses in appreciation of the old pioneer, who has many descendants in South Australia. The following are specimens of eleven somewhat colorless stanzas, which do not represent the Parliamentary hard in his best style, although the inspiration of Mr. Gemmell's well applied life was not at fault:—

Yes, another has departed,
Who amongst the pioneers
Came to this great land, to labor
In the early progress years.
He had seen the small beginning.
Shared the hope, and toil, and strife,
And enjoyed the best of blessings.
In a true and noble wife.
Often seasons passed before him,
Swept with sadness, and bright with bloom.
Often dreary years succeeded,
Fringed with dust or draped in gloom.
But the changing season never
Shook the bias of his mind.
And his sons and daughters ever
Saw him cheerful, calm and kind.

Two sons of Thomas Gemmell—
William Barr and James—are well known in pastoral circles to-day.
William is still residing on the Springfield estate, with the working of which he has been associated from boyhood. James became manager of Arcoona Station in 1895, and later purchased Mt. Eba and McDonald's Peak runs.

The "Stock and Station Journal" is indebted for the portrait reproduced on the opposite page to Mrs. F. C. Krichauff, of Toorak, one of the six daughters of the late Mr. Gemmell, and a descendant of the late Hon. E. H. W. Krichauff, originator of the Agricultural Bureau system in South Australia.
The proud boast of having been the first man to import Hereford cattle and Shropshire sheep to South Australia belonged to Charles Price, of Hindmarsh Island. He may be regarded more as an "old colonist" than as a "pioneer," but for the reason contained in the opening sentence he should not be overlooked in the effort to establish our early pastoral history. Charles Price was born at Lower Aston in the parish of Leddon, Montgomeryshire, in 1805, and had experience with livestock and broad acres on both sides of the world. At the age of 10 years his father removed him to Bringewood, near Ludlow—names inseparable from the history of Hereford cattle—where he received his education under the adverse conditions of a daily walk of four miles to and from school. Eighteen years were spent at Bringewood, and then Mr. Price shifted to Barrington, in County Hereford, where he began sheep farming, and married a daughter of Thomas Sheriff, of Coxall. The next move was to Muchforley, and finally Mr. Price decided to take his wife and six children out to Australia. Passages were booked in the sailing ship Annie Cropper, and after a voyage of five months, the family arrived in Melbourne in 1853. The intention had been to settle in Victoria, but conditions were so bad in that colony as a result of the waning of the gold boom that plans were changed in favor of South Australia, and it was a good day for the Central State when that decision was made. Mrs. Price and her children were left on board the old ship, anchored about two miles out in Hobson's Bay, day after day while the bread winner went off to look for a house. It cost him a sovereign every time he went ashore. Bread was 1/6 per 2 lb. loaf, and the price of all other necessities was in keeping with that figure. The family were beginning to rue the day that they left old England. Upon returning to the Annie Cropper on one occasion Mr. Price remarked to his wife "If I only had here my piggeries that I left in England it would easily be possible to make £10 a week in this country." The voyage from Melbourne to Port Adelaide was made in a schooner called the Dreadnought, and it occupied a fortnight, although this vessel was supposed to be the fastest on the line. Shortly after landing in Adelaide Mr. Price purchased a house and two acres of land opposite to the Buckingham Arms Hotel at Walkerville. The history of this interesting old pastoralist would largely have been lost to South Australia but for the action of the Archives Department of the Adelaide Public Library in securing from his only surviving daughter, Mrs. Sarah Conigrave, of Perth Western Australia, some manuscript notes concerning the family's experience in the land of their adoption. That lady's husband, Mr. J. Fairfax Conigrave, was Secretary of the Adelaide Jubilee Exhibition, held in 1887. From the above mentioned notes, and correspondence which the writer had recently with Mrs. Conigrave, it would appear that Thomas Goode (brother of Sir Charles Goode, the softgoods merchant) strongly advised Mr. Price to have a look at Hindmarsh Island, in the south west corner...
of Lake Alexandrina, with a view to settlement there. Thomas Goode was then conducting a chemist's business in Goolwa. Mr. Price duly made his inspection and was impressed. It is said that on viewing that more place had not been made of the island. It had been discovered and named as far back as December, 1836, by Messrs. T. Bewes Strangways and Y. B. Hutcheson. Exploring to see whether there was any outlet from Lake Alexandrina other than that discovered by Captain Sturt. At the same time these pathfinders discovered and named Point McLeay, Point Sturt and Currency Creek, the last named being christened after the whaleboat in which they got about.

Hindmarsh Island had not then been surveyed, although Dr. Rankine was paying the Government £10 a year for its use as a cattle run, hoping in time to purchase it. In one year when the lakes and lower Murray River were salt for several months Dr. Rankine lost 500 head of cattle. Their bleached bones were lying in every direction at the time of Mr. Price’s first visit, and subsequently dry loads of the bones were used in the establishment of some vines which yielded particularly luscious grapes. Naturally Mr. Price was not received with open arms by the Rankines. He induced the Government to survey Hindmarsh Island and to put up portion of the land for sale, but on account of the keen competition of his rivals he was not able to secure as large an area as he desired. His first working mare cost him £60. Mrs. Conigrave says in her notes that Dr. Rankine refused her father the use of his private ferry, but trifles like that did not daunt him. He went down the narrow Murray mouth and swam a team of bullocks to Hindmarsh Island. It was a most trying experience. Later the whole family removed thither from Waterloo. Mrs. Conigrave wrote:—"We children felt it a glorious life living in a large tent until our house was built, free from school and running almost wild, with no companions but piccaninnies." A terrible plague of rats impressed itself on her mind, and the cooking was done at a camp oven in the open. One day Mr. Price heard from a man whose wit was out when the wine was in that Dr. Rankine was endeavoring to obtain the 21 years' lease of the unsold part of Hindmarsh Island. This did not suit Mr. Price’s book. A man of quick decision he immediately set out to walk two and a half miles to the ferry and crossed over to Goolwa. All efforts to procure a horse at Goolwa failed, and he therefore procured a pack 55 miles to Adela-ide through the bush tracks. A teamster picked him up five miles outside of the capital, and Mr. Price reached the Land Office and was able to induce the officials to stop the sale. That memorable tramp was undertaken in 1854. The connection of the Price family with Hindmarsh Island began in September 1853, and ended in 1888, but it may truly be said that the good work they did lived after them.

The great aim of Charles Price's life was to improve the breed of stock. He introduced the Shropshires, or Southdowns, but of these only better known, in 1855, a ram and a ewe being selected from two of the best flocks in Shropshire—those of Messrs. Hand and Tarte. Many years later the distinction of having introduced the black faced sheep to South Australia was erroneously claimed for the late Chief Justice Sir Samuel Way, and the position was vigorously contested in the press by Charles Price, Jun., who is now dead. In the course of his letter he said:—"When the new blood was introduced to the Merino ewe, so apparent was the enterprise for meat producing purposes that other breeders soon recognised the advantage of adopting the same course, notably the late Captain Rankine, who purchased a twin ram of the first drop from the imported ewe, and ever afterwards continued to breed from Shropshires, Southdowns and Lincoln, in preference to the whole stock. At the end of the fifties my father had a fresh importation of three rams and one ewe, and at the same time the late David Randell, of Glen Para, now known as Corryton Park, who had previously been a purchaser from my father's flock, imported three rams and seven ewes, making a total shipment of 14 pure Shropshires, the whole of which were personally selected by me late Charles Price. My father had a selection of the best flocks of the day throughout the Counties of Shropshire and Herefordshire. Again, towards the close of the sixties, my father brought out three more rams selected by himself at the same time that he introduced Hereford cattle; but shortly afterwards, the value of sheep having fallen considerably, he decided to dispose of his flock, and devoted his attention to Herefords. The result was that he sold out, or rather gave away, his Shropshires to the late Mr. Treloar, of near Watervale, and probably it was there that His Honor or Mr. Weston first became acquainted with this grand breed of sheep, and recognised their merits and suitableness for the Kadlunga Estate." Discussing the origin of the breed Mr. Price, Jun., made the following observations in 1868:—"There is little doubt but that they are a combination of the Southdown and the old time class of Shropshires as he increased it on the authority of my late father that somewhat over a century ago the farmers connected with the Ludlow Agricultural Society, of which my father was one of the founders, gave particular attention to the improvement of their flocks, and for this purpose they introduced the Southdown rams to the old class of Shropshire ewes with such remarkable success that the product soon became known and recognised as a distinct breed true to type and retaining all the quality of the Southdown, with greatly increased size. For many years they were known as Shropshire Downs, but latterly the 'Down' seems to have been dispensed with. They became very popular, and I recollect the keen competition evoked to obtain the best animals at my father's closing out sale in the old country prior to leaving for the antipodes." It will be conceded that the claim put forward by Mr. Price Jun., was no spurious one. His father's flock had enjoyed a reputation second to none of its type in South Australia, and nobody disputed the correctness of these letters he wrote to the press.

In 1866 Charles Price visited England to settle the affairs of his brother John, who had died. He brought back with him some fine pedigree Hereford cattle with which he established a herd that afterwards became as famous as his sheep. The importations included the bull Bringewood, bred by John Price, in Hereford, which was later purchased by Mr. J. Howard Angas. The consignment also comprised a cow, Queen of the South, and her heifer, but during the voyage the mother was badly injured, and had to be destroyed. It was a big blow to the enterprising Hindmarsh Islander, but he persevered with the survivors, and from time to time purchased pedigree blood from leading breeders in Victoria and New South Wales, thus building up a herd that was well known to and prized by cattle men throughout Australia. Mr. Angas gave him 200 guineas for the Hereford cow, Jennie Dows, with her bull calf, which, afterwards, as Charlie Deans, won championship honors. It was a big price in those days. In 1884 Mr. George Riddoch obtained from Mr. Price the nucleus of his Gleno-Koorine Hereford herd; in fact the great majority of the leading breeders delighted to patronise him.

Mr. Price led an active life right up to the day of his death, which occurred in April, 1886. He absolutely died in harness. Although 81 years of age he was yarding cattle for crossing on the punt at Goolwa when he was stricken down suddenly, and the end soon came. In November, 1886, his 93 acres of freehold on Hindmarsh Island were sold by Elder's Wool and Produce, at the sum of £37 5/6 an acre. Besides Mrs. Conigrave the only surviving member of the family is Mr. Thomas Sheriff Price, of Fowler's Bay, Eyre Peninsula.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

IT is not the lot of many men to establish a big town, and then to live long enough to participate in the jubilee of its foundation. Such was the unique experience of William Mac Intosh, the father of Naracoorte, and had the date of his death been postponed for only two months, he would have actually witnessed the sixtieth anniversary of the south eastern centre's natal day. South Australia has seen few more interesting "oldest inhabitants." Originally he was the owner of most of the land in the hundred that was subsequently proclaimed in the locality indicated, and some of the richest pastoral properties in the State, including the Naracoorte and Moy Hall runs, passed through his hands. He was a contemporary of John Robertson, even before that gentleman bought the first 80 acre section of the famous Struan estate, in 1848. Early records reveal a go-as-you-please style of spelling his name, at least four variations being used, and his daughter (Miss Mary Mac Intosh), who at the time of writing was living at Kin-craig Cottage, Naracoorte, vouches for the correctness of the form adopted in this article.

William Mac Intosh was born in Presnacalliach, near Kincairn, in the parish of Alvie, Invernessshire, on December 19, 1819. When a youth of 18 years he decided to leave Scotland and try his fortune in Australia. In 1837 the ship St. George carried him to Port Jackson, New South Wales, and his best assets upon landing were a good education, a strong constitution, and a Scottish training in thrift and industry—qualifications that helped many a pastoral pioneer to make good. Mr. Mac Intosh's ear was attuned to the call of the bush, and a few days after arrival he obtained employment in pastoral work at Micaliga Plains, 250 miles south of Sydney. He was not impressed with the country, and 15 months later he booked a passage by ship to Port Philip, and took up land at Merri Creek, about nine miles north of Melbourne, where mixed farming operations were carried on for about five years. They were not marked by conspicuous success. About this time reports were being spread in regard to the quality of the country on the border of South Australia and Victoria, then looked upon as a new district, and Mr. Mac Intosh for a third time since landing in Australia turned his attention to a fresh colony. This led to the taking up of his abode in the locality of Naracoorte, where he was destined to live for just on 60 years.

It was on or about the 4th of July, 1845, that Mr. Mac Intosh first saw the site upon which Naracoorte now stands. At that time there were very few families in the district, and the south east was just beginning to be "discovered" and settled by the pioneers. The natural pristine beauty of the countryside had not been ruffled, and the blacks were still in possession of a happy hunting ground. Here and there white men had squatted with flocks and herds brought from the settled parts of Victoria and New South Wales. Hard and fast boundaries and fenced paddocks were then unknown, and shepherds had
charge of the flocks, moving their portable huts from place to place. When Mr. Mac Intosh appeared on the scene, Messrs. John and William Robertson were in occupation of the property, which for many years was known as Robertson's Plains. The Naracoorte run was then in the possession of George Ormerod, who lived in a small redbrick house on the banks of the Naracoorte Creek, where the home station was located. Mr. Mac Intosh travelled from Melbourne with cattle and horses in the company of William Robertson. He went to Port Fairy to purchase sheep with a view to setting up as a sheep farmer, but not being able to secure a good run he decided to start in business as a storekeeper, the opening of the pastoral areas around Naracoorte offering him good prospects. He erected premises on the same spot that was afterwards occupied by Messrs. Fullarton and Blackwell's store. He also built a public house on the present site of the Naracoorte Hotel. Thus was founded the township of what was originally known as Kincraig, after the birthplace of the founder—Section 5 in County Robe. In 1859, however, the Government laid out the adjoining township of Naracoorte covering 103 acres, and for some years there was a clash in the locality to which had been added Skyetown and Mosquito Plains. This nomenclatural vexation was set at rest in 1869, when, under the heading of "Unity is Strength," the following announcement appeared in the press:—"Kincraig, Naracoorte, Skyetown and Mosquito Plains have set an example worthy of adoption by other portions of the colony. These seem to belong rather simply to one township, but they have confided students in the geography of the south east, and so long as the imaginary distinctions which these names involved remained they only tended to diminish misunderstandings. So it has been unanimously decided to 'dig' differences and adopt one name—Naracoorte. We commend this discreet example to the consideration of the proprietors of such places as Kingston, Maria Creek, Port Caroline, and Lacepede Bay." The whole of this page could be filled with notes on the controversy that from time to time has arisen concerning the meaning of the name Naracoorte, which Mr. Mac Intosh recorded as "large water hole." The town made no real progress until 1852, when the gold escorts and other traffic to and from the Victorian diggings began to make it a place of call. No fewer than 7,000 Chinese passed through the colony in that year, and 600 or 700 were seen there at one time, there was no poll tax in force in South Australia at the time.

Business became so prosperous for Mr. Mac Intosh that he was able to turn his attention to the pastoral ventures that had been so near to his heart. He entered into partnership with Duncan McRae, and the two Scotchmen took up the Baker's Range and Mount Scott stations, and later the Crower run, near where Lucindale is now located, originally 103 square miles in area, and a grazing capacity of 3,000 sheep. When Goyder came down upon the fold he fixed the valuation at 30/ a year, deducting improvements. This piece of country is now included in the Hundred of Joyve. Mount Scott station covered 35 square miles on what is now the border of the Hundreds of Mincros and Murraimba, and in the vicinity of the better known Blackford run. Crower was 80 square miles in area, and carried 10,000 sheep besides cattle and horses. The market was 42 miles away. Goyder assessed the rent at £103 8/ a year. The Baker's Range and Crower properties were worked in conjunction. Messrs. Mac Intosh and McRae dissolved partnership in the course of time, and the latter took the two last-named runs. The founder of Naracoorte was now joined by a younger brother named John, who had come out from Scotland at a much later period. They purchased the Naracoorte station from George Ormerod, who started at Robe as a merchant and shipping agent. It comprised 87 square miles, the original rent of which was 15/- a square mile, and it carried 14,000 sheep. The revised rental and assessment amounted to £66 a year, deducting £490. Thomas Magarey subsequently acquired this fine property, which later was subdivided by the Government. The Mac Intosh clan next purchased Moy Hall station from Alexander Stewart, comprising 66 square miles of country at 15/- a mile, on the Mosquito Plains, south of Naracoorte, and it supported 12,000 sheep. Goyder put the rent up to £483 16/ a year, deducting £298 worth of improvements. This run afterwards passed to the ownership of William Robertson.

It is estimated that the pastoral properties held by William Mac Intosh and his brother were worth £60,000. They entered upon an extensive programme of substantial improvements, such as stone buildings, and spent £10,000 in that way. Apparently they let out some of their country to small farmers, because a press contributor wrote as follows in 1867: "The village of Naracoorte, which is romantically situated in a vale lying at the edge of beautiful plains. The Highland birds, the founders of the village, are blessed with a happy, contented and prosperous tenantry, and, having had the privilege of spending Good Friday and Easter Sunday with them, I can testify to the healthful appearance of their amiable wives and their well-behaved children, whose rosy cheeks carried marks by no means of the savage blacks and the privations they suffered. The natives had to be handled with great care. He was among the party that discovered the Naracoorte Caves, and he defended the correctness of the surveyor Tolmer's claim in that direction. Mr. Mac Intosh died on October 15, 1905, at the age of 86 years, and his remains were given sepulture in the Naracoorte Cemetery. A family of six daughters, two of whom were still living in Naracoorte at the time of writing.
HOW many people who know the valuable Yongala Estate today as prosperous farms and flourishing closely-settled areas, enriching our agricultural and dairying industries, are aware of the fact that this country was once a vast sheep run and one of the most famous pastoral properties north of Adelaide, and that its original owner, the pioneer who took up the country nearly 80 years ago, and made a great success of it was Daniel Cudmore, the founder of the house of Cudmore, so well known in the pastoral life of this State.

Possessing indomitable energy and pluck, and great physical strength, Daniel Cudmore endured the rough experiences of the pioneer settlers, and although success attended his pastoral activities for many years, he encountered the vicissitudes of fortune, and died, by no means a wealthy man. That was also the experience of his son, Daniel H., who was associated with his father and was a notable figure in South Australian pastoral enterprise.

The Cudmores were formerly located in the English county of Essex; several members were clergymen in the Church of England. About the middle of the seventeenth century, a branch of the family settled in Ireland, and became landowners in County Limerick and other parts of Munster. The younger son of Patrick Cudmore, Daniel Michael Paul (to give him his full Christian names) was born at Tory Hill, County Limerick, in 1811. After his education in Essex, the original home county of the family, Daniel set sail at the age of 24 with his bride, née Mary Nihill, for Sydney. His wife had the good fortune to be brought up with the family of the Earl of Dunraven, and she proved a lady of considerable resource, and force of character in the pioneering days of the Province, when the women-folk had to share the burdens and the personal risks and responsibilities attending occupation and settlement of the country. Arriving with Mrs. Cudmore at Hobart in the merchant ship “John Denison” (Capt. Mackie), he was persuaded by his cousin, Capt. Russell of the 63rd Regiment, to try his fortune in Tasmania, where he remained for awhile.

