PASTORAL PIONEERS OF SOUTH AUSTRALIA

VOL. II.
AUSTRALIAN DICTIONARY
BE BIOGRAPHY

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FOREWORD.

THIS volume represents the second and final instalment of biographical sketches dealing with the achievements of South Australia’s Pastoral Pioneers. Publication of the series began in the “Adelaide Stock and Station Journal” on January 10, 1923, and continued weekly until August 10, 1927.

During that period a total of 230 articles was published, and the number of pastoralists to receive attention is in the neighbourhood of 300. It may fairly be claimed, therefore, that the two volumes contain the most comprehensive collection of biographies ever produced in Australia in relation to the pastoral industry of any one State. No really representative pioneer sheep-farmer or cattle-breeder who operated in South Australia has been overlooked, and in many cases it has been possible to retrieve from almost complete oblivion the interesting records of lesser lights.

Publication of every notice was made on terms entirely gratuitous and complimentary, the sole aim of the “Adelaide Stock and Station Journal” having been to offer some practical recognition of what South Australia owes for its development and prosperity to the efforts of the Pioneers of the Pastoral Industry.

The thanks of the proprietors are once again extended to the host of subscribers and other people who lent indispensable assistance to the authors in the preparation of the articles.

Adelaide, South Australia, 1927.
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WHEN delving into pastoral records one is confronted constantly by the names of Allan McFarlane (father, son and grandson), Duncan McFarlane, John McFarlane, and Lachlan McFarlane. The present article is concerned only with the Wellington Lodge clan; the others mentioned were not related to them. Allan McFarlane, Senr., and his wife and family left Caithness, Scotland, in 1839, arriving in South Australia on November 9, in the ship Superb. Robert Lawson, of Padthaway, and the father of William Richardson, of Dalveen, were fellow passengers. The McFarlane family were evidently intent upon primary production, and they got to work, considering the primitive conditions of those days, with commendable celerity. A fortnight after arrival land had been selected in the Mount Barker district, where five sections were occupied before the year 1839 had slipped off the calendar. In the light of the dignity and proportion of the McFarlanes' sheep farming enterprise in later years, it is interesting to turn back to the day of small things, which no true pioneer despised. Their place at Mount Barker was called "Glen-sloy," and in a report on rural development, furnished by Governor Grey to the Imperial authorities in 1840, it is recorded that this energetic family had already erected a large pise dwelling, stockyards and sheep pens, and that 25 acres had been enclosed with posts and rails. "Water in abundance" was yielded by a teatree swamp, and the report continued: "Wheat sown about the middle of May upon ground only once broken up; a very fine crop, very slightly smutted. Barley, oats and potatoes planted in the beginning of November looking well." In 1841 the sheep at Glen-sloy, about two miles from Mount Barker, numbered 71 males and 130 females. Considering his great worth as a citizen, singularly little has been written about Allan McFarlane, Senr. Loyau's "Notable South Australians," gave him only four lines, but he lived in the hearts of the people of his day, and when he died in 1864 the Governor's carriage, with Private Secretary R. D. Ross in it, was included in the funeral cortege. His fine, manly presence impressed everybody, and what promised to be a useful Parliamentary career was cut short by his very sudden death. For three years he had sat in the House of Assembly, first as a representative of the Murray electorate, and then for the Mount Barker district. He was one of the trustees appointed to "make, amend and keep in repair" the Adelaide-Mount Barker road at the time when the toll-house at Glen Osmond was in operation, and he was foreman of a grand jury which tried some cattle stealers in the Courthouse, Whitmore Square, in November, 1842. The committee of the Mount Barker Agricultural and Horticultural Society placed on the minute book...
and published a resolution of regret at his death, and acknowledged the valuable assistance he had always rendered that body. At the meeting when such resolution was carried, a letter was read from Mr. McFarlane, dated the very day of his death, agreeing to act as one of the judges in the horse section at the next show.

The Mount Barker district did not afford sufficient scope for the great enterprise that the McFarlanes exhibited from the start of their South Australian history, and the year 1845 saw them trekking across the Murray to the confines of Lake Alexandrina, where 34 square miles of country was leased at a cost of 15/- a mile. Among the sons who took part in this operation, was Donald Horne McFarlane (afterwards Sir), who subsequently returned to Scotland, and represented Argyllshire in the House of Commons. George French Angas, describing a trip to the lakes that he made with representatives of the South Australian Company soon after his arrival from London, says: "On reaching the upper crossing place of the Murray on our return a busy scene presented itself. Three thousand sheep belonging to Messrs. McFarlanes carried a full share of the burdens that confronted all the early squatters. They were in a region whence it took several days to make a brick dray to reach even the outskirts of civilisation, and their sheep strayed in the unenclosed country, and were preyed upon by the blacks.

To Allan McFarlane, Junr., largely belonged the credit of the splendid development that took place on the Wellington Lodge estate. The original leasehold was add to and eventually turned into a freehold of 40,000 acres, accommodating 40,000 sheep besides a herd of cattle. Wellington Lodge, with its giant willows on the water front, has long been known as one of the most charming station homesteads in South Australia. It has been said that if Allan McFarlane, Junr., had not been a flockmaster he would have made a great engineer. Improvements were carried to perfection, and everywhere there was evidence of direction by a master mind.

He spent £10,000 upon embankments for keeping back the Murray waters and reclaiming 700 acres of land subject to inundation. The fodders raised on these rich flats would, for a long period, carry six sheep to the acre. Near the head station a high water tower was erected, the tank having a capacity of 30,000 gallons, with a smaller one close by. Water was pumped from the lake by an engine, and then conveyed by pipes to distant paddocks. The prevailing strong winds in the region made it possible for a windmill to drive a circular saw to advantage. Mr. McFarlane freely patronised the best breeders of Merino sheep in South Australia and Tasmania, and thus established a fine reputation for both the wool and carcass qualities of his flocks. The breeding of thoroughbred horses was also undertaken with success, and one of them, All Fours, captured the A.R.C. Grand National Steeplechase in 1880.

Notwithstanding the satisfactory results achieved at Wellington Lodge, Mr. McFarlane, Junr., was not wedded to the Murray lakes country. Mr. McFarlane, describing a trip to Killanoola, where he explored part of the great northern region in the vicinity of Lake Eyre, and took up a pastoral area there, but did not persevere against the drought conditions. Lake McFarlane perpetuates his name in that locality, the northern portion of it being known as Island Lagoon. Mr. McFarlane named the Oakden Hills, west of Port Augusta, after Philip Oakden, afterwards of Lerida, New South Wales, who had been through the district at an earlier date with Mr. Hulkes.

When South Australian flocks were infected with scab, Mr. McFarlane was appointed a stock inspector for the south-eastern district, and did much to eradicate the frightful scourge. At the same time he set his face strenuously against undue harshness being introduced into the remedial measures adopted, and in connection with the destruction of Messrs. Mason and Chisholm's sheep he expressed himself forcibly in a letter written to Robert Barr Smith in August, 1867, of which the following is an extract: "I think it the most shocking sight I ever saw—1,350 poor sheep wretched in their blood, all drenched with blood from head to heel. It was enough to make a person sick, and is undoubtedly a rough way of preventing the spread of the disease, but I trust it will be effaced." Mr. McFarlane went on to protest against an impending prosecution at Strathalbyn of certain squatters, who, although doing their best to stamp out the disease, had not used the scab brush. He remarked: "It is murder, and gives rise to the worst feelings, and can do no good. What on earth good can it do to send the sick to the hospital, they be sent to the pillory for getting sick. As to the inspectors, I would like to see a thoroughly Scotchman." Mr. McFarlane was a crack rifle shot, and had competed at the Wimbledon races the year he having been in the old world in 1861. Apropos of this it is interesting to recall the following note in Harry Hickimer's "Early Recollections of the South East." "Mr. McFarlane, one of the scab inspectors, was a great rifle shot, and used to shoot a large number of wild turkeys with his rifle, which he invariably had with him. He was always a welcome guest, as in the season he nearly always had a turkey to leave at every station he called at."

When during Sir William Milne's regime as Commissioner of Crown Lands some new River Murray and lakes leases were proposed to be formed, Messrs. Cooke and Wark, pastoral lessees, sent in a petition strongly objecting to the proposal. This was referred to a Select Committee, and one of the witnesses examined was Allan McFarlane, Senr. He vigorously opposed the movement, declaring that not one inch of the country concerned was adapted for agriculture. He said he had bought £5,000 worth of land, and got no more from it than when he paid so much per mile for it. The declaration of hundreds disturbed one's tenure and discouraged the making of improvements. He went on to say: "I freely intended to fence my run with an expensive wire fence that I expected would have stood 20 or 30 years, and I was going to make a determined effort to get fresh water. We sunk 12 or 14 wells already with no success, and I was determined this time to get proper well sinks, and go right through the salt water and brick it out. In the absence of 14 years' leases I shall never expend another shilling in the country." The improvements came, however, with the acquisition of the freehold of the Wellington Lodge estate. So did the new hundreds come, and probably everybody still got a chop for breakfast!

Allan McFarlane, Senr., died on March 11, 1868, aged 62 years, and his grave is in the Clayton Churchyard, Kensington. In 1908—March 11, by a strange coincidence—Allan McFarlane, Junr., died at North Adelaide in his 80th year. The present Allan McFarlane, of Wellington Lodge, who is a member of the committee of the Adelaide Racing Club, represents the third generation of a truly excellent family.
No man was more prominently associated with the pastoral development of the South East than John Riddoch, whose enterprise was shared largely by his younger brother George. The family belonged originally to Aberdeenshire, Scotland. The parents took their five sons (John, George, James, William, and Alexander) out to Melbourne during the great gold boom of the early fifties. The community was in a ferment when they landed, and the Riddochs were soon drawn into the whirl of the gold quest. John, with two of his brothers, travelled 190 miles in a dray to Spring Creek (now Beechworth). He dug for the precious metal without much success, but immediate prosperity came to him when he opened a store at Spring Creek. He followed up new rushes with drayloads of provisions, and he and his brothers made a lot of money by carting goods from Melbourne to the gold fields, and by purchasing gold from the diggers. After the fever had subsided John and Alexander Riddoch opened a store in Geelong, with a branch at Ballarat, and traded for ten years. Alexander then settled in Tasmania and John in South Australia. The latter purchased the property known as Yallum at Penola, of which only 2,000 acres was then freehold. That was in 1861, and later he was forced by the Government to acquire the fee simple of the whole property at auction. He had secured the run from Messrs. T. A. & H. E. Wells, but even earlier occupiers were Messrs. Solomon, Josiah and Thomas Austin, who in 1845 stocked Yallum with the progeny of Spanish and German Merinos.

John Riddoch set to work to improve the property and the flocks and herds. Two Negrette rams of high quality were purchased, and the studs of Messrs. Dowling and Son, Victoria, and of the Tasmanian Gibsons (Mona Vale and Scone) were drawn upon freely. The custom was to cull the stud ewes at Yallum very closely, and the flock was kept comparatively small. John Riddoch became known far and wide as the “Squire of Penola,” and all his surroundings were in keeping with the title. He lived in a large stone mansion which was set off by balconies and verandahs, and contained many spacious and beautifully furnished apartments, including two drawing rooms, a library, a billiard room, and a ladies’ boudoir. The stables and other buildings were proportionately ornate. From the entrance lodge there was a long drive to the house through a picturesque park stocked with fallow deer, and the gardens, orchards and hedges were magnificent. Edith Humphris and
proved. Swan Hill Station, city was greatly increased, and the district of New South Wales. A big purchase in 1874 and held until 1879. Two years later the Riddochs bought the Glencoe Estate, comprising 53,000 acres of freehold and a large area of Crown Lands, taken up originally by Edward and Robert Leake. Thereupon George Riddoch left Walgara and resumed residence in the south-east. Glencoe was divided at the end of the partnership in 1899, and George formed a homestead at the Kalamunda end under the name of Koorine. A large portion of the original estate is now devoted to prosperous agricultural operations. The brothers spent much money in clearing the heavy timber and draining the land.

At the end of 1881 "The Register," in its leading columns, vigorously attacked John Riddoch for what pointed to an act of "bar­faced dummyism" on his part in the hundred of Comaum, William Mason, an old employee, being freely mentioned in the controversy. Mr. Riddoch was absent in Tasmania at the time, and on his return strongly resented what he described as a "savage" attack. He denied that he had ever come by any of his land by dummyism, and evidently convinced the newspaper, which published the following retraction:—"A week or two back, in alluding to the cases of dummyism which occurred in the south-east, we made special reference to one case, the parties to which were Mr. John Riddoch of Yallum Park, and a man named Mason, formerly in his employ. Further information has been placed before us, and in the light of this we are prepared to admit that Mason deserves little sympathy, and that it is all moonshine to suppose that he acted as a passive dummy in the hands of Mr. Riddoch or Mr. Riddoch's manager. The information further supports the general correctness of Mr. Riddoch's testimony as to what took place between himself and his manager. We are also able to state that, although Mr. Riddoch was instrumental in having Mason imprisoned, he supplied the latter's family with rations as long as Mrs. Mason sent for them, so that the report as to Mr. Riddoch's humanity in respect of the family is not true."

From 1865 until 1873, John Riddoch represented the district of Victoria in the House of Assembly, and for 18 months had Adam Lindsay Gordon as his colleague. In the House they shared the same writing desk, and there was always the warmest attachment between the two men. It has been declared no exaggeration to say that the greatest friend in the truest sense of the word that Gordon had was John Riddoch, who might well be regarded as his Metropolitan. The high esteem of the poet for the pastoralist is clearly indicated in the letters the former wrote describing his financial worries. Gordon was frequently at Yallum and for long periods, and is said to have composed some of his poems while seated within the branches of a gnarled old gum tree near to the mansion. One of Mr. Riddoch's daughters had an album containing several of Gordon's poems that have never been published. During his first year of parliamentary life John Riddoch was appointed chairman of a Select Committee of the House of Assembly that inquired into the question of improvements in the south-east. He was also a member of the Scab in the Select Committee. He and William Ranson Mortlock associated in an incident which caused a great sensation at the time (November, 1872). There was a dispute concerning the manner in which the Governor's assent to certain Bills was being obtained. The Clerk Assistant of the Legislative Council entered the Assembly Chamber and summoned members to the Upper House for the prorogation ceremony. Governor Fergusson was ready to perform. The presence of the officer from the other Chamber was unwelcome at that juncture, and the Speaker (Sir George S. Kings­ton) ordered the door to be locked to prevent the re-appearance of the Governor's messenger. Mr. Riddoch and Mr. Mortlock were outside when this extraordinary thing happened, and were not aware of the decision to exclude them. In the following year John Riddoch voluntarily stepped out of politics and devoted nearly all his time to his pastoral interests. He was immensely popular in the south-east, and made many benefactions that helped to keep his name fragrant. He laid the foundation stone of the Mount Gambier Institute in January, 1868, and gave £1,000 for its enlargement. He and his brother found substantial money prizes for the best farms in their district, and keen competition resulted. John served a term as Chief of the Mount Gambier Caledonian Society, and was the first chairman of the District Council of Penola, a position he held for many years. He died in July, 1877, at Yallum, at the age of 73 years. George Riddoch served for twelve years in the State Parliament.
The life of this notable figure in early South Australian history was a curious mixture of poetry, pills, politics, potions and pastoral pursuits.

It is possible to get a fair insight into his very fine character from a diary which he kept for many years, and which was presented to the Archives Department recently by that public spirited man, Dr. E. Angas Johnson. Dr. Davies came out to South Australia primarily with the idea of practising medicine, but he appears in John Lewis’ list of northern pastoral pioneers, and it is presumed that from the first he contemplated taking up sheep farming, because that part of his diary written on board ship includes many pages copied from a paper on the treatment of flocks addressed to purchasers of sheep from the Naz Establishment near Geneva. Dr. Davies was a native of Wales, and was educated in France. He became an excellent French scholar and married a French woman. In September, 1839, both of them sailed from London Docks for Adelaide in the barque “Brankanmoor,” 400 tons (Captain David Smith). Fellow passengers included Inspector Alexander Tolmer, whose published reminiscences in two volumes make such entertaining reading. It is most interesting to compare Tolmer’s account of his tribulations on the voyage with that of Dr. Davies, but mere gossip does not come within the scope of these articles.

They appear to have been a most unhappy company on the “Brankanmoor,” and duels, fisticuffs and challenges were common. Perhaps the commissariat department was to blame largely. Dr. Davies refers to meat being served in a wooden tub, and the better class passengers had to engage and pay two persons in the steerage to wait at table and to wash up. One entry in the diary reads:—“A more motley group I never saw huddled together, for most of them are little-minded and uncharitable... More sly devils I never saw.” In one of the duels the revolvers were filled with damson stones. Dr. Davies and others asked for a tarpaulin to be rigged for protection against the weather, but the captain said the pigs had it over their
Dr. Charles Davies

Port Adelaide was reached on February 5, 1840, and on the way to the capital a glass of porter and two little slices of bread and butter were purchased for 2/- at the Halfway House. Then Mrs. Davies accepted a seat in a cart, while her husband continued to follow the River Torrens. On that season only a pool of water, and bitter complaints appear in the diary about the dust, aridity and heat of Adelaide; but there is a drastic revision of first impressions when, a little more than two months after the spade had been put into the ground, the Davies couple had vegetables on the table from their own garden. Governor Gawler advised them to settle in the "interior" (at Mount Barker or Willunga for choice), but the suggestion was turned down when it was learned that a bullock dray could not be secured under £6. Then the following entry occurs—"On the last day of the month (February, 1840) my thoughts were directed by several friends to North Adelaide, and as there was no medical man in that part, and great prospects of the place succeeding and increasing, I therefore went over and found one." The sentence is somewhat cryptic, but it is evident that Dr. Davies was the first medical man to settle in North Adelaide. He built the old, low house which still stands at the corner of Kermode Street and abutting on the principal of the two tramways which bisect that part, and great prospects of the place succeeding and increasing, I therefore went over and found one." The sentence is somewhat cryptic, but it is evident that Dr. Davies was the first medical man to settle in North Adelaide. 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JOHN HIRST, who figured in the development of our pastoral country, especially in connection with the Gawler Ranges, was born in Yorkshire. From his youth he had been associated with the wool trade, his father's firm, Charles Hirst & Son being well known wool staplers at Huddersfield. The father was a man of strong character, an Independent in religion and a zealous supporter of Cobden and Bright. The son's introduction to South Australia was due mainly to Dr. Matthew Moorhouse, the Protector of Aborigines, while the doctor was in England on his mission to advocate immigration to the colony. Hirst met the South Australian at his father's house in Huddersfield. Dr. Moorhouse strongly urged him to go to Australia as it was "a splendid country, none better in the world." The young Yorkshireman was thinking of going to America, but he changed his mind after his conversation with the visiting immigration agent, and decided to settle in South Australia. The doctor gave him letters of introduction to leading colonists and wrote out to his friend James Masters, of Saddleworth, the founder of Riverton, advising him of his departure from England. Mr. Masters came down to Adelaide to meet the new arrival on his landing, and took him back with him to Saddleworth. Hirst arrived in Adelaide in August 1859, the day the Admella was wrecked, a catastrophe that caused widespread sorrow in the community.

Hirst spent some years learning sheep farming on northern stations. First he went to Pinda, north-east of Mount Remarkable, to George Agars, who, with John Masters and Charles Swinden (nephew of James Masters) was in partnership in the Bartagunya run near Melrose, and also in Pinda, on the Eastern Plains near Beautiful Valley, and in Saltia station on the west side of the Flinders Range, adjoining Woolundunga. Pinda, Bartagunya and Saltia were afterwards purchased by Daniel Cudmore. George Agars married Mr. Cudmore's daughter, and on his return from Queensland, whither he and Mr. Maslin went to look for pastoral country, Mr. Agars, in partnership with William Morgan, bought Courtabe station near Venus Bay, Eyre Peninsula. Andrew M. Wooldridge, brother-in-law of John Hirst, purchased Courtabe from Agars and Morgan. After twelve months' experience at Pinda, Hirst proceeded to Saltia. On one occasion a bountiful blacksmith on this station made the insulting remark: "New chums are no good in Australia." "Oh, aren't they?" retorted Hirst, "come outside and I will show you whether they are or not." Thereupon the stalwart Englishman took off his coat and gave the blacksmith a good thrashing in the presence and to the great amusement of John Maslin. Hirst was a strong, powerful, well-built fellow, and a blow
from him was like a kick from a horse; he used his fists to great advantage, as the blacksmith found to his sorrow. Hirst was a splendid all-rounder, and a capital cricketer. Having spent some time at Salfia, Hirst went to Kallioota on Lake Torrens and became a partner in that station with Mr. Swinden and Dr. Moorhouse. He bought sites from Swinden and Mr. Woods later. Subsequently Mr. Woods parted with his interests to John Hirst's younger brother, Alfred, who had come to the colony. Alfred Hirst retained his share in the property until he left on his return to England. Some time afterwards Kallioota was sold by public auction to dissolve the partnership, and Mr. Swinden bought it in at 28/- a head for the sheep.