After the province of South Australia had been proclaimed, Mr. Cudmore chartered a schooner, and with his family and possessions, including stock, arrived in Adelaide early in 1837. He built a pise house on the banks of the River Torrens for his family. His first venture in the colony was a brewery in this locality. In connection with this he started a malting house off Melbourne Street, Lower North Adelaide, and laid the malting floor which is still there.

Acquiring a section at Modbury he spent some time in farming operations there. About 1847, he unexpectedly became heir to the family property in Ireland, and having sold his interests in his native country in order to take up more land in South Australia, he began, as the original holder of Yongala Station, the pastoral enterprises which later extended to three Australian colonies.

Within a short time, his adventurous disposition induced him to go further afield in South Australia, and so in 1850, in addition to Yongala he took up Pinda and Beautiful Valley Stations, between Mount Remarkable and Port Augusta. During the fifties Mr. Cudmore made numerous exploring trips to the North and North-East of his holdings, and the points reached by him at these times are shown on some of the early maps of the Colony. Cudmore’s Hill, south of Port Augusta, was named in his honor. Considering the valuable service he rendered to the State in his exploration work of seeking out new country, his name deserved a larger place on the map. It was during
the years at Yongala and Pinda that most of the next generation of Cudmores were born, and Mrs. Cudmore contrived to educate them up to the stage of entering St. Peter's College, often while travelling by means of bullock dray from place to place.

In 1851, Mr. Cudmore held 80 square miles of Yongala country, and Pinda and the Onkaparinga Valley together represented another 52 square miles of territory. In 1850, Mr. Cudmore obtained a lease of Paringa Station on the River Murray. This new venture was managed and eventually taken over by his eldest son, J. F. Cudmore, afterwards of Paringa Hall, Somerton.

Leaving his wife and second son, Daniel H. Cudmore, then only 18, to manage his South Australian properties, Mr. Daniel Cudmore then turned his attention to Queensland. In 1862, two years later, he purchased Claremont, Glen Osmond, from the Hardy family, and leaving the active management of his pastoral properties to his sons, he resided there in the intervals between his exploring trips.

The lease of the Yongala run was parted with by father and son to Alexander McCulloch, in 1866, and when on the expiration of the lease, the property was put up for auction by the Government, Mr. McCulloch bought the freehold of 53,000 acres. In Mr. Cudmore's time Yongala carried 220 sheep to the square mile. Mr. McCulloch's trustees continued to conduct Yongala for eleven years after his death, when the Government repurchased it for closer settlement.

About 1863, Daniel Cudmore Sen., went exploring into the interior of Northern Queensland, and published an interesting narrative of his experiences. After going by sea to Rockhampton, a party was formed, and they spent five months exploring the Upper Burdekin and Clarke Rivers for sheep country, travelling in all approximately 1700 miles. Mr. Cudmore subsequently took up and stocked a station on the Clarke River, (near Cardwell) a tributary of the Burdekin, and purchased 3,000 acres on the Herbert River, North Queensland, for sugar cane growing. This country was held and worked until D. H. Cudmore's death in 1913, but it was never a financial success after the abolition of Kanaka labor under Federation.

In his published notes, Mr. Cudmore stated—"We had now reached the stage of the Burdekin also of the Sutter and Bowen Rivers, which flow north, being tributaries of that stream. Following down the Bowen River it was joined by a fine stream from the eastern or coast ranges, thence to the Burdekin, flowing through a fine country all taken up as runs..." After recruiting a few days and we started on a near west course for the Burdekin with 12 horses and four men forming our party, very well armed with revolvers and double carbines, as we were travelling a country totally unexplored and little known. . . . We followed the Clarke a few miles, and climbed some remarkably table-topped hills to take bearings; these hills we named the Clarke's plate turrets. There we beheld a boundless extent of country of very inviting appearance. Apparently we had reached within 20 or 30 miles of the fall of waters to the Gulf of Carpentaria. Reached the southern branch of the Clarke. From this place, as far as the eye could distinguish, the same superior country extended probably to the sources of the Victoria, the N.E. angle of which is bounded by Kennedy about 250 miles distant from Burke's track to the Gulf (about 200 W.) through the Plains of Promise. We calculate the distance from Diggory's Creek to the Gulf 220 miles with every appearance of good country and easy travelling. Traveilled the last 200 miles in nine days to meet the Sydney steamer, and arrived in good time, having taken the horses 1,600 or 1,700 miles, not being one night without water and without our meeting with any difficulty or privation worth noting.

After the disposal of Yongala to Mr. McCulloch, Mr. Cudmore and his son D. H. purchased the western half of Tapio Station on the Darling from Messrs. Menzies and Douglas. To this property, renamed Avoca Station, they added Popiltah in 1876. At this time the Darling country extended probably to the sources of the Victoria, the N.E. angle of which is bounded by Kennedy about 250 miles distant from Burke's track to the Gulf (about 200 W.) through the Plains of Promise. We calculate the distance from Diggory's Creek to the Gulf 220 miles with every appearance of good country and easy travelling. Traveilled the last 200 miles in nine days to meet the Sydney steamer, and arrived in good time, having taken the horses 1,600 or 1,700 miles, not being one night without water and without our meeting with any difficulty or privation worth noting.

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Pastoral Pioneers of South Australia.

AUSTINs had already taken up land that was afterwards held by the Riddochs. At first Mr. Cameron was under the impression that he was still in the widespread territory then governed by New South Wales, but he learned in time that he was within the administration of South Australia. He also ascertained that application was about to be made for the identical land that his own eyes were on, and so he rode 286 miles to Adelaide, lodged a successful claim, and forestalled a rival applicant by 24 hours. The surrounding country also immediately became settled.

Duncan Cameron, another uncle of the King of Penola, established Glen Roy station, and later sold the portion now known as Katnook to Messrs. Thomas and Harry Wells. Donald McArthur set up at Limestone Ridge. In the beginning Penola was principally a cattle and horse station, the stock having been brought from Mr. Cameron's lease near Melbourne, which he had sold.

Four thousand sheep were carried in the early days when they were hard to procure, but as this

Alexander Cameron.

An almost bewildering throng of Camerons were associated with the pastoral industry of the south-east in its infancy, and the fact that few of them were related makes harder the tracing of their history. Such well-known stations as Morambo, Penola, Glen Roy, and Wattle Range were established by them. We have selected as the subject of this notice the most picturesque figure in the clan—that of Alexander Cameron, known popularly as the King of Penola. Confusion is worse contounded from the circumstance that there were two Alexander Camerons associated prominently with Penola, but with the help of South Australian and Victorian descendants what appeared like a biographical tangle has been smoothed out. The King of Penola—the designation is indispensable for purposes of identification—was born in the Braes of Lochaber, Scotland, and arrived in Sydney in 1838, on the invitation of his uncle, Alexander Cameron, known commonly as "Black Sandy." In partnership with his uncle he removed to Port Philip, with sheep, in search of new country late in 1838. They first settled at the Darebin Creek, near Melbourne, but early in the forties partnership accounts were closed, and Alexander Cameron the younger, set out to look for grazing country towards the South Australian border. When crossing the heath between what are now the localities of Casterton and Penola, he noticed smoke in the distance, and made his way towards it. He came upon a fire, but nobody was on the ground in the vicinity of it. Suddenly he espied a tree a blackfellow, who was lying stretched along one of its limbs. The native could not speak or understand English, but he came down when Mr. Cameron made a demonstration with his rifle. By signs the Scotsman made the nigger understand that he was looking for good country and the latter led him to the site of what was soon to be the Penola Station. Such is the earliest history of what is now an important South Eastern centre.

At this time other people were out looking for country; in fact the
ALEXANDER CAMERON

fine property of 100 square miles was developed, operations were conducted on a much larger and more extensive scale. Alexander Cameron, the younger, founded the town of Penola. He had it surveyed into allotments, and he built a slab and shingle shanty and a store, near the site of his first homestead, later the property of his niece, Miss A. Cameron.

Some years later he erected the present Penola station homestead, and a store, near the site of his first homestead, later the property of Roseneath, and bought Avoca Forest, Strathfillan and Daleymong stations on the Avoca River, Victoria, and later Warrayure, near Ben Lomond station. Then he re­turned to Victoria and established himself at Mount Sturgeon Plains. He had remained there until he was a young man, then, being a cho­selor, he crossed the border to live with his nephew, and took up Ben Lomond station. Then he re­turned to Victoria and established himself at Mount Sturgeon Plains.

He remained there until he was a young man, being a cho­selor, he crossed the border to live with his nephew at Penola, where he died on April 28, 1858. A portrait of him hangs in the local Mech­hanics Institute, and sometimes it is mistaken for that of the founder of Penola. The fact is that it was placed there by a dutiful niece, Mrs. Varley, who came out from Canada many years after his death.

Many of the south-eastern squatters, as a race, developed characteristics quite distinctive from those of their far northern confreres. Perhaps because their lot was cast in less precarious country they experienced more of the joy of life. This side of south-eastern pastoral history is well illu­strated in a series of remarkable articles which a writer, who adopted the nom-de-plume “Panangharry,” contributed to the “Border Watch” in 1903. Alexander Cameron came under his notice in the following extract:— “In the fifties there used to be some great race meetings at Fencottown. The Scotchmen used to come down to Melbourne to muster in great force. Mr. Alexander Cameron, often called the King of Penola, astonished a great many at one of these meet­ings by driving through the town­ship to the race course with a pipe in full blast and ribbons flying. Nearly all the Scotchmen present had not heard the pipes since they had left their native heath, and became greatly excited, many of them running on the sound calling out “The pipes, by God.” Probably others, if one may be allowed to revive a chestnut, ex­pressed thankfulness that there was no smell with the bagpipes.”

J. C. Hamilton, in “Pioneering Days in Western Victoria,” refers to Alexander Cameron, a fine looking young man, in affectionate terms, although at times he did some eccentric things. He writes:— “One night Sandy engaged a young fellow to work at 15/- a week. Then, producing a pair of blankets, pistol and ammunition, he told the new chum to shoot the fleas when they jumped, but if he put a hole in a blanket he would sack him. A keg of whisky having come in by driving through the town­ship, the stewards to the lady having the bag, and immediately he would drop on one knee. The lady would say, “I am not a J.P. at all, at all.’ ” From this the rest of the story is easily inferred—a grandest style and with all the zest and activity which that inspiring race requires. I don’t like to see it gone through true, for if you were half ashamed of it. It’s a rare old dance, and if you get up dance it merrily and sit down none the worse. Look at Ethel with Sandy Cameron as a partner! What a nice motherly woman she was, and Sandy such a handsome man—wealthy squatter, hearty and hospitable like all the rest.”

Alexander Cameron was married twice. His first wife was Marg­rita McKillop. There were eight children. John, the eldest, and Mrs. Samuel Stretch, the youngest girl, were alive when this sketch was prepared. The second wife, Ellen Keogh, niece of Mrs. Peter McKillop, Duck Ponds. There were eight children, of whom five are living. Duncan, the youngest, was in Penola in February. The photograph reproduced on the opposite page was kindly lent by a nephew, Mr. Alexander Cam­eron, now resident at Penola.
The subject of this notice founded and named the township of Blakiston, in the Mount Lofty Ranges, in which locality he played the part of one of the most prominent and useful of the pioneer pastoralists. Captain Francis Davison came from Durham, England, where he was born in 1800. He joined the Navy at an early age, and was at the siege of St. Sebastian, being then a midshipman on H.M.S. Queen Charlotte. At the age of 21 years Captain Davison was given the command of one of his uncle's ships, the "Sir William Congreve," which was wrecked in a hurricane off the coast of Jamaica. Then he took command of the "Ceylon," and remained at sea for a long time, travelling practically all over the world, including a visit to Australia in 1833. Soon after that year he married Miss Elizabeth Hawdon, a sister of Messrs. John and Joseph Hawdon, notable pioneer explorers in Australia, the latter of whom has already been dealt with in these sketches. It was upon the representations of the Hawdons that Captain Davison was induced to settle in South Australia. From January 1, 1839, until April 27, 1847, he kept a diary, entries in which were made with scrupulous regularity. This diary is now in the possession of his son, Mr. Francis Davison, the well known solicitor, of Mount Gambier, who placed its interesting contents at the disposal of the writer. It yields a wealth of information on early settlement in the Hills district, and is well worthy of a place in the Archives Department so well conducted by the Governors of the Adelaide Public Library.

With his wife and two children (Frank and James), Captain Davison set sail for the antipodes in the ship "Cleveland" (Captain Marley) on July 10, 1839. The parting from friends and old England was hard. The following entry appears in the diary under date July 6, 1839:—

"Our heartrending duties commence—those of bidding good bye, perhaps for ever, to friends and scenes we dearly love. Our children ought never to forget the sacrifice we have made for their sakes. No one, but in similar circumstances, can paint our feelings. . . Parting on all sides was very painful. Farewell to dear Durham." Captain Davison brought out with him John Guy and Bessie Tamar, the latter a nurse, besides two wooden Manning cottages, and a cow, calf, dog and cat. There were 180 emigrants on the "Cleveland," including a number of "flighty females," and Thomas Burr, who afterwards became Deputy Surveyor General. Everything seemed to go wrong on the voyage, largely on account of the illness of Captain Marley, and the diarist asserts that no attention was paid to anything. The vessel dropped anchor at Port Adelaide on December 18, 1839, and Captain Davison experienced feelings of "bitter dis-
year. Captain Davison refused with stable, was hired for guineas for the cow he brought from England, and purchased a mare from Alfred M. Mundy for £85. Pioneering was not altogether a poor man's job. The Dur­ham man held preliminary land orders, and he spent the whole of his first January in South Australia riding about the country and spy­ ing out the land. Finally he fixed on sections 4433, 4438, and 4445 in the Mount Barker district, which he named Blakiston, after the ancient seat of our family. Mr. Joseph Hawdon had come from Mr. Reed for £100, and in one of these waterholes, but it is re­corded that “waterholes” (meaning dams) were dug—one 15 ft. wide, 8 ft. deep, and 22 ft. long, for £4 19s. 17 ft. for £5. Captain Davison put crayfish in one of these waterholes, and it is safe to say that he never took any out. Before he got his stock buildings up a very heavy gale from the north west was ex­perienced, and an entry in the di­ary says:—“We were obliged to fill the kitchen and our lower parlor with washed sheep, and Galloway, the shepherd, left without assign­ing any reason.” Perhaps he had no taste for parlor games. By the way the sheepwash Captain Davi­son used was made up as follows: Half a pound of powdered white arsenic and 4½ lb. of soft soap, boiled for an hour, or until the arsenic is dissolved, in 5 gallons of water; add this to water sufficient to dip 50 sheep. The mixture used for scab in sheep con­sisted of 3 lb. of tobacco boiled in 30 quarts of old wash, with the ad­dition of one quart of spirits of tar, this being sufficient for 20 sheep. The first wool grown at Blakiston was sold in November, 1840, to Mr. Waterhouse for 11d. a pound “in the grease and unwashed.” The next clip brought 10½d. washed and 6d. unwashed, and the 1842 clip realized 8d. Concerning the last­named wool, the diarist wrote:— “Mr. Scott, who has a station near Mr. Smillie’s, tried to depreciate it in value, but I am a Scotchman.”

Later in his career, by arrange­ment with Henry Seymour, Captain Davison sent a herd of cattle to the former’s run at Killanoola in the south east, and another lot to John Hawdon’s run at Kulkyny, near Mildura. In 1843, while superintending some work at Blakiston, a large and heavy bough of a gum tree fell on him and crushed him to the ground. By the combined labor of seven men he was extricated and medical aid was obtained from Adelaide. After four months’ confinement to bed, he was able to get about again, but the injury was permanent, and he was never again capable of taking an active part in station supervi­sion. In 1846, Captain Davison, with William Harper Formby, bought from James Thompson a sample of the finest ever seen in the colony,” and a sample was sent to His Excel­lency the Governor. One turnip produced weighed 31 lb. 15 oz., and was 4 ft. in circumference.

In May, 1846, Captain Davison was made a magistrate, and he de­voted a good deal of his time to court duties at Mount Barker. In 1853 he was appointed a Police Commiss­ioner, Police Magistrate, and Stipendiary Magistrate, and occupied over the Government House, Woodside, Mount Barker, Strathalbyn, and sometimes Port Elliot. He was mainly instrument­al in having St. James’ Church of England built at Blakiston, and contributed £400 to the endow­ment fund. Mrs. Davison laid the foundation stone on October 2, 1846. Captain Davison was chair­man of the Board of Road Com­missioners for his district, his col­leagues being Robert Davenport, Edward Stirling, Lachlan MacFar­lane and Thomas Lambert. On account of the infirmity produced by his accident he resisted a press­ing invitation to sit in Parlia­mentary honors when the new Consti­tution was granted to South Aus­tralia. He was altogether a grand citizen and pioneer, and died deeply mourned, on October 23, 1867, in his 62nd year.
ONE of the earliest South Australian stock dealers and station owners was John Wrathall Bull, from whom Bull's Creek in the south derived its name. This picturesque pioneer was the eldest son of an English clergyman, the Rev. John Bull, M.A., Rector of Clipston, Northampton. Born at St. Paul's Cray, Kent, on June 23, 1804, the son took a keen interest in agricultural pursuits, and was engaged in dairy farming near Macclesfield, Cheshire, until well past his thirtieth year, when, attracted by the Wakefield colonization scheme and the advantages offered to colonists, he decided to settle in South Australia. He came out with his wife and family in the ship Canton, 507 tons, which arrived on May 2, 1838, carrying 143 passengers. The vessel cast anchor just to the south of the present Semaphore jetty. On a high tide the only ship's boat put off for the shore with the Captain, Mr. Bull, and three other passengers, and the little craft grounded half a mile from the beach. The five reached land mounted on the backs of sailors. There was a climb over the sand hummocks, next a drag of three quarters of a mile through sandy scrub and flaggy plants, and occasionally bog, until they made the creek with the old Port Town on the opposite bank. Crossing to what was then with some propriety called Port Misery, to their great joy the new arrivals obtained good beer at the moderate price of 2/6 a bottle. A tramp of seven miles over the plain brought them to North Adelaide. Next day Mrs. Bull, her sister-in-law, and the children, were landed at Holdfast Bay. Mr. Bull himself chronicled in after years:—"The fact was we were a very jolly party, and the roughness of things we took to be amusing. A pleasant ride across the plains in defiance of many heavy jolts over wombat holes and logs, and we at length reached what is now known as South Terrace, and found our friends' encampment near the spot where stands St. John's Church."

Almost immediately on arrival in Adelaide John W. Bull started in business as a land agent and purchaser of cattle and sheep in a large way. He and Stephen Hack, and E. B. Gleeson, with whom Mr. Bull entered into partnership, were for a considerable time the only stock buyers in the province. Bull's stockyard on East Terrace was a prominent landmark in the then uninhabited portion of the infant metropolis. This old pioneer witnessed the arrival of the first overlanders, and had a large business with them in disposing of their stock. In his "Early Experiences of Colonial Life," Mr. Bull relates that Hawdon and Bonney brought in their cattle and horses in fine condition, but Mr. Eyre and his party, men and stock, arrived in a weakened state. "I had good reason to know this, for I had the charge and sale of the cattle which were purchased from Mr. Eyre on account of a Sydney firm, whose agent I was. Although I was able to place those cattle on splendid feed, it took many months before they recovered from the hardships they had undergone. At the same time they were cattle of a much inferior description and breed to the fine herd which Mr. Bonney conducted for Mr. Hawdon, which, although the first introduced over-
land, have never been surpassed by any large draft brought from the adjoining colonies." Mr. Bull also had a flourishing connection as agent for South Australian landed proprietors resident in the motherland.