John Hirst then took up country at Mount All Alone, in the distant Gawler Ranges. He purchased 3,000 ewes and lambs from his brother-in-law, Andrew Woolridge, joined him and bought Paney Block at public auction. Paney was an extensive tract adjoining on the north-west of his station. Woolridge personally conducted more than 5,000 sheep from Buckland Park, via Port Augusta, when there was not a house on the western side of the Gulf. The station in the late W. R. Horn's wool shed at Streaky Bay, near Crawford's Landing. Success attended the pastoral operations of Hirst and Woolridge from the start. They had the pleasurable experience of sending their first clip with the first wool ever shipped from the West Coast. That shipment to England was by the schooner Lydia Hinton from Streaky Bay, in 1865. The vessel had full burthen of the fleece. Elder, Smith & Co. were the agents, and W. A. Horn, who many years afterwards sat for this district—Flinders—in the House of Assembly—was that firm's representative at the shipping port. It is not to be understood that Hirst and Woolridge were the first pastoralists in the Gawler Ranges, but they were among the successful pioneers in the region; the Welsh explorer, the first white man to visit the country in September, 1839, and he named the ranges after Governor Gawler, our second Governor. Eyre was not at all impressed with his visit to this Province for settlement. Late in the fifties Stephen Hack and party equipped by the Government, went out to explore and report on the Gawler ranges. A capital cricketer, following their report, Dr. J. Harris Browne, of the famous Browne Brothers, who were among our pastoral pioneers, took out a preferential claim over 1,800 square miles, and in 1865 dispatched a party in charge of Josiah Bonnin (afterwards manager of Napla station) with the object of exploring the Gawler Ranges, and of advising as to the suitability of the country for pastoral occupation. The report was so unfavorable that Dr. Bonnin gave up his rights and would have nothing to do with it. Subsequently Acraman and Main leased about 800 square miles of the country now known as Yarda.

From James Hiern, Mr. Hirst acquired Karcultaby station, 40 miles in from Streaky Bay, as a receiving depot for his Gawler Range run, and used ultimately as a shearing depot. Here he sank wells to a depth of 150 feet and built a head works. Woolridge used to come over from Paney to give his partner a hand with watering the sheep. At the well was a whim with a horse and two 30 gallon buckets. After a while the buckets became empty. To fill them full, Woolridge would descend the well in the empty bucket, and taking a small bucket with him, fill one bucket so that all the sheep might get a drink. With the water dripping from the rising buckets, we would watch the white while down the well. One Sunday a few hundreds of sheep were awaiting water. Wearing a special suit, Woolridge decided not to descend into the well that morning. The decision was fortunate for him, for that very day tons of earth caved in, falling 30 or 40 ft. from the top, and if he had been down the well at the time he would have been buried alive. The escape was one which Woolridge vividly remembers. Mr. Hirst sank another well 160 ft. at Karcultaby, and built a stone tank to hold many thousands of gallons of water. He put down a number of wells on his properties. At Paney, Mr. Woolridge had the good fortune in 1865 to strike an unlimited supply of fresh water through boring rods. It was practically the first discovery of a continuous unfailling supply, and meant so much for the success of the run that Woolridge rode 90 miles a day and got 10,000 bales of wool in the Melbourne market, to the great satisfaction of his partners, managed his own shipping and banking, and of all who knew him in his own secretary. It then became evident that there had been nothing superficial about him in those three years of his pastoral life twenty years before, young man as he was. He had mastered the conditions of wool production in Australia, and had chosen his friends—adding to them now—amongst the soundest and wisest of the flockmasters.
JOHN AINSWORTH HORROCKS

Gulnare country was subsequently occupied by G. C. Hawker, John B. Hughes, E. B. Gleeson and other pioneer pastoralists. Horrocks's Pass, a distinguishing feature in the Flinders Range was named in honor of the young explorer who rode through it on the first camel introduced into South Australia on his ill-fated expedition to the Far North in 1846.

Horrocks was only 21 when he landed here from the old country and only 28 when he died after his enforced return from that exploring trip which he undertook in the laudable endeavor to find new country for his fellow colonists desirous of entering upon pastoral pursuits. His was a noble spirit and had he lived, undoubtedly he would have left his name on Australia's scroll of fame.

Horrocks came of a good family in the north of England. He was the eldest son of Peter Horrocks and grandson of John Horrocks, M.P., for the borough of Preston, and was born at Penwortham Hall, Lancashire, the house built by his grandfather. Here the South Australian pioneer pastoralist and explorer passed a happy childhood with his four elder sisters and three brothers. He is described as remarkably brave, strong, active, affectionate and upright of character, a tall and handsome young man taking the lead in all
manner of sports and fond of enter-
prise and life in the open. Capti-
vated by South Australian coloniza-
tion which was then talked of in
England, he and his third brother
Eustace decided to emigrate, their
father having set aside sufficient
money to give his sons a substantial
sale in the new land. They sailed
from St. Katherine Docks, London
in October 1838 in the ship Katheri-
na Stewart Forbes, 457 tons, taking
with them their faithful servant John
Green, shepherds and other emigrants
and quite an equipment and supplies
for the enterprise and life in the open
young Province. Four Merino rams
and several sheep dogs were among
the stock they brought out. A devout
churchman, John also brought with
him what was said to be "the first
large church bell to sound in the new
land." There were 83 passengers on
the ship including Judge Cooper who
became South Australia's first Chief
Justice.

The vessel anchored in Holdfast
Bay on March 22, 1839, John Hor-
rocks's twenty-first birthday. At that
time the surveys of the town and
country far from completion and
settlement was hampered. Few of
the newcomers cared to venture
far inland and so they camped near
to the coast or made temporary habi-
tations near the Torrens. Provisions
brought fabulous prices and the poor-
er class of immigrants had their
sight and slender possessions gradu-
ally frittered away. Edward John
Horrocks was so impressed that he re-
turned immediately to take up the
locality indicated by Eyre. Hor-
rocks was so impressed that he re-
turned immediately to take up the
"goods and chattels" which they con-
voyed in their cart to the spot John
had chosen. In the vicinity of this
his first camping place he afterwards es-
ablished the village of Penwortham
where he succumbed to his
wounds, 24 villagers at Penwortham.

In 1842 after his father's death,
John Horrocks visited England. He
was then fairly prosperous. There
were 24 villagers at Penwortham.
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His heart was bent on exploration.
While in England he applied without
success to the Royal Geographical
Society for financial assistance to
enable him to lead an expedition into
the interior of Australia and none
of his rich relatives or friends would
personally find any money for the
project. He was further dishearten-
ed by advices that prosperity was not
attending his estate at Penwortham.
His sheep had dwindled during his
absence to 500 and 300 worth 30/ a
head must be sold to pay the men.
Sheep that had been
worth 30/ a head were sold for 2/
and 3/. This unexpected tidings
prevented his completing a subscrip-
tion list in England for the building of
St. Mark's Church at Penwortham.

Eustace stayed behind in charge of the
parapher-
nalia and party, John accompanied
by Green proceeded north on horse-
back as far as Lake Torrens. Proceed-
ions were 24 villagers at Penwortham.

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To recover his position on his return
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founded the Hutt River on which his trees
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In a previous article of this series we dealt with the pastoral careers of Daniel Cudmore, founder of Yongala, Paringa, and other stations, and of his second son, also named Daniel. The present sketch is of James Francis Cudmore, eldest son of the elder Daniel. J. F. Cudmore is known in South Australian pastoral history as owner of Paringa Hall, a notable mansion at Somerton, near Glenelg, named after his famous property on the River Murray, and also as holding large pastoral interests in Western Queensland. In his day he was one of our great squatters, and his name stands high in Australian pastoral annals.

James F. Cudmore was born on October 11, 1837, the year in which his parents arrived in South Australia. Father and mother came out from England with the intention of proceeding to Sydney, but they broke the voyage at Hobart and remained in Tasmania. Leaving his wife in the island colony, Daniel Cudmore came to Adelaide first. In order to get his luggage to the primitive city, he hired a barrow for £3 and wheeled his boxes up from the old Port. The reed hut which he built of wattle sticks and rushes from the river Torrens, stood about where the front gates of Government House domain now stand. The site for the town of Adelaide had not then been fully surveyed and planned out, and people had undisputed right to camp just where they liked. Provisions at that time were scarce and extremely dear. Eggs sold at 8/ a dozen, salt at 1/ a lb., and goat's milk, the only milk generally obtainable, brought a shilling a quarter of a teacupful. Flour was imported from Tasmania. Brown biscuits and coarse cheese brought over in barrel represented the common food for a while. Cattle and sheep had not been "overlanded," Baking bread here in 1837 was of most primitive fashion. A hole would be dug out of the side of a bank and a fire raised within; when the fire had heated the hole it was removed and the flour or whatever the material for the bread was then inserted in the hot hole. It was said that sweeter loaves one never could wish to have. When the survey of Adelaide was completed, people settled on their allotments and built fairly substantial dwellings. Mrs. Cudmore soon had a fine vegetable garden. Her father, who had come to the colony, fenced in the garden with wild currant bushes woven in amongst wattle sticks. For the turnips produced in that kitchen garden Mrs. Cudmore was offered eighteen-pence a small bunch. Such was the period when baby James, the subject of our sketch came upon the scene.

Daniel Cudmore, sen., was early in the field as a pastoralist. At the
beginning of the fifties he held 80 square miles of the Yongala country, and took up leases of Pinda and Beautiful Valley between Mount Remarkable and Port Augusta. On these stations, the young Cudmores spent their youth and got their first experiences of pastoral life. In 1859 the father obtained a lease of Paringa country on the Murray. J. F. Cudmore, then past his majority, was given the management of Paringa, and soon proved the good stuff that was in him. It is with this pro-

personable risks they felt they were obliged to take if they desired suc-

cess. Mr. Cudmore disposed of the sheep before the close of the year and returned to Paringa. About 1870 J. F. Cudmore and his brother-in-law, Kenneth Budge, travelled overland to Western Queensland and acquired an ex-

tensive tract of country from Vincent Dowling for cattle raising. This firm was then Cudmore and Budge, and the station, which was named Gooyea, was heavily stocked with cattle, some of which were purchased from Mr. Bagot in South Australia and driven over-

land. The Budge died suddenly. On the death of his brother-in-law, Mr. Cudmore took W. R. Swan, of Magill, into partnership. The new firm was styled Cudmore, Swan and Budge. Mr. Cudmore was in the early eighties. Fat cattle raised on Gooyea were travelled to Adelaide in mobs of 300 to 400, and splendid animals were yadded and sold by Laughton's. If a mob averaged £2 a head owners were well satis-

fied, and Mr. Cudmore presented Clark, one of his drovers, with a gold watch and chain as a reward for the way in which he delivered his stock to market.

In 1882 or 1883 Mr. Cudmore purchased from Mr. Stevens the adjacent station of Welford Downs, which contained about 20,000 head of cattle and formed a company Mr. Cudmore and his partner, being joined by Sir Thomas Elder, R. Barr Smith, and A. H. Peg-

ler. The station was known as the Milo and Welford Downs Pastoral Company, and the property was renamed Milo. Mr. Cudmore used to drive from Paringa overland to Milo. Cattle rear-

ing gave place to sheep raising, and the station was improved and stocked accordingly. Large quanti-
ties of wire, galvanized iron, tools and general stores were sent up by way of the Darling River. Menndie, and other supplies were sent from the Burra. Flour had to be specially ground and dried and put into double bags for the journey. The journey to the far out back occupied two and five months, and was principally covered by teams. We cannot now imagine the terrible difficulties that beset travel and transit in those days; they were not to be com-
pared with the advanced facilities of modern times. Large mobs of sheep were dispatched to Milo as soon as paddocks were ready for them. The first lot were taken from South Australia by Lipscombe and were drawn from Paringa, Ned's Corner, and other stations. This stock experienced a distressing time. They struck a waterless stage, and heavy loss was the re-
sult. The drovers contrived to deliver within a certain number of sheep. Unfortunately, there was a great shortage, and through no fault of his Lipscombe stood to lose heavily. Owning, however, to the great care which he took with the sheep, Mr. Cudmore cancelled the contract and paid the drover for the actual number delivered, for which action Lipscombe was very grateful. Owning another drover, was more fortunate the following year, as he delivered at Milo several hundred more sheep than he started with. A brother of A. H. Pegler, one of the partners, had an extra contract for shearing. He also took up a mob of rams. En route he became so ill that he lost his memory, and relief had to be sent for so that the animals could be taken to the homestead. Consequent upon the long distance to the rail head at Rockhampton, it was decided to scour the wool in order to save the expense of cartage, and a complete plant, manufactured by Horwood & Co., was forward-

ed from Adelaide for this purpose. Mr. Lance Beck, of the Reedsheads, near Adelaide, was the manager of Milo at this time. He succeeded Mr. Budge. Subsequently Mr. A. H. Pegler went from Ned's Corner to manage the Queensland property. The sheep did well, lamb-
ings were satisfactory, but the enormous initial outlay and high costs of cartage, with other charges, ran up an overdraft of alarming figures, and those who were financing the project re-
ested that the several partners should pay their proportion. Until the inception of the company, Mr. Cudmore had been getting substantial returns from Paringa and his share in Ned's corner; up to 28,000 sheep were shorn at the former station, and more than 100,000 at the latter. The advent of bad seasons put a dif-

ferent complexion on matters, and both these stations were able to carry only about a fifth of their former number. In these circum-
stances, and owing to having spent practically a fortune in building Paringa Hall, Mr. Cudmore was obliged to pay his share and to lose his interest in the company. It, however, still went on, but was 20 years before it paid dividends. At all of his three big properties Paringa, Ned's Corner, and Milo—Mr. Cudmore transportcd cattle stations into sheep runs, spending enormous sums of money in improving the country for this pur-

pose. The original Paringa home-

stead was built on a low-lying flat, near the river. When the big flood of 1870 came the waters rose to above the window sills at the homestead. No such risks, how-

ever, were taken with the later con-

structed homestead which was erected on the high land.

Paringa, like Yongala, has com-

pletely disappeared as a pastoral proposition. The famous old run on the Murray is now largely de-

voted to wheat-growing and hor-

iculture. One of the last of the old-fashioned types of shearing sheds was demolished close along-
side the Paringa Bridge works re-

cently. The pretty thatched cot-

tages in the vicinity have long since disappeared, and the sheep and cattle yards have been gone these many years. The last of the old buildings, in the shape of the old store, recently went, said the "Murray Pioneer." “Long Tom Johnson probably knows the date about when the Paringa woolshed was built. On one of the old slabs was a record of James Wilkinson, who manages a station up the Darling, subscribed to the fact that he was on Paringa about 1875. On another slab found outback some time ago were the names of Crawford, Johnson, Haynes, Breeze and James. Time passes, and down at the Paringa Bridge works there is bustle and work, the clang of metal on metal, the grind of the stone crusher, and during a moment's pause in the work, the tinkling of the cattle bells along Mundie Creek can be heard.”

Mr. Cudmore died at Paringa Hall in August, 1912, in his 75th year. He left six sons and several daughters. The eldest, Dr. Arthur Murray Cudmore, the well-

known Adelaide scribe, was born at Paringa, River Murray, in 1870. The five other sons are all in-

terested in pastoral affairs in Queensland.
IN the early forties quite a number of the pioneers made their way from the Adelaide plains to the Encounter Bay and Goolwa districts, and the areas abutting on the lower Murray. One of the first to do so was Thomas Walker Higgins, who took up a large extent of country at Currency Creek in 1840, and held it until the day of his death, in 1899, overcoming successfully all the disappointments of legislation, bad seasons, and other odds that had to be faced by the pastoral pathfinders. "I do not call mine a first class run," said Mr. Higgins, a few months before he died, "but I was so anxious to get settled that I took it up, otherwise I might have had Hill River or Bundaleer." Quite a different impression of the value of the country in his neighbourhood was gained by the discoverers of Currency Creek, Messrs. T. Bewes Strangways and Y. B. Hutchinson, who came upon the stream during an expedition to ascertain whether there was any outlet from Lake Alexandrina other than the one recorded by Captain Sturt. These explorers found the banks of the creek so steep, and so little raised above the water, that they stepped from the small craft they were in, while it was afloat and untethered, into "a rich grassy meadow presenting no indication of being subject to overflow." They found the locality fertile, well watered and sheltered, and they called the creek "Currency," after the name of the boat they were in.

Mr. Higgins was born in 1810 at Bexhill, Sussex, and came of fine old fighting stock belonging to Ireland. His father and grandfather were soldiers, and he himself, in his youth, learnt discipline in the famous Scots Greys. His father served under Wellington in the Peninsular War, fought at Corunna and Salamanca, and was killed in the battle of Vitoria. Thomas Higgins made the voyage to South Australia in the ship "Anna Robertson," 448 tons (Captain Munro), which sailed from London on May 28, 1839, and arrived at Port Adelaide on September 20, of the same year. There was a considerable passenger list, but Mr. Higgins appears to have been the only one to have achieved prominence in the after life of the immigrants concerned. One of the first persons he saw on landing at Glenelg was Phillip Levi, one of the largest squatters of his day and then a Customs officer resplendent in gold lace.
and frock coat. After staying for a little while with a friend (Captain Wilson), Mr. Higgins and his wife, who had come out with him, pitched a tent near Hindmarsh Island. It was blown away on the first night, "but," said Mr. Higgins, in describing the incident, "we pioneers made fun of much greater things that people fuss about now." He was much impressed by the striking figure John Morphett (afterwards Sir John) used to make on horseback. Henry Ayers (afterwards Sir Victor Harbor) was, at the same time referred to, Mr. Morphett's clerk, "and a very smart young fellow he was," and not too proud to sweep out the office, then located somewhere near Holy Trinity Church. Evidently Mr. Higgins had good address and credentials, for Governor Grey was glad to ride with him to the Murray mouth on one occasion.

Town life did not suit Mr. Higgins, and he decided in 1840 to take up the run at Currency Creek, commonly the character of which country good reports had come to him. He got the leasehold for 10/ a mile, and named the place Hugginsbrook after his grandfather's estate in County Meath, Ireland. He also had in mind another Irish association when he named Middleton, now a popular and charming seaside resort rivalled in the district only by Port Elliot and Victor Harbor. Mr. Higgins owned the greater part of what is now the township of Middleton. Among his neighbours at Currency Creek was Edward Spicer, then a pastoralist and afterwards a merchant prince of South Australia, whose career has been dealt with in these notices. There were plenty of natives about in remarkably good condition, due to the climate in that region. As a precautionary measure Mr. Higgins for a long time went about armed, and he escaped molestation at the hands of the blacks. He had been settled only a few weeks, however, when his case was made worse through one of the stock was speared. Mr. Higgins counselled him to take a gun with him, but the man laughed at the idea, and paid the penalty with a dangerous and painful wound. He had not been away long when his employer heard him cooee, and on investigating found him lying on the ground with a spear through his side. Mr. Higgins, with rough doctoring, eventually pulled the sufferer through. After that it was found that the natives were more inclined to fight among themselves than with the white settlers.