Following the financial crisis he closed his town business in 1839, at a great sacrifice, and arranged to occupy his three counties in the hills in the first Mount Barker Special Survey. The vivid description he gives in his book of the journey he made with his wife and family over the Mount Lofty Range, by way of the Breakneck Hill and the Onkaparinga, illustrates generally the difficulties and hardships the first colonists encountered in laying the foundations of settlement. Before he arrived on his country holding with his family, preparatory work in fencing and building had to be undertaken. He had purchased seed wheat at 15/ a bushel, and was able to pay that price for seed and to do much work in clearing, fencing, and erecting farm buildings, he did not crop more land the first season than what he thought might yield him seed for the following year, and sufficient for domestic use. He established a cattle station and went extensively into agricultural pursuits. There was prosperity for a while, and then followed ruinous times for him as well as for other early settlers. At that period Mr. Bull purchased for £13 10/., cattle which after fattening were sold for £4, and sheep bought at 38/ were disposed of at 5/ per head.

For some time Mr. Bull owned a property at Bowyer Creek, near Rapid Bay, a station named after his wife. He had the misfortune to be burned out at Bowyer Creek, and lost practically everything. With his friend, Osmond Gilles, the first Colonial Treasurer, he formed a sheep station four miles to the north of Adelaide, probably in the vicinity of Giles Plains. Each owner had a separate flock and shepherd. This was at that time the farthest out station, so that it must have been formed very early in our pastoral industry. On this station Mr. Gilles' shepherd, a quiet confiding man named Duffield was murdered by blacks in order that they might obtain a sheep. A native named Rodney was captured as the ring leader of the brigand gang who committed the crime, but he was allowed to escape. Osmond Gilles was closely identified with the pastoral industry, and rendered good service to the colony generally in its early years by introducing Saxony and Merino sheep, his own experience on the Continent of Europe having proved most valuable to South Australian sheep farmers. Mr. Bull was often out in the saddle engaged in stock dealings or in search of country for pastoral occupation. Eyre had published his report on his expedition to Lake Torrens. It was such an account of the sterility of the country north of Gawler Town, and of the want of water that several intending settlers with capital who had recently arrived from England abandoned their intention to settle in South Australia, and passed on to Melbourne.

Bull himself made an excursion north, and returned a few days after Eyre's report was published. Writing more than thirty years afterwards, Mr. Bull observed: "My report regarding the country, privately given, was followed by Horrocks, Hill, and others, exploring northwards, and excellent stations were shortly taken up by fortunate parties who went out to judge for themselves. These parties first established sheep and cattle stations in the country I had viewed, and have been followed, and in part displaced, by a large army of agricultural invaders, who have gone out boldly to conquer the difficulties to be encountered in this condemned country. As an old colonist I, however, fear that their necessities will in too many instances force them to adopt the exhaustive system of cropping which has for the time despoiled some, I may say all, of our best and earliest setts."

The author of "Early Experiences of Colonial Life" gives thrilling accounts of the depredations of bushrangers, and of the doings of the natives. He was himself most considerate in his treatment of the blacks, many of whom he employed on his properties. He writes in his book (p235): "My first experience in giving employment to the natives in a regular and systematic way was after I left and commenced farming in the Mount Barker district. They picked up and bagged potatoes and did other farming jobs. On one of these occasions, after work was finished, I was talking to them at their camp in the dusk of the evening, on the side of the hill above my premises, when a large meteor appeared (the largest I ever saw), which came from the east, at an apparently slow pace, showing larger and larger as it approached. I supposed it fell to the ground at or on the east side of Mount Lofty proper, but I was informed it had been seen crossing the plains of Ade- laide. At the camp were a large number of blacks, none of them employed by neighboring settlers. They no sooner saw the meteor than they cast themselves with their faces on the ground, uttering one combined and long-continued hideous yell. When the meteor had vanished, all I could say did not pacify or relieve them of their fright—they persisted in saying it was devil-devil, come to kill black fellows. On rising early the following morning, I was greatly surprised to find the camp entirely deserted, nor did I see any of them till months afterwards, when some of them again visited me. They told me in distressing tones that many of the tribes had died through the coming of the big one fire."

Leaving Adelaide in 1852, Mr. Bull spent a year at the Victorian gold diggings, where he was fairly successful. Shortly after his return to South Australia he took the management of the property of Osmond Gilles at Glen Osmond, and planted an excellent vineyard there. Mr. Bull was thus one of the first vignerons in the Province. On the death of Mr. Gilles in 1876, Mr. Bull established a wine shades in Adelaide; this became a place of general resort for old colonists. Some years previously he was appointed Lieutenant in command of the volunteer military companies at Mitcham and Glen Osmond. In the early days facilities for harvesting were of a primitive character, with the result that the settlers labored under many disadvantages. Reaping was very hard, and the cost of garnering crops was very expensive. Mr. Bull set to work to discover some means for the assistance of the farmers in threshing their wheat. In 1843 the Adelaide Corn Exchange Committee offered an award for a serviceable contrivance. Some working models were exhibited, and one was by Mr. Bull. Subsequently what was known as the Ridley reaper was produced. Mr. Bull claimed the credit for the Ridley invention. Considerable controversy ensued in regard to the matter, and finally Mr. Bull was voted £250 by Parliament in recognition of his labors for the improvement of agricultural appliances. He was a fine old colonist, one who deserved a larger share of this world's goods than unfortunately fell to him. He died at College Park, near Adelaide, on September 17, 1882, aged 86. Of a family of ten children, the only survivors are the Misses Lucy and Fanny Bull, of Rose Park.
THE fame which Captain W. R. Randell achieved as a pioneer steam navigator of the River Murray has tended to obscure the history of his equally worthy father, William Beavis Randell, who played a conspicuous part in the pastoral development of South Australia. He landed here less than 12 months after the proclamation of the province, having previously been engaged in the milling business in England. Born near Exeter, Devonshire, it is probable that his attention was first directed to South Australia and its possibilities by George Fife Angas, who was a frequent visitor to the Randell home in the old country. Mr. Angas was Chairman of the South Australian Company, and Mr. Randell came out under engagement to that company. The voyage was made in the ship “Hartley,” 328 tons, Capt. T. Fewson. It was begun at Torquay, and was broken for a month at Capetown, where cattle were taken on board for Adelaide. Fellow passengers were John Banks Shepherdson, South Australia’s first schoolmaster, the Rev. T. Q. Stow, and William Giles, Colonial Manager of the South Australian Company. They left their native land, and far away

Across the waters sought a world unknown;
Yet well they knew that they in vain might stray
In search of one more lovely than their own.

A weary six months’ voyage ended on October 20, 1837. Adelaide had just been laid out, and habitations consisted of tents and reed and pise huts. Even the vice-regal residence was constructed of reeds. The historical quarrel between Governor Hindmarsh and Resident Commissioner Fisher and their respective adherents was in full sway, and the Colonial Secretary (Mr. R. Gouger) was about to leave for England to appeal to the home authorities in the hope that the unhappy differences might be settled. Thereupon Mr. Randell and Mr. Shepherdson secured a lease of Mr. Gouger’s tent at a rental of £1 a week.

Mr. Randell was a man of considerable ability, and he enjoyed the confidence of the South Australian Company in such a marked degree that he was given supreme charge and sole responsibility of its stock, agricultural and dairy operations, besides which he was employed in discovering and selecting much of the land necessary for carrying on those enterprises. In this connection it is interesting to refer to a claim made by Mr. J. B. Shepherdson in 1892 that he and Mr. Randell were the first to ascend Mount Barker after Captain Collet Barker. That feat was accomplished by them on Christmas Day, 1838. They could not reach the summit on the horses they were riding, so they left the animals in charge of a servant of Mr. Randell, and finished the climb on foot. Mr. Shepherdson, in reminiscient vein, stated:—“After we
had left the summit six or seven miles we came upon a beautifully grassed flat, where we started up two kangaroos almost hidden in the long grass, where the village of Hadendorf now stands. Mr. Randell was so delighted with the country that he determined to establish a cattle station there for the South Australian Company, under which he held the position of stock manager. After reaching Adelaide he engaged splitters and fencers to erect stockyards there, and soon after completion of the work the first Mount Barker Special Survey was taken out. It included this nice grass flat, and Mr. Randell’s object was defeated at the expense of the work done. The stockyards were erected about the spot where the present hotel stands on the west side of the road.

Further evidence of the trust placed in Mr. Randell as a judge of stock country is supplied in George French Angas’ book entitled “Life in Australia,” published in 1847. The author describes a trip that he made in the company of Messrs. Randell and Giles to the Murray lakes district, and the following passage occurs: “Their object was to select fresh sheep and cattle runs for the South Australian Company, and my own to examine the aspect and productions of that district. A light cart was sent forward with a tarpaulin to serve the purpose of a tent and a supply of flour, tea, and other provisions. Mounted upon our horses, each with a tether rope hung around its neck, we might have been seen very early one morning in January crossing the plains to the eastward of the city of Adelaide. The sun was already scorching. We soon commenced a gentle ascent towards the hills, and pursued our way along the Great Eastern or Mount Barker Road, which suddenly enters a winding, romantic pass between gum trees. This is Glen Osmond. At the entrance to the pass is the only turnpike in the colony, and further up the Glen there stood the picturesque little tent of Mr. Poole, the surveyor, amidst a cluster of red blossomed casuarina trees.”

That was Mr. J. Poole, who published in 1845 when he was second in command of Sturt’s expedition to the interior. The little party that went to the lakes covered 300 miles on horseback.

Mr. H. P. Moore, the present manager of the South Australian Company, courteously turned up numerous references to Mr. Randell in the very early records of the company. One entry, dated January 24, 1843, says: “I am very sorry to inform you that Mr. Randell has met with a severe accident, by which he has lost three of his fingers on his right hand. He was greasing the cogs of the threshing machine.” Another entry, referring to the company’s mill on the River Torrens, reads: “Mr. Randell was consulted as to the erection of the mill, and I was in hopes of getting him to co-operate generally with the architect and engineer, but I found this to be impracticable, their views being opposed to his.” A further indication of Mr. Randell’s status is supplied by the diary and letters of C. W. Stuart, now in the Archives Department. On July 24 and 25, 1838, Stuart wrote: “Randell sent the cook away. Received a note from Randell ordering to leave the entire management of the company’s stock, etc., to him. Ordered to attend before Randell to answer some charges.”

An earlier entry in Stuart’s diary reads: “Devon bull calf dead. Randell came down to look at the other calf and ordered it some medicine. I had a good blowing up from old David (McLaren), and told him I would leave when my agreement was up.” Mr. Randell severed his connection with the South Australian Company on September 29, 1844, after having complained that the “continual interference” of the Colonial Manager with his department was prejudicial to the interests of shareholders. Liberal offers were made to secure a retention of his services, but the rupture was final.

Long before leaving the employment of the company, Mr. Randell, with his sons, had carried on pastoral operations on his own account, and he continued them more vigorously afterwards. He had purchased a fine property at Gumeracha, which he called Kenton Park after his birthplace, and he also leased and stocked, chiefly with cattle, some country on the River Murray, near Mannum. The records show that in July, 1839, he purchased from the company a bay horse for £55, a heifer £15, two cows £36, six pigs £2 5s., four steers £48, 12 heifers and seven calves £25 18s. Writing to a friend in England, Mr. Randell said: “We have everything in the greatest abundance here that the necessities of man require. Wheat is £8 a bushel, barley 4/6d. a bushel, beef and mutton 4d. a pound, and as good as I have seen in the world. If myself, sell wholesale at less than 3d. a pound the best bullocks and sheep. Our steers, under three years old, average from 6 to 7 cwt., our sheep (wethers), two years old, about 60 lb. each, and the quality of both as good as I have ever seen anywhere. The prices of cattle are from 20 to 30 head per month, and above 200 sheep for some time past.”

Sheep went down to 5/3 a head in 1850, and 4/6 in 1851. Mr. Randell was one of the first directors of the Joint-Stock Cattle Company, formed at a meeting held in the Turf Hotel, Adelaide, on April 9, 1838, the other members of the board being Messrs. J. B. Hack, C. Crisp, W. Ferguson, and Robert Cock. He built two flour mills—one at Gumeracha and one at Blumberg (now Birdwood). He sold portion of his beautiful estate on the upper reaches of the Torrens—a light cart road, which suddenly enters a winding, romantic pass between gum trees. This is Glen Osmond. At the entrance to the pass is the picturesque little tent of Mr. Poole, the surveyor, amidst a cluster of red blossomed casuarina trees.”

His death occurred on March 4, 1911. Another son of William Beavis Randell (Frank) had large squating interests in New South Wales.
THE facts set out in this memoir are associated with what has been described as the most disheartening stage in the history of the northern pastoral leases—the mid-sixties, when squatters were fighting prejudice, drought, insecurity of tenure and unfair rentals. One of the biggest-hearted among them was John Williams, the man who started the famous Black Rock run, long since parcelled up among agriculturists. "Ruston Hall," Northamptonshire, was his birthplace, and at the age of 14 years he came out with his father in the barque Platina, which arrived in February, 1839. Arthur Hardy was a fellow passenger. The father was Thomas Williams, a banker, who had also filled the position of High Sheriff for Northamptonshire, and had greatly assisted Lord John Russell, Edward Gibbon Wakefield and George Fife Angas in obtaining the grant of the colony. Thomas Williams was one of the largest shareholders in the South Australian Company, and in 1843 was appointed one of the four non-official members of the Legislative Council, a position which he had to resign in the same year on account of insolvency. He took the largest portion of the Little Para Special Survey, which he called "The Hermitage," and is credited with having been "the first gentleman to make a home in the country, to form a garden and vineyard, and one of the first sheep and dairy stations."

Thomas Williams later returned to England, where he died in 1881 at the age of 87 years. He had four sons in South Australia—Cunningham, John, George and Edward. Cunningham and John took up 60 square miles of country on the River Murray, having for a neighbour Edward John Eyre, the famous explorer. Subsequently Cunningham removed to California, and thereupon John Williams struck out boldly on his own account. He was never really a robust man, as his portrait suggests, and eventually consumption claimed him as a victim; but it is wonderful how he had stood up to adversity.

The Black Rock run, situated north of Peterborough, was founded by Mr. Williams in 1851, and eventually assumed an area of 270 square miles. Mr. Williams started with 3,000 sheep, and he pursued doggedly the policy of putting all his profits back into the station. His experiences during the first 14 years of occupation were described as follows by himself in 1865:

"In commencing work on the Black Rock run it was an undertaking that had not been at this time tried in this or the other colonies—of working up a country with no surface water upon it, excepting two or three small springs that were sufficient to keep a hut, and which have all dried up since, except on one on which I had spent some money, and..."
now shows two or three buckets of water. To enable me to carry the stock, I am obliged to place my huts away from the watering places; and owing to the poverty of the country I must have summer and winter huts for that was now a habit of setting them aside, also lambs, also, to keep your men for some time so ten men to work number enable you to begin work. The water with which it started work, sunk at least five and some seven place on this run that has not been mix the mobs of ewes and lambs, and with each lambing flock, so as not to secured a percentage of lambing from my lambs. By these means I have live and work, consequently useless), building of the establishment. This purposes for every man, woman and credit to make the expensive matter. With the custom of the country that sat in the matter, clearly showing commendation of pursuing that plan, carried out for them at the time, I am in a position placed on sheep Mr. Bonney's re-issuement at a time when the sheep car-ried had increased to £13 a ton, and without which the men would not be supplied with the necessary food and water for a single week. There is a constantly recur-ring expense to a country so wetted in maintaining wells in working order and keeping up the supply of water. There is scarcely a watering place on this run that has not been sunk at one time and some seven years later. It is easy to understand from these facts, that when the assessment of 2d. per head was placed on sheep Mr. Bonney's re-recommendation of pursuing that plan, instead of grasping the pre-empted rights, was made an appendix to the report of the Select Committee that sat in the matter, clearly showing with the custom of the country that there was an understanding on the matter.

"Having been personally acquainted with the then Governors of the colony, the Commissioners and members of the old Council, and having heard these matters discussed by them at the time, I am in a position to state that the intention of the Government was that the squatters should be induced to make homesteads and settle down, with the understanding that there would be allowed to purchase them at auction. I built my homestead and made the major part of my improvements in the full trust that the country would keep faith with the settlers, and never doubting that the honor of South Australia would be maintained inviolate. During many years I might have purchased my improvements, but requiring all my capital and credit to make the expensive improvements which had enabled me to carry the amount of stock I can carry during the average good seasons, it took 12 years on the first issued leases. Not only so, but when the assessment of 2d. per head was placed on sheep Mr. Bonney's re-recommendation of pursuing that plan, instead of grasping the pre-empted rights, was made an appendix to the report of the Select Committee that sat in the matter, clearly showing with the custom of the country that there was an understanding on the matter.

John Williams

JOHN WILLIAMS

huts and made less substantial improvements. I have been keeping no farmers from settling in a rich agricultural country."

In 1864 Mr. Williams shipped 27,279 sheep at Black Rock, but the big drought of a severe nature partially wet 2,346 bales. In 1864 and 1865 he lost 3,644 lambs by death and transferred 6,615 sheep all the way to the Mount Loofty Ranges, and more stock to a better favored part of the north. In 1866 the mortality amounted to 3,344 head, and by that time the stock at Black Rock had been reduced to 12,000. The run proper was then as bare as a ploughed field, and the sheep were maintained in bush country not previously stocked. In 1864 Mr. Williams shipped 374 bales of wool, and was sagged to 193 bales. In the three years of drought that he paid £2,346 in rentals, and in addition he had to spend £348 for commongrace on 3,883 acres near Mount Lofty £653 for 3,715 acres near Mountcave; £75 for 240 acres. John Osmond, and £125 for agistment elsewhere—a total of £1,001. Up to this period he had put £27,000 back into the run in development. Of the odd stock on the farm, he disposed of Black Rock to Alexander McCulloch, who started his sons Alick and John there.

The property continued under the management of Mr. Alick McCulloch, now of North Adelaide, until 1875, when it was resumed by the Government at a time when the sheep car-ried was increased to 64,000.

After his Black Rock campaign John Williams joined hands with his brother George S., in the Parnaroo and Point Lowly stations, but never became really prosperous out of the pastoral business. A large block at Eucla was also held. John shifted to New Zealand about 1879, but, finding the Christchurch district too wet, he returned to South Australia. He made a big "punch" out of the Broken Hill mining boom, and died a wealthy man at North Adelaide in 1897 at the age of 66 years. His widow (he was married twice, the first wife being a daughter of the Rev. C. B. Howard, first Colonial Chaplain) still survives in New Zea-land. John Williams represented Barossa in the South Australian As-sembly in 1864-5 and Flinders in 1865-6 and 1875-8. He rarely spoke on the floor of the House, but was a member of a Select Committee that reported upon Scab in Sheep in 1867, and was a member of the Select Committee that reported on the original Bank of Adelaide Act. His remains were interred at North Road Cemetery.