At the outset of his pastoral career, and for many years after, Mr. Higgins went in for cattle, and became wedded to the Devon breed, although he was never tired of acknowledging that Charles Price, of Hindmarsh Island, did to improve the herds of the district by the introduction of the Herefords, as already related in these pages. Besides beefers he bred a lot of working bullocks, which were in great demand for transport and other purposes in those primitive times. His country was thick with some of them originally taken up, and his first freehold section was acquired from a tallow passenger on the "Anna Robertson," who had an interest in one of the Currency Creek special surveys. Leasehold land was cheap enough in the beginning, but when South Australia's male population returned from the Victorian gold diggings with, in the case of many of them, plenty of money, a lot of land was set in, and of much Mr. Higgins's station was resumed, while he had to pay a good price for what he retained. The period of the gold fever proved a very anxious time for him. So complete was the manhood exodus that Mr. Higgins found himself with the help of only one boy to look after 1,400 cattle, and for nearly two years these the only work they did all involved in the herding, mustering, branding and marketing. After the rush many diggers came back with upwards of £500 in their possession, and land was in great demand. In the south it became worked out for farming, but recovered later. In the early days Mr. Higgins used to supply the whaling stations at Encounter Bay with fat cattle, and this was his best market. He remembered 14 whales being caught in one season. Eventually Mr. Higgins went out of cattle breeding, and took on crossbred sheep on a smaller scale than marked his previous operations. He recalled Samuel Bed­ dome, the police magistrate, once keeping cattle. He bought some from Mr. Beddome, but lost all except those marketed by their making back to him. An intensively patriotic strain ran through Mr. Higgins's make-up, and he took a leading part in the military volunteer movement. Before he left England a relative said to him "If you enter the army you will have more gold on your coat than you will have in your pocket if you go to South Australia." However, he never regretted the choice he made. His military ardour was, for a long time, of the order of the Goolwa Rifles in the early sixties. He rose to the rank of Lieutenant Colonel, and had the military command over the whole district. The Goolwa Rifles were a very smart company, and formed part of the escort for the Duke of Edin­ burguh when he visited South Aus­ tralia. They volunteered for active service in South Africa, and offered to defray the cost of their transport. Governor Dalry was delighted with their spirit and zeal, but the Imperial Government refused to accept the offer. Mr. Higgins had a great opinion of South Australian bush­ men, and spoke sincerely when he said:—"My men were as hard as nails, insured to wind and weather and simple fare, and full of vim. They could sit a horse as wild as they made them. You cannot beat our best bushmen in any part of the world and they are all muscle and pluck." Mr. Higgins's military ardour was probably dampened by an experience he had following a dinner in connection with the opening of the Strathalbyn and Middleton railway on February 23, 1869. In responding on behalf of the volunteers to the toast of the "Army and Navy," he said he would have felt greater pleasure in reply­ ing had the volunteers been treated properly. But this was not the case. They had been ill-used and insulted in every way. Their Colonel Com­ mandant had been attacked, and not only his public but his private af­ fairs had been raked up, and a sys­ tem of espionage positively disgrace­ ful to the country had been practised. Evidence had been dragged from the gutter to vilify the force. Notwithstanding this, Mr. Higgins was second to none in loyalty to their Queen, and if necessary they would be found foremost in the de­ fence of their country. It was a crowded parliament, but those who spoke were in the days of plain speaking. Nevertheless the authorities took a serious view of the statement. Governor Ferguson directed Lieutenant Col­ onel Higgins to be informed that the services of himself and his troop as a guard of honour would be dispens­ ed with on the following morning on account of the language he had used. Later we read:—"Lieutenant Colonel Higgins has sent in to the Government an ample letter of apol­ ogy on account of the intemperate language used by him at the recent dinner at Strathalbyn. We believe the reply entitles a reprisal has been sent." Thus the Empire was saved again, and the sun continued to rise in the east! How harmless and trivial these teapot storms appear in retrospect! Mr. Higgins was a great travel­ ler. He went around the world three times. He was one of the best known men in the southern districts, and in 1860 sought election to the House of Assembly for Encounter Bay, but was beaten by Messrs John Lindsay and H. B. T. Strangways. It was said that he would have succeeded on that occasion had his sup­ porters on Hindmarsh Island been able to get across to the mainland to vote. Mr. Higgins died in the old Austral Club, Adelaide, on May 24, 1899, in his ninetieth year, and was buried at Currency Creek, whose father, Edward Bate Scott, was another old time pastoralist.
 WHEN Robe, the queen of South-Eastern watering places, was a much more important port commercially than it is to-day, George Ormerod was its reigning monarch. He was a pioneer pastoralist to his finger tips, and not only grew wool, but, as a merchant, traded in and shipped the staple. So influential did his business become that he was able to divert practically all the wool from the mallee and South-Eastern stations away from Portland to Robe, which, back in 1846, was dignified by the appointment of a Government resident (at a salary of £200 a year) in the person of Captain G. V. Butler, of the 96th Regiment. Loyau devotes 14 lines to George Ormerod, who is described as a man of untiring energy and perseverance that, aided by those qualities, worked his way up to a position of comfort, honor and influence. He was a member of an old Lancashire family, and was born at Rochdale in 1822. He arrived in Victoria in 1842, and soon afterwards travelled overland to settle permanently in South Australia.

The first pastoral property Mr. Ormerod held was the Naracoorte station, which passed into his hands from those of its founder, Alexander Stewart. Mr. Ormerod lived in a small reed hut on the banks of the Naracoorte Creek, where the home station was afterwards located. The run had an area of 87 square miles with a grazing capacity of 14,000 sheep. The original rent was 15/- a square mile, but this was eventually raised to a total of £966 per annum. Subsequent owners of the Naracoorte station were Messrs. William MacIntosh and Thomas Magarey, and in 1903 the Government cut it up for closer settlement. In connection with the recent “Back to Naracoorte” movement, Mr. Ormerod’s name figured prominently in the historical accounts of the district. He presented the town with the two reserves in the centre of it, and vested them in the following trustees with the stipulation in the deed of gift that they should not permit the erection of any house or other building on the property—Dr. A. T. Gunning and Messrs. A. Grieve, Adam Smith, T. Hinckley.
and David Simpson. The deed is dated September 14, 1871, and on January 26, 1881, it was transferred from the trustees to the District Council of Naracoorte.

Another station that Mr. Ormerod took up was known as Mt. Beal, consisting of 36 square miles inland from Kingston, for which he paid £93 16/ a year. Much of this run was covered with water during the winter, but at other times he could keep 800 sheep. Other country leased was an area of 60 miles west of Marcollat (£30 a year), 17 miles at Biscuit Flat (£8 10/) and 33 miles at Lake St. Clair (£16 10/). The rest of Mr. Ormerod’s pastoral activities were in conjunction with partners. He and Thomas Tilley (whose name is perpetuated in Tilley’s Swamp) had Avenue Range, Avenue Range North, Avenue Range West, and stations, comprising altogether 194 square miles of country, for which they paid £670 a year, and which supported 34,000 sheep, besides a much smaller number of cattle and horses. Avenue Range was on the property James Brown’s station, and was also known as Kalyra. The Kalyra Consumptive Home at Beaird was founded in 1884 by the executors of Mr. Brown at the request of his widow as a memorial to her husband. The same partners had two smaller properties known as Lake Bonney (six square miles and 1,100 sheep) and Rivoli Bay (13 square miles and 1,850 sheep), the head station of the latter being at Gilip. With Edward Stockdale, whose principal operations were at Lake Hawdon West, Mr. Ormerod occupied the Western run, 20 miles north-east of Guichen Bay. On this 6,000 sheep were depastured over 56 square miles, for which £274 16/ a year was paid in rent. The same two also had a third run, 64,000 acres, a proportion known as Mt. Benson No. 2, or Wongolina.

From the foregoing it will be seen that Mr. Ormerod’s interests as a pastoralist were considerable, and to these he added the business of a merchant and financial and shipping agent, with headquarters at Robe on Guichen Bay. His firm also established a wool dumping and shipping business at Naracoorte and Kingston when these two places were connected by rail. In its earliest days Robe was essentially a wool and pastoral port, and all the import and most of the export trade passed through the hands of George Ormerod & Co. Although it has since gained immensely in popular favor as a tourist resort, it is still the coolest retreats in Sout’. Australia during the summer—its prestige was greatly affected by the extension of the railway system elsewhere, and the opening of Kingston to the north and MacDonnell Bay and Beachport to the south. The best description of its good old days was written 56 years ago by the late Hon. Edward Elder in The Advertiser.” Mr. Ward anticipated the decline of Robe from the circumstances indicated above, but he added:—"Mr. Ormerod has, however, during the past few years, commanded so thoroughly the confidence and respect of the South-Eastern settlers that while his connection with the port—which he may be fairly said to have founded and nurtured—lasts, it is not likely to lose, in any material degree, the trade it has retained till now. I could name several settlers who send their wool 10, 15 or even 20 miles further than is now necessary (1869), in order to ship through the old house, and they will continue to do so until the name of Ormerod is taken down at Robe, or put up elsewhere. The Government of South Australia, in the future of the port, for in the year mentioned a new jetty, 1,022 ft. long, was being erected at a cost of £7,000.

In the first place Mr. Ormerod shipped his own and his clients’ wool direct from Robe to London, but later he abandoned that practice, because he found he could place the wool in the London market more cheaply and expeditiously by sending it per steamer to Melbourne, and thence to the old world in the clippers trading between those ports. For example, in 1865 the freight from Melbourne to London was £274 16/ a bale. A shipment of 7,076 bales was only one farthing per pound, the Port Adelaide rates at the same period being a fraction less than one penny per pound. In 1866 the Melbourne rates ranged from 1/6d. to 1/1d., while portage from Port Adelaide they averaged 1d. In addition there was the material advantage of quicker dispatch from Melbourne, owing to the greater number of vessels sailing thence. The fact that almost the whole of the wool of the South-East shipped by Mr. Ormerod at Robe went to Melbourne for final export accounted in a large measure for the Victorian tendencies of the district, which were nowhere more strongly exemplified than at Robe. Another reason given for the preference for Melbourne freights was that the wool was classed as “Port Phillip,” and thereby obtained a better reputation in the London market. From 3,584 bales in 1856-7 the wool shipments from Robe increased to 8,100 bales in 1866-7. The total value of the export through Mr. Ormerod’s hands for ten years from 1856 to 1865 inclusive was £1,096,700, of which £837,884 was represented by South Australian and £258,816 by Victorian produce. This included most of the clips from the Mosquito Plains and the intervening country. The Mount Schank, Dalgety & Co., and Geo. Ormerod & Co. at MacDonnell Bay was opened, but increased production elsewhere helped to maintain Mr. Ormerod’s prosperous business. The imports that he handled consisted for the most part of station goods, and these fell off largely when improvement enterprise on the part of the pastoral lessees waned during the period of uncertainty on the all-important question of tenure. The marketing charges which South-Eastern pastoralists had to meet are revealed from one of Mr. Ormerod’s advertisements, as follows:—Wool weights: Guichen Bay to Adelaide, 6/6 a bale dumped or not; Guichen Bay to Melbourne, 6/6 a bale dumped, 7/6 not dumped. Shipping charges: Receiving weighing, and shipping, 2/ a bale; lighterage, 6d. a bale; dockage, jetty tolls 2d. a bale.

The steamer “Ant” used to trade in the name of the Ormerod firm, and when the steamer Admella was wrecked in August, 1859, and Adam Lindsay Gordon had completed his famous ride from the locality of the disaster, he sent a telegram to Mr. Ormerod at Robe, and the latter dispatched the “Ant” to the wreck.

When Ormerod & Co. retired from the South-East the business was acquired by Messrs. John Grice & Co., and the fine wool store at Robe is now in the hands of these gentlemen. The name of the Ormerod firm, and the latter dispatched the “Ant” to the wreck.

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PASTORAL PIONEERS OF SOUTH AUSTRALIA.

THE prolific and highly respected family of Ragless occupies an honored place in the pastoral history of South Australia, and the career of almost any one of them would furnish a readable story. The subject of this memoir was a native of Sussex, and received his education and business training in Surrey. His father, John Ragless, Senr., was a sawmiller who took his wife and eight children to South Australia in 1838. The voyage was made in the barque Eden, 523 tons, (Captain W. Cook), which sailed from Portsmouth on February 26 of the year named with 225 passengers, who included Phillip Levi, the pastoral magnate, John Bentham Neales, and J. S. Bagshaw. Holdfast Bay was reached on June 24, 1838, and soon after arrival the family settled at Enfield. At that time the land in the neighborhood was timbered thickly with pine trees and was known to old colonists as Pine Forest. Sawyer Ragless and his sons at once set to work to cut down trees and convert them into slabs, for which a ready market was found in the rapidly growing city of Adelaide. This Enfield sawpit supplied the slabs used in the erection of the original Stow Church, and the timber was carted by one of the first bullocks imported into South Australia from Tasmania. The animal was purchased by Mr. Ragless Senr., and broken in. Its horns are still in the possession of a member of the family. As the land was cleared it was brought into cultivation, and a homestead having been built the family was soon in a comfortable position.

Having seen his father fairly settled, John Ragless Junr., with whom we are now concerned principally, determined to strike out in business away from the parental dovecot. He had learned the flour milling trade in England, and he purchased a farm at Gawler, in conjunction with which he built and worked what is claimed to have been the first mill established at the Colonial Athens. Curiously enough, no mention is made of this venture in either of the two histories of Gawler that have been published. Subsequently John

JOHN RAGLESS, Junr.
induced his brother Richard to join him in the erection of a fair sized mill at Gepp's Cross, and for some years a very profitable business was conducted, especially during the Victorian gold era in the fifties, when flour was bringing over £40 a ton in Adelaide. Unfortunately for the brothers, the extension of railway lines into the North had the effect of diverting most of the wheat for milling to Hindmarsh. The business at Gepp's Cross languished, and as was sold destitute in the neighborhood, was being cropped for hay, the brothers decided, after several unprofitable seasons, to close their mill, which eventually was destroyed by fire. The old cottages they lived in are still standing.

John Ragless quitted the milling trade and took to sheep farming on a large scale. Acting on the advice of his best friend in life, he, together with his brother Richard, acquired 250 square miles of country on the Eastern Plains and established the Yalpara station with headquarters about 22 miles east of what is now the township of Ororoo. That was in 1857 and two years later John's family was transferred to the North in a covered wagon. The journey occupied nine days. Years of very hard and expensive pioneering work followed. In the first place the country was covered with a thick growth of surface vegetation, and that yielded by wells was brackish and fit only for stock purposes. One well was fitted with a pump and steam engine, and most of the water used on the station for domestic purposes was condensed. The engine was the first of its kind installed at Gepp's Cross, and for some years a very profitable business was conducted and worked the Enfield mill at Gepp's Cross, and for some years a very profitable business was conducted by his uncles, George, Ben and Joseph Ragless. One of the brothers, Joseph, for instance, was killed in a fall when he was trying to catch a horse in a trap. The sympathy backing received at the hands of the Bowman Brothers. The savage drought referred to previously killed off 18 out of every 20 saltbush sheep on their sheep, and it resembled a widespread area of old oaks turning brown upwards. This section of the Ragless family went on undaunted by the cruelty of drought. Twenty thousand sheep on Milbraga and 532 sheep on Minburra. One thousand head died on one morning in less than three hours during the first rain that fell after the drought. It was so sudden, and the sunshine so long without rainwater. The country was purchased on the basis of 28/ a head for the sheep, "but there was misrepresentation in regard to water by the young man who sells in the office," which was a great inducement for Phillip Levi to bid against the Ragless Brothers for it. Many lambs were knocked on the head for the mothers. One of the brothers was associated with John Williams in the ownership of leases comprising 721 square miles of the old Black Rock run, and a Gazetteer of 1867 shows George, Ben and Joseph Ragless in occupation of the Balcarrie station, which grazed 9,000 sheep.

The brothers were very bitter about the alleged misrepresentation in regard to the water. They were unable to find springs said to exist, and the water that was available was as salt as the sea. A protest was made to Captain A. E. Freeling, the early Surveyor-General. Eleven hundred ewes were purchased from John Williams to replace drought losses, but they all succumbed to the trying conditions which so many northern pastoralists to their knees in the sixties. Money was borrowed to enable well-sinking and other improvements to be carried out, and with the return of a more normal rainfall the corner was rounded. There was 60 square miles of unallotted country, of which use was made, otherwise the Willochra Plains would probably have known the Ragless brothers no longer.
ONE of the most picturesque figures among the pastoral pioneers was Edward Meade Bagot, known popularly as 'Ned' - a man true to the type represented by the photograph reproduced on this page. In his speech he was blunt to a fault, but everybody seemed to understand him, and the news of his tragic death in 1886, if newspaper files of the period may be relied upon, stirred South Australians more greatly even than did tidings of the Egyptian War then in progress. These sketches have already dealt with the romantic career of Captain C. H. Bagot, who came out to South Australia with his family in 1840 from County Kildare, Ireland, together with a number of Irish agricultural laborers. It would appear that Ned Bagot, one of his three sons, was not much of a drag upon his father, because from 1846 onwards, although only 18 years old when he landed here, he was in possession of pastoral country along a remote stretch of the River Murray, known to this day as Ned's Corner, the nomenclature of which will be recognised readily. His property in that locality marked the boundary line between South Australia and Victoria, and lapped over to the territory of the other State.

The connection of the Bagot family with the discovery and development of the Kapunda copper mine is a matter of history. For a time Ned Bagot was accountant to the company, but accountancy was not his long suit. He was born for broad acres and butcher's meat and achieved such prominence in pastoral pursuits that when the now thickly populated Adelaide suburb of New Parkside was offered for sale as a farm, the advertisement stated: "Such a farm would be very suitable to such men as Charles Fisher or Edward Bagot — paddocks to which they might bring their stock when ready for market." The latter's fame as a pastoralist is mentioned chiefly in association with Ned's Corner station and an even better property called Beefaces, situated on the banks of the River Torrens in the hundred of Yatala, within five miles of Adelaide. The possession of these two areas admitted of a fine concerted scheme for the marketing of prime beef. From official records, one is apt to be misled concerning the nature of Mr. Bagot's operations. The carrying capacity of his country is expressed invariably in sheep, and yet from evidence given by Mr. Bagot before a Select Committee appointed in 1860 to report upon the working of the Assessment of Stock Act of 1858, it would appear that his interests were largely concerned with great stock. Mr. Bagot told that body that he had 78 square miles of country on the Murray, consisting of mallee and quondong areas and indispensable river flats. "No water; winter country," is the terse official description of his holding, for which he paid the South Australian Treasury £49 a year.
spread of years, his leases were too heavily stocked. His cattle had been "dying on him" for three years, and for the past 18 months he had not paid his way. He was assessed at the equivalent of 16,800 sheep, but his land was too stubby for sheep. It extended 4 to 7 miles back from the Murray. Higher up on the river system Mr. Bagot also held Moorana, which he sold to the New South Government, who converted it into a police station.

Beeacres consisted of only 2,911 acres, but it was and is a very choice country. Mr. Bagot bought the estate from Mr. Eardley Haywood, and used it as a cattle depot in conjunction with Ned's Corner. There store bullocks were "topped up" for the Adelaide market, and the owner enjoyed a golden dividend during the return of South Australia's population from the Victorian digging. The River Murray country was sold to Mr. C. B. Fisher. That Mr. Bagot was a much bigger pastoralist than these facts would indicate, is shown by a return furnished to Parliament in 1877, wherein it is stated that he held eight leases covering an area of 464 square miles, of which 306 miles was unstocked, while on the remaining 98 miles, for which he paid the Crown £66 16/4 per annum, he claimed 7,700 sheep and 53 cattle. Figures were very precise in those days. After giving up the Ned's Corner country, Mr. Bagot started in business in Grusham St., Adelaide, as a "cattle and commission agent." His advertisement in the press shows that he conducted fat cattle sales every Monday at the Mile End yards, and fat sheep sales every Wednesday at the Adelaide Sheep Market, with "sales of stores and cattle negotiated." He responded on behalf of the stock salesmen to the toast "Success to the New Cattle Markets," when those markets were opened in Adelaide in May, 1880. They were afterwards abandoned upon the advent of the Municipal Abattoirs.

Mr. Bagot entered into partnership with Mr. G. Bennett in the Pooalamaca station in the Barrier Ranges of the border of New South Wales and South Australia, and in a business combining tanning, fellmongery, boiling down works and a meat extract manufactory at Thebarton. The GB brand of meat extract was once quite a famous product.

It has been said that Edward Bagot would have become one of the wealthiest men in South Australia but for the abiding faith he exhibited in North Territory gold-mines. He lost heavily in such ventures, but never abandoned his trust in the future of what was then South Australia's dependency, and he was one of the founders of the Northern Territory Association. The crash came in 1870, and auctioneers' advertisements of the period are sprinkled with announcements of the disposal of leases of Bagot and Bennett. At White's Rooms, Adelaide, the Beef-accres estate of 2,911 acres was auctioned by J. H. Parr, and passed to the bid of John Hart at £13 an acre, the total representing a sum of £32,600. There were mortgages on the property amounting to £3 9/8 an acre, held by the Savings Bank and W. H. Marturin. Messrs. Townsend, Botting & Co. sold the tannery, boiling down works and fellmongery. Mr. Bagot bought back the first-named two, and Mr. Edward Spicer the last-named. Of meat extract 120,000 lb. was sold at 6d. a pound. Pooalamaca station was of about 900 square miles and carried 34,096 sheep, "some of Marchant's Edowier breed and some by Booborowie rams." Bidding at the sale was not brisk on account of the dry season. Another circumstance was that every person who entered the auction mart was presented with a document signed by a certain lessee in the Barrier Ranges protesting against the sale of a large portion of the property on the ground that he had claims on the leases of the blocks, which claims he was urging on the Government of New South Wales, Mr. Parr, the auctioneer, asserted that Messrs. Bagot and Bennett had a clear title to the leases, and warned the objector that he was rendering himself liable to an action for damages in seeking to prejudicially influence the bidding. The result of the auction was that W. D. Glyde bought Pooalamaca on behalf of W. H. Marturin. Mr. Bagot erected a telegraph line at a cost of £38,000. Two years after his death the business of E. M. Bagot & Co., stock and station agents, and that of Messrs. Shakes & Lewis, were merged into the limited company of Bagot, Shakes & Lewis.

Mr. Bagot's mare Little Joan ran third behind the Victorian owners Falcon and Roebuck. Later Cowra, a little grey mare, landed the Adelaide Cup twice for Mr. Bagot, and was then retired to one of his stations on which she wandered away never to be seen again. Her owner's racing connection with the turf practically ceased with the retirement of Cowra. The S.A.J.C. became disorganised temporarily in 1860, but upon the new committee being formed Bagot fulfilled the duties of judge at Morphettville with great satisfaction to the public. For some time he was chairman of Tattersall's Club. Although a firm believer in the totalizator he had very little sympathy with betting.

Mr. Bagot was held in such universal esteem that the community was staggered when, in July, 1888, his mysterious disappearance was announced. On Saturday of that month, he attended a gathering of the Adelaide Hunt Club at Hilltop, Magill, the residence of Mr. H. E. Downer, at which Governor Robinson of S.A., and Governor Lock of Victoria, were present. Early in the evening he left the city for his home in North Adelaide with the intention of taking his wife to the theatre. Subsequently it was learned that he fell while alighting from a tramcar, and was partially stunned. In that condition he appears to have wandered out to the Yatala Stockade, where he fell into a quarry distance of 31 ft. His poor, battered body was not discovered until August 2. Meanwhile Police Commissioner Peterswald offered a reward of £50 for information concerning his fate, the River Torrens was dragged, and a search committee was formed with Mr. John Barker as chairman. The funeral cortège to the North Road Cemetery comprised 200 carriages, including those of the Governor and the Chief Justice, and was headed by 100 members of the Butchers' Association on foot, led by President Conrad. The Legislative Council adjourned for the mournful event, but the Attorney General of the day (Sir John Downer) declined to agree to Mr. Ebenezer Ward's motion that the Assembly should do likewise, although he acknowledged that Mr. Bagot was "a perfect model of what an Englishman ought to be." In conclusion it may be mentioned that in 1870 Mr. Bagot accepted a contract for the erection of the first 512 miles from Port Augusta of the telegraph line at a cost of £38,000. Two years after his death the business of E. M. Bagot & Co., stock and station agents, and that of Messrs. Shakes & Lewis, were merged into the limited company of Bagot, Shakes & Lewis.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

SOUTH-EASTERN pastoral records are inseparable from the good name of William Allen Crouch, who was born near London on December 24, 1821. He was the son of Edmund Allen Crouch, F.L.S., the author of some valuable books on conchology, mineralogy and other scientific subjects, and an artist of considerable ability. William received a good commercial education at Hampstead. He had intended to follow the profession of an architect and with that end in view he served two or three years with his uncle, Sir William Tite, President of the Architects' Society of England. Then a fire destroyed his plans and equipment and Mr. Crouch was so disgusted that he decided to migrate to South Australia, whither a brother (George Godwin) had proceeded several years earlier. Another brother (Charles Frederick) made the voyage with William in the ship Templar in 1845. Other passengers by the same vessel were William Fowler, whose colonial life has already received attention in these articles and George Glen, who with William Vansittart, founded Mayurra Station in the South East and married Bishop Short's daughter, after whom the flourishing town of Millicent was named.

William Crouch entered upon a pastoral career almost as soon as he arrived in Adelaide. He took up a run between Angaston and Freeling, and stocked it with sheep. Upon the advent of German settlers in the neighborhood he sold out, and went to the district of Portland, Victoria to further engage in sheep farming.

He held country from Double Corner to Dartmoor, but soon had to give it up on account of the wild dogs. The year 1849 found him back in South Australia. He joined his brother Charles at Rivoli Bay and remained there while the latter resided in Mount Gambier, the pair having bought the business of Mr. P. Moore, who erected the first store in the Mount. It was situated on the eastern side of what is now known as Watson Terrace, south of the entrance to Jens's Town Hall Hotel stables. The building has long since been demolished. In 1851, William Crouch took over the storekeeping business and continued to conduct it with success on his own account. Two years later he married Miss Jane Fitzgerald. In 1857 he erected a fine building in Commercial Road.

WILLIAM ALLEN CROUCH

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William Allen Crouch

During Mr. Crouch's residence in Mount Gambier he took a keen interest in everything pertaining to its benefit. He was postmaster for many years, took part in local government affairs and was agent for the National Bank of Australasia until Mr. William Gray arrived to open a branch office. Mr. Crouch was one of the first members of the Victorian Road Board, and continued on it until its disbandment, when he entered the Penola District Council as representative of the South Ward. He was a recognised authority on the early history of the South East and definitely located the site of the hut which, in 1839, Stephen George Henty erected for his stockmen between the Valley Lake and Browne's Lake. This was the first white man's habitation built in the district, and the site of it is now marked by an inscribed memorial stone of Mount Schank basalt. This was laid a few years ago by Mr. W. H. Henty, a grandson of Stephen George Henty, when he was in Mount Gambier as an engineer connected with the construction of the railway to Heywood. During the ceremony he quoted the following from his grandfather's reminiscences:—"My husband was the first white man who stood on the border of the Blue Lake at Mount Gambier. He said he had not caught the fiddling of awe he had at coming suddenly on the blue water in the wilderness."

Writing a few reminiscences for the "Border Watch," 42 years ago, Mr. Crouch said:—"I visited Mount Gambier in 1847. It was then a beautiful park-like country not disfigured by fences. The only house was a slab one occupied by the police—Sergeant MacCulloch in charge. The police used to patrol the district, going from station to station. One of the most popular among them was Bob Kewley, a well educated, refined fellow, who always made a point of visiting the stations that kept a keg; he said those persons deserved protection! I went to Rivoli Bay and found Mr. James Smith there. He kept a store and was shipping agent. A public house was erected by Mr. Whelan, but the blacks burnt the first one erect." Mr. Crouch took great interest in the question of draining the Millicent district, and by his constant advocacy the Government were induced to cut a drain through the narrow neck of Milne's and English Gaps. When the true extent of the drainage system was extended and a sea of water gave place to intense and prosperous culture on more than one occasion Mr. Crouch saw water running over Narrow Neck Ridge. He marked a road from Reedy Lagoon, near Penola, southwards by what is now Tarpeena and across the Dismal Swamp to Mount Gambier and to define the track he paid teamsters to drag limbs of trees behind their vehicles. The road to the Punt went by Mount Schank homestead, so he marked out a highroad to the head of the channel and put up a public house. After several attempts, but it was afterwards spoiled by surveyors who did not follow the track, but laid out sections in squares, with the result that the local authorities have had to incur the expenditure of thousands of pounds, which could have been obviated, in cutting hills and filling up valleys. Like his father, Mr. Crouch always took an interest in geology and mineralogy, and he treasured a presentation copy of the Rev. Julian E. T. Woods's standard work, "Geological Observations in South Australia," on the front page of which the author had written:—"My dear Crouch, I dare say you will remember the old days when you and I went fossicking on Mount Gambier and it did not become the important place it is now. I am sure you know how much I valued those old days, but I doubt if you know how much I thank you for the aid and sympathy you gave me in those early beginnings and for which I wish you to accept this volume as a feeble expression of my re-collection of both!"

Mr. Crouch died at Lowan in October, 1899 at the age of 78 years, and his wife in June, 1916. Both were interred in the Mount Gambier cemetery, where also rest the remains of four sons and two daughters. The surviving members of the family are Mr. Edmund F. Crouch, the second white boy born on the land now comprised in the corporate town of Mount Gambier, Mrs. W. F. Parker of Buckalow, New South Wales, and Miss Crouch of Seacliff. Mr. E. F. Crouch is a man of commendable public spirit. He has placed at the disposal of the Archives Department of the Adelaide Public Library as a most handsome collection of family papers and photographs. He has always been one of the moving spirits of the Mount Gambier Old Residents' Association, and there is no better authority than himself on the early history of the South East.

In connection with the jubilee of the proclamation of Mount Gambier as a corporate town a "Back to Mount Gambier" movement is being organised for 1926, with Mr. Edmund Crouch as one of the principal workers, and the campaign could not be in better hands. He has a fund of information about the old-timers of the South East and has collected from far and wide quite a gallery of photographs. For some years he was manager of Mr. J. Ellis's pastoral interests in the Mount Gambier district, and another secret which those that members of the local Agricultural Bureau included the property in their rounds of inspection.
On September 1, 1838, there sailed from Cromarty Bay, Scotland, a ship called the "Boyne" (Captain Richardson), having on board a band of Highland folk from Lochaber, Invernesshire, mostly young married couples. For the great majority of them it was indeed a case of "Lochaber No More," but many a worse second choice than South Australia might have been made. Among the emigrants were Mr. and Mrs. Ewen Cameron, who eventually settled in the south-east of South Australia, and whose memory deserves to be perpetuated because of the honorable and valuable contribution they made to the toilsome pioneering of the State. The "Boyne" arrived at Sydney on January 1, 1839. A welcome break in the long voyage was a stay of several days at Cape-town, where fresh provisions were obtained, and the passengers were able to enjoy oranges in abundance and cheapness. For a time Ewen and Ann Cameron lived with the former's uncle at Parramatta, near Sydney, where their eldest child, a daughter, was born. From there they moved to Duntroon, then a large pastoral property owned by Mr. W. Campbell, and managed by Mr. Donald Kennedy. A second daughter was born to them at Duntroon. In 1843 Mr. and Mrs. Cameron decided to settle in Victoria, and with some friends, they started upon the long overland journey in caravan fashion. Mrs. Cameron and her children travelled in a tilted cart. Bullock drays carried provisions and household goods, and the men drove a small herd of cattle, mostly milking cows. The reality that fresh milk was obtainable daily represented one of the few comforts of the trip. The journey occupied six weeks, and, of course, involved much hardship on the part of everybody concerned. The Camerons settled first at Moonee Ponds, and went in for butter making. In 1845 they moved to Hamilton, where Ewen Cameron's brother Donald, known afterwards as Morgiana Cameron, was then the owner of Mount Sturgeon Plains station. At Hamilton, in the western district of Victoria, they went in for grazing, and had to employ quite a number of men to shepherd the sheep by day and yard them at night. Portable watch boxes were then used by the shepherds, who frequently slept in them. Dingoes were very numerous, and the aborigines were fierce and warlike, and when they acquired a taste for mutton they preferred it to their own natural food. On one notable occasion the blacks stole about 50 sheep from a neighboring station, took them into the Grampians, and broke their legs to prevent them from getting away. There the owners found what was left of them. The niggers were not encouraged to frequent the settlements, as they outnumbered the whites by hundreds, and were cunning and treacherous. One night a band of natives arrived at the Camerons' home station armed with spears and other weapons, and demanded that a black boy from another tribe, who lived with the white people, should be given up to them. At first the request was refused, and the house had to be barbecued. The men standing all night with their guns at loopholes. In the early
daylight, being afraid to venture too close, the blacks tied pieces of burning bark to the end of their spears, and threw them into the river, which was too deep for them. Certain destruction of the home seemed at hand, and so the whites reluctantly gave up the black boy to the hostile visitors.

A flourishing town of Hamilton was then in the embryo stage, and the place of business was Portland, whether the wool was carted by bullock teams, the drays being loaded on the return with a year's supply of flour, sugar, tea and other stores.

In 1848 reports of new country beyond the Glenelg River induced many people in Western Victoria to explore over the border. Ewen Cameron and a party of friends set out with stock, and travelled as far as the River Murray, which was still largely unknown. Mr. Cameron found what he was looking for in that direction, but he bought a small place called Stone Hut near Lake Hawdon, 12 miles from Guichen Bay, now better known as the Pool. He bought his sheep and cattle over from Victoria, but the venture proved unfortunate. Coast disease was unknown to inland Victorian settlers, and those who migrated to the littoral region of the south-east of South Australia suffered great reverses, which might have been ameliorated by shifting to healthy country. The Camerons were able to save only a few of their young stock, either sheep or cattle. They went out of Stone Hut in 1851, and another journey over bad roads brought them to Wattle Range, in which now the hundreds of Sheep. Here they secured the help of a man named McIntyre (not the one who was manager for the Leake brothers) 26 square miles of country which he had been unable to improve, and who remained with stock were compelled to work almost single-handed. Some of them were able to secure the help of the natives who were no improvements of any kind on the property, and it took many years of hard struggling to establish a home there. In 1851-52 the Victorian gold rush—it crops up in these articles nearly as often as that wretched old drought of the sixties—enticed practically every man with a year's supply of flour, sugar, tea and other stores.

The Wattle Range was the settlement nearest to the Wattle Range, an hotel and a store being built there by Alexander Cameron, who was a cousin of Ewen Cameron. A good many teamsters made Penola their headquarters, steered to Robe, and brought back station supplies, their arrival being the event of the year. Wattle Range was on the direct road from Penola to Robe, and the northern portion of the run saw considerable traffic. In 1852 great excitement was caused by the arrival of a vessel at Guichen Bay, having on board hundreds of Chinese, who, to escape the poll tax levied in Victoria, landed at the little port named, and walked across the border to the diggings carrying their bamboo baskets on poles, while bullock drays and bullock baggage. The Chinese crossed the border before Penola, and made their way to Ballarat and other diggings without meeting any tax collector. As many were then camped at one time in tents at night near the Wattle Range homestead, their foreign ways and language giving the children much amusement. For years Chinese characters were seen on the bark of gum trees along the roads, representing information for their friends coming after. A good supply of rice was carried, otherwise the Chinese would have had a bad time. The blacks did not like them, scorning their color and their pigtail.

Ewen and Ann Cameron experienced a long period of strenuous work and anxiety. Scab was prevalent and caused so much expense in treatment. The homestead is one of the typical early day sort, built on the bank of a swamp. The surrounding land is clad with gum trees along the roads, representing information for their friends coming after. A good supply of rice was carried, otherwise the Chinese would have had a bad time. The blacks did not like them, scorning their color and their pigtail.

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TWO splendid pioneer squatters, among the best the South-East of this State has ever had, were those enterprising brothers, Henry and Derwas Jones, owners of Binnum Station, and of an extensive tract of country known as Tallagiera, in the vicinity of the Victorian border. Both were big, powerful resolute men, younger sons of a Shropshire house, and were educated at Shrewsbury School. They arrived in Australia about 1842, and lost no time in getting into pastoral pursuits. Kilmore, where the flourishing Victorian town of that name now stands, was their first selection. Finding, however, that that country was not up to their expectations, they disposed of the property with the object of treking westward.

Fitting out in Melbourne with bullock dray, horses, sheep and cattle they proceeded on a long and anxious journey determined to travel until they found good, unoccupied country. Eventually they camped at Binnum. This must have been about 1844, possibly earlier. It is understood that they were the first white men in that part of South Australia. Henry and Derwas Jones were true pioneers, facing the early settlers' struggles and hardships with indomitable pluck and resource, and successfully combating the troubles with the blacks, who were long a serious menace to the sheep and cattle breeders of those far-off days. All labor employed by the Jones brothers comprised ticket-of-leave men, with the exception of Howarth, a Bradford wool expert, who became well known in after years, and whose services as a classer were much sought after. The brothers soon established themselves at Binnum, not a great distance from the present town of Naracoorte, and were engaged in a big way. They also extended their operations further east, taking up pastoral territory which was afterwards found to be in Victoria. The western Wimmera district holdings by the two brothers were known as Tallagiera North and Tallagiera South. The former covering an area of 22,000 acres, with grazing capacity for 661 head of cattle, was situated on the northerly drainage of Lake Cadnite, about 30 miles north of Apsley. Tallagiera South comprised 37,000 acres, with a grazing capacity of 1,110 head of cattle, was situated on the northerly drainage of Lake Cadnite, about 6 miles nearer Apsley. At Binnum and on their more easterly Tallagiera cattle runs, the gum morticed posts used in the fencing and rails were split by the station owners assisted by the ticket-of-leave men. Station supplies were obtained from Ormerod's store at Robe, 90 miles from Binnum, whence they were got by bullock drays twice a year. These plodding, dauntless pioneers had a hard struggle to pay their way for some years. Ballarat diggings
proved a veritable godsend to the brothers, for these goldfields provided a certain market for sheep and cattle and fat stock rose to fabulous prices. Derwas undertook to bring the sheep to Ballarat, and brought stores, while Henry augmented the stations. All sheep were of course shepherded. Henry's eldest son Redmond H. O. Jones, now of Metung, Gippsland, informed the writer of this article: "I can distinctly remember the whole watch boxes used as sleeping places by the shepherds; they were shingle roofed, quite narrow, and slightly longer than a man. A board came out in the centre and the shepherd propelled his home from camp to camp by fixing the watch box on an axle. A wheel coming through where the board had been lifted out of the centre, it could either be pushed or pulled. Uncle Derwas gave me one of the modes of comedy concerning those early times. Howarth, the wool expert, was then a shepherd for father. The Blue Cap mob of bushrangers came to his watchbox after he had turned in and dismissed the different modes of killing him; they were not in earnest, but Howarth got a scare. Watching his chance, which they took care to give him, Howarth slipped on his shirt and ran four miles minus boots to the station in a state of collapse. He was a great sprinter on short legs, and very fat. The bushrangers pursued only a short distance, doubtless too merry over their joke. Blacks were numerous and fierce, and for a long while in the habit of spearing sheep and cattle. Later they became friendly, though they proved very troublesome to the squatters in the early years. The old slab hut at Binnum was of perfect armorial, containing several D.B. loading Manton guns, numerous pistols and rifles of the flint and steel age. The windows of the hut, or rather the openings, for there were no window panes, were heavily barred with strong gum bars and closed with shutters of similar material.

We get some idea of Binnum or "Binnum Binnum," as the run was known, by glancing at the Parliamentary return of Goyder's "South-Eastern experiences: "The grandest time I ever remember having in all my life was a trip from Northfield to Wynam to Penola Picnic Races. This was an annual affair. All the country people round for a hundred miles used to come to Penola for this meeting. . . . There were always two days' regular racing and an off day, making three of it; also two race balls, and on the third night a tradesmen's ball. The squatter folk in the district were a splendid lot." Mr. Fetherstonhaugh mentions the name of several of them, and states: "There was also Harry Jones, of Binnum, and his family. Harry Jones was the swell squatter of the district—you must not go to Binnum without your touches of the original owners of the property then was 30 square miles; the total rent and assessment per annum was £59 4/2, and the station carried 28,000 sheep, 900 cattle, and 7 horses on this and adjacent runs. The estimated grazing capacity was for 7,000 sheep or 233 per square mile. The run consisted of about six miles of stringy bark gum, heath and ferns, and 24 square miles of fairly to well grassed low forest rises and flats and Biscay land. Unfortunately, the sheep at that time suffered from foot rot. The improvements were valued at £4,405. The wool from the station was shipped at Guichen Bay. Derwas sold his half share in Binnum and Tallagieria to his brother about 1857, and returned to England. Henry Jones loved stud sheep. A notable prize winner was the animal Grimes. The owner of Binnum was a great lover of good horses, and bred many fine animals, several of which were celebrated on the turf, notably Lord Harry, the Welshman, the Dun, grandson of the owner's hurdle horse Blue Mountain. Lord Harry and Blue Mountain could be traced back to a mare left on Binnum station by the Blue Cap Gang of bushrangers, and was never claimed, although she was well advertised in the newspapers of the day. Henry Jones never raced horses. He ran greyhounds at the first two Naracoorite Waterloo Cups and won both with his dog Jason, which was bred by himself. In 1878 the widow of Henry Jones now residing in England, in her 94th year, published a book of her experiences of life in the bush, entitled "Broad Outlines of Long Years in Australia." It is the writing of a cultured lady, and is of absorbing interest. The chapter headed "Shadows," before misfortune fell upon the station owner, and Mrs. Jones and family left for England, is a description of the coursing events.