179
Before he rose to fame in the public life of the Province, Francis Stacker Dutton, C.M.G., twice Premier of the State, and afterwards Agent-General in London, was interested in squatting pursuits, being with his brothers William Hampden and Frederick Hansborough Dutton among our pastoral pioneers. The eldest brothers were owners of a great deal of squatting property in the Monaro and other districts of New South Wales and in Victoria. Francis Dutton, who, because of his activities in political and official life became the best known of the Dutton family, was born in 1816 at Cuxhaven, on the Elbe, Germany, where his father was for many years British Vice-Consul. He was educated at the celebrated college of Hofwyl, near Berne, Switzerland, and afterwards at the high school of Bremen. At the age of 17 he went to Brazil as junior clerk for a firm at Bahia, and subsequently to Rio de Janeiro.

In those cities he remained for five years, and laid the foundations of that mercantile knowledge and business acumen which proved of great value to him in his official position in England in later years. In 1839 Francis Dutton joined his brothers in New South Wales, and then proceeded overland to Victoria, where he engaged in mercantile pursuits. Two years later he came to South Australia, where his brother Frederick was interested, with Captain Bagot, in the Koonunga run, near Kapunda. His brother, W. Hampden Dutton, with other New South Wales pastoralists, had already taken up the first South Australian "special survey" of 4,000 acres in the Vale of Mount Barker, this property afterwards including the stations owned by Captain John Finnis and Charles Bonney, who were among the overlanders in the late thirties. With both his brothers possessing a large stake in the pastoral industry of this Province, it was only natural that Francis should become interested in squatting here, too. Probably he had an interest in the properties held by both his brothers. At any rate, he must have had substantial pastoral holdings in the early forties, and reaped profitable returns for his enterprise, for in his highly interesting book "South Australia," published during his visit to England in 1846, Francis Dutton says: "After some years' experience in pastoral pursuits I may safely affirm that few investments, if properly looked after, are more certain of making a man independent than that of a sheep farmer! And I can point with pleasure to my numerous friends and fellow settlers in the colony who have done remarkably well and are in a fair way of realising an independence."

As showing the satisfactory condition of the pastoral industry in the early days (in 1846), a few passages from Mr. Dutton's work may be quoted: "The settlers of
The wool from South Australia but the English wool buyers will very superior description, because the industry, historic interest attaches to would have fetched, say, only 1/6 less than three in the neighboring colonies. I take the principal cause to be that in South Australia the custom prevails to a greater extent of the owner of the flocks residing at the station, and looking after his own affairs himself, besides leading a frugal and industrious life. Incurring fewer liabilities, he was also never driven to the desperate expedient of killing the goat for the sake of the egg. I allude to the boiling down of sheep, which was so very general through New South Wales and Port Phillip, and by which the settlers of those colonies sacrificed thousands of their sheep to pay their debts...

The number of sheep now in South Australia being not less than 600,000, will produce a million and a half pounds of wool, and require nine or ten large ships to bring it to England. The wool from South Australia does not obtain in the English market a value on the scale its quality deserves. This is more owing to prejudice than any real inferiority of the article. The sheep in South Australia are of a superior description, because none but the very best were ever imported from New South Wales, but the English wool buyers will not believe this; the inquisitive spirit of the Hall of Commerce is against us, and we must submit to take two or three pennies a pound less than our more favored neighbors get... But the same wool, which, had it come direct from Adelaide, would have fetched, say, only 1/6 per lb., by being first shipped to Sydney, thence home to London, sold for 3d. and 4d. per lb. higher!"

Besides the important part he took in developing our pastoral industry, historic interest attaches to Francis Dutton by reason of the fact that he was one of the discoverers of the Kapunda copper ore deposits on Koonunga sheep run in the latter part of 1842. He was then 26 years of age, and was at Koonunga probably as overseer, and not unlikely had a proprietary interest in the station, of which his brother was part owner. One day Captain Bagot's youngest son, Charles Samuel (who became a barrister-at-law, and was subsequently knighted in England) was gathering wild flowers on the plain and observed a copper outcrop. Shortly afterwards Francis Dutton also observed a discovery of copper not far from the same locality on a hilltop, to the top of which he had ridden in order to see what had become of a flock of sheep that had been dispersed during the previous storm. Having been out nearly the whole day in drenching rain and be-numbed with cold, Mr. Dutton ascended the hill for one last survey of the surrounding country. The very spot where the upland horse was beside a large protruding mass of clay slate, strongly tinged and impregnated with the green carbonate of copper. His first impression was that the rock was covered with a beautiful green moss, and dismounting he broke a piece of the rock and found that the tinge was as bright in the fracture as on the surface. Since his school days at Hofwyl he had retained the habit of examining rocks or stones, and he had little doubt that he had discovered copper. To Captain Bagot he confided his discovery, and the Captain produced the copper specimen found by his son a day or two before. Messrs. Bagot & Dutton lost no time in acquiring an 80 acre section at £1 per acre. They forwarded a box of specimens to England, but did not start mining operations till they received the analysis, which averaged 21 per cent. of copper for the surface out-croppings. This was the first copper mine worked in Australia. It proved profitable to the original owners, who a little more than two and a half years after the discovery had to pay at public auction £2,210 for an adjacent area of 100 acres. That year Mr. Dutton visited England and arranged with the East India house of Cockerell, Larpent & Co. for the working of the Kapunda mine, this firm becoming proprietors of Mr. Dutton's interest in the property for a considerable sum of money. Early in 1847 Mr. Dutton returned to South Australia in independent circumstances and devoted his attention to public life.

As early as 1851 Francis Dutton was the first candidate to offer himself for election as a member of the partly nominated, and partly elective County Council. His candidature on Liberal principles was favorably received, and after a warm contest he was returned. He informed the electors that "as a trustee for the public he would vote against State aid to religion." Not only did he vote against it, but he delivered an effective speech in opposition to the Bill. Mr. Dutton sat through the five sessions of the first House of Assembly and was re-elected for East Adelaide in 1855 to the Council which passed the Constitution Act. When the new Constitution came into force in 1857 he was returned for the first House of Assembly as one of the six members for the City of Adelaide. To the second Parliament, which assembled on April 27, 1860, Mr. Dutton was returned for the district of East Adelaide (where the head centre was Kapunda), but he resigned his seat in April, 1862, and went to England as the South Australian Commissioner at the Great Exhibition. He was re-elected for Light the same year, and continued to represent that district until his appointment as Agent-General in September, 1865. In the Hanson Ministry he was Commissioner of Crown Lands from September, 1857, to June, 1859, and was twice Premier, taking office in succession to the Waterhouse Ministry on July 4, 1863, and continuing in power for eleven days; and a second time as head of a Government nominated on March 22, 1865, retaining office till September 20 following. He was Agent-General from September, 1865, till his death on January 25, 1877, at the age of 60 years, and proved himself an eminently successful representative of his colony. For several years he was the senior of the Colonial Agents-General in London. The duties of his office brought him into close association with a great number of people, and he was known intimately to a wide circle engaged in official and financial affairs. On the occasion of the completion of the overland telegraph to Port Darwin and the establishing of communication between London and Adelaide in 1872, Mr. Dutton was created C.M.G. in honor of the notable event. He married a daughter of Mr. Marshall MacDermott, S.M., and was therefore related by marriage to Mr. Justice Stow, the Hon. Samuel Tomkinson, and Mr. John Taylor, the three of whom married sisters of Mrs. Dutton. Francis Dutton was a superior linguist, French and German being almost as familiar to him as English, and while in South America he mastered Portuguese. He was a clear thinker, an able speaker, and of great literary ability. Posterity will remember him with gratitude for his faithful public service.

Two sons and a daughter of Francis S. Dutton reside in England. The sons are Francis MacDermott Dutton, Commissioner of Crown Lands, and Dermott Dutton, who was knighted a few years ago, and the daughter, Mrs. Caroline Mitchell, is the widow of a barrister.
JOHN CHEWINGS, who played an important part in South Australia's pastoral pioneering, was the second son of Henry and Charlotte Chewings, and was born at North Petherton, Somerset, England, on September 27, 1816. He arrived in this Province on February 5, 1840, by the ship John, commanded by Captain South. A fellow passenger was the late George Hiles, who became associated with him in pastoral pursuits. For the first ten years after landing in South Australia Chewings was much on the roads engaged chiefly in carting timber with bullock teams from "The Tiers," in the Mount Lofty ranges; his headquarters were at Lynfield, Barossa. Hiles and Chewings were working together. Their earliest start at sheep farming was at "The Tiers," in the Mount Lofty ranges; his headquarters were at Lynfield, Barossa. Hiles and Chewings were working together. Their earliest start at sheep farming was at Barossa during that time. About 1850 they took up land on the Ulooloo Creek, 30 miles north of the Burra, and formed Munjibbi station. Chewings had married at Lynfield, Sarah, second daughter of Thomas and Elizabeth Wall. After three or four years of partnership the station property was partitioned. Hiles retaining the Munjibbi homestead and the northern portion of the run, and Chewings keeping the southern portion, formed a new station on the Ulooloo Creek. Chewings' chosen locality bore the native name Ookoongooree, which for brevity he called Workongoree. The famous Booborowie and Canowie stations were situated to the west: Bradley and Stephens held Ulooloo station to the south, and William Dare owned Piltimittiappa on the east. Chewings, Hiles and Dare were always close friends.

Chewings put his best energies into making Workongoree a success, and it prospered. There was not a great deal of good grass land near the homestead. The site was chosen on account of water being obtainable at a shallow depth in the creek. Mallee scrubs, on the eastern side, stretched for miles. Wild cattle bred in them, and at night they came out to the creek to water. Many bulls were in the wild mobs, fierce brutes, that charged horses and men at sight. Sometimes they would find the milking cows, but it was next to impossible to yard them. Those wild bulls were the terror of the Chewings' children, who had to hunt up the milking cows nights and mornings, and when they sighted a bull ran home and got one of the men to come out and shoot it, a dangerous undertaking. Several animals were shot in this way. When the boys grew old enough they would plant themselves by one of the pads along which the wild cattle came to water on moonlight nights. After the mob had gone past the lads made some noise to startle them, and as the cattle ran back along the pad, they blazed into them right and left.

Five miles to the west of Workongoree homestead the land was more open and suitable for shepherding the sheep, which was the practice in those days. At first the mail track ran north from the Burra along the Ulooloo Creek, but the going was rough for vehicles, and the route was changed to run out west of the homestead, about five miles, and a chance
of horses’ station was fixed at the small outstation of Tanga. From Tanga to the weekly mail coach ran north east towards Broken Hill, passing Gottleb's Nella, Parntoo, Para­too, Teetulpa, and other stations en route. McCulloch, Williams, Elder and John Chewings owned these four stations respectively. Cobb & Co's new horse style of mail coach was in use, and the most celebrated whale on the road was Michael Terry.成功的 operations at Workongoree led the owner to take up country eight or so further north, burial formed Teetulpa station. This pro­perty Mr. Chewings brought to a high state of efficiency, and it paid him well under the skillful management of Ben Hiles. John Chewings him­self, never resided at Teetulpa. He lived at and managed Workongoree until he acquired the Kadlunga Es­tates that cross its deth and tortoise family went to reside. In the early days Kadlunga was a depot owned and used by the Burra Burra Copper Company. The ore from the Burra Mines was packed on mules and con­veyed to Port Wakefield for ship­ment. The Burra was the chief source of stores for Mr. Chewings’ stations. The firm he dealt with mostly there was Samuel Drew & Co. As change was not easily ob­tainable Mr. Chewings established a credit with the Drews and drew orders on them. The station team took out stores from the Burra to Workongoree, or the carting was let to carters, whichever suited best. For several years the supplies for Teetulpa were carted by the station bullock dray and bullocks, and later by the station waggon and horse team. As time went on it became evident that it would be more profit­able to fence in the runs. Accord­ingly, Teetulpa was fenced and sub­divided. The history of both Ulooloo and Teetulpa is associated with gold rushes. Gold was discovered at Ulooloo in 1869. Before the plain stretching away to the eastward from the Ulooloo railway siding was ploughed up by wheat farmers it formed a fine cattle area in times of heavy rain, and frequently sent bank-high floods down the Ulooloo Creek, washing out large waterholes and sweeping bare the bars of slaty rocks which were deep and treacherous channel. One day a prospector found gold in the ledges. Soon a crowd of men assembled and tracked the gold from the main creek up a side creek for a mile or two, to where it ran under an alluvial flat on one side of this small tributary. The flat was soon riddled with prospec­tors’ shafts. It was several feet down to the gold-bearing “wash.” Dry blowers, shakers, and other modern devices for winning alluvial gold without the aid of water were unknown in those days, but are now reduced to a fine art. Fifty years ago the gold-bearing wash had to be carted to the head of the main creek where it was dumped in heaps, near to some waterhole or soakage. When the prospector had a large enough heap of wash, he put it through a “cradle,” the main "crush," how­ever, was soon over. A few pros­pectors hung to the field and found a living there for years afterwards, and strange to say, the source of the gold was never located. With the exception of supplying meat and stores to the prospectors, Mr. John Chewings took no active part in the rush, notwithstanding the fact that the locality was quite near Workon­goree head station. The juvenile Chewings worked at the slate bars with a vast amount of experience and poorer in pocket. While the gold was not found several of the tributary creeks and gullies over a few square miles of country. No large nuggets were ever picked up. As a gold field, Ulooloo is now almost for­gotten.

Teetulpa goldfield created far more of a stir. In October, 1885, Brady and Smith were sinking a dam, and one day Brady visited the site of the goldfield and found gold where the famous Brady’s Gully wound its way from the round-topped, bare of tim­ber, foothills of the Teetulpa Range, to the plain. On the discovery spot the signal—a red flag—was hoisted on a flagpole, to mark the position of the Reward Claim which Brady, in ac­cordance with the Mining Act and Regulations, had allotted to him. His ground proved to be infinitely more rich in gold than many other claims. Later on he was awarded a Government grant of £1,000 for the discovery. In time Goslin’s Gully and Strawbridge’s Gully were discovered and, like Brady’s, proved to be rich in gold. The news of these discoveries spread like wild fire, and many thou­sands of people made their way to Teetulpa. Only a few of the great crowd, however, found rich claims. More discovered a little gold only, and by far the greater number came away like water, bare of tim­ber, and poorer in pocket. While the gold was not found in several of the tributary creeks and gullies over a few square miles of country. No large nuggets were ever picked up. As a gold field, Ulooloo is now almost for­gotten.

JOHN CHEWINGS

In 1879, while on their annual round of inspection, the constables of the police called at Teetulpa Station. The children of the station were eager to show the visitors the activities of the day. The constables were impressed with the children’s knowledge of the station and its animals. John Chewings, the owner of the station, was hospitable and provided refreshments for the visitors. The children showed the constables the various animals on the station, including horses, cattle, and sheep. The constables were particularly interested in the station’s chickens, which were kept in a large coop. John Chewings explained the care and feeding of the chickens, and the constables learned about the importance of keeping the coop clean to prevent disease. The children also showed the constables the station’s farm produce, including eggs, milk, and cheese. John Chewings was proud of his station and its achievements, and the constables were impressed with the efficiency and organization of the station. The visit was a success, and the children of Teetulpa Station made a lasting impression on the constables of the police.
Alexander McLean Hunter.

James Arthur Carr Hunter.

John Hunter.

THE earliest records of occupation in the South East are associated with the names of the five Hunter brothers, who contributed a romantic and sparkling chapter to the pastoral history of South Australia and Victoria. Material sufficient to fill a bulky volume has been published from time to time in Victoria concerning this remarkable family, but well-known writers, including Rolf Boldrewood, "Bendleby" and other contributors to the "Australasian," and Cuthbert Fetherstonhaugh, have dwelt mainly upon the spectacular side of the Hunters' life story, no one having hitherto applied himself to the task of fashioning a connected biographical story. Such a story cannot, with justice to the subject, be presented in one issue of the "Stock and Station Journal," and so this narrative must necessarily spill over into the succeeding number.

All five brothers were prominent in the pastoral circles of their day, and four of them were renowned as daring and successful gentlemen riders without rivals in steeple-chasing as known in the halcyon days of the Australian turf. They belonged to a wild and woolly set known as the "Goulburn Boys," whose headquarters in Melbourne helped to make the old Lamb Inn famous. When the joybells were ringing the habits of the Hunters were so reckless and carefree that their names were soon in all men's mouths, "for deeds of horsemanship which, in an almost purely squatting community, constituted a sure title of distinction." Yet, as Cuthbert Fetherstonhaugh puts it in his book entitled "After Many Days," in all their many wild escapades, none could ever throw a stone at them or dare to challenge their rectitude. Everybody is agreed on that point. "Bendleby" says that the Hunters were as clean living as they were honorable and courageous, and the wildest of their youthful escapades would provoke only intense amusement throughout the community of the period.

The Hunter family can claim to be one of the oldest in Scotland, and the main branch is able to present a perfectly direct and unbroken line for six centuries. They were Cavaliers and followed the fortunes of Prince Charlie. More than one hundred members of the family took part in the battle of Culloden, in which many of them were killed. The branch we are immediately concerned with is that of which Alexander Hunter, an Edinburgh lawyer, was the head. He had six sons and two daughters. In the late thirties of the last century he, the Marquis of Ailsa, and other noted Scots, became deeply interested in Australia, and they formed a company which purchased land at Port Phillip and other parts of Victoria. All the Hunter children, with the exception of the fourth son (Evan Allan), came to Australia between 1839 and 1851. The five sons who migrated were John, Alexander McLean, James Arthur Carr, Andrew Francis, and William Ferguson. Two cousins accompanied them—Campbell Hunter and "Old John," sometimes called "Howqua." The Scotch company referred to took the name of Watson and Hunter, with the Marquis of Ailsa at its head and with a backing of practically unlimited capital. It started operations by occupying all the...
country about Keilor, near Melbourne, and other areas at Heidelberg and Westernport. In 1839 the company entered the Mansfield district. John Wappan and his brother embraced the greater portion of the whole district south of the Delatite River. The Hon. Gilbert Kennedy (a son of the Marquis of Ailsa) and the five Hunter brothers took an active part in the management of affairs, but the venture was not a conspicuous success, and about 1846 the company was wound up. Disputes between some of the shareholders and their Australian representatives were settled finally by litigation and arbitration.