The old-time squatter, Cuthbert Fetherstonhaugh, writes in his highly interesting volume "After Many days" (published 1918) of South-Eastern experiences: "The oldest son, Redmond, was at Clifton College when he learned of his father's difficulties, and at 17 started to make his own way in the world. He returned to Australia and received a good grounding in the stock and wool business. In 1884 Mr. (now Sir) John Grice sent him with horses to Manfred Downs, Queensland. He was 46 weeks travelling thither from Albury. With Maelstrom he won the Toorak Handicap in 1891. After some years on the Western Australian goldfields he joined the South African Light Horse in the Boer War, serving with Colonel Byng, now Governor-General of Canada, and was twice wounded. Back in Australia in 1908 he bought a farm on the Gippsland Lakes, where he again resides, and after spending from 1914 to 1921 in England "doing his bit" for his country. His brother, Colonel Caton Jones C.B., served with distinction in the Egyptian and Boer Wars, commanded the 54th British Field Hospital in India, and in the late war was in the Retreat from Mons. The youngest son, the late Goring Jones, C.M.G., D.S.O., 2nd Durhams, rose in the European War from Major to Brigadier-General. He was appointed to the important command of Quetta, India, later invalidated to England and died in 1919. A sister, Mrs. Brewer, resides in Sydney, and another sister, daughter of Henry Jones, is the wife of the Rev. J. M. Chitty, of Yockleton Rectory, Shropshire, England.
JAMES STEIN

THE subject of this notice was quite a distinguished man who could claim an indirect connection with royalty. He was a son of Mr. J. J. Stein, of Kilbogie, Scotland, who was a member of the House of Commons for Bletchingley, and his sister Anne was the Countess of Fife. James Stein throughout life had the bearing of an aristocrat, but pastoral pioneering came alike to all, and he finished among the beaten contingent. We first hear of him in 1839, when, in company with Messrs. Evelyn Sturt, Campbell, Hardy and 24 other men, he made the journey from Bathurst to Adelaide with 5,000 sheep and cattle, the party being the first to run the River Murrumbidgee down with stock. Sturt has told how, on this long trip, the air would sometimes resound with the chatter of birds, the lagoons swarmed with ducks and other game, and the travellers would obtain temporary relief from a temperature of 110 degrees in the shade by a plunge in the River Murray.

He was impressed by the skill of the aborigines in capturing game, and wrote: "They catch vast numbers of ducks in a most ingenious manner. The lagoons run for some length, narrowing at the end, where the trees close in. Two or three blacks plant themselves near this narrow pass, having extended a large net from tree to tree. The other blacks proceed to the top of the lagoon, driving the ducks before them. As they fly by the ambuscade the two or three blacks who have spread the net throw their boomerangs whizzing over the heads of the ducks, which (dreading their enemy, the hawk) make a dash under the trees, strike the net, and fall as if shot, when the natives dash in after them." Such were the conditions along the Murray when James Stein first knew it. The overland party he was with escaped molestation at the hands of the blacks, but the journey had a sensational ending as the result of a shortage of provisions, the circumstances of which have already been described in the notice devoted to Evelyn Sturt. Soon after the completion of this journey, Mr. Stein attended a ball and supper given in Adelaide by Mr. E. J. Eyre and other overlanders, and is described as having been the life and soul of the party. This old-time entertainment is notable from the fact that the hosts were sued by the caterer, Mr. Allen, for £180 expenses, that he alleged had been incurred. Small wonder that litigation followed in view of the fact that Mr. Allen charged 5/- for a pickled tongue, 1/- for a roast goose, 10/- a pair for pigeons, 14/- a pair for fowls, 6/- a dozen for...
eggs, and 3/6 a pound for butter.

He got a verdict for much less than the amount he claimed.

Apart from his pioneer overland stock ventures, Mr. Stein's first real entry into the pastoral business appears to have been made early in 1840, when he squatted around the head of the River Wakefield. One account says that he had Mr. Oakden as a partner. The late Mr. T. R. Bowmen, in an interview, said he found Mr. Stein in possession of the country where Farrell's Flat is now located. There is a rise in the hundred of Kooringa, known as Stein's Hill, which serves to indicate the whereabouts of his broad acres. Part of his holding afterwards became more famous as John Samuel Way's Kadunga Estate, which at one time also belonged to the Burra Copper Mine proprietors, who used it as a depot for mules and a resting place for overburdened teams.

Mr. Stein's operations were on a pretty large scale for those days, because an 1844 Directory in the possession of Elder, Smith & Co. Ltd. shows him to have been the owner of 2,600 ewes, 400 wethers, a few head of cattle, and ten acres of wheat around the head of the River Wakefield. He also joined hands with his old friend, Evelyn Sturt, in his operations at Meadows, in the Mount Lofty Ranges, where one early return shows the stocking to have included 513 ewes.

James Stein was a good sport. He is described as a gentleman of many polished manners, and as an accomplished cross-country rider, having figured victoriously in many an exciting steeplechase. McLean's reminiscences, published by the local Geographical Society, mention him as one of the promoters of the first race meeting held at Clare. The others were Messrs. E. B. Gleeson, George and Charles Hawker, J. B. Hughes, Charley Green, Harry Rice, John Horrocks, Hogden and Jacobs. Part of Mounted Constable McLean's duty was to patrol the pastoral stations on the Rivers Light and Gilbert, the Burra Creek and Mount Bryan. This pioneer race meeting was held at the end of 1841, before the township of Clare was laid out, and when Gleeson's house and shepherd's hut were the only buildings in the locality.

Mr. Stein also holds a definite place among the pastoral pioneers of Mount Gambier, whither he followed Evelyn Sturt, and the "Stock and Station Journal" is indebted to Mr. E. F. Crouch, secretary of the local Old Residents' Association, for the portrait reproduced on this page. Mr. Crouch has in his possession an old ledger which belonged to his father, an early pastoralist and storekeeper in the South East, and the first entry in it, dated April 5, 1852, shows James Stein as the purchaser of 3/6 a pound for butter.

He and Evelyn Sturt were two of the first members admitted to Freemasonry in South Australia, per medium of the Lodge of Friendship; Captain John Finnis, another prominent overlander, joining at the same time. Inspector Alexander Tolmer, writing in 1882, says of Mr. Stein: "I last saw him about six years ago at Mount Gambier. Poor fellow! He was reduced almost to destitution. When he heard of my being in the township, he immediately called at McKay's Hotel, and sent in his card; but when I interviewed him I was shocked at the change from other days. His former well-knit and smart figure was then attenuated, with hollow cheeks and grey hair. The dress he wore, although scrupulously neat, was perfectly threadbare. He then, in a most doleful strain, imparted to me his reduced pecuniary circumstances, and said he had applied for some employment under Government, but threw out repeated innuendoes that the Blue Lake would end his troubles unless something quickly turned up. I, of course, endeavored to cheer him up to do, and to dissuade and divert him from such thoughts, but he dolefully shook his head. I then invited him to join me in a glass of wine, which he willingly accepted, preferring, however, brandy, after which he insisted I should have another glass at his expense, and thereupon called the waiter, and gave the order in that pompous and authoritative way peculiar to him, as if possessed of an income of £5,000 a year. There are none so deaf as those who won't hear, and so it proved on this occasion, the waiter appearing not in a hurry to replenish the glasses. Prompted by a desire to spare poor Stein the vexation of being refused, I apologised for leaving the room for a few moments, and then conferred with the waiter, who told me that he had orders from his employer not to supply Mr. Stein with anything unless he paid cash for it. Then told him to bring the glasses as ordered immediately, for the payment of which I would be responsible, and returned to the parlor, and when the drinks were brought in Stein gave the winner's card, meaning that the charge was to be added to the score.

A day or two after the above incident occurred, Inspector Tolmer met an old friend, Mr. George Glen, and told him of the deplorable condition to which Mr. Stein was reduced, and suggested that something ought to be done for his relief. Mr. Glen explained that that was a delicate matter, and difficult to accomplish, because, if an attempt were made, his unsubdued pride would resent it as a gross insult. However, he learned that a Mount Gambier tailor, who had Mr. Stein's measurements in his book, should make a suit of clothes of the very best material to exactly fit Mr. Stein, and to expose the suit in his window. Later Mr. Glen and Mr. John Riddoch, by arrangement, met Mr. Stein and invited him to take a stroll with them in Commercial Street, when suddenly the trio stopped opposite to the tailor's window, whereupon Mr. Glen remarked: "That's a nice suit, and it's for sale, too. Now, I'll bet £5, and the suit into the bargain, that those garments will fit me better than either of you." "Done," said Mr. Riddoch, and "Done" said Mr. Stein. The three men then entered the shop, and were shown by the tailor, who was in the joke, into a spare room. Each in turn tried on the suit, which would fit neither Mr. Glen nor Mr. Riddoch, who were both on the corpulent side, but fitted Mr. Stein perfectly. Amid much merriment the lastnamed was declared the winner. He pocketed the £5, and continued the walk wearing the new suit, without mentioning the least clue of the delusion. It is a pretty story, and one which does credit to those responsible for such a kindly action. The Rev. J. Blacket, in his research into the history of Mount Gambier, ascertained that Mr. Stein was eventually reduced to keeping the pound at The Springs, on the way to Millicent, and that after his death he was buried in a pauper's section to station until Mr. Glen provided him with a hut and met his necessities. In an official way he was connected with an almost forgotten tragedy of 1853. The ship Jane Lovett ran ashore near Cape Northumberland, and the captain (Broadfoot) was left on board. Upon the vessel being visited by a South-Eastern resident some days later, the skipper was found to have been murdered in his bunk. Two hutkeepers (Crawford and Stephens) on Mount Schank Station were arrested in connection with the crime, which had arisen from the desire to plunder. They were believed to have been convicts from New South Wales. Crawford escaped from the police, and was never recaptured. Mr. Stein was a justice of the peace, and it fell to his lot to conduct an inquest on the body of the murdered mariner.
A MONG those who helped, by industry and example, in the early days of the colony, as it was then called, was the late Mr. Francis Treloar, of Watervale. As the name suggests, he came from the south of England. Having to push out for himself early in life, he obtained employment chiefly on farms, but having a desire to travel, in 1842 he shipped for Tasmania in a sailing vessel, the trip taking 102 days. After a stay there of 18 months, he went to Sydney, where he remained two months, and then shipped for Port Adelaide. Finding it difficult, on account of scarcity of money principally, to make much headway, he decided to go to the Cape of Good Hope. The voyage was a rough one. On arrival at the Cape he was induced to go inland, where there was trouble with Kaffirs. After 12 months service, gaining his discharge, he sailed for England. After visiting his birth place, Penzance, he shipped aboard "The Sibella," 721 tons, bound to South Australia, which he resolved to make his future home, the voyage out lasting 136 days. On the ship was a Mr. Walters, who was being sent out in the interests of the Patent Copper Company, and to supply financial help in the development of the newly discovered Burra Burra Mine. Shortly after arrival at Port Adelaide Mr. Treloar was employed by Mr. Walters, who quickly set to work and laid the foundation of what afterwards developed into smelting operations at the Burra. In all Mr. Walter’s trips to Burra and also to the Gulf (now Port Wakefield) their shipping port, Mr. Treloar accompanied him, and having a keen knowledge of horses, was entrusted with much of the early purchasing of horses for the mines.

In 1851 when the first Council was appointed under responsible Government in the State, he accompanied Mr. Walters to Clare and Burra, working for the return of Mr. W. Younghusband for Stanley and Mr. G. S. Kingston for Burra. Later when the Victorian diggings broke out in 1851, all able-bodied men left the Burra district and work in the mine was practically stopped for the time. Previously Mr. Treloar married the youngest daughter of Mr. Biggs of Lesterfield, England, and formed his little home where North Adelaide stands to-day.

Like hundreds of others, Mr. Treloar went to the diggings, whereby industry and thrifty saving he met with a fair measure of success, being careful to send his gold to Adelaide by the escort. On his return to South Australia he purchased those sections of land at Watervale on which are now the famous Spring Vale vineyards and cellars, and with his wife and two little children and all his belongings went to Watervale in a bullock dray, that being then the only means of transit. Being summer time the journey was a very trying one.

Fencing by the only means then known, post and rails, was slow, but he and his helpmate pushed on and founded their home. Carting copper on the Gulf Road had to be resorted to to provide funds. When the fencing was completed, the first ploughing was started with a swing plough, and in 1853 the first wheat was sown. Very few, if any, had tried wheat grow-
ing so far north before. When the harvest time came, the wheat was reaped with a sickle, afterwards threshed out with a flail, and cleaned with a sieve if the wind was favorable, and when ready for market, carted to Gawler, 50 miles, the nearest mill, either for sale or exchange for flour. Afterwards he introduced the first reaper into the Watervale district, which proved a great boon to the district.

Realising the great need of education for the children, he was instrumental in inducing the late Mr. Joseph St.C. Cole to open a school at Watervale, which afterwards became widely known as the Stanley Grammar School, and at which a number of our well known business men and politicians were educated.

After the Wallaroo Mines were discovered, Captain (afterwards Sir) W. W. Hughes purchased Spring Vale from Mr. Treloar, and several other properties in the same locality.

Mr. Treloar then purchased a property near Spring Vale, and after acquiring all the vines and vineyard then available in the Colony, decided on trying vine planting on his new property, afterwards known as Prospect. After fencing the ground, the vines were planted, and vines and vine cuttings secured from the only available source near Adelaide and planted, and it speaks well for his judgment that the kinds then planted are to-day among the best wine producing kinds. Mr. Treloar's example was widely known as the first imported to the Colony, and built up a grade flock, and Walter, later on, to need an expert in wine making.

In 1877 Mr. (afterwards Sir) J. J. Duncan and Mr. Treloar made a trip to the Wallaroo Mines, to go by mail coach as far as Beltona and thence on to Peake Station by camels, where Arthur Treloar met them with horses. They reached the Angle Pole (now Goddard's) on the second night. The following day a light drizzling rain began to fall, and on reaching the Macumba, at the junction of the Alberga, and the Stevenson Rivers (dry) they had to take shelter in an abandoned log hut, on what was Mr. William Gilbert's Macumba horse station, the horses having been moved to the new station at Owen Springs in the Mc-Donald Ranges. The following morning the party were surprised to find themselves surrounded by miles of water, over which it was impossible to pass to higher land. The horses had fortunately been taken higher up on the second night and were safe. In the hut the men were held for five nights and four days, spending most of the time in the old timber bunks with three feet of water running through the hut. On the fourth day the water began to rise alarmingly, and the old hut ceased to be a safe refuge, so a move was made to a tree which they remained for four nights and five days. The morning after taking refuge in the tree, the hut was seen to be almost under water. During all this time they were practically without food. When the water began to subside it did so rapidly. Rescued from their perilous position, with the country in a boggy state, it was a struggle to reach Dalhousie Springs (45 miles). Unfortunately, in the middle eighties Mr. Treloar met with an accident, from the effects of which he never thoroughly recovered. At his death his interest in the station was left to his two sons, Arthur and Walter. Cattle in those days had to be sold at low prices, there was no railway for the greater part of the distance, no Government water at easy stages, and it was seldom that stock could be travelled through to market, to reach there in killable condition. Under those circumstances cattle stations were not a profitable venture so far out, and owners were seriously thinking of removing the stock and abandoning the runs.

The Duncans decided on this course, and sold to Arthur and Walter Treloar, who arranged to restock. Unfortunately they encountered one of the worst droughts that country ever experienced, and before it ended nearly all the cattle and horses had perished, and death and desolation was everywhere. Walter, in a letter to his brother Frank, described it in the following words: "Well, the drought continues, and I am here on the station with a black boy, everybody has gone long ago. This is sending by a passing black boy to Charlotte. Cattle and horses are dead everywhere in thousands. All outside waters are dry, and the few alive are dependent on the "Pool," which is nearly dry. I have about three weeks flour left and very little else. When the water begins to fall there is a 30 mile walk to Charlotte. Never did I dream we should reach this. Arthur and I are ruined men, having lost everything."

Before the three weeks expired rains came, creeks ran a banker for days, and what before was desolation, quickly became a picture. A few of the stock survived, but the owners stood ruined men. Their lease of 21 years had to be run for two years more, and on approaching the Government of the day for a promise of a renewal they met with little encouragement, and had to abandon the station after spending 48 years in development. About two years afterwards the country with all its improvements effected by Duncan and Treloar, was (the writer believes) let for a term of 42 years at one shilling per mile, although the previous occupiers had paid 2/6 per mile. Most truly, pioneering is not always strewn with roses or crowned with a fortune.

Mr. Treloar joined his brother, and together they worked the herd up during eighteen years to over 6,000 cattle and 400 horses. Mr. Treloar again visited the station while his son Arthur had a well earned holiday.

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PERIODICAL references to John McDouall Stuart’s exploring party, the first to cross Australia from the Southern Ocean to the Indian Ocean, help to keep green the name of Stephen King, Junr., one of the members of that historical expedition; but not so much is heard of his father, who contributed a notable share to the pastoral pioneering of South Australia. Stephen King Senr. was also the son of a Stephen King, and was born at Kelby, Lincolnshire, on August 17, 1806. The voyage to South Australia was made in the barque Orleana, 668 tons, (Captain Cameron), which left Liverpool on October 5, 1838, “with forty cabin passengers and 44 emigrants.” The vessel had an extremely quick passage for those times. She got to King George’s Sound from Liverpool in 85 days, and must have broken the record to South Australia had not easterly winds prevailed for the rest of the journey. The captain “favoured” the Adelaide press with the latest English newspapers, in one of which it was stated that if emigration to South Australia proceeded as rapidly as was then contemplated there would soon appear an announcement that the island of Great Britain was “to let.” The Orleana arrived on January 15, 1839. Mr. King died on the same day 43 years later. He spent his first weeks in Adelaide camped in a tent with his family on the north park lands.

It is possible that Stephen King’s career in the land of his adoption was largely influenced by friendships made on the voyage out. Among his fellow passengers were Henry Dun-das Murray and John Reid, who, on the last day of the month in which they landed, obtained a special survey of 4,000 acres on the junction of the North and South Para Rivers.

The purchase money was £2,422, seven preliminary land orders of 134 acres, and eight land orders of 80 acres, representing £1,578. The appli-
Mr. King built up very fine prospects on his North Para country, and had been content to confine his activities to Kingsford much of the trouble that had smothered store for him would have been avoided. In the first place the flour mill venture was not a fortunate one. An early biographer says that Mr. King was obliged to withdraw when his North Para property "was required for the farmers," but obviously that is not an accurate statement. The farmers were not in the way when Mr. Angas took up its occupation, and prior to that event the estate had been in the hands successively of Messrs. Clement, McNeil and Foster. The fact is that in the fifties Mr. King launched out into risky sheep-farming undertakings, principally on the Eastern Plains. His runs included Oulalpa and Weekeeroo. He had 89 square miles at Weekeeroo, 77 square miles north of that place, 202 square miles south of it, and 60 square miles east north east of Koo­ringa. For this big lump of country he paid a total rent of £258 per annum. The last-named piece was taken over from Messrs. Elder and Peter. The big drought of the sixties hit Mr. King so hard that he was forced out of the squatting business, Kingsford and all. Messrs. Duffield and Harrold were the next lessees of 468 square miles of his country, including Oulalpa and Weekeeroo.

Mr. King made a fresh start in life in the capacity of storekeeper and superintendent of stock at Escape Cliffs, Northern Territory, under the first Government Resident, Lieut.-Colonel B. T. Finniss. The official party were conveyed to their destination in the ship "Henry Ellis," which left Port Adelaide in April, 1864. They quarrelled before and after landing at Adam Bay, and were attacked by the blacks in the neighborhood of Escape Cliffs, one of the party being speared. The survey work which they were supposed to do was disorganised by the bickerings, and at length some of the discontented spirits purchased a boat, which they named "Flint Hope" and cleared out for Adelaide around the coast of Western Australia. The privations endured in the Northern Terri­tory undermined Mr. King's health, and he was obliged to return home. In "Fought and Won," the late Hon. John Howard Angas's Hereford stud. The Lincolnshire man entered upon sheepfarming on a prettily extensive scale. Official records credit him with the ownership of 2,350 sheep and a few cattle, and at the time the number of larger stockholders in South Australia could be counted on the fingers. For two years the station was stuck up by bushrangers—Curran Hughes and Green—the first two of whom were executed in Adelaide. Hughes, when about to be pinioned, fought the executioner, and otherwise accentuated the dreadful scene on the gallows. Wheat-growing gradually extended chiefly to the east of Gawler, and to meet a public demand Stephen King built the first flour mill in the Colonial Athens, and named it Victoria after his sec­ond daughter. She married Mr. E. R. Hallett of Winniminnie. The mill was erected in 1845, and two years later it was purchased by Mr. Walter Duffield, and subsequently was destroyed by fire. The first Church of England services held in Gawler were conducted in this old mill, which was situated in Jacob street. Mr. King was a practical supporter of St. George's Church, of which he was one of the trustees. He had had experience of farming in England, and at Kingsford, in addition to grazing Merino sheep, he bred Cashmere goats and cultivated wheat, maize and tobacco.