After the collapse of the company the Hunter brotherhood went in for an adventurous career of exploring and pioneering, which led them to pastoral pursuits on their own account with more or less success. Evelyn Sturt, youngest brother of the famous explorer, Captain Charles Sturt, was responsible for their entry into South Australia. Edward Sturt had occupied pastoral country at Meadows, in the Mount Lofty Ranges, and later at Compton, in the Mount Gambier district. He knew what he was talking about when he told the Hunters what were the possibilities of the south east. The brothers were the owners of the country afterwards known as Moorak—and of a much bigger area than that of Moorak—many years before the enterprise of Dr. W. J. Browne made the estate famous. They passed it on for a song to Hastings Cunningham, who subsequendy laid out the township of Mount Gambier. After leaving the region now designated Moorak, they acquired Kalangadoo Station, built a homestead and settled there. All that remains as visible evidence of this ancient occupation is the remnant of an old garden, besides an immense weeping willow tree. In 1884, W. Neilson, of Penola, wrote an ode to this fine tree, which was established, according to tradition, from a cutting that Dr. Lang brough from the St. Helena tomb of Napoleon. Kalangadoo, which eventually was purchased by the South Australian Government for closer settlement, was originally a very large holding, covering about 200,000 acres. Several runs, including part of George Riddoch’s Kooring Estate, were cut out of it before the Morris family sold it to the Government. James Hunter rode all the way to Adelaide from Mount Gambier to lodge the claims for the south eastern country, swimming his horse across the Murray River. Rolf Boldrewood, author of that enduring book, “Robbery Under Arms,” wrote:—“Kalangadoo was a splendid property, and if the firm had retained it to the present day, judiciously acquiring the place by vicarious purchase (as I am informed has occasionally been done), the fortunes of the Hunter brothers would have been materially improved. Why did they not do it? Why did not other people that we could name, act with unvarying prudence and thought, and so dip their pannicans in the golden stream that then ran so swiftly and merrily? Why, indeed? There is no end to these questions. Perhaps it was because they belonged to that class of colonists who have ever taken a deeper interest in the adventures, the dangers, even the hardships, of the wilderness, than in its more prosaic and profitable aspects.”

Andrew Francis Hunter was killed in the drafting stockyard at Kalangadoo, on September 24, 1854, by a vicious old cow, which caught him when he was on the fence, and carried him around the yard on her horns. So runs one account, but another says that a bull was responsible for the tragedy, and that Francis was essaying a dare-devil feat which only a Hunter would tackle. His death marked the first burial in the old Mount Gambier cemetery, for which an acre of ground was given by Hastings Cunningham. The trend was restored in recent years by Mr. Evan I. Hunter, a nephew, who resides in Warragul, Gippsland, and by whose courtesy and patience the preparation of this sketch was made possible. Francis Hunter, who was only 24 years old, is immortalised in a published poem written by a sister-in-law, in which occurs the refrain:

Tread light where the wattles their sweet perfume shed And the tall gum trees shadow the stockman's last bed.

Charles Mackinnon, Evelyn Sturt Andrew Watson and John Meredith were neighbors of the Hunters when the latter had the Kalangadoo run. As indicated earlier, the property was much whittled down in later years, and when in 1865-6 G. W. Govder reassessed the pastoral holdings, its area was only nineteen square miles, with a grazing capacity of 5,000 sheep. It was formed originally as a cattle proposition. Govder said in his report on this particular station:—“Kangaroos are in great abundance, and can be kept down at considerable yearly cost... Parts of the country are becoming impossible for stock from the dense growth of wattles.” The Hunters eventually sold the run to John Norman McLeod, who previously held Tahara Station, between Cole­raine and Merino, Victoria. The property of “Kalangbool,” after a vicious old cow, which caught Mr. W. Neilson, of Penola, wrote an ode to this fine tree, which was established, according to tradition, from a cutting that Dr. Lang brought from the St. Helena tomb of Napoleon. Kalangadoo, which eventually was purchased by the South Australian Government for closer settlement, was originally a very large holding, covering about 200,000 acres. Several runs, including part of George Riddoch’s Kooring Estate, were cut out of it before the Morris family sold it to the Government. James Hunter rode all the way to Adelaide from Mount Gambier to lodge the claims for the south eastern country, swimming his horse across the Murray River. Rolf Boldrewood, author of that enduring book, “Robbery Under Arms,” wrote:—“Kalangadoo was a splendid property, and if the firm had retained it to the present day, judiciously acquiring the place by vicarious purchase (as I am informed has occasionally been done), the fortunes of the Hunter brothers would have been materially improved. Why did they not do it? Why did not other people that we could name, act with unvarying prudence and thought, and so dip their pannicans in the golden stream that then ran so swiftly and merrily? Why, indeed? There is no end to these questions. Perhaps it was because they belonged to that class of colonists who have ever taken a deeper interest in the adventures, the dangers, even the hardships, of the wilderness, than in its more prosaic and profitable aspects.”

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The thoroughbred Rembrandt mentioned before is resurrected periodically by newspaper writers. He was running in a paddock with some mares at the time when the Hunters were located at Keilor. One fine morning it was realised that Rembrandt was missing, and a hue and cry was at once raised. Being the period of the first rush to the gold-fields, it was naturally assumed that some enterprising marauder had annexed the animal, and a description of the missing horse was forwarded to every likely quarter. Time went on, weeks ran into months, and months into years, but nothing could be heard of the missing Rembrandt, and it was not until years after that the manner of his disappearance was made plain. In a corner of the paddock in which the horse was running stood an old deserted hut, one of the dumpy low-roofed structures peculiar in those days of shepherding. Into this the horse had apparently crept, having, until he arrived in Australia, been accustomed to being stabled. Having got in the animal was not so successful in getting out, seeing that in turning round it had the misfortune to close the door, with the result that, as the hut was rarely visited, it was slowly starved to death. Only on the discovery of the skeleton several years later was the mysterious disappearance of Rembrandt successfully accounted for. A horse named Dauntless is said to have been the best flat racer the Hunters ever owned. In his time he won the Town Plate, which was the Melbourne Cup of the period. Then he was matched against the crack Adelaide horse, Swordsman, but on the night before the race was "got at," and when his trainer entered his box in the morning he found that Dauntless was hamstrung. A guilty stableman confessed to the crime some years later, and said that he was well paid for the job. Among many racing pictures in the possession of the Hunter family is one by an Adelaide artist depicting James Hunter riding Sir George Kingston's horse, "The Teaser," at a fence in a race. "Jimmy" had just arrived in Adelaide from the South East with a mob of cattle when Kingston prevailed upon him to take the mount on what was a very difficult horse to ride. "The Teaser" won his heat, and fell over a dog in the final.

Before entering upon pastoral pursuits in South Australia, Alexander McLean Hunter did some valuable work of exploration in Gippsland, in company with Edward Bell, Archie Jamieson, Andrew Ewin and a black-boy. After terribly rough experiences the party opened a large area of country to stockholders. Alick Hunter was the first white man to penetrate Gippsland from the direction of the Devil's River, and the course he took is still known as Hunter's Track. Charles J. Tyers (hence Lake Tyers) started about the same time, but the other man was the first through from the head of the Goulburn River over the Baw Baw Mountains. Alick Hunter's skill with horses got him the position of officer of mounts for the Victorian police, and when later he gave up the post to go to South Africa as a sugar planter, the Government allowed him to retire with the brevet rank of major. After spending six or seven years in South Africa he returned to Victoria and re-entered pastoral pursuits, taking up Balla Balla run on the shores of Westernport Bay. Success attended his efforts in the end, and he retired to his beloved Gippsland. He disputed with Angus McMillan and Count Strzelecki the title of discoverer of that country. On one occasion he was riding in a steeplechase at Williamstown when all the horses except his own took the wrong course, and his mount handled with that fearlessness characteristic of all the brothers.
HUNTER BROTHERS

Alick blindfolded his horse, took it back 50 yards and set it at the hurdle, with the result that the animal turned a complete somersault over the obstacle. The rider was unhurt, and remounting, he rode his horse first past the post. The judge, however, refused to award him the race, and Alick Hunter never spoke to him again. He was one of the most popular men of his day. A four-in-hand team that he was driving bolted in Collins St. Melbourne, and collided with the carriage of a well known banker, who sued and was awarded £500 damages. Upon calling upon his agent next day Alick was told not to worry as the sportsmen of Melbourne, headed by William Stawell, the opposing counsel in the law case, had subscribed the amount involved. Mr. Stawell was subsequently knighted, became Chief Justice of Victoria, and had a town on the Adelaide-Melbourne railway named after him. For 20 years Alick Hunter was secretary of the earliest Melbourne turf club, now the V.R.C. He was the first of the five brothers to arrive in Australia and he died at sea on the ship Tongariro, at the age of 72 years, when returning from a visit to Scotland.

James Hunter is described as the steadiest and quietest of the family. That reputation did not prevent him from standing shoulder to shoulder with Evelyn Sturt in a shearing row at Mt. Gambier, when he knocked out two shearers and put one of his shoulders out in the process. He first landed in Sydney, and went to Melbourne overland with cattle. James was a truly magnificent horseman, ever on the lookout for an outlaw. On one occasion he was dragged from under a fallen horse in the Sandridge Steeplechase at Flemington, and duly won the next heat on that noble mare Una. Mrs. Henry Jones, of Binnum Binnum Station in the South East, wrote affectionately of James Hunter in her book, "Broad Outlines of Long Years in the Australian Bush." She declared that he was worthy of having £10,000 a year paid quarterly in advance. James Hunter did a lot of exploring and pioneering work with James Hann in the Warragul district of Victoria, but the imposition of residential conditions upset their plans. This one of the brothers passed out in 1880, aged 65 years.

Francis Hunter, whose tragic death in the Kalangadoo stockyard has already been referred to, first served with the Cape Mounted police, and entered the Victorian police force as a cadet. It was not long, however, before he was with his brothers in the Mt. Gambier district. Curiously enough the last of the brothers to drop out was William, who went through life on crutches, and who for a period engaged in the then hazardous calling of a planter in Fiji. Some accounts falsely credit him with being as good a rider as his dashing brothers. He was, however, a great driver. His death occurred in 1906 at the age of 78 years. Rolf Boldrewood wrote at the time:—"So Willie Hunter is dead in Gippsland, at Warragul, the home of his nephew Evan. That any of the Hunters of that generation should have died in their beds is a matter of wonder and surprise to all having knowledge of their reckless horsemanship, their daring deeds, their desperate adventures by flood and field, in all sorts of climates, in all sorts of countries. There must be a special interposition of Providence for men of that temperament, who habitually defy danger and challenge death in their daily lives." An unsuccessful effort has been made to establish the order of occupation or ownership of the Moorak country before it came into the possession of Drs. W. J. and J. H. Browne. Unfortunately, official records were not kept in the very early days of the South East as they are kept to-day. It is certain, however, that the Hentys, Evelyn Sturt, the Hunters, Hastings Cunningham, William Mitchell, David Power and Fisher and Rochfort all had a finger in this choice pastoral pie.

It may be fitting to close this sketch of a remarkable family with the following tribute from the pen of the same Rolf Boldrewood:—"Each of the Hunters did a man's work upon this earth. They belonged to a class of colonists of whom Australia Felix may well be proud. Well born, cultured, fearless, adventurous, they came to this far land, one of Britain's choicest possessions, at the exact time when the strong hand and the dauntless heart were needed to occupy, to develop, and to hold it against all comers for all time. When in other days men begin to reckon up the worthies of a storied past the names of the Hunter brothers will always be remembered with pride by their comrades and their countrymen."
ALTHOUGH not an owner of station property, Alexander Buchanan ranks among our successful pastoral pioneers, for he was one of the early "overlanders" with stock from New South Wales, and for close upon a quarter of a century managed with great success the famous Anlaby Station, which, as its founder and owner, Frederick H. Dutton readily acknowledged was largely made through Mr. Buchanan's skilful oversight and business acumen. In his day Mr. Buchanan was held in great repute as a breeder and manager of stock. He was the only son of a Scotch coffee-planter in Jamaica. Born in Glasgow on November 3, 1810, his parents returning to the West Indies shortly after his birth, he was left in Scotland, where he spent his childhood and youth, and was educated at Glasgow High School and College. After some years at Glasgow and Manchester gaining commercial experience, he went in 1832, to Canada. He joined his half-brother in establishing in Toronto a mercantile and importing business, which had the distinction of undertaking the first importation of goods direct from the United Kingdom to that city. The firm's business was in every way successful, but the occupation did not prove congenial to Alexander, who, early in 1838, retired from the partnership and returned to Scotland. On November 22 of the same year he sailed from Greenock for South Australia in the brig "Welcome," 220 tons, which arrived at Holdfast Bay on April 3, 1839.

Two months after his arrival here he embarked for Sydney with seven others, the majority of this company of young colonists having agreed to combine their resources in order to purchase in New South Wales sheep to be moved overland to South Australia as a speculation. There was a big local demand for sheep for stocking as well as for marketing for consumption, but they were scarce and could not be landed from Tasmania under from £2 to £3 a head. The party which sailed by the "Resource" from Holdfast Bay for Sydney on June 3 comprised Alexander Buchanan, Edward Spicer, William Sharples James Turner, R. P. Cunningham, and three others. The voyage to Sydney occupied 14 days. One Saturday night in Bass Straits the ship narrowly escaped foundering through passing a sunken rock within 10 yards on the starboard. In his diary Mr. Buchanan wrote: "Had it been a large rock the vessel would have gone down to a certainty, and the probability is that we would not have had time to get out the long boat." On the Sydney side the South Australians purchased 3,000 sheep at £1 a head, and in order to eke out expenses they drove overland all their own, and a flock of about 5,000 for Frederick Hansborough Dutton, who, about this time, owned Koonunga run in partnership with Captain Chas. H. Bagot, and had not yet formed Anlaby. That overland journey from Sydney stands among the records of our bush heroism. Begin on
July 11, 1839, it occupied five months in a most trying time of the year. The travellers were men of grit, courage and determination, or they never would have tackled such an arduous task fraught with so many difficulties and dangers.

Mr. Buchanan's diary of the notable trip is in recently printed records of the South Australian Branch of the Royal Geographical Society, it having been obtained from his son, who was for many years a Judge of the Supreme Court of this State, and now resides in Sydney. The route was by way of Berrima, Goulburn, and Yass, and along the Murrumbidgee and Murray Rivers. At numerous localities the brave little band stood in peril of their lives owing to molestation by the blacks, and dry, waterless stages enhanced the risks and hardships attending their march across desert and bush land. Some passages from Alexander Buchanan's diary illustrate the general character of the trip:

July 15.—"This place (Bargo Brush) is said to be a good deal infested by bushrangers, and most of us have our pistols loaded and in bed with us. It is now my watch, from 11 till 1 in the morning and we have not been disturbed, and I don't think it is likely, as we muster pretty strong, eight of ourselves and a driver, the other driver having run off this morning after getting his breakfast. We had only four days' work out of him. This man was an old convict, but had served his time." July 21.—"Passed through Breadalbin Plains. Scarcely a tree to be seen on the plains. Land very poor and scarcely a blade of grass to be seen." July 24.—"Got another carter to-day at 25/ per week and his rations. Since the other man ran away we have been taking turns at driving. . . Feed for the horses is getting dearer every day; last night we paid 16/ a piece for the cart horses, that is 12/ for stabling and hay, and 4/ for corn. The riding horses we hobbled all night, and turned them loose in the wood, and in the morning gave them a feed of straw, for which we had to pay 4/ a horse, and then only allowed to stand in the stable one hour and a half. Arrived at Howe's Station on the Murrumbidgee on July 29, and while there the party received 4,500 sheep, leaving on August 17, starting the sheep in three droves.

Aug. 24.—"Commenced to cross 900 sheep over the river with a small, square punt, about 8 ft. long and 5 ft. broad. Hold about 25 sheep at a trip. We had a rope across to pull the punt backwards and forward. Got over about 500, and at night put them in a stock-yard. The watchman fell asleep, and during the night the sheep got out and went astray, but were rounded up successfully after daylight, although five wild dogs had been seen in the vicinity the previous night." Sept. 21.—"Made a fresh start this morning for Adelaide with 12 weeks' provisions for 12 men in all, and two blackboys, whom we persuaded to go along with us, one about 11 and the other about 15 years of age. The number of sheep we have are about 3,500, including nearly 500 lambs, and about 600 ewes still to lamb. The lambs we kill as soon as dropped. The men are as follows: Two men, 1 cook, 4 shepherds, 4 of ourselves. The sheep are drawn off in the morning into four flocks, one shepherd and one of ourselves with each flock, and drive on about a quarter of a mile separate. One flock keeps sight of the one behind it. The rest of our party have remained behind to bring on the other two flocks—in all about 13,000 more.

The sheep had to be punted over the Darling, and this was most difficult and hazardous. The entry, November 15, reads:—"As we were about to cross the first dray, the blacks made an attack upon the men putting the dray into the punt. All the muskets but two were over the Darling, and the men immediately presented them, thinking they would make off; they waved their spears and the men fired upon them, but did not drop any of them; and we, from the opposite bank, fired upon them also, and killed the old chief, when they all took to the Murray, and we kept firing as long as they were within shot. There were five or six killed, and a good many wounded. We then broke up their canoes, and took all their nets and burnt them. Got everything over and started for two miles in order to feed the sheep. The flouir being nearly out, obliged to lower the ration to 6 lbs. a man per week, and at that only four weeks' flour, so we will be obliged to push on hard for Adelaide. Nov. 27.—"Blacks rushed the sheep to-night." Lake Bonney, which was quite dry, was made on November 30. The worst trials with the natives occurred after the party left the Murray at Nor'-West Bend.

When this "overland" syndicate resolved not to hold, but to dispose of their sheep, Mr. Dutton was requested to take delivery of his 5,000. This he did, and remained on at the station, which, for two or three years, he knew as Mount Dispersion, and later was named Anlaby, after a Yorkshire village. In 1840 Captain John Finnis, who brought stock from New South Wales, and owned a station in the vale of Mount Barker, had 12,000 sheep at Mount Dispersion, which apparently was a favorite depasturing ground. The Buchanan group sold 1000 ewes at £2 a head soon after arrival, and Mr. Spicer travelled his portion of the flock to his run at Edwardstown.

After a year or two spent in unprofitable ventures, Alexander Buchanan undertook the management of Mr. Dutton's sheep station at Anlaby, and remained in charge for the rest of his life, which he devoted to the building up of his well-known flock and estate for a period of more than 20 years. Anlaby became celebrated in the wool markets of the world. On Mr. Dutton's departure for England in 1853, its owner confided the entire management of his property to Mr. Buchanan, who, at the time of his decease on May 21, 1865, at the age of 54 years, was described as "the devoted friend and faithful servant of Frederick H. Dutton." The Anlaby flock had grown from the original 5000 to about 60,000, and the estate from the original 120 acre section (specially surveyed to include the fresh water) purchased in March 1844, to an exceedingly valuable freehold area of about 100 square miles. One of the secrets of Mr. Buchanan's success at Anlaby was in attaching to himself faithful servants by his kindly disposition and generous character, for few of them ever quitted his employ. By his high, yet simple, unobtrusive character, and his sound judgment, he commanded widespread respect and admiration, and his counsel and advice were freely availed of for the adjustment of differences between neighbors and friends. As a magistrate of the district he discharged his duties zealously, and to the benefit and satisfaction of all concerned. He was indeed a friend and adviser, in whom his fellow colonists had the greatest confidence. Half a century after his death a surviving contemporary said of him that "in the north his name was a household word."
ONE of the historical household names in Australia is that of Sturt. Any kind of educational academy hands out to the young idea something about the life of Captain Charles Sturt, whose navigation of Australia's principal river system, and whose intrepid journey to the heart of our island continent, earned for him statues and undying fame. But the "Stock and Station Journal," presents to its readers a memoir of a less luminous star in the Sturt constellation. Evelyn Pitfield Shirley Sturt, the youngest son in a family of thirteen and the eighth brother of the famous explorer. Evelyn was not a man who was content to bask in reflected glory. He made the most of such opportunities as came to him, and carved out for himself quite a well-defined niche in the annals of Australia's pioneering days. From such a crowded dovecote as that represented by a family of 13, somebody had to get out fairly early, and Evelyn Sturt followed his more illustrious brother to New South Wales before South Australia had thrown off its swaddling clothes. We first hear of him as Commissioner of Crown Lands for the Murray district in New South Wales, a position not so important as its high-sounding title would suggest. This was in 1837, and the duties he had to perform gave him his initiation in the bush life he loved so well. Writing some years later to Governor Latrobe, of Victoria, he said:—"It has often been a source of regret to me that all the charms attending the traversing of a new country must give way to the march of civilisation; the camp on the grassy sward is now superseded by the noisy roadside inn; the quart pot of tea by the bottle of ale. All the quiet serenity of an Australian bush, as we have known it, has yielded to the demands of population, and this, though necessary, is not less to be regretted. I look back to those days as to some joyous scene of school-boy holidays." Many people will be inclined to agree with those sentiments, but Evelyn Sturt was woefully astray in his ideas about the future of the River Murray Valley. He wrote:—"As for the Murray ever becoming an agricultural country, the idea is absurd. The produce which Sir Henry Young (Governor of South Australia) fancies will be conveyed to Adelaide by steamers is a chimerical idea that can never be realised. The alluvial river flats constitute the sole land in any way suitable to agriculture, and these are flooded during the spring and early part of summer by the melting of the snow on the mountains. There is hardly a settler on the lower Murray who can even luxuriate in a vegetable." Evelyn Sturt, like his brother Charles, had the wanderlust in his veins. He resigned the civil service appointment and entered upon the
business of overlanding stock from the Sydney side to Adelaide, which Hawdon, Bolney and Eyre had opened up so successfully. He chanced to be the first man to run the Murphy Bridge down with stock. In 1839, in company with Messrs. Campbell, Hanry and Stein, and 24 other men, he started from Bathurst with a herd of sheep and cattle for Adelaide. Singularly immolated on that portion of the blacks, was enjoyed, but the trip almost ended in a serious disaster. The supplies of sugar and flour had become nearly exhausted when North West Bend on the River Murray was reached in a serious disaster. The interjection on the part of the blacks and returning with provisions. Sturt, was enjoyed, but the trip almost end with nearly 5,000 sheep and came for Campbells, Hardy and Stem, and a day we crowned the hills, but not a described by the leader: "The third heat was terrific, and for three days striking across the scrub to Adelaide supply of water was to be found. The plans of Adelaide were before us, but I was sure water must be near, so leaving the men a compass with direc tions that should I not return by the morning they should kill one of the horses and moisten their mouths with its blood and then push on in the same course, I started, or, I may say, tottered on for two miles, when, overcome, I sank at the foot of a tree. I shall never forget my sensations at that time. I felt the miserable death that awaited me. When I recovered to some extent it was a bright fresh night. I sat up endeavouring to collect my senses. With renewed energy I pushed on, and within 100 yards of me was a creek. An hour served sufficiently to re store me, and, soaking my woolen shirt with water, I retraced my steps to the cart. We were saved, but it was a touch and go. One of the three men never recovered. We were but three days without water, but it was work under a blazing sun overhead."

The harsh experience described above, seems to have cured Evelyn Sturt of the overlanding enterprise. The early forties saw him in occupation of some country at Meadows, in the Mount Lofty Ranges, where he had 513 ewes. In this venture he had as a partner, James Stein, whose father was a member of the House of Commons, and whose sister was Countess of Fife. In 1842, Sturt superseded Stephen Henty at Mount Gambier, where he formed the Compton Station, naming it after some English association. He had a partic ularly choice piece of country, nearly 100 square miles in extent, including the present site of Mount Gambier. At the time of what afterwards became the well known Moorak estate. In a letter to Gover nor Latrobe, who collated the records of many pioneers, Sturt thus referred to his experiences at Compton: "I look at this portion of the colony decidedly as the finest I have ever seen. When I first occupied it, surface water was very scarce. I was again beginning the world with little more than dear bought experience. The rumous years of 1842 and 1843 had involved me in the, I may nearly say, universal crash, thanks to the improvidence which I believe is as characteristic of the early squatters as of the British sailor, as also to the simplicity with which so many of us scribbled our autographs to pieces of paper with pretended friends, whom I found too willing to shuffle their own difficulties on to the shoulders of their more generous dupes. ... When I fixed on the site of my homestead I had not a shilling in the world, but, thanks to the success attending sheep farming, I have outlined my difficulties. The natives were very inimical when we first arrived, and to add to my difficulties all our men with the exception of one, deserted us. There were but four of us, but we managed to lamb the sheep down, and to build a brick shed for shearing. With little assistance we sheared the flocks and managed, I can hardly say how to turn the wool into supplies for the following year. Our neighbor, Mr. Leake, suffered many losses from the natives, some thousands I believe, but we escaped attack, which I attribute to the evidence of good marksmanship with the rifle upon the crows and kangaroos. They gave me the name of a chief who had fallen in battle and affirmed that I had come among them as a white fellow."

In "Old Melbourne Memories." Rolf Boldrewood, author of "Robbery Under Arms" and other Aus tralian novels describes a trip that he made in 1850 to Kalagadoo, where the Messrs. Hunters' cattle station was then situated. On the way he met Evelyn Sturt at Compton, of whom he wrote as follows: "To my eyes he was at that time the veritable fine fleur of the squatter type. He was a very grand looking fellow, aristocratic, athletic, adventu rous, an explorer, a pioneer, a preux chevalier in every sense of the word—a leading colonist with a dash of Bayard about him; popular with the men of his set, and not in honor of his more famous brother. Evelyn Sturt was a member of the committee that sent the petition of the hundreds of sheep on his expedition to the northern interior of South Australia, and subscribed £10 to the fund raised for the purpose."

The portrait was reproduced from a photograph obtained from Miss Charlotte Sturt, daughter of Captain Charles Sturt. The lady is living at an advanced age in England.
A COURAGEOUS pioneer of the far north, who founded the well known stations of Yadlamalka and Carriewerloo, was James Louden, a staunch, shrewd stalwart Scotchman. Like many other pastoral pioneers in the far outback sixty and seventy years ago, Louden sank his all in the country, and he had the misfortune to give up in despair after encountering bad seasons and other difficulties, which he never successfully surmounted. These men deserved a much better fate than attended them. They were among the founders of our great pastoral industry, among the real builders of the State. They laid the foundations, and in many instances where they failed financially, those who came after them reaped the benefits of their splendid enterprise and sacrifice.

James Louden spent some years in the service of that worthy man and pastoral king, John Taylor, who was for some time a member of the firm of Elder, Stirling & Co. He managed Mr. Taylor’s stations of Narcoona and Mount Arden. Narcoona was earlier country than Mount Arden, and was selected on account of the splendid growth of geranium and other herbage. A number of wells were sunk there and both stations were well stocked. Starting out on his own account, Mr. Louden took up an extensive tract of country south of Lake Torrens, and gave it the native name “Yadlamalka.” It was fine salt bush country on the Western Plains about 38 miles from Port Augusta extending to the Flinders Range. On its northern boundary was Murachowie, on the south side the Thompson Brothers’ cattle station, and on the west Euro Bluff station.

Mr. Louden expended large sums in well sinking. He obtained several good wells of stock water and built Yadlamalka head station and wool shed. In every capacity most energetic and capable, he was a capital judge of stock and an excellent man among sheep. He and Mrs. Louden were extremely hospitable to travellers along the Western Plains. While the water secured at Yadlamalka was good for stock purposes, the head station well supply was not free from saline matter. It was said to contain more than an ounce of salt to the gallon. Yet the Louden family—three sons and four daughters—all robust and of fine physique, were reared on this water. The story is related that the wife of one of the subsequent owners whenever she came to Adelaide, insisted on using salt in her tea, as without salt it was so insipid she could not drink it.
In 1860 Andrew M. Wooldridge bought a number of horses at the yards near the Napoleon Buonaparte Hotel, where the Stock Exchange of Adelaide now stands, and took them to Yadlamalka. One of the animals was a big, strong colt named "Syntax," which he sold to Mr. Louden for £8.7.6. Syntax turned out a remarkable horse—he would shepherd all day a mob of rams and bring them home late in the afternoon to yard for the night. On the disposal of the cattle at Thompson Brothers' station Woolridge took delivery of them and travelled them to Riverton. The cows and young cattle were sent to Hergott Springs with William Birt's cattle that were running on the Thompson Brothers' property to form a station there, one of the farthest north.

After several years occupancy of Yadlamalka Mr. Louden sold the property which carried 14,000 sheep, to Mr. Moseley, Henry Scott and Albert Hayward. That was in January, 1863. There had been a long dry spell. Just after the new owners took possession of the run splendid rains fell all over the northern areas. Three inches was registered at Yadlamalka. There was no more, however, for three years. Meanwhile the sheep had dwindled to two thousand, and in order to save their lives they were driven south. Mr. J. G. Moseley (who has been member for Port Augusta since 1910) went to Yadlamalka soon after leaving school when Gooch, Hayward & Scott had acquired the property. He was engaged as store and bookkeeper on the station, and it was his first experience in droving, travelling with these 2,000 sheep to pasture new. Feeding at the stations en route the sheep were travelled almost as far south as Adelaide. Six months was occupied on the southern journey and the return. The drought had not broken on the return, but the 2,000 sheep were kept alive until three weeks later, when a magnificent downpour saved the situation. Mr. Moseley started at Yadlamalka at a wage of 10/- a week. Eventually he was given charge of the station by Mr. Henry Scott, and in 1888 became the owner.

In June 1862 James Louden secured the first lease of a portion of Carriewerloo country, 50 miles north-west of Port Augusta, and formed Carriewerloo station. He built a fine head station, sank wells and stocked the country heavily with sheep. Owing to continuous droughts and the low price of stock and wool he had to part with the property, the lease being transferred in 1867 to Sanders, Gleson & Scott, and eventually falling to the Honorable G. C. Hawker, founder of Bungaree. The history of the Carriewerloo leases is interesting. In 1863 Thomas McTurk Gibson leased one portion, which was subsequently cancelled. The following year the cancelled block designated Koolcula, was acquired by the water supply by Gooch in 1866. He transferred it to Sanders, Gleson and Scott. Douglas Gooch, brother-in-law of Henry Scott, married Mary, daughter of James Louden, and took up the Koolcula block, sited north of Glentworth, the original Carriewerloo. He sank a large number of wells and stocked the country with sheep. In 1868 Koolcula was transferred to G. C. Hawker. Philip Levi held the first lease of another portion of Carriewerloo country, which in 1866 he transferred to Sanders, Gleson and Scott, who eventually disposed of all their interests to Mr. Hawker. Myall Creek, comprising 134 square miles, was taken up in 1863 by G. C. Gooch, who transferred his lease to Sanders, Gleson & Scott. Five years subsequently a lease of the whole of this country, including the leases mentioned, was issued in the name of G. C. Hawker, and since that time it has all been worked under the name of Carriewerloo. For several years this property was under the management of Paddy Henry, who, about 1874, was succeeded by W. M. McGilp. For three years M. S. Hawker took charge for a while. Neil McGilp again became manager, and he was succeeded in the late nineties by J. D. McCafferty, who in 1900, handed over to John Collins, the present manager.

Carriewerloo has long been one of the most valuable pastoral properties in the far north. On the death of the Hon. G. C. Hawker, it was sold to H. C. and R. M. Hawker and Andrew Tennant. With the introduction of the Bungaree blood, the Carriewerloo sheep wonderfully improved. Here the present owners have about 50,000 sheep and breed a large number of high class Merino rams on the salt bush country. Year after year the station gets repeating orders for young rams.

The founder of Carriewerloo was well known on the road. He drove a fast trotting horse called "Ned." James Louden was the leader of fun and frolic at Stirling North, which in those days was known as "Minchin's Well," named after Mr. Minchin, who was one of the elder of the Aborigines. Stirling North was a favorite stopping place for teamsters. They camped there with their bullock teams for weeks, as it was the only permanent water on the route from Port Augusta to Blinman Mine and northern stations. This fine old squatter was one of the stout-hearted men who were ruined by the great drought of the sixties. The losses of stock were caused not so much through want of water as through scarcity of feed and the long duration of the drought, for in many instances the water supply exceeded their feeding capabilities of the runs. Several pastoralists who lived on their stations for some years and consequently watched the seasons carefully, were of course, losers by these forced sales, but they were thus enabled to hold out more successfully against the drought than their neighbors not so fortunately situated; a low figure for the stock being preferable to total loss. The drought general rate of cartage was 6d. per ton per mile. During the drought period it increased fourfold, and for distances of more than 150 miles from Port Augusta, teamsters could rarely be found to contract for the work. The great difficulties and expense incurred in conveying goods to these distant holdings may be imagined from the fact that 6 tons of horse feed was consumed in transporting one ton of provisions to its destination. Station hands were thrown out of employment and stations were almost deserted. On one property the number of hands was reduced from 15 to 5. Such wholesale desertion of so large a tract of country by the working population had never previously been witnessed.

For some time Mr. Louden was engaged in farming pursuits at Mount Gambier and Cooke's Plains. Then he became overseer at Arcoona station, west of Lake Torrens, for the Queensland Mortgage Company. He had the fine trait of his race and was much respected by all who knew him.

His son, James, was manager of Carcoona station situated about 50 miles west of Port Augusta. This run of 120 square miles was leased in 1862 by Abraham Scott, who disposed of it in the seventies to Sir Samuel Davenport. Marmhor Brothers became the owners in the nineties. Iron Knob, the celebrated ironstone deposit, is on this old run. James Louden, Junior, became manager of Booborowie Station, owned by Dr. W. J. Browne, and died there.
SOUTH AUSTRALIA has had no finer colonist and the wool industry of this State no more enterprising and capable pioneer than the Hon. Henry Scott; a conspicuous figure in political, municipal, pastoral and financial life, and no less favorably known for his philanthropic activities and for his interest in movements for the welfare of his adopted land. Mr. Scott was a son of Thomas Scott, of Boode House, near Braunton, Devonshire, and was born in May 1836. Of an old Scottish family, the Scotts settled in Devonshire in the time of Charles I., remained in that county for 300 years, and then removed to Bristol, where Henry Scott was educated.

At the age of 18 Henry Scott came to Adelaide and entered the office of his brother Abraham, who had been some time settled in South Australia, and had built up a flourishing wool merchant's business. Abraham Scott was a member of the first Legislative Council under responsible government from 1857 to 1867. Eleven years later Henry was returned to the Upper House, and was a member of that chamber for many years. The younger brother showed considerable aptitude for his work, and early in 1866, at the age of 30, he took over the business founded by his brother. He also entered upon pastoral pursuits, and acquired large station properties. Henry Scott had an extensive connection with the wool industry in financing properties and in transacting business for squatters. On more than one occasion he remarked: "I never made any money out of sheep farming, but I made a lot of money out of sheep farmers." He was interested in a number of stations, which at that time carried more than a million sheep. In partnership with George Gooch and Albert Hayward, Henry Scott acquired from James Louden Yadlamalka Station, with 14,000 sheep, early in 1863. Subsequently, after the great drought, he bought his partners out, and made a great success of the property. Mr. J. G. Moseley went to this station soon after leaving school—the Glenelg Educational Institution conducted by James M. Mitchell, M.A., of Cambridge—starting in the service of the owner of Yadlamalka at 10/- a week and his keep as bookkeeper. It was not long before his wage doubled, and he proved himself of great value among stock. During the drought Mr. Moseley was given charge of the station's big flock, and drove them to southern pastures and back to Yadlamalka, thus saving the sheep in a most critical time. In later years Mr. Moseley took charge of Yadlamalka for Mr. Scott, and when the leases were taken up in 1888, he became owner of this valuable holding.

A good insight into the pastoral
life of the time is obtained from perusal of the reports of the Parliamentary debates of 1887, in which the Pastoral Leases Bill was introduced to define the meaning of "value" with regard to improvements on pastoral lands leased from the Crown. Speaking on the second reading of that Bill in the Legislative Council, Mr. Henry Scott said that the pastoralists had repeatedly asked the Government to submit a test case to the Supreme Court for the settlement of the term "value of improvements." It was said that the lessees claimed the cost of their improvements, but the fact was that they claimed the value of their improvements and left it to some one else to settle that value. The lessees might have decided to force the Government—the landholders into the Supreme Court, and by not taking that course the pastoralists had lost a good deal; he considered that he himself would lose £10,000 by supporting the Bill. But the lessees had come to the conclusion that it was not worth while attempting to maintain their rights at law. The Government knew that that was the position and that a large number of lessees had been induced to accept the measure of compensation provided in the 1887 Bill. The Chief Secretary (continued Mr. Scott) laid great stress on the Act of 1867, which provided that the lessees should be paid for only water improvements constructed during the last seven years of their leases, but the lessees did not claim the compensation under that Act. In 1867 the pastoralists were practically insolvent owing to the severe drought and depredations of the dingo. The Act of 1869 was passed to encourage them to make fresh efforts to stock the country and to induce the banks to advance the necessary money to keep them going, and the Parliament of the day agreed to pay the full value of the water improvements at the end of the year. That was the Act under which they made their claim—an Act that gave them undoubted rights. If that Act had not been for that well Mr. Scott contended he would have eventually lost the whole of those sheep. Mr. Scott was a practical sheep farmer, and knew what he was talking about. He worked on the pastoral industry therefore carried weight for they were the sound reasoning and matured judgment of a pastoralist of wide experience. The pastoralists, he said, had to accept the principle of the Bill for it was useless fighting the Government. The measure, as introduced by the Government in the House of Assembly, was, however, decidedly unfair, but the sense of fairness in the Legislative Council would actuate the majority to provide that appliances used in connection with wells should be valued as part of the wells. The pastoral lessees also desired an amendment of the Bill, whereby the measure should apply to only leases expiring in 1888. If that were not allowed, the lessees would be discouraged from continuing to improve the country and thereby adding to the national wealth. "No one would be fool enough," added the old time squatter, "to go on sinking wells unless he was going to be paid for them. Such a policy would result in entirely arresting the development of the North, and the whole country would be handed over to the rabbits. If the Government offered 50,000 acres of the salt bush country at a penny a year under such conditions, he would not take it nor would I do so even if they offered me a premium." The splendid well referred to was discovered on Yadlamalka by Mr. Moseley, when he was manager of the estate. Henry Scott went into a large pastoral venture in the Ninety Mile Desert in partnership with Douglas Gooch, his brother-in-law. Their wool shed was at Cold and Wet. The experiments here were found to be quite different from those associated with the industry in the far north. They were indeed bitter experiences in this southern country, and after several years Henry Scott gave up the Cold and Wet venture after losing many thousands of pounds in the business, which was a veritable cold and wet experience financially. He next took up sheep country at Point Lowly. He retained his seat for 13 years, sitting for the Central District from April, 1885, till he retired from Parliament in April, 1891. With his wide experience of commercial, and pastoral affairs he would have made an invaluable Minister of the Crown. Mr. Scott was a Director of the National Bank of Australasia for many years. Among financial institutions, with the management of which he was connected, were the Bank of Adelaide, the Queensland Investment, Land and Mortgage Company, and the National Mutual Life Association. He had his offices in Eagle Chambers, a fine pile of buildings at the corner of Pirie and King William Streets, for the erection of which he was mainly responsible.