Mr. King received the ap­pointment of Special Magistrate at Port Augusta and Melrose, but three years later his office was abolished in a policy of civil service retrench­ments. His last appointment under the Government was as Inspector of Timber, the duties in connection with which kept him for several years in Fremantle, Western Australia. After his return he followed a life of quiet retirement at Kensington, where he died on January 15, 1882, in his 76th year. He was described as hav­ing been in all things a thorough old English gentleman. His wife, pre­deceased him by six months. His son Stephen was also a member of Finniss' Northern Territory party in a minor capacity, and subsequently was connected with the Sur­vey Department for many years.

Henry Dundas Murray, who was a passenger with Stephen King Senr. on the Orleana, and after whom the main street of Gawler was named, was the youngest son of Sir Patrick Murray of Perthshire, Scotland. He had an estate where Turrenfield now stands, and eventually settled in New Zealand, where he died in 1882. John Reid, another Orleana passenger, was the first man with a family to settle at Gawler. Alexander McCulloch subsequently became a pastoral magnate, was in his employ for a time. Robert Tod, mentioned with Stephen King and others, as being one of the original proprietors of Gawler, did not long explore the district of Port Lincoln and the Tod River was named after him.
EDWARD Stockdale was born in Yorkshire in 1796 and came to Australia in 1838. Eight years were spent in Victoria, where he occupied the Lake Wallace country, and then two years were spent in Tasmania in positions of considerable trust. In 1848, Mr. Stockdale transferred to South Australia and formed a horse and cattle station at Lake Hawdon east, which was sold subsequently to Thomas Magarey and the Stockdale operations were transferred to the west side of Lake Hawdon.

Edward Stockdale became quite famous as a breeder of horses for the Australian and Indian markets, and the “E.S.” brand was in great favor in both the countries indicated. He got all his stud mares from Tasmania—about 100 of them—and his thoroughbred stallions included Newmarket, Sandboy, Rory O’More, Colonel, Yorkshire Grey, Waverley and Delapre (an Arab). Among well-known race-horses that bore the “E.S.” brand were Young Shamrock, Cardigan, Al- bmarle, Pannican, Smolensko, Bonda, Yorkshireman and John Bull. The stallion Sandboy was killed through falling down a well. Rondy Pollock, an old-time character, was in charge of the horse at the time, and sooner than face the owner’s wrath he saddled up and rode off the station. For many years afterwards he was overseer for Mr. Hutchison at Morambro, and he died at Broken Hill. There were nearly 2,000 horses at Lake Hawdon, besides several thousands of wild cattle whose rovings were unchecked by fences. It took about three weeks to muster.

Edward Stockdale was associated at Lake Hawdon with two nephews,
Robert and Harry, whom he got out from England, besides as brilliant a galaxy of rough riders as was ever seen on one station—the Fletcher brothers, Nat Oldham, later of Renmark. Brewer, then was the Duke of Portland's trainer and father of four fine horsemen, (Charlie, George, J. E. and Frank), Tommy Hales, who became Australia's champion jockey, William Hales, Adam Lindsay Gordon, Dave McPherson, Rondy Pollock and Charles Cracknell. The poet Gordon was breaking in horses at Robertson's Struan station before he engaged in similar work for the Stockdales and subsequently for the Riddochs, Red Lancaster, on which he performed his famous leap at Mt. Gambier, carried the “E.S.” brand, and so did Lady Blanche, which fell dead under Charles Mullaley near Livingston's station when her rider was taking part in despatch riding in connection with the incident. Gordon's poem "From the Wreck," in which the following lines occur:—

I slipped off the bridge, I slacked the girth,
I ran on and left her and told them my news,
I saw her soon afterwards. What was she worth?
How much for her hide? She had never worn shoes.

Mullaley died only recently in Brisbane, and left an affidavit concerning the incident.

Inspector Tolmer, in his published reminiscences mentions having seen Gordon breaking in horses for Mr. Stockdale at Lady Hawdon in 1876, and one of the latter's poems refers to the exhilaration of crossing the steamers Admella. This mare is immortalized in Gordon's poem "From the Wreck," in which the following lines occur:—

Robert Stockdale

However, by the time these specially bred horses were old enough for work the demand had passed away, and Stockdale was left with a woeeful collection of mongrels. Of course, several thoroughbred mares remained and some of the young horses were good, but the majority were as described. Stockdale then came to the conclusion that horse breeding was a poor game, and determined to try sheep. The whole stock was offered for sale, but buyers were not forthcoming. At last Alick Hunter bought the lot, 1,500 horses, for £1 a head. The first draft he sent to Ballarat and they averaged £10 each. Hunter was then strongly advised to hold for a rise, but instead of a rise he struck a drought. The result was disastrous. Grass was almost unprocurable and 2/6 per head per week was the ruling price for agistment, and was the going at that time. Nobody wanted to buy horses or any other stock. Alick Hunter therefore drove the horses about the country, principally through the western district of Victoria, where they died and were sold—foals, old mares, and low-conditioned animals—he gave away to settlers as he went along, and in the end he was actually a loser over the whole transaction. Within a short time stock of all kinds were again in very great demand, prices ruled high, and another example of the ups and downs of the pastoral industry slid into the limbo of the past. Among the people to whom Alick Hunter sold the Stockdale horses was the late Mr. J. O. Inglis, then a very young man who bought a few likely looking colts. They were all very low in condition, and among them was one which was found by the new owner boggad a few days later. In the belief that the colt was too weak to get up again Mr. Inglis shot it with a revolver, and left it for dead. To his great surprise, on going through the paddock on the following day, he saw the animal walking about, the bullet having evidently missed the brain and only given the horse a shock. The colt recovered completely, was broken in and schooled by Mr. Inglis, (who was considered about the finest amateur horseman of his day) and afterwards gained some fame between the lines of stock, under the appropriate name of Revolver. Mr. Inglis often spoke of this animal as the first racehorse he ever owned, and recalled it with almost as much affection as he did subsequently the great Malua.

Edward Stockdale paid £82 4/ a year for his Lake Hawdon West property, which was one of his chief horse properties. He brought up horse breeding in favor of sheep, the properties he became interested in were Wongolina, Woolmint, the Long Island, Bagdad, Biscuit Flat, and the Hummocks, including Cape Jaffa. He held Woolmint in conjunction with George Ormerod, of Robe, at a rent of £279 16/4 a year for 59 square miles of country. His great friends were R. J. McGeorge, his trustees (John Todd and George Glen), William Vansittart, who was killed at Robe, Andrew Johnson, Dr. Alsmith, G. B. Scott and J. P. Stow. Adam Lindsay Gordon had great affection for Edward Stockdale and made the Lake Hawdon and Richmond Park stations his headquarters for several years. John Todd once had the Biscuit Flat station near Robe, and afterwards held the Breadsdale run, New South Wales. Edward Stockdale died on March 9, 1860, at the age of 73 years, and was interred at Robe. His charitable disposition had always impelled him to keep open house, and no travellers ever thought of passing his stations without making a call. Messrs. Hutchinson and Dunn rented Richmond Park for ten years after Edward Stockdale's death. At last the name of the late Mr. W. J. Stockdale, the well-known lawyer of Laura. Another son, Edward, is buried on Mt. Eba station, near Port Lincoln. Mr. Charles Phillips of The Rock Station, New South Wales and Mrs. Stewart Irving, of Otago, New Zealand, are daughters. Some years before his death Edward Stockdale sustained a severe injury to a thigh through a horse on which he was mounted falling back, and after the accident he was not able to give the same active personal superintendence to his business, that made his earlier career so successful.

Both Robert and Harry Stockdale, the nephews of Edward, had a civil engineering training in the old country. Robert owned Lake Fliza station near Robe. He lived at Karatta House in the township mentioned for many years and was a successful breeder of horses, chiefly Clydesdales. He had the stallions Robbie Burns, Guy Lomax, Alick Hunter, Dandylion and Sir Peter. He took up land on Kangaroo Island and named the place Karatta station after his house at Robe. That is how the steamer which plies to and from the island came by its name. Robert Stockdale lost 15,000 sheep in his Kangaroo Island venture. His services as a judge at livestock shows were always in great demand, and he was the life and soul of the Robe Pastoral and Agricultural Society. He died at Hindmarsh on December 15, 1881, at the age of 74 years. Mrs. Laurie Greveson and Mrs. Frank Shaw of Adelaide, are daughters. No photograph of Edward Stockdale is in the possession of the family. There is a memorial window to him at Robe. An early biographer says that integrity, conscientiousness and those virtues which combine in the true gentleman were inherent in him. A soul so high was marked on the Mount Gambier hounds and his wife was the daughter of Mr. Henry Taylor, wool scourer of Hindmarsh.
WHEN strolling through the Mitcham Cemetery, near Adelaide, the writer came upon the grave of Henry Strong Price. Within a stone's throw of it are the tombs of Thomas Elder, R. Barr Smith, George C. Hawker, Peter Waite, and Daniel Cudmore—six owners of, in the aggregate, almost immeasurable pastoral areas now sharing in death, with hundreds of others, this one little "God's acre!" The thought is stimulating to one's sense of humility, and the mutability of life. Henry Strong Price came from Wiltshire, the English County that gave to South Australia quite a number of pastoral princes, including Drs. J. H. and W. J. Browne, Joseph Gilbert and John Maslin. He was born at Marlborough on May 8, 1825, and was the second son of Captain David Molloy Price, of the 36th Regiment, who served through the Peninsular campaign, until he was severely wounded at the battle of Salamanca on July 22, 1812. In recognition of his services during the war in Spain, Captain Price was offered a commission for either or both of his sons.

Henry Price, however, when a youth of 17, was induced by an old friend of his father, Joseph Gilbert, of Pewsey Vale fame, who had migrated to South Australia in 1838, to join him in the young province, and thus relinquish the chances of distinction in a military career. Accordingly he sailed for South Australia in the "Fortitude" in October, 1842. A difference of opinion soon caused him to part company with his colonial mentor, and he turned up at Booborowie, then in possession of the Browne's, who exercised an important and wholesome influence on his future life. The author of "Our Pastoral Industry," says that the Brownes were associated in various enterprises with many other leading landowners, but with none was their connection so lasting, or so intimate, as with Mr. Price, who exercised an important and wholesome influence on his future life. The author of "Our Pastoral Industry," says that the Brownes were associated in various enterprises with many other leading landowners, but with none was their connection so lasting, or so intimate, as with Mr. Price, who was for many years a partner in some of their properties, and who afterwards became attorney for and manager of the South Australian estates of Dr. W. J. Browne.

There is no doubt, however, that Mr. Price could claim a greater individuality in the matter of his pastoral ventures than that paragraph gave him credit for.

For example, Mr. Price was one of the earliest owners of Canowie Station, lately the subject of dispersal operations. In this connection it is interesting to quote the following from the pen of a contributor to the Adelaide "Observer," in 1903:—"The other evening whilst at Canowie, Mr. Frank Rymill and myself spent several hours going through some old records and cuttings of Canowie, in order to discover the exact year in which the station was taken up. But all to no purpose. The only trace was a record of the early fifties, in which it was stated that Canowie was taken up 'many years ago' by Dr. Browne as a squatting station. He sold it to Mr. H. S. Price, and from him it was purchased by Mr. R. B. James. Mr. James took in with him Messrs. J. F. Hayward and A. Scott, and the trio ran it as a going concern until 1869, when,
through difference of opinion, it was decided to auction the property. It fell to the bid of Mr. W. Letchford, who was acting for Messrs. R. B. James, J. F. Hayward, W. Sanders and J. B. Graham. These gentlemen decided to pursue a policy of activity, and appointed Messrs. H. & F. Rymill to act as their managers of the property, which was formed into a company in 1894. In 1869 the price paid was £61,000, including 63,000 sheep.

It was the Wilpena Station that gave Mr. Price his real pastoral success. The original area of this vast property was 940 square miles, of which 210 square miles consisted of barren rocks, ground covered with boulders, and sheer precipices, nearly double the height of Mount Lofty, up which the foot of man would not go. The run is situated on the Paroo River, 102 miles north-east by north of Port Augusta, and includes the famous Wilpena Pound, one of the scenic triumphs of the interior. Mr. Price's story of his connection with Wilpena is preserved in the Parliamentary Blue Books of 1867. The first part of the country was taken out in 1851 by himself and the Browne brothers, and was added to every year until 1863. Mr. Price was there in 1851, and two years later sold his share to his partners. He became sole owner in 1861, paying £40,400 for the whole concern, including 17,270 sheep, 95 rams, 5,028 grown cattle, 10 imported bulls, 430 young cattle, and the right to the brand, estimated at £300, besides 22 horses, working bullocks, utensils and improvements. At the 1864 shearing the run was carrying 33,790 sheep and 3,800 cattle, but no general rains fell between the winter of 1863 and February, 1864, and on the last day of 1866 the flocks had been reduced to 12,597 old sheep and 5,513 unweaned lambs dropped in November and December. No sheep were sold for two years, but Mr. Price purchased another 2,000. Altogether the big drought cost him 20,000 sheep. With the intention of sweeping the cattle off the run Mr. Price sold the whole herd of 3,000 to Sir Thomas Elder, but at least 2,000 of them died outside of abattoir establishments.

Mr. Price told the 1867 Royal Commission that in February of that year he had only 11,000 sheep left, and he added: "It is not safe to put on more than 25 to 30 to the square mile. I now consider my run greatly overstocked, but I did not before. We made as great a mistake as Mr. Goyder did. The first assessment was at the rate of 120,000 sheep for the whole run. The valuation in 1861 brought it down to 80,000. I objected to that as excessive, but the Act of 1862 my run was put into class E, which reduced the assessment by half. I thought I was safe at that, but I see now that we are not safe with more than half that number. . . . It is not possible to describe the present condition of the run. It is like a desert. There is not a more miserable country in the world. From Mount Brown, as far as I went three months ago, there was not a blade of herbage to be seen—not a vestige of grass. There was a heavy flood two months ago, and the creeks were full. But those creeks terminate on the plains to the eastward, spreading out from the Bluff Range to the east. That saved the last of my sheep, or they must all have died." Mr. Price stood up to his troubles like a Briton. Although in 1879 he had sold the whole herd of 3,093 to Sir Thomas Elder for £40,400 for the whole concern, in one case he gave Mr. Price his real pastoral experience, and if I had the choice now of taking up waste country and putting sheep on it at 12/ a head, or taking a run in full working order at £1 a head, I should prefer going in at the £1. You cannot do all that has to be done for the difference, and in one case you get the return immediately, and in the other you cannot." Mr. Price advocated a policy of allowing five years rent free. He was then paying £800 per annum to the Government in rent and said he would rather spend £4,000 in fencing than pay it to the Government.

From October, 1861, until December, 1866, the outlay on Wilpena was £69,814, and the debit balance for that period was £38,875. Mr. Price's optimism regarding the country, however, was justified. His manager for many years (Mr. C. B. Powell) told the writer that he erected 300 miles of subdivisional fencing alone. Simultaneously with this lease he rented grazing paddocks at the Bolivar, Adelaide and Wonoka runs. The death of Wilpena Station was sold on July 30, 1891, to Mr. John Maslin. It consisted of 810 square miles and was sold on the basis of 15/ a head for the stock—53,750 mixed sheep and 12,000 lambs. Mr. Price also had a small interest in Wonoka run with Dr. W. J. Browne and Messrs. J. Armstrong and J. F. Hayward.

In the last years of his life Mr. Price lived at "Delamere," Mildura. He was a director of several banking and other institutions, and was a successful early speculator in Broken Hill silver stocks. He died on November 30, 1889, at the age of 65 years, ten days after being smitten with paralysis when entering the Adelaide General Post Office. His wife followed him to the grave four days later, and in the previous year the only son (Arthur Radcliffe Price) died from typhoid fever contracted by drinking water from an old well at Wilpena. There are three daughters living in England: Mrs. Leonard G. Browne, Mrs. John Jervois, wife of the second son of Governor Jervois, and Mrs. Anderson, wife of Colonel E. B. Anderson. Governor Jervois named Port Price, in St. Vincent's Gulf, after his daughter-in-law.
NOT to have known "Tommy" Dodd, as he was familiarly called, was to declare oneself unknown in stock circles a generation or two ago. His brother James was not so much in the limelight, and died 32 years earlier than the other. In addition to possessing a striking personality, Thomas kept himself well before the public notice by writing sensible letters to the press on topics such as the construction of barages near the mouth of the River Murray, pastoral legislation, and the livestock industry generally. Both the Dodds came to South Australia from England in 1849 with their father in a ship of 450 tons, called the "Caroline," which made quite a number of visits to these shores. The family took possession of a two-storey house in Sturt St., and started a milk run. The building is still in a good state of repair, and accommodates an engineering business. "For old acquaintance sake I took a snapshot of the place only the other day," said Miss A. Dodd (daughter of Thomas Dodd), to the writer recently. When the family gave up the milk run they moved to Port Elliot and took up land with a view to entering upon agricultural operations. Mr. Dodd Sen. erected a nice dwelling, but before the farm had been properly established the Bendigo gold rush set in and Thomas and James left their father to take part in the quest for the precious metal. Thereupon the father turned his dwelling into a public house, which was called the Port Elliot Hotel, and is known today as Bayswater House, although not now associated with a liquor licence. He himself settled at Hay Flat, near Yankalilla, a place where Captain W. G. Field, of the brig "Rapid" had previously carried on grazing pursuits in partnership with one of his shipmates, Alfred Barker, the father of John Barker. Hay Flat was so named, according to Dr. Richard von Schomburgh's pamphlet, "Grasses and Fodder Plants," from the circumstance that the first surveyors, on coming down to Yankalilla, pitched their tents in a fine open plain where they found the grass so luxuriant and tall that it could be tied over a horse's hack. They mowed it and made it into hay. Thomas Dodd Sen. died in this locality.

Thomas Dodd Jun. and his brother James took a turn at digging for gold in Victoria, and then found that carting goods between Bendigo and Melbourne was a more profitable business. On one occasion "Jimmy Tyson, the millionaire pastoralist, presented them with a side of mutton when they were camped on some of his country. Descendants of the family still have in their possession two Colt's revolvers which the brothers carried in those lively days. When the gold rush subsided, Thomas Dodd went to Sydney, bought horses, and removed them to South Australia. That was about 1856, and marked the beginning of his long and successful connection with the horse breeding industry. For many years he was associated with his brother James in all his pastoral operations. They took out 22 square miles of country on the Coorong, where Dodd's Peninsula still serves as a reminder of their occupation. The run lay between the Coorong and the sea coast opposite to McGrath's Flat, about 33 miles south of Wellington. For a while sheep and cattle were tried, but the stock suffered so greatly from the coast disease that later the property was devoted entirely to the breeding of horses. In addition to the drawback indicated exceptional difficulty was experienced in the marketing of stock, the story of which has been well told by the Hon. John Lewis, C.M.G. That gentleman spent 12 months on the Coorong Station, and was paid 10/ a week for breaking in colts and stock-keeping. He subdued 52 colts in the year. Mr. Lewis has written:— "I well remember my trip from Goolwa to Dodd's station in an open boat. In crossing from the Murray mouth I thought it looked very dangerous indeed to see the great volume of water rushing through and going under the breakers. It looked as if it would swallow our little boat, and that we should be lost. When the tide was favourable we used to cross the cattle straight over the Murray mouth from the Goolwa side to Barker's Knoll. On one occasion we had about 50 head of cattle to cross. We got them to take to the water, and Jim Dodd, in a boat with two blackfellows, was directing the cattle across, but the current was too strong for them, and they were
James Dodd and John Lewis were always the greatest of chums from boyhood, in fact they were friendly suitors for the hand of the same girl, and there used to be great rivalry between them in the riding of young horses.

In time Thomas Dodd extended his operations by the purchase of Mundoo, a low sandy and swampy island lying to the south east of Hindmarsh Island, and inside and opposite the sea mouth of the River Murray. Sheep were the proposition there, and another property—Lallawa, near Meningie—was acquired for the breeding of horses. These runs afterwards came into the possession of Mr. Dodd’s sons, James having Lallawa, and Frank taking Mundoo Island, his interest in which he has since leased to Mr. W. Grundy and gone to try out cotton growing in Queensland. Mr. Dodd achieved considerable success as a breeder of horses, and worked up an extensive trade with India. His most valuable horses were named Grand Junction, Sir Thomas (so called after Sir Thomas Elder), Sir Samuel (christened in compliment to Sir Samuel Dav-enport) and Jack Harkaway. On the occasion of the Duke of Edinburgh’s visit Mr. Dodd supplied all the horses for the use of His Royal Highness while he was in South Australia. They were all grey by Norfolk Hero, which was imported from England by his brother.

At one time Mr. Dodd owned the York Hotel stables, and he was considered one of the best colt riders and drivers in Adelaide. For the wager of a top hat he drove a team of four mules past the Crown Inn, Currie St., where they were reared. Mr. Dodd was a really good judge of all types of horseflesh, and for many years he acted in that capacity, and in the cattle sections, at the Royal Agricultural Society’s old grounds on Frome Road, Adelaide. Eventually he settled at Pellett Villa, Lower Mitcham, where he died in January, 1908, at the age of 86 years. No figure on the roads was better known when he used to drive into Adelaide regularly several times a week to attend the livestock markets and to look after his business as a stock dealer. In his typical attitude of a rein in each hand there was no mistaking his identity.
GEORGE HAMILTON is better known to posterity as the founder of the Adelaide Club and a former Commissioner of Police, but he set out in early life as a pastoralist. With all the chances that were open to the pioneers it is difficult to understand why, in the long run, he preferred an official career, for he had become thoroughly used to live stock when he retired from the ranks of the breeders. Mr. Hamilton came of a Herefordshire family and was born on March 12, 1812. After leaving school he had a brief experience in the Royal Navy as a midshipman, but a seafaring life did not appeal to him and he migrated to Sydney soon after the proclamation of South Australia as a province. Then he joined the truly courageous band of overlanders who opened up livestock communications between the colonies of New South Wales, Victoria and South Australia, and faced all the risks of traversing practically unknown country inhabited by hostile aborigines.

In 1879 there was published in Adelaide anonymously, "for the enlightenment and amusement" of its readers, a little book entitled, "Experiences of a Colonist Forty Years Ago," but it is well known now that the nom-de-plume, "Old Hand," was intended to conceal the identity of George Hamilton. The value of this work is largely discounted by the extraordinary omission of definite details as regards both people and localities. In 63 pages of closely printed matter it is difficult to know at times exactly what the author is driving at, and after this stretch of time the book would appeal to the casual reader as little better than an effort of fiction. It would appear, however, that early in 1839 Mr. Hamilton was one of a party of fourteen men who drove 3,000 sheep, with two bullock drays, from Sydney to Port Phillip, as Melbourne was then known. The stock were divided into three distinct flocks. No account is given as to who were the principals in this elaborate venture. Very trying difficulties were encountered in getting the sheep and the bullock drays across the River Murray, and these impelled Mr. Hamilton to write:—"A vast amount of poetry has been expended on the innocent, harmless sheep. There is no denying the fact that the sheep is a gregarious, grazing and ruminating animal; that its fleece supplies man with material for clothing, and that its flesh affords him excellent meat. But beyond this it is a question if we are indebted to the sheep for anything else. It is innocent only so long as nothing interferes with its innocence; but let anyone stand at the foot of a cliff and ob-
bush hospitality was received. Ex­mond. Edward Bate Scott, after­crossing the Murray at Wood's
the boggy lakes country, and in
largely the route adopted by E. J.
describes the scene in the principal
extraordinary troubles were experi­
ers, selected expressly for the Adelaide market from two of the best herds in New South Wales. They are in good
condition, and can be seen at Mr. Mundy's station near Mt. Barker. A great number of the cows have
 calves by their sides, and would suit any persons desirous of establish­ing a dairy. The bullocks are the finest that have yet been brought from Sydney. George
Hamilton, October 17, 1839. Mrs. Bathgate's boarding house, Rundle Street, Adelaide. Mr. Hamilton oc­
cupied country in the Mt. Barker district, and an article headed "Flocks in the Forties," which Mr. William
Charlick retrieved from the pioneer press, it is clear that the "overlander" was then grazing 1,000 sheep—a considerably
holding for those early days. In the sket­
ch of the pastoral life of Ar­
thur Hardy which appears in these pages, the belief was ex­
pressed that Mr. Hamilton was a partner with Mr. Hardy during a portion of his squatt­ing career. An exam­
ination of the latter's papers since the publication of his notice has confirmed the sup­position. He
had large pastoral interests on the River Torrens and the River Light and a document dated September
28, 1846, is in the form of a "mutual release" of the Hardy-Hamilton in­
terests.

The document referred to appar­ently marked the end of Mr. Ham­
ton's connection with the pastoral industry for shortly after­
wards he received the appointment of second Clerk in the Treasury, and later he had a responsible posi­tion in connection with the Bullion Office. About the end of 1853 he joined the Police Force, and in 1867
was made Commissioner, continu­ing in that post until he was suc­ceeded by Mr. Peterswald in 1882. It would be difficult to call up a greater lover or a better friend of the horse than George Hamilton was. He has been described as a fine type of the bold and dashing
horseman and an excellent judge of the equine and, in the saddle, he looked the beau ideal of the cross country rider. On the very
day after his arrival in Adelaide in 1839 he rode in the races that were held near the present site of the Victoria Park course. John Barton

Hack wrote in his autobiography: "While resident at Echunga we were now and then visited by the late George Hamilton, who was

the Master of the Hounds. He brought up the pack, and there were some grand runs, which were much appreciated in the neighbourhood. Mr. Hamilton was a very good draftsman, and he gave me an excellent portrait of my favorite en­tire, Black Jack, and also a very good likeness of one of my sons in his nurse's arms." Mr. Hamilton published two little books on the "overlander" and treatment of the horse, explaining by way of preface that he was actuated by a desire to place before the people the trials and suf­ferings that the horse had to under­
go as he entered upon and during
his useful career, and in the hope that some good might spring from his efforts. He asserted that a
large number of grooios, ostlers, and, in fact, the majority of the horse fraternity were "thoroughly versed in an extensive range of ign­
orance respecting the training and stable management of horses." These books may be perused at the Adelaide Public Library. The old
"overlander" devoted much atten­tion to the training and treatment of the police horses, and it has been recorded that he raised the
status of the mounted police so high that that branch of service "came to be regarded as a de­sirable outlet for the energies of numbers of well bred young men, who, having no profession, sought some congenial occupation in South Australia." He turned out the mounted constables like a cav­
alty troop, well horsed and dash­ing.

Mr. Hamilton did good and ac­
ceptable work as a member of the Zoological and Acclimatization So­
ciety. When he retired from the pos­i­tion of Commissioner of Police he was appointed an extra aide-de­
camp to His Excellency the Gov­ernor. Attacked by a fit after hav­ing attended the ceremony con­
ected with the opening of Parlia­
ment, he died at the Adelaide Club on August 5, 1883, at the age of 71 years. The funeral at West Ter­
race Cemetery was a notable one, being attended by many prominent public men and personal friends,
and 106 foot and 50 mounted mem­bers of the Police Force. Mr. Hamilton was an artist of no mean
ability, and his published works were freely illustrated by his own pen. Evidently no man was a true friend of explorers, for Eyre, Mc­
Kinlay and Warburton all honored him in their choice of nomencla­
ture, which accounts for the fact that the name of "Australia to-day may be found the names
Lake Hamilton, Hamilton Range, Hamilton Creek, and Mount Ham­

45
The portrait sketch reproduced on this page is from the pen of S. T. Gill, and forms one of a collection in the possession of the Adelaide Archives Department. It portrays faithfully the rugged character of Captain John Finnis, who was a pastoral pioneer on a large scale before he was a mariner. A batch of his letters and documents is in the keeping of Mr. Ernest Whitington, the well-known Adelaide journalist, and Mr. A. T. Saunders has described these papers as the best he has seen regarding the early pastoral history of South Australia. From them alone, it would be impossible to frame anything like an intelligible narrative of John Finnis' connection with the stock business, but fortunately other sources of information concerning this remarkable personality were open to the writer. He married the widow of Colonel Cameron, and thus was stepfather to Mrs. G. S. Kingston, mother of the Right Hon. Charles Cameron Kingston, K.C.

The first we hear of John Finnis is in August, 1838, when he arrived in Adelaide overland from Sydney with a party in charge of 400 head of cattle, of which he was one of the principal owners. The expedition was headed by Capt. Charles Sturt, and also included Messrs. George McLeod, Giles Strangways, Robert Flood and Lomas (afterwards a self-confessed murderer), and seven other men. Its arrival was a great event in Adelaide, and the party were entertained at a public dinner in Beck & Co.'s "noble store" in Flinders Street. It is recorded in the newspaper files of the day that upwards of 100 gentlemen "of the first respectability" were present, and the chair was occupied first by John Morphett and then by Osmond Gilles. The conviviality "extended until a late hour." Colonel Light declined the honor of presiding through pressure of his survey business. It was announced that his health had not been good, but that the sea breezes were helping him. Capt. Sturt made a notable speech at this dinner. He said that the Mount Barker country running northwards reminded him of the water meadows of England in the merry month of May, and he added: "I pray, God knows with all sincerity, that as you require land equally fertile tracts may open upon you in the unexplored parts of the province. In the infancy of a colony like this nothing is more conducive to your prosperity than attention to stock. Experience has told me that the return it makes amply repays the sacrifice it requires. How many settlers in New South Wales have, with limited means, retired from society until such time as the in-
crease of the flocks and herds enabled them to return to it in comparative affluence? It only requires the firmness to submit to exile for a few years, and ordinary care of personal superintendence will ensure success. Pastoral pursuits are open to you all, and you could not have a more fertile or more beautiful country in which to follow this calling.

John Finnis described the journey from Sydney as one of "extreme anxiety, disgust and misery." The consignment of stock travelled on that occasion was not the only one he helped to bring from the East. The "Southern Australian" of January 2, 1840, contained the following paragraph: "We understand that Captain Finnis and Mr. Hampden Dutton have no less than three eastern flocks on the road to Adelaide, one or more of them being already within the province. The first consists of 6,000 sheep, the second of 6,000, and the third will range the whole number to about 25,000. They have also no less than 800 head of cattle." A fortnight later the following advertisement appeared: "Captain John Finnis feels much pleasure in announcing to the public the arrival of 12,000 sheep, which he offers for sale, free from any disease and from the flocks of the first holders in New South Wales. The sheep are now getting sheared, and parties desirous of purchasing are requested to make early application at his residence, North Adelaide." The residence was in Barnard Street.

Mr. Finnis found considerable difficulty in disposing of the eastern herd of cattle brought overland. They had arrived in store condition, and Adelaide requirements had been met largely by the sale at £9 a head of a herd introduced by Edward John Eyre. After the cattle had been situated in the Mount Lofty Ranges, Mr. Finnis conceived the idea of opening a butcher's shop in competition with those already operating, but a fierce heat wave, during which the mercury ascended to 119 in the shade, dissuaded him from that purpose. In a letter to John Tooth, of Sydney, who was standing in with him in the venture, complaint was made of the tedious process cattle selling proved early in 1839, large arrivals of sheep, chiefly from Launceston, having helped to glut the meat market. It was decided that the sale of the whole herd could have been effected readily by the acceptance of private bills on England, but such terms did not appeal to Mr. Finnis, who quick in driblets and losse to butchers and graziers, getting up to £19 a head for the cows. No one got rich out of the specula-

therefore, very sure your Excellency will do me the justice of permitting my paying any amount your Excellency may deem equivalent for the occupation of the run. I am, however, one of the three original holders of this choice hills country ever occupied it, but that they sold some of it to the German migrants who settled on the town of Hahndorf, and the vendors got £2 an acre for what they had paid £1 an acre for. Mr. Finnis, however, writes of practical pastoral operations having been carried on in the range, and it is probable that he would have continued there longer but for the scab menace. In December, 1839, he formed a station "60 miles to the north," because, he said, "there is nothing but scab sheep all over Mount Barker," and there were no flocks within 20 miles of the new run. This was located at Mount Dispersion, which locality was named, and was famous in pastoral circles as Anlaby. Records for 1840 show that Mr. Finnis had 12,000 sheep at Mount Dispersion, the largest number owned by any northern squatter at the time, with the exception of the Messrs. Peters, who had established themselves on the River Broughton.

Exactly when Mr. Finnis quitted pastoral pursuits is not recorded, but it is clear that he had serious misunderstandings with his business associates, and his letters contain references to "dirty work." When a mariner he was known as "The Pirate." Among the vessels of which he had charge was the "King Henry," 160 tons, and the schooner "Joseph Albino," the latter of which he purchased. He traded on both sides of the world, and in his log books he employed the word "dam" like a reformed man. After the first agricultural show held in Adelaide, the committee passed a vote of thanks to Mr. Finnis for the specimens of New Zealand flax plants introduced by him into South Australia, and exhibited by Mr. Stevenson. He contributed very liberally to the fund for erecting the first church and schoolhouse at Hahndorf, and was one of the trustees for the Mount Barker road when the toll system was in operation. Mr. A. T. Saunders says that, from his spelling, Mr. Finnis was an uneducated man, but he was brainy and successful, and succeeded well financially. After his retirement from the sea, he settled in Adelaide, where he died on August 13, 1872, at the age of 69 years. His remains were buried in the West Terrace Cemetery, the tomb being one of the most striking on the south side of the main road.
JOHN ACRAMAN belonged to a very old and well connected Somersetshire family, and left a most interesting diary concerning the family tree and his own early life in England and the land of his adoption. About the only topic not touched upon in this record is his squating career, and yet he belonged to one of the biggest pastoral firms South Australia has known, and took part in the foundation of some of the most famous runs. His father was William Edward Acraman, a merchant, ship owner and ironmaster. The son spent most of his youthful years at Bath, Bristol and Clifton. He was confirmed in Bath Abbey by the Bishop of Salisbury, and remembered enjoying a half holiday granted to the school children when the first train arrived at Bath from Bristol. He was mighty proud of the fact that the old Duke of Wellington saluted him in Regent’s Park Gardens when he doffed his cap to the great soldier. He witnessed the launching at Bristol of the “Great Western,” the first real ocean-going steamer. Portion of his school days at Bath were spent with Edwin Jervois, a brother of Sir William Jervois, Governor of South Australia from 1877 until 1883. The diary says that the Jervois boys were the sons of a Colonel, who, after his retirement from the army, acted as master of ceremonies at the “select Bath Assembly Balls.” As a boy Mr. Acraman played cricket with Fred Roberts, afterwards Field Marshal Earl Roberts, who is described in the diary as “a bright, smart little fellow.”

Mr. Acraman served for three years in his father’s office at Bristol before migrating to South Australia in 1847. His eldest brother (Edward Daniel) induced him to make the change. Edward had gone out to Adelaide before him, and had joined James and Archibald Cooke in a mercantile business. The Cooke brothers (founders of Kingston) have already been noticed in these articles. John Acraman came out in the brig “Appleton,” which had been chartered to load a cargo at Bristol for Acraman, Cooke and Co. Captain Charles Sturt, who had dined at the Acraman home in England, gave the young emigrant letters of introduction to Judge Cooper, John Morphett and Samuel Davenport, all of whom received the honor of knighthood. The first thing he noticed upon arrival at the Semaphore was the “Success” (afterwards the convict hulk) blown ashore. He was carried on to the beach by a boatman, and walked to Port Adelaide, where
he learned that his brother Edward had died during the voyage of the “Appleton.” He immediately proceeded to Adelaide by means of a tandem team and spring cart, and it was arranged that he should enter the office of Acraman and Co., with a view to taking a partnership in the business. The office was in Flinders Street, opposite to the military barracks, then occupied by a company or two of Indian troops. The Board and lodging were found in Gilbert Street, but the mud compelled people to wear jack boots, so a change was made to Professor Hall’s boarding house in Hindley Street, afterwards the Clarendon Hotel. Other guests were George Green, an auctioneer, G. W. Hawkes, then accountant with Montefiore & Co., and Erasmus Gower and his two sisters. A visit to Calcuttas was made in December. On a return to Adelaide, Mr. Acraman lived at the York Hotel, then kept by Mr. and Mrs. Hornbrook. The following entry occurs in the diary:—“The York was then gutted by nostril squatters when visiting Adelaide, among them being Dr. J. Harris Browne, the Marchants, and J. W. Tyler. I remember the last named turning up at lunch one race day and telling us that he had ridden from Booborowie on one horse since 5 p.m. the preceding day, about 114 miles. We were a little sceptical at first, but Dr. Browne, who came to town a few days later, confirmed Tyler’s statement.”

After a temporary depression following upon the gold discoveries in Victoria business became exceedingly brisk in Adelaide, and Acraman, Cooke & Co., supplied a big Melbourne demand that had been curtailed, and boards. They dug a sawpit at the back of their store in Currie Street, and kept two pairs of sawyers (all they could hire) constantly at work. So soon as £100 worth of work was done the remaining £100 would be advanced upon the gold. One large shipment of the gold was shipped from Booborowie to Melbourne for £1,750, and instructions were George Main, an auctioneer, Harris Browne, who, without having attempted to stock it, threw up his leases of 1,800 square miles on the strength of an adverse report furnished by Josiah Bonnin (afterwards of Nalpa Station), together with dried specimens of the grasses, herbs and bushes that the country grew.

Mr. Acraman and his partners took up 1,000 square miles of what afterwards became known as Yardea, and the first man sent there was a young Englishman named Edmonson, who had been gaining experience at the Gum Flat run, and whose tragic death is described in Mr. Norman Richardson’s interesting pastoral history of the region north west of Port Augusta. His grave was made in what is now the paddock referred to as Yardea, as manager, started the first real work of development. The firm spent about £50,000 in well sinking, fencing and other improvements. For a few years Yardea was about the only permanent station in the Gawler Ranges, the majority of the other holdings being used principally for winter pasture for stock shifted from runs on the West Coast. It was also one of the first properties enclosed with sheep proof fencing, the stock having previously been shepherded. At one time 80,000 to 90,000 sheep were shorn. The biographer of George Main says that Acraman had interest in Victoria with 40,000 sheep, was sold to Messrs. Sells and Stokes at 25/- a head. Mr. Acraman and his associates later took up about 1,200 square miles of country for quite a long time. In some seasons Mr. Acraman and his partners had shorn a total of 150,000 sheep, but they were practically legislated out of the industry.

Mr. Acraman has been described as the father of South Australian football, having imported five footballs soon after his arrival, and he was a real patron of many sports. For 21 years he was on the Board of Governors of St. Peter’s College. He was Chairman of Directors of the South Australian Gas Company, and a Director of the now defunct Adelaide and Suburban Tramway Company, and for forty years represented the Royal Insurance Coy. in Adelaide. When he resigned the last named responsibility the London Directors presented him with a set of solid silver plate and a silver cup. He served a term as Chairman of the Adelaide Chamber of Commerce. He died at North Adelaide in June, 1967, at the age of 78 years. His name is perpetuated on the map of South Australia by Lake Acraman and Acraman Creek.

The enterprising occupiers, however, received scant consideration when the 1888 leases were dealt with, and eventually what remained of their country was thrown up, and continued in an abandoned condition for quite a long time. For a few years Yardea, as manager, started the first real work of development. The firm spent about £50,000 in well sinking, fencing and other improvements. For a few years Yardea was about the only permanent station in the Gawler Ranges, the majority of the other holdings being used principally for winter pasture for stock shifted from runs on the West Coast. It was also one of the first properties enclosed with sheep proof fencing, the stock having previously been shepherded. At one time 80,000 to 90,000 sheep were shorn. The biographer of George Main says that Acraman had interest in Victoria with 40,000 sheep, was sold to Messrs. Sells and Stokes at 25/- a head. Mr. Acraman and his associates later took up about 1,200 square miles of country for quite a long time. In some seasons Mr. Acraman and his partners had shorn a total of 150,000 sheep, but they were practically legislated out of the industry.

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The Adelaide Town Hall bell was tolled when John Crozier died, which fact in itself is an indication that he must have achieved considerable prominence in the community. Although the bulk of his pastoral interests were in New South Wales, he was distinctly a citizen of South Australia, with many claims for recognition as a pastoral pioneer. John Crozier was born on August 12, 1814, near Hawick, Roxburgh, and was brought up to a hardy country life amid rugged Scottish mountain scenery. Endowed with splendid physique, he was well fitted by nature to enter upon the rough and tumble of pioneering in Australia. He came out to Sydney in 1838 on the ship Coromandel under engagement to Dr. Anderson, of Parramatta, to manage his estate called Redesdale, near Bungendore, Lake George.

Mr. Crozier gained a thorough knowledge of the science of sheep farming, and in 1846, when 32 years of age, he decided to enter upon pastoral pursuits as a master. He left Sandhills in a bullock dray, and in conjunction with George Rutherford, began squatting on the Edward River in New South Wales. His interests gradually developed to an enormous extent, and it is said on good authority that when he finally settled down in South Australia he was worth £100,000.

From the Edward River Mr. Crozier and his partner moved to Kulnine, on the Victorian side of the River Murray, adjoining the Ned's Corner run, bringing with them a bullock team and a mob of sheep. They floated their bullock waggons across the Murray on casks. The country was unfenced, and the sheep had to be shepherded, the lawlessness of the blacks adding much to the other difficulties of pioneering.