A great deal of his time he devoted to the interests of public and philanthropic institutions. He was for many years President of the Zoological and Acclimatisation Society, in the operations of which he manifested a deep concern. That was the last of the offices, he resigned when failing health compelled him to suspend his public activities. He was also a Vice-President of the Adelaide Benevolent and Strangers' Friendly Society, Chairman of the Committee of the Home for Incurables, and a member of the Blind, Deaf and Dumb Institution at Brighton. The Church of the Epiphany at Belair is built on a block of land which he gave for the purpose. He had a fine mansion known as "Benacre," at Glen Osmond, and also a summer residence, Boode House, Crafers, where he died on December 16, 1913, aged 77 years, after a life of great usefulness and held in the highest public honor and esteem.
TWO pastoral pioneers of the South whose honored names will be remembered by succeeding generations in the district which they helped to develop are those of George Tucker and his son Walter John Tucker, each of whom was successively a resident of Lake View House, Sandergrove, situated about five miles from Strathalbyn. The former, with his young wife, joined the ship Middlesex at Gravesend on May 30, 1841, leaving behind in England with his parents his infant son, Walter John, and after a long and stormy voyage arrived in Port Phillip Bay on October 1, landing at Williamstown the following morning.

A diary kept during the voyage, and also recording the new arrival's impressions of Australia, affords interesting reading. George Tucker was a native of near Langport, Somersetshire. His meeting with a fellow countryman from the same county, who had been in the new land a couple of years, and had evidently done well, gave him great encouragement. Soon afterwards he wrote to his father in England that "Australia is just the place in which you can live. I wish I had come before. If you had come out with the value of your property ten years ago, and we boys had worked as we did at home, we might have made £10,000 by this time. It is just the place for a man with a family of boys. Mr. Tucker went into the employment of a large stockholder at a fixed salary with an interest in a certain number of stock. He stayed in Victoria for only a short time, and then travelled to Adelaide, in charge of a mob of cattle belonging to his employer. After their delivery he decided to remain in South Australia. His first location was at Blackwood, near Strathalbyn, then owned by Dr. John Rankine. Dr. Rankine was one of the original holders of land in and around Strathalbyn, a Scotsman, who settled there in 1839. When Mr. Tucker entered Dr. Rankine's service, Blackwood had been fairly well established, and the owner was engaged in a large way in stock raising. The river Angas ran through Dr. Rankine's section, and being thickly covered with blackwood trees, it was named "Blackwood." Mr. Tucker purchased land from the Crown at Sandergrove. He gradually added to his holding in that locality, and on the Finniss River, a few miles distant, until, with the right of grazing on the adjacent Crown lands, he had the command of a considerable area, and was able to run a larger number of stock. He specialised in rearing steers for working purposes, and could always supply purchasers with teams of working bullocks, the well-known GT brand being a guarantee for their reliability. His stock increasing, he pastured a herd of cattle on the River Murray between Wellington and Wood's Point. This lasted only for a short period, as he secured a pastoral lease of a small run in the Tatiara district in the South-East, which was placed under the charge of his sons, Walter John (who had come out to Australia when twelve years of age in the care of a relative) and Arthur. Difficulties arose in connection with the man-
George Tucker and Walter John Tucker, Junr.

Management of the property so far from home, and it was decided to sell the lease with the stock. The purchasers were Messrs. Martin and March, on behalf of a young Englishman, who had recently arrived in the colony. The two sons were fearless riders and capable stockmen, adepts in the breaking in of horses and in the use of the stockwhip, which so many find difficult to handle with any degree of skill. Arthur Tucker took charge of the Finniss property, and considerably enlarged it, and today his sons are in occupation as owners.

George Tucker died in 1881. His son, Walter John, who, up to that time, had occupied a part of the Sandergrove portion of the estate, became the owner of the whole. Subsequently he acquired a perpetual lease of 2,500 acres of scrub country adjoining his freehold, and purchased besides various sections to add to and square off his holding. He was thus enabled to engage profitably in mixed farming, but took greater interest in the breeding of sheep, and in improving the quality of his wool, which generally yielded a return not far below the top market price. He did not care to be regarded as a stock dealer, preferring to keep and improve his stock, and selling them off as it became necessary, but having a yearly supply of fat lambs for the Adelaide market. Walter Tucker was for twelve years a member of the District Council of Strathalbyn, and during six years was chairman. He took considerable interest in the Strathalbyn Agricultural Society, and was usually to be found near the stock exhibits on show days. In his younger days, he was for some years a member of the cavalry force of South Australia. During the visit of the Duke of Edinburgh he was one of the Duke’s cavalry escort. The troop with which he was connected was called, whether officially or not, does not appear, the “Duke of Edinburgh’s Light Dragoons.” The southern cavalry force comprised a fine body of men, most of whom were tall and of fine soldierly bearing. Increasing age and infirmity caused W. J. Tucker early in 1919 to relinquish his farming and grazing pursuits in favor of his sons, and to take up his residence in Strathalbyn. He lived only a short while to enjoy a well earned rest after a long period of strenuous industry. He was twice married; his first wife was a daughter of Mr. Ewen McDonald, and the second a daughter of Mr. George Graham, the parents of both being pioneers of the district. Mr. Tucker passed away in January, 1920, in his 81st year, and was laid to rest with his parents and other members of the family in the churchyard at Sandergrove, situated on portion of the same section on which he and his forebears had made their home for so many years. The little church was erected in 1867, on land given by the late George Tucker, who bore a large proportion of the cost of the building and its furnishing. Recently, the building has been completely renovated, the woodwork throughout having been nearly destroyed by the ravages of white ants.

Mr. E. J. Tucker, the well-known solicitor of Strathalbyn, is a son of George Tucker, and the youngest of a family of nine.
ONE of the earliest, and at the same time one of the most successful, pioneers of the south-east was Mr. Adam Smith, founder of the well known Hynam Station, near Naracoorte. Fate tried to conceal him by naming him Smith, but in his own line of business he achieved distinction more than enough to satisfy the average man. Born at Swinside, near Jedburgh, Scotland, on August 15, 1816, Mr. Smith married young, and at the age of 23 years decided to settle in Australia. In 1839 he landed in Sydney with his wife and eldest son, the ship having called en route at Rio Janeiro. Either at the end of 1839 or the beginning of 1840 a move was made to Melbourne. The long journey was made in a spring cart. The primitive mode of transportation must have been trying enough, and the discomfort was accentuated by fear of attack from wild blackfellows. For additional protection the little Scotch party undertook the trek in the company of a band of drovers who were driving a mob of cattle from one colony to the other. Mr. Smith took a position with Mr. Ryrie at Deep Creek, a few miles from Melbourne. Then he decided to set up as a pastoralist in South Australia, and he entered into a partnership with John Oliver and William Brown. The trio took up the Hynam country which was designated Broadmeadows originally, the present name having been suggested by Scottish associations. Messrs. Oliver and Brown preceded their partner to the Naracoorte district, but a drastic change in plans was rendered necessary by the tragic death of William Brown on July 31, 1845. In the older settled parts of South Australia little was known at the time about the South eastern portion, and the situation of "Messrs Brown & Oliver's Station" was described vaguely as being "about 50 miles west of the Glenelg River, 50 miles north of Mount Gambier, and within South Australian territory."

A fortnight elapsed before news of the tragedy reached Adelaide, and then, lumped together in a column of paragraphs headed "Local Intelligence," the following appeared in "The Register":—

"Authentic accounts have been received of the murder of Mr. Brown, of Brown & Oliver, settlers, by a small tribe of strange blacks. The blacks, consisting of four men and five lubras, had loitered about the station for several days. Mr. Brown was very kind to the natives, and had been splitting timber in their neighborhood without the least suspicion. One day about a month ago he took a stroll to their neighborhood, and had been smoking his pipe without attending to them. The natives came about him, and one of them took the opportunity to give him a stunning blow on the back of the head. Another instantaneously snatched his gun from under his arm, and the rest men and women, fell on him and killed him. They then stripped him, and after-
wards proceeded to the shepherd, who had 5,000 sheep off, and by presenting the gun at him intimidated him, so that they managed to get clear off with 500 sheep. Most of them, however, were recovered. The blacks were known as they could be identified.” Another account says that poor Brown was in the act of stooping down at the niggers’ camp fire to get a light for his pipe when he was struck in the head with a waddy and killed instantly. Outrages of this kind were fairly common in the pioneering days, and nobody in authority in Adelaide appears to have troubled much about this one. We turn for the sequel to J. C. Hamilton’s chatty book, “Pioneering Days in Western Victoria.” That writer says that it was necessary to teach the aborigines a lesson, and the station people met and decided to take the law into their own hands. A call to arms was made, and a party of footsion went out one way and a party of mounted men another way. All were armed with pistols and flintlock muskets—heavy and clumsy, but effective enough weapons. The mounted men came up with the natives in the range behind Naracoorte, and saw one of them carrying Brown’s gun and a lubra wearing his coat. They opened fire, and many of the blacks went under. They made no show of resistance, but scattered and ran for their lives. Mr. Hamilton adds:—“There is not a white man or a black man alive who was an actor in the scene. One black wounded, made his way into the caves and died. He was found years afterwards sitting upright and petrified, and was one of the sights of these wonderful caves until he was stolen and taken to England, where he was exhibited, and the exhibition was a success. The lesson was a salutary one, and there is no record of any further serious trouble with the aborigines.

Adam Smith took up his residence at Broadmeadows in the year following the tragedy. He and John Oliver bought out Brown’s share from those who were entitled to it, and carried on the station until 1855, when the partnership was dissolved. Mr. Smith took up the Morumbro run, and Mr. Smith continued in sole occupation of Hynam, as we may now call it, until his death from apoplexy on March 17, 1876. Mr. Smith was a pastoralist to his finger tips. By frugality and good management he gradually acquired a leading position in the district. He was keenly interested in the work of improving the breed of his sheep, and was very successful in producing a payable class of wool of the character most suitable to the capabilities of the country. He was able to convert the greater part of his holdings (about 35,000 acres) into freehold.

The original area of Hynam was 64 square miles, the rental and assessment of which amounted to £119 10/- per year. The tracts on the leading line of road from Naracoorte to Casterton passed over the run, on which 20,000 sheep, 170 cattle and 30 horses were depastured. The wool was shipped at Geelong Bay, 85 miles distant. When Goyder came on the scene he put the valuation up to £872 per annum, deducting improvements worth £1,890. Clancy Melvyns work entitled “The History and Development of Sheep Farming,” the Hynam Station is dealt with among “the great Merino stud flocks of Australasia.” The author says that the original of the Hynam stud flock were pure Camden sheep, which were kept without any mixture of foreign blood until 1862. At that date Adam Smith, with a view to increase the density and weight of the flock, purchased three imported Steiger rams. These were used with ewes specially selected to mate with them, and the progeny was again mated with pure Camden sheep. The cross had the desired effect of giving density and covering, at the same time retaining the brightness and length of staple. From that time until 1876 there was no infusion of foreign blood, the sires being bred in the stud. In 1876 a ram named King Tom (by Woolly Tom by Sir Thomas) was purchased from the Hon. James Gibson of Belle Vue, Tasmania. He was a sheep of beautiful quality, good length of staple, and very bright soft wool. The cross was a great success, and his stock won distinction in the show pen and left a beneficial influence in stud and flock. In 1881 a high-priced ram was purchased in one of the other colonies, but his stock did not come up to expectations, and were all discarded from the stud. In 1885 a ram called Sir George (by Elector by Earl King by Sir Robert) bred by G. Parramore, Tasmania, was introduced. He lacked wonderful well with the Hynam sheep. He was a ram noted for length of staple, good quality and splendidly covered, added to a good constitution and beautiful symmetry, very dashing in body and short legs (weight 180 lb.). His progeny had notable show pen successes. In 1889 a ram named Jumbo (by Prince Albert II.) sold in Melbourne for £410 and bred by Messrs. W. Gibson & Son, Scone, Tasmania, was secured for Hynam. He had a strain of Rambouillet blood in him, being a five-eighths Scone and a three-eighths Rambouillet. Jumbo was a very large sheep (five feet eight inches high, 200 lb.), and cut a heavy fleece of strong combing wool. He was used to 94 ewes, and cut at shearing 21½ lb. of wool. The whole of his first season’s get averaged 4 to 5 lbs. within a mile of a head, having barely 12 months’ growth of wool and being purely grass-fed. Hynam wool always commanded a high price in the London market, and the average of 20,000 sheep and 6,000 lambs was about 5 lbs. 6 oz.—sheep about 6½ lbs., and lambs 1½ to 2 lbs.

Adam Smith also had large pastoral interests on the Lachlan River, New South Wales. In July, 1877, the year following his death, his estate was submitted to auction in Melbourne, and realised over a million pounds sterling. Messrs. Hepburn, Leard and Rowe, in conjunction with the Australasian Agency and Banking Corporation Company, Ltd., offered Hynam, consisting of 35,859 acres of freehold and a staple of pure Merino sheep, whose wool had realised 1/8s a pound in the grease at the previous London sales, 82 cattle and 20 horses. There was a very large attendance of buyers, and the bidding was brisk. Hynam was purchased by Messrs. Adam, William and John Smith sons of the original proprietor, for £3 1/ per acre, the stock given in. Messrs. Dal Campbell, Hepburn and Co., auctioned Eremeran and Dine Dine stations in the Lachlan district, consisting of 420,000 acres and 60,000 sheep, and also Boobroy Station, adjoining the above, consisting of 180,000 acres and 5,500 well bred cattle. These properties were sold on the basis of 35/ a head for the sheep and £6 15/ a head for the cattle, and the auction was described as being one of the most successful in Australia. Andrew Smith, three more sons of the founder of Hynam. A brother of the last named, Gideon Smith, had a considerable holding at Binnum. It was a fine achievement that Adam Smith laid to his credit. The “Naracoorte Herald” said of him when he died:—“As a man perhaps he had no equal in the district for sound sense, and his judgment was always looked up to with respect. He had read well, and had a large fund of information on all ordinary subjects. . . . Taking him for all in all we shall find few men who, having been eminently successful in business, have left behind them descendants so well qualified in time to fill the position of him who gave them birth. Mr. Smith was a lay magistrate for many years, and was buried a few hundred yards in front of the house at Hynam. There is a fine granite memorial column over the grave.
QUITE a number of well known pastoralists were from time to time interested in the old Kanyaka run, situated 60 miles north-east of Port Augusta, but the man most prominently associated with the property was John Randall Phillips. The station, long since subdivided for agriculture, was set in elevated and mountainous country, the hills, especially on the eastern side, being bold and lofty, with clumps of good timber. Except in drought times, there was plenty of grass and herbage, and the run, which once carried as many kangaroos as sheep, was watered by the Kanyaka and Wirreanda Creeks, and a fresh water lagoon on the north-western end.

The name Kanyaka represents a corruption of two words, by which the natives knew a waterhole on the station marked by a large granite stone at the brink—"agilia," meaning "big stone" or "rock," and "ka," signifying surprise or wonder. This remarkable rock measures about 22 ft. in height from the plain, but where the earth has been washed away another 10 ft. of it has been exposed. The waterhole it overhangs so nearly corresponds in dimensions to the rock that many persons have fancied it was thrown out of the bed of the creek by some extraordinary convulsion of nature. The aborigines attached a superstitious importance to the big stone, and when at the point of death they manifested an anxiety to be brought there and to pass out under its shadow.

In John R. Phillips time the area of Kanyaka got up to 360 square miles, but at one time 240 square miles of it was held by Hugh Proby, third son of Rear Admiral the Hon. Granville Leveson Proby, of Ireland, and a nephew of the Earl of Carysfort. Charles H. Watts selected the country, and was associated with Hugh Proby. The latter and a personal friend (Mr. Probin) came out in the same ship, lived for a time at Glenelg, and did some exploration beyond Lake Torrens. Then a cattle station was formed in the locality of Kanyaka. The two men were mustering stock, when, by some mischance, young Proby's horse took him into the Willochra Creek, which was in high flood. The horse escaped, but the rider lost his life despite a gallant effort on Probin's part to save him. He was only 24 years old, and was buried on the station, the grave being enclosed by a heavy post and rail fence. A tablet bearing an inscription referring to the tragedy was placed over the grave by the deceased's brothers and sisters in 1858. The inscription concludes with the passage from St. Mark: "Take ye heed, watch and pray, for ye know not when the time is." Several of Proby's relatives visited South Australia in later years and inspected the burial place. Shortly before Bishop Kennie left Adelaide he received a
and the area was gradually added

T he first of Liam Milne, the last-named became

the leases was taken out in 1849,

were shorn at Kanyaka, and 11,000

 afterwards the home of Alexander

lian Alexander Grant and Sir W ill­

Mr. Phillips' pathetic story was told by

Phillips lost about 11,000 sheep by

were sold immediately afterwards,

Mr. Phillips was an Englishman,

Henry E. Bright. In 1865 Mr.

two years' remission, besides many

Mr. Phillips weathered his

of the northern country. In the very far north, however, there was grass in abundance, but

The loss had not broken

in the South­

of William Marchant, of Manna­

Mr. Phillips was asked and he replied, “No, in

A. Grant had sold his interest in

10,000. Long before this Mr. W.

The drought of the mid sixties

The Bishop's time was so much occupied that he could not

of seasons, the Kanyaka country

Mr. Phillips weathered his

was situated on the main track to

This makes reference to the hospitality the little expedition received at the hands of Mr. Phillips. After the resumption of Kanyaka the estate

Mr. Phillips was appointed secre­

St. Peter's Church. In 1921, at the age of 86 years,

Mr. Phillips asked for a remission of rent for

so far as publicity was concerned. The grave is in the North Road Cemetery. Until a few months before

the Kanyaka losses had run into 20,000 head, and in

was a widespread scourge. From

the area of Mount Bryan, was as bare

to Bonyo, with Mr. E. E. Perrin to perform it. The little ceremony took place on August

The cruel mortality con­

tioned to the hospitality the

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in 1849, and this was gradually added to

of William Marchant, of Manna­

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was asked and he replied, “No, in

201
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

There was a time when John Robertson, of Struan, was as well known as the South East itself. Before the township of Naracoorte was established he was designated an "old settler" in the district. William Mac Intosh, the founder of Naracoorte, discovered him there when he came on the scene in July, 1845, at which time the locality was known as Robertson's Plains, and to this day there is a Hundred of Robertson keeping green the memory of a really notable pastoralist. He was then known as "Poor Man Robertson." For what reason it is difficult to say after this lapse of time, but beyond doubt is the fact that he lived down the sobriquet. By industry, thrift and patience the squire of Struan built up one of the largest estates in the colony, and proved himself one of the most open-handed men ever associated with broad acres and livestock.