The Murray had not then been opened for steam navigation—in fact, Mr. Crozier was among those who signed the address presented by settlers to Governor Young near the junction of the Darling in 1853 on board the “Lady Augusta,” the first steamboat to visit that locality—and marketing of the wool involved a journey of 300 miles by road to Adelaide. Several bullock teams would be travelled together for considerations of safety, and would bring back twelve months' stores for the station. So remote was the locality of Kulnine in those days that everybody simply had to go without any commodity not included in the annual consignment of goods that came back with the bullock teams. The mail coach always remained on the Moorna side of the river, and one of Mr. Crozier's daughters (Mrs. John Richardson, still living in London at the age of 80 years) thought nothing of swimming her horse across...
Mr. Crozier bought out Mr. Rutherford's interest in the station, and set to work to greatly improve the property. The buildings had sprung up on 200 acres from the river being used in the process. Later galvanized iron was employed, but to this day the stout thatch may be seen under the iron roof of one of the buildings. At one time Kulnine embraced nearly 700,000 acres, and during one later period of overstocking it carried 100,000 sheep, but it was gradually whittled away by resumption. First, part of it, was taken by the Victorian Government for inclusion in the Mildura settlement, then more was taken to help form the Merbein and Redcliffs settlements, and in recent years a still further area with the use of returned soldiers. To-day the only interest of the Crozier family in Kulnine is represented by the comparatively small freehold on which the homestead stands and a small returned soldier's part of it was taken by the Victorian Government for inclusion in the Mildura settlement, then more was taken to help form the Merbein and Redcliffs settlements, and in recent years a still further area with the use of returned soldiers. To-day the only interest of the Crozier family in Kulnine is represented by the comparatively small freehold on which the homestead stands and a small returned soldier's

The official policy of the owner of Kulnine was to greatly improve the station, and set to work immediately after purchasing it. He employed skilled workers to carry out the improvements, and the station's prosperity grew rapidly. The station was noted for its rich soil, fertile pastures, and plentiful water supplies, all of which contributed to a high rate of stock productivity. The station's location on the Darling River provided easy access to markets and transport, facilitating the transportation of wool and other livestock products.

Mr. Crozier purchased the Moorna station, just opposite to Bate Scott, and worked it in conjunction with Bunnarungie, the property owned by the latter's son John, so well known in turf circles, had Kulnine for a time, turft circles, had Kulnine for a time, during which it was virtually eaten out by rabbits.

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ALTHOUGH the name of John Reynell is best known in the viticultural history of the State, he was a pastoralist originally, and Bennett’s “South Australia” mentions him as one of the seven largest stockholders operating within four years after the proclamation. Only very scanty references to his life have ever been published. The pity is that the personal side of journalism was so little developed in the early days when the pioneers were making history. The subject of this sketch was one of the Newton Abbot Reynells, of Devon. He was a son of Henry Reynell (1775-1823) who was born at Plymouth. The latter was ruined by his business partner, and died leaving his wife (nee Miss Lydia Fagg) and six children very badly off. Henry, the eldest son, obtained a position in the East India Company’s service. John, who was born at Ilfracombe, Devon, in 1809, went out to friends in Egypt at the age of 16 years, and returned to England four years later, having seen a good deal of eastern life. He then went to America and bought cargoes of wheat for English merchants, and also travelled a great deal on the Continent, collecting information on different subjects for trading clients. John Reynell afterwards returned to Egypt, where he remained until he was about 30 years of age, but finally settled in South Australia.

The voyage from London was made in the ship “Surrey,” 461 tons, Captain G. Sinclair, and it occupied four months and one week, Port Adelaide being reached on October 16, 1838. The ship’s company appear to have been an exceptionally happy family throughout. On their behalf Mr. Reynell addressed a letter to the captain expressing high appreciation of the “gentlemanly, obliging and liberal procedure which you invariably exercised towards us during our agreeable passage.” This testimonial was followed by a dinner at Fordham’s Hotel, Adelaide, which the whole of the cuddy passengers tendered to Captain and Mrs. Sinclair, who returned the compliment on board the “Surrey.” The voyage was altogether a momentous one for Mr. Reynell, who met his future bride (Miss Mary Lucas) on the vessel. They were married soon after arrival. The “Surrey’s” passengers seem to have been clannish kind of folk, for a few months after landing an announcement appeared that “a number of respectable colonists” were already residing at a settlement which they had formed and called Surreyville on the road to Onkaparinga. This was near Hurtle Vale, but the name has long since fallen into disuse. About the same time one of the settlers advertised a reward of £10 for the return of 63 sheep “driven off their feed by kangaroo dogs at Surreyville.” Very little would be known about the early
days of the estimable Reynell family but for the good sense of Miss Lenore Reynell, a grand daughter of John, in repressing an old diary and ledger combined which the latter entered up methodically for several years. It is worthy to repose in the Archives Department of the Adelaide Public Library. Possibly to ensure a greater degree of privacy occasionally entries in it were made in French. The first one says that John Reynell settled at Surreyville in December, 1839, and on May 29, 1840. The township of Reynella was not sold until 1854, and was laid out "owing to numerous inquiries following on the success of the Southern Grist Mill."

Mr. Reynell began operations with a dairy supported by 28 cows and agreed with Adam Young & Co. to sell all his butter at 3d. a pound below the retail price. The highest figure he got was 1/6 a pound. Almost simultaneously pastoral pursuits were eagerly taken up, and in May 1842 Mr. Reynell was shearing 4,000 sheep. A start was made with scabby old ewes imported from Tasmania at a cost of £2 2/3 a head, and it would appear from the diary that the sheep menace was a constant cause of anxiety. The sheep were dressed with corrosive sublimate and salamonca, and were washed sometimes in the River Sturt and sometimes at "McCarg's" (probably McHarg's) at a cost of 4/8 a dozen. Southdown and Saxon rams were introduced, including 19 of the latter at one time from Circular Head, Tasmania. Mr. Reynell ran three cows and a calf on the farm, and it is evident from the diary that he had the use of country at the Meadows as well as that at Reynella. Foot-rot that developed at the former locality was combated by an indiscriminate use of country at the Meadows.

In 1840 his potato crop netted him £21 15/0. In 1841 Mr. Reynell commenced to plant vines in 1841, 500 cuttings being obtained from Tasmania at a cost of £4 10/0. This was the foundation of the flourishing wine making business still carried on by Reynella Limited.

John Reynell's splendid enterprise all came to nought in the financial crisis which brought so many of South Australia's men to ruin when the bills drawn on London by Governor Gawler were returned unpaid. He was insolvent in 1845, and it remained for his son, Walter, afterwards well known in stock and wine circles, to restore the family's fortunes many years later.

About 1852 John went to the Victorian diggings, and won a little gold. Meanwhile his Reynella interests were looked after by his brother Alfred, who had been Chief Clerk in the Colonial Treasurer's Department under Mr. Robert Gouger. Samuel Reynell is also mentioned in the diary. He was a cousin of John, and came out in the "Surrey" with him in 1878. He was the son of Major Reynell, of the Royal Artillery. Woolwich. Samuel also tried sheep farming at Reynella and afterwards managed the Anlaby Station for a time. Ill health compelled him to give up pastoral pursuits, and he became a State school teacher. He died in 1899 at the age of 74 years. John Reynell died on June 15, 1873, and Walter on April 8, 1919. The former was one of the first 50 members who in 1839 formed what is now the Royal Agricultural and Horticultural Society of South Australia. He took a vigorous part in the agitation that arose in the mid-fifties against the building of a railway to the River Murray, and presided at a meeting of protest held in the Crown Inn, Reynella, when the project was described as a "reckless waste of public money."

The railway, which was to serve the river and sea communication with Melbourne, was described as being sufficient for the needs of the day, and one of the speakers declared that during low waters there were too many for the railway employes to do but to catch leeches!
FEW of the early squatters had a more romantic life than that experienced by Edward Bate Scott. After roaming about Australia at large as explorer, stock overlander and pastoralist, he put in 23 years as Superintendent of the Yatala Labor Prison. Truly he knew something about the lights and shades of freedom and restraint. He was a native of Kent, England, and was born in 1822. His grandfather was a captain in the British Army, and took part in the American War of Independence. His father joined the Royal Navy, saw much active service, notably under Lord Howe, and came through thirteen engagements unscathed. Then the latter bought an oak forest at Gillingham, near Chatham, cleared the bulk of it, and named the estate Burnt Oak. In 1838 Edward B. Scott, who was then only 16 years of age, left England in the ship "City of Edinburgh" for New South Wales. He carried a letter of introduction to John Macarthur, of Camden Park, whose name occupies such a prominent place in the history of Merino sheepfarming in Australia. The young migrant's idea of settling down to station experience in New South Wales did not mature. He soon moved to Port Phillip, and thence shifted to a sheep run at Mount Macedon. The owner of the property and his family were all drowned on a voyage from Sydney, and Mr. Scott had to seek an engagement elsewhere. He came in contact with George Hamilton, who was about to leave Melbourne overland with 700 head of cattle, belonging to Messrs. Mundy & Smythe, for the new settlers in Adelaide. That was in 1839, and Mr. Scott joined the party. In Adelaide he met Edward John Eyre, the explorer, and Alfred M. Mundy, who became Colonial Secretary in the first Legislative Council under Governor Grey. An expedition to Western Australia with sheep and cattle was arranged, and again the young man of Kent was in it. The stock were shipped near the North Arm at Port Adelaide, and landed at Albany, whence they were travelled overland to Perth. Most of the droving was done at night on account of the intense heat experienced in daylight.

Upon returning to Adelaide in 1840 Mr. Eyre organised a party to make the first attempt to reach the centre of the continent, and Mr. Scott linked up as second in command. When beyond what is now known as Crystal Brook the great explorer wrote in his journal:—"My young friend, Mr. Scott, in many of these duties assisted me, and in some relieved me altogether. He was the only sportsman of the party, and upon his gun we were dependent for supplies of wallabies, pigeons, ducks or other game to vary our bill of fare, and to make the few sheep we had hold out as long as possible. As a companion I could not have made a better selection. Young, active and cheerful, I found him ready to render me all the assistance in his power."

Eyre made a depot at Mount Arden, left Scott there, and struck
into the interior on horseback with a black boy and a pack horse. He wrote in his journal that Scott would gladly have shared with him the trouble and hazard of exploring the country in the distance, but from the very embarrassing nature of the undertaking Eyre did not think it right to take more than a supply of provisions. Scott employed this time at the depot by collecting botanical and geological specimens and making meteorological observations thrice daily. His leader caused the names Scott's Creek and Mount Scott to appear on the map.

After Eyre's failure to achieve his purpose he and his party proceeded to the West Coast, and created a great surprise by walking into Port Lincoln. Two men accompanied him, but the head of the Bight. He left a little craft. However, Glenelg was reached safely, and Mr. Scott volunteered to be hundreds of miles in the interior. Stores were unobtainable, and so Mr. Scott volunteered to sail a small open boat to the mainland to secure the necessary relief. The grey, forbidding sea threatened every moment to swamp the small boat. He was again asso­ciated with Eyre in founding a Go­vernment Station at Moorundee for the use of a cutter to convey stores to Port Lincoln, when they were supposed to be on its way to Adelaide. The respective des­patches had been stolen from a New South Wales Station, and it was believed to be on its way to Adelaide, and to meet a mob coming from New South Wales to Adelaide, and to see whether brands then forwarded to him were good. Several members of the Imperial troops was once stationed at the depot, and after the offices were abolished, the mob suppressed it. Mr. Scott received orders to go out and assisted them into a row boat. Other country had been taken out for a term, and also served in the Stock and Brands Department. He was a Justice of the Peace in South Australia, and was one of the witnesses examined by the Select Committee in South Australia investigated the dread menace he was of the witnesses examined. He was a Justice of the Peace in three colonies. In 1869 Mr. Scott finally settled down in life as Superintendent of the Yatala Prison, a position he held for 23 years. After his retirement in 1892 he died on June 30, 1909, at the age of 86 years.

The portrait reproduced on this page was kindly lent by his daugh­ter, Mrs. Heloise H. Higgins, of Burnt Oak, Currency Creek.

Charles H. Armitage, of Victoria) did much good out of the enter­prise. Sheep were largely substi­tuted for cattle, and starvation and wild dogs accounted for a loss of 8,500 head in one year. Poisonous herbs exacted their toll, and nearly all the frontages to the river were sold or parcelled off for common­land, so the herds of stock on the North West Bend run became a problem. The original lease consisted of 43 square miles, for which the rent was £21 10 and the assessment £35 16/8 a year. Sub­sequently another 66 square miles was added to the run by Mr. Scott. Armitage paid Levi, when he acquired the North West Bend station, £30,600 for 14,000 sheep, 3,000 cattle and 90 horses. After his first pastoral failure Mr. Scott joined the Government service, succeeding Mr. Eyre at Moorundee as Police Magistrate, Sub-Protector of Aborigines, Inspector of Native Affairs, Surveyor, and later Chief Surveyor. Only police, soldiers, and the necessary relief. The best experience of those days, and while at Moorundee Mr. Scott received orders to go out and meet a mob coming from New South Wales to Adelaide, and to see whether brands then forwarded to him were good. Several members of the Imperial troops was once stationed at the depot, and after the offices were abolished, the mob suppressed it. Mr. Scott received orders to go out and assisted them into a row boat. Other country had been taken out for a term, and also served in the Stock and Brands Department. He was a Justice of the Peace in South Australia, and was one of the witnesses examined by the Select Committee in South Australia investigated the dread menace he was of the witnesses examined. He was a Justice of the Peace in three colonies. In 1869 Mr. Scott finally settled down in life as Superintendent of the Yatala Labor­Prison, a position he held for 23 years. After his retirement in 1892 he died on June 30, 1909, at the age of 86 years.

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TWO of the most thriving towns in the North, Riverston and Saddleworth, were founded by James Masters, who, however, passed into a degree of obscurity almost incredible in view of the very useful part he played in the early pastoral history of South Australia. He has been in his grave for 64 years, and probably a portrait of him is not in existence. The picture reproduced on this page from one in the possession of the Deputy Town Clerk of Adelaide (Mr. A. J. Morison) is that of the old Commercial Inn, Grenfell Street, Adelaide, which Mr. Masters kept in the forties. It was afterwards turned into a lime depot, and eventually was demolished to make way for Brookman's Building. Simultaneously with his business as a publican he conducted extensive pastoral ventures, in proof of which is the fact that John Maslin (afterwards the owner of Bundaleer and other stations) left it on record that when he first arrived in Adelaide he met Mr. Masters at his hotel, and was engaged for the purpose of treating some of his sheep that were scabby in the locality of Riverton.

Mr. Masters made the voyage to South Australia from England in the barque "Africaine," which arrived at Holdfast Bay on November 8, 1836. It is more than probable that he was one of the 200 present at the historical proclamation ceremony under the old gum tree at Glenelg, because Governor Hindmarsh issued a special order exhorting everybody who could possibly do so to attend that function. He was in notable company on board the little "Africaine" of 316 tons, fellow passengers including Robert Gouger (first Colonial Secretary) and his wife, Robert and Mary Thomas, of pioneer press fame, Dr. and Mrs. C. G. Everard, John Hallett, John Brown (first Emigration Agent), Mr. J. M. Skipper, and others who achieved prominence in the land of their adoption. From Mary Thomas' interesting diary, which has been published, we know all about the voyage of the "Africaine," but Mr. Masters' name is never mentioned. The first reference to him in official records is found in the report furnished to the Imperial authorities in 1840 concerning the progress of settlement in South Australia. Adelaide was then divided into "country" sections, and James Masters and Price Maurice had a holding at the Reedbeds, "North of Glenelg." This place was called Springhill, and it included a dairy and a stockyard, with 15 out of 134 acres enclosed. The partnership with Mr. Price Maurice, who became a pastoral magnate, developed in other directions. An 1844 directory shows the pair of them as the owners of 2,500 sheep and 150 cattle in the Gawler district, and they were also in double squating harness at Myponga. On February 14 of that year, Mr. Masters exhibited wool at the first show held by the South Australian Agricultural and Horticultural Society. This took place on the Adelaide park lands between North Terrace and the Frome Bridge. Governor Grey distributed the prizes, but there was none for Mr. Masters. One was offered for the best beer, but the idea of encouraging the woolgrowers apparently had not occurred to the pioneer show committee at the time. However, they expressed their approval of the wool that was staged, and announced that they would have awarded it a prize had it been among the articles for which competition was invited. The exhibit comprised three fleeces, which were all declared to be very good specimens, one sample of fine wool being particu-
larly beautiful, “and almost equal to the best Saxony.” It would appear from this report that James Masters had the distinction of being the first man in South Australia to exhibit wool at a public show.

As early as 1840 Mr. Masters took up and stocked with sheep the whole of the land between Riverton and Saddleworth, and further afield, the venture being shared by his nephew (Charles Swinden) and Dr. Matthew Moorhouse. Much of the country held by the Musters was a very wide area. Mr. Masters laid out the township of Saddleworth, so as to be 20 miles near Adelaide in the morning. The road was merely a track entirely without fences, and from it other tracks more or less defined branched off, and one of these I had to take to reach the station. In the dusk, however, I rode past it, only becoming conscious of the fact when I had reached the River Gilbert. I retraced the main track, but failed to find the branch one I wanted. Coming upon a deserted hut I would have made a fire, but not being a smoker I had no matches. Then, too, the hut was full of fleas. Shortly after midnight I heard a dog bark, and thinking it probable I ware near the station, rode towards the sound. Fortunately the barking continued, and shortly I came to a flock of sheep camped. The hut keeper,roused by the dog, came out of his bunk to meet me. They were Mr. Masters’ sheep, and I asked the man to show me to the house, but he very properly said he could not leave his flock. Pointing to a star, however, he told me the station was in a line with it a mile or two away, so, guided by the star, I knocked Mr. Masters up about 3 a.m., not at all sorry to find myself and horse in comfortable quarters, and thankful my being bushed had been of so brief duration. They had sat up late expecting me, but supposed I had changed my plan, and would reach them for breakfast.”

Mr. Masters was a very liberal man, and always ready to do a good turn for anyone. When settlement began to take place around Riverton he built at his own expense and on his own land, a school for the children, not studying cost in any way. He sent my brother and myself 15 miles to get the pine rails that he wanted for the school fence.

Saddleworth Lodge was a regular calling place for mid-northern traffic in the early days before the railway was built, and everybody was sure of a bunk and a meal. In his “Reminiscences of 47 years of clerical life in South Australia,” the Rev. E. K. Miller thus describes an experience which befell him during a vacation trip in December, 1850—“On Sunday, after concluding a most enjoyable service at Penwortham, and after noon at Clare, according to arrangement, dining at Mr. Gleeson’s, I started to reach Mr. Masters’ station at Saddleworth, so as to be 20 miles nearer Adelaide in the morning. The road was merely a track entirely without fences, and from it other tracks more or less defined branched off, and one of these I had to take to reach the station. In the dusk, however, I rode past it, only becoming conscious of the fact when I had reached the River Gilbert. I retraced the main track, but failed to find the branch one I wanted. Coming upon a deserted hut I would have made a fire, but not being a smoker I had no matches. Then, too, the hut was full of fleas. Shortly after midnight I heard a dog bark, and thinking it probable I was near the station, rode towards the sound. Fortunately the barking continued, and shortly I came to a flock of sheep camped. The hut keeper, roused by the dog, came out of his bunk to meet me. They were Mr. Masters’ sheep, and I asked the man to show me to the house, but he very properly said he could not leave his flock. Pointing to a star, however, he told me the station was in a line with it a mile or two away, so, guided by the star, I knocked Mr. Masters up about 3 a.m., not at all sorry to find myself and horse in comfortable quarters, and thankful my being bushed had been of so brief duration. They had sat up late expecting me, but supposed I had changed my plan, and would reach them for breakfast.”

Mr. Masters was a great supporter of the Church of England and its institutions. He was a trustee of the Pulteney Street Grammar School (now the Pulteney School), and in 1849 gave £100 to that institution, besides a freehold property of equal value towards the endowment fund. These donations led to results. Archdeacon Woodcock immediately inserted an advertisement in the press, headed “To persons desirous of doing good,” asking for half an acre of land for the school.

Captain Allen responded with the offer of a site, but this proving unsuitable, he gave £100. Mr. Masters was also a great benefactor to Holy Trinity Church, Riverton. He gave 84 acres for its endowment, besides other gifts. He helped with the east window, and with buying the altar crock in triplicate, while Mrs. Masters assisted to make the cushions which, in those days, were thought necessary for altar and pulpit. He took great interest in the Sunday School, and on the eve of his departure for England the children marched to Saddleworth Lodge, drew up in a semi-circle before the house, and presented their benefactor with a Bible. From abroad he sent