John Robertson was born in Invernesshire, Scotland, in 1809. At the age of 29 years he left Oban in the ship Saint George for Sydney, where anchor was dropped in November, 1838. Ordinary business pursuits were followed for more than a year in different parts of New South Wales, and then a move was made to Melbourne. Shortly afterwards Mr. Robertson took up Struan Station on the Wannon River, Victoria, where a year or two was spent, and then in company with his brother William, late of Wando Vale, he crossed to South Australia in search of good land. He discovered the Mosquito Creek run, which was leased from the Government in 1843, and afterwards bought leases of several other properties, including Warrattenbullie and Elderslie, the latter being on the Victorian side of the border and immediately adjoining the South Australian estate. Woodford Station, on the Glenelg River, and large properties in Portland, were also acquired. John Gall, father of Joseph Gall, of Cantara Station, was manager at Wando Vale, Struan on the Wannon, and Warrattenbullie in turn and retired from the service of the Robertsons in 1862, to enter the pastoral industry on his own account. At one time the properties extended uninterruptedly for at least 30 miles, and embraced nearly 100,000 acres of freehold country, 20,000 acres of scrub lands leased from the Governments of the two colonies, and 6,000 or 7,000 acres of forest reserves and education leases. In the heyday of their history about 100,000 sheep were shorn annually, besides which there was a considerable holding of cattle and horses. John Robertson took great delight in improving his flocks, and, according to a press writer in 1880, his income from sheep alone was in the region of £20,000 a year. The original Mosquito Creek run was 68 square miles in area, for which £752 16s. a year was paid in rent and assessment. The wool used to be shipped at Portland, necessitating a journey of 120 miles. The famous Naracoorte Caves were discovered on this run while a party were out searching for lost sheep. The whole of the leasehold part of

JOHN ROBERTSON.
the station was resumed on March 12, 1868.

Elders St. Station, on the Victorian side, is now a soldier settlement, but it was in the hands of the Robertson Brothers for many years. There were 35,480 acres of freehold land, and carried 33,000 sheep, besides 1,400 cattle and a good many horses. Eventually William Robertson dissolved the partnership and bought Wando Vale Station, in the Casterton district, where he remained until his death. Another brother, Duncan, settled at Gringegalagonja, in the Coleraine district. There was another William Robertson at Moy Hall. He was a cousin of the Struan people. Many years ago Moy Hall was described as the best station, for its size, noon of Mr. Gabbett. It consisted of 20,000 acres of purchased land and a lot of scrub country, and it carried 20,000 sheep. The owner had seven brothers interested with him in pastoral properties in the Rossina, besides one on the border at Inglefield. The original area of Moy Hall was 68 miles, of which 51 miles was resumed in 1868, and £532 a year was paid in rent and assessment.

In 1875 John Robertson built at a cost of about £25,000 the ornate mansion known as Struan House, which was described as being more like an English nobleman's seat than a squatter's residence. Its doors were always open to travellers, especially in the pre-railway days. Judges going to the south-east on Circuit Court duty frequently used to stay there, and other distinguished guests were two Governors, Sir James Ferguson and Sir William Jervois. “The Builder” published the following account of the Struan house warming:

“One of the largest (if not the largest) private parties ever given in the South-East, was that which assembled by invitation at the hospitable mansion of Mr. John Robertson, of Robertson’s Plains on Thursday evening, January 27, 1876. The occasion of it was the time-honored custom of warming the house, and all who chose to avail themselves of the invitation met with a hearty welcome. Notwithstanding the excessive heat which prevailed a large number of Mr. Robertson’s friends and acquaintances availed themselves of the invitation, which embraced residents from all quarters of the South-East, and not a few from the neighboring colony of Victoria. Altogether not fewer than 150 persons could have been present. It would be superfluous to say that everything could be done to make the visitors comfortable was brought into requisition, and the energies of the household must have been taxed, so complete were the arrangements. Dancing was commenced a little before 10 o’clock and continued with unabated vigor until the wee sma’ hours. One of the large drawing rooms was used for the purpose, and was filled throughout the night with merry revellers. The Naracoorte Brass Band discharged its sweetest music on a raised platform by a half opened window. Supper was served in the spacious dining room upstairs in two sets. When the sumptuous repast had received the rapturous attentions of the assembly, the Rev. D. McCalman, in a few well chosen words, referred to the interesting character of the event which they were all celebrating, and to the exquisite taste with which it was arranged at every turn. He trusted that the hospitable proprietor would long live to enjoy the fruits of his industry and perseverance. The house was then opened to all who chose to see the Struan being the head of the clan to which Mr. Robertson belongs. The reverend gentleman then proposed the health of Mr. and Mrs. Robertson and long life to them. The toast was enthusiastically drunk in bungers of champagne and suitably responded to, after which dancing was resumed. On the following day a trip to the caves was organised for the benefit of such of the visitors who desired to remain and see them. The house is by far the largest in the south-east, and will bear favorable comparison with anything in the colony. It is not yet completed, but when the contemplated additions and improvements are made to it, Struan House will be replete with every convenience to which modern ingenuity can supply. The cost when finished will be about £25,000.”

The opening of Moy Hall House in 1867 was marked by a less elaborate celebration, ending with a general kangaroo hunt. Everybody who had a horse was invited, and the slaughter was great. On that occasion John Robertson had a coltbarrow broken when his horse killed under him. His generosity was remarkable, and he obeyed literally the Apostolic injunction, “Use hospitality towards one another without grudging.” His house was open to noor and rich alike, and “the blessing of him that was ready to perish” was often upon his head. Until within a few weeks of his death a week, besides a number of sheen, were killed at Struan to provide, without charge for those who were travelling or out of employment. That was in the old days when the journey between Adelaide and Melbourne was made by coach.

The construction of the railway changed it all. The authors of “Adam Lindsay Gordon and His Friends” make special reference to this splendid side of the Robertson character, and add: “Naturally this generous in frank-hearted manner family were extremely popular with everyone, especially with all who were poor or in trouble.” The Struan and Moy Hall people were great supporters of horse racing and coursing, and Mr. David Mack says that the first coursing event in Australia was run on the Moy Hall estate, and that some of the most famous greyhounds Australia has seen are buried alongside Struan House, including Rodanthe (which won the Victoria Waterloo Cup twice.) Capri and High-thorn, Governor Ferguson went down to see one Moy Hall Cup run. John Robertson patronised mostly the South Eastern race meetings, and Mr. Mack recently published the following in his reminiscences: “To show how popular were the Penola meetings, for years many Victorian owners brought their horses along, and I have vivid recollection of seeing Duke Montrose, owned by the late John Robertson, being defeated in the Penola Handicap, of two miles, by the late Tom Ferguson’s Melissa. Mr. Robertson, who kept many horses at Struan, would not hear of the horse being sold, and when the post had been reached, and his horse outpaced, he gave a sarcastic bystander a smack across the shoulders with his riding whip; but the squire of Struan, regretting his impulsive act, sent along a handsome cheque to Charlie Drake a few days later. An imported horse named Frank stood at Struan at the time, and he got a few good winners.”

John Robertson died on March 31, 1880, at the age of 71 years, and his tomb is on the hillside near Struan House. The township of Naracoorte was deserted during the day of his funeral, all business places being closed. The bell of the Presbyterian Church was tolled. He was one of the founders of the church, and he and his cousin William gave £500 to help extinguish its debt. The “Naracoorte Herald” published a beautiful poem about John Robertson when he died, including these lines:

Glory for that poor pulseless heart
That now lies cold in death:
In life throbboned only with one
Impulse—truth and right;
So shall we know he gained with his last breath
The realms of constant light.

The Hon. W. Shiels, Premier of Victoria in 1892-3, married a daughter of John Robertson, Mrs. May Pender, of Naracoorte, is another daughter, and the “Stock & Station Journal” is indebted to her for the portrait reproduced with this sketch.
T R A V E L L E R S on the East-West railway are familiar with the Tassie Street Station at the Port Augusta end, and the map of northern Eyre Peninsula shows Tassie Hill, Tassie's Wells and Tassie Creek, the last-named having come into prominence lately on account of a water conservation scheme in the locality. All these place names serve to perpetuate the memory of Alexander Drysdale Tassie, who may fairly be regarded as the father of Port Augusta, a centre which has always shared the ups and downs of the pastoral industry. He has been described as a type of man rarely met with—sanguine in business, but with eminent ability and great foresight and of an immeasurably self-denying, noble-minded, generous disposition. The grave claimed him at an age younger than that of any other pastoral pioneer so far dealt with in the "Stock and Station Journal" series, but much useful achievement was crowded into his life of 40 years. He was the seventh son of John Tassie, of Glasgow, and was born at Roseneath, in the County of Dunbartonshire, Scotland, on August 26, 1832. He migrated to South Australia with several brothers and sisters after the death of their parents.

Mr. Tassie first came into prominence in the land of his adoption by the part he played, in conjunction with Messrs. Elder, Stirling & Co., in the opening up of Port Augusta three years after its discovery in 1852. He proceeded there in the schooner Bandicoot, in the company of Mr. A. L. Elder, to spy out the commercial possibilities and potentialities of the new port. The pioneer squatters beyond the range had been acquainted with the proposed visit, and a number of them, including Harry Bacon (from Melrose), J. F. Hayward (of Aroona), J. Paterson and J. Louden met Mr. Tassie, and promised their support to the business venture he had in mind. Permanent settlement on the part of the last-named, who later took an unmarried sister with him, soon followed. Tassie's store, a galvanised iron structure erected by Alexander Mackay, was the first building put up in Port Augusta. A reproduction of it appears in the sketch book of B. H. Babbage, the
Alexander Drysdale Tassie

explorer, and shows bales of wool lying about the primitive premises. Incidentally it may be mentioned that the first export from the northern port consisted of 12 bales of wool which constituted the bullock dray load that J. Frederick Hayward pioneered through the Pichi Richi Pass. The Bandicoot took it away. Although Mr. Tassie went to Port Augusta for Messrs. Elder, Stirling and Co., he started on his own account as a merchant in 1860, and later had as a partner Thomas McTurk Gibson, the first Mayor of the town, who founded the well-known Yudnapinna Station in 1866. Gibson’s Camp, the first stage out of the Dieyerie tribe of natives. The precarious nature of the trade of native. As well as being a pioneer merchant, Mr. Tassie was a pioneer pastoralist, and in the latter capacity he had a sorry experience. Before the memorable drought of the sixties, there was a kind of rush to take up country west and north of Port Augusta, and stations were sold on the absurd basis of 23/- to 24/- per head. The precarious nature of that country in its undeveloped state had not been fully understood, and Mr. Tassie was among many who had their fingers burnt. He became interested in several pastoral properties, and concentrated his main attention upon the Point Lowly Station in what was then an isolated and remote part of Eyre Peninsula. The next post office from Port Augusta was 205 miles, for which the rent and stores and fodder carried 200 miles cost fully £70 for cartage. Nearly every working bullock died from pleuro or starvation, and the squatters began to agitate for the construction of a light railway. Many bush hands were stranded at Port Augusta, and received help from the Institute Board, while Government relief measures in the shape of water conservation and road works helped to bridge them over the crisis. Just about this time Messrs. Ogilvie & Co. had taken 14,000 sheep out to the Gawler Ranges to fatten them, and the venture cost them between £4,000 and £5,000. It is not surprising that Mr. Tassie drastically revised his opinion of much of the pastoral country tapped by Port Augusta. He estimated that the big drought made a toll of 1,000,000 sheep in actual mortality and absence of the natural increase that was due. Seven out of every eight years were drought years, and for 18 months at a stretch (1858-9) no rain fell. He did not actually abandon Point Lowly, but got a remission of rent. He told the Royal Commission which in 1867 investigated the state of the northern runs that the country was impossible of occupation except at what was practically a peppercorn rent. His studied opinion of terms that should be offered the squatters was a lease of 28 years without assessment, rental down to 5/- a square mile, and at the expiration of the lease all improvements to be given up by the lessee without compensation. Together with Messrs. Ogilvie & Co. and R. F. Sullivan, Mr. Tassie addressed the following radical, but interesting letter to another Royal Commission which sat in 1865:

We wish to draw your attention to the generally conceived opinion that the squatters hold their runs at too cheap a rate. This, even in average seasons, is eminently not the case, and, as we believe the feeling arises more from want of knowledge of the arduous and speculative nature of our pursuits than from any wish to act unfairly towards us, we would suggest that the Commissionership of Crown Lands should be vested in a gentleman not only entirely unconnected with the Ministry in a political capacity, but who should also have an intimate knowledge of the wants of the department over which he presides, which knowledge, we feel, can not be gained so long as the office is a ministerial one and subject to constant change from political causes. Practically unrepeated in Parliament we conceive our only chance of being fairly understood is through such an alteration in the Commissionership of Crown Lands as we suggest, and we have therefore no hesitation in strongly urging you to bring this suggestion under the favorable consideration of the Government.

For the first three months of his 18 years at Port Augusta Mr. Tassie led a life of solitude, his only companions being blackfellows, who once robbed him of his clothes. His untimely death on January 26, 1873, at the age of 40 years, was received with extraordinary manifestations of public grief, and the universal respect and esteem in which he was held are recalled by the handsome monument to his memory erected by the people of Port Augusta in Gladstone Square of the town for which he did so much. Dr. William Markham wrote a touching poem in his memory one year after Mr. Tassie’s death, concluding with the following lines:

Yet still thou livest in our hearts,
Nor death, nor time can move,
The ever present thought of all
Thy charity and love.
Thy memory asks no sculptured tomb,
With costly marble floor;
Thou hast a something grander far—
The blessings of the poor.
Hearts lightened by thy tender care,
Years in man’s service spent,
Shall live when all thy laurels die,
A deathless monument.

The “Stock and Station Journal” acknowledges assistance in the preparation of this sketch from three of Mr. Tassie’s children—Mrs. J. C. Genders and Messrs. E. J. Tassie (Adelaide), and C. D. Tassie (Mutooroo Station).
CHARLES CHRISTIAN and Charles William Dutton, father and son, bore no relation to the better known Duttons of Anlaby, but they could claim an earlier acquaintance with South Australia than their namesakes. The story of Charles Christian Dutton is one of the saddest in our pastoral annals, inasmuch as he forfeited his life in a courageous effort to pioneer the Port Lincoln district.

He spent five years in Sydney before removing to Adelaide, and in one of his earliest reports we read that, much as he admired Port Jackson as a harbor, he readily yielded the palm to Port Lincoln in that respect. His earliest appointment in South Australia appears to have been that of a clerk in the Supreme Court, and in May, 1838, he was elevated to the important post of Sheriff of the province. In that capacity he furnished a report on the practicability of improving the harbor facilities at Port Adelaide by the employment of prison labor. He was also a member of a board appointed to report on the subject of brickmaking and quarrying on the Adelaide parklands. However, the Government service did not hold him long. Possibly his eyes were opened to the potentialities of Eyre Peninsula by the glowing report published by Robert Tod after he and his party had discovered the Tod River and much good country in its vicinity. At any rate Mr. Dutton relinquished his Sheriff's job, and in March and early April, 1839, he, together with Captain Hawson and Messrs Mitchell, Dennis, Wybell, Harrison and T. Hawson explored the country between Port Lincoln and Coffin's Bay and thence to Mount Gawler. This party discovered Mount Dutton and the Hawson Range. They penetrated some tracts of excellent country, and encountered many aborigines and immense herds of kangaroos. Mr. Dutton's enthusiasm was aroused by his discoveries and he wrote:—

"I certainly never saw finer agricultural land in New Holland. The undulating hills, which bound the valleys, covered with a light soil, shaded with gum and sheoak trees, are peculiarly adapted for sheep runs, and, as wool always partakes of the nature of the soil over which it runs, a fine bright description of the staple may be grown here, partaking of the Saxon character and certainly equal to the Bathurst and Argyle wool. Any quantity of cattle would find excellent feed in the valleys and water in abundance. After a walk of about 10 miles we arrived at Mount Gawler, and by keeping along the valleys, reached a beautiful country to the very foot of the Port Lincoln Ranges. Grass up to the knees was found in some places, and Mr. Dutton summed up his impressions thus:—

"The result of the expedition has satisfied me that to the northward there is a great extent of good country for agricultural, as well as for pastoral pursuits, but the narrow isthmus between Coffin's Bay consists of nothing but rock, scrub, sand, and saltwater lagoons."

Charles Christian Dutton backed
his opinion about the possibilities of the pastoral business outside of Port Lincoln. Except that he undertook the duties of district coroner, he entered whole-heartedly into the business of a pastoralist. His first station, 32 miles north of Port Lincoln, and at this time this run represented the outskirts of pastoral settlement. He stocked it liberally with cattle, and did so much so that he had not reckoned with the menace of the untamed native race.

Deprivations on the part of the blacks became so serious that Governor Grey sent Lieutenant Hugonn. to, and at this time this run represented the outskirts of pastoral settlement. He stocked it liberally with cattle, and did so much so that he had not reckoned with the menace of the untamed native race.

In 1842 Mr. Dutton decided to send out a search party, consisting of Inspector Tolmer and four other officers and four volunteers who joined them at Bungaree station; Messrs. Charles and James Hawker and William Peters and James Baker. When Mount Arden was reached the volunteers openly manifested signs of dissatisfaction at having to obey the orders of Inspector Tolmer. They would not even sit at the same camp fire with him. Accordingly he and the other policemen returned to Adelaide, while the volunteers went on. The Governor then formed a second official search party, and placed Edward John Eyre, the explorer, at the head of it. Both the contingents put in heroic work in the effort to clear up the mystery surrounding the fate of Mr. Dutton and his fellow overlanders. Although they did not find their bodies they came upon the tracks of the men and recovered some of their belongings. There was convincing evidence of the murder of the whole five at the hands of the blacks. One of the men had up to a point Journalised each day's experiences, and from this record it appears that Dutton and Cox rode ahead of their companions, and on one evening they came upon a group of aborigines who were preparing to be gone from the fact of the blacks making a camp. It was presumed that a water supply would be handy, and the overlaoers wanted to be informed of its locality. The lubras, however, darted off like startled hares, except one whom Dutton held by the wrists. In response to her shrill cries the menfolk of the lubras suddenly appeared and waddled Dutton and Cox. Later Haldane came up with the dray and shared a similar fate, and there is no doubt that Graham and Brown, who were driving the cattle, met with a tragic end. Some of the stock got as far north as Point Lowly, but the horses and dray stopped short at that spot. Dutton's horse and many of the cattle wandered back to Pillaworta. Twenty years after this terrible tragedy a riding whip was sent to Mr. W. Ranson Mortlock as manager of the Yalata station, whose stockyards had become overgrown with wheat, was taken up by Mr. W. T. Mortlock, father of the late Mr. Mortlock's widow, who purchased the Charrah run of 300 square miles. The partners spent £500 in sinking one well to a depth of 200 ft. and then struck salt water. They enjoyed one prosperous season, and thereafter Mr. Dutton, who purchased Brown's share, had to face a series of years so bad that ultimately he was forced to sell out to the late Fowler's Bay Pastoral Coy. Mr. Dutton next contracted to muster cattle for Phillip Levi and to deliver them at Port Augusta, but only 200 out of a mob of 500 started on the road, reached their destination. In 1865 he entered the service of Mr. W. Ranson Mortlock as manager of the Yallara and Strawberry Hill stations, to which in 1870 was added the Colfin's Bay run. Mr. Mortlock's widow retained Mr. Dutton at the helm and on her death, Mr. W. T. Mortlock continued the service and added Waratta station to the other properties. Altogether 46 years was spent in the employ of the Mortlock family, and then Mr. Dutton retired voluntarily. He died in 1916, and his widow, the first white woman to settle in the district, passed out only last November (1924), at the age of 79 years. A portrait of Charles Christian Dutton is unobtainable, and that of Charles William Dutton was furnished by his daughter, Mrs. R. Bruce, of Prospect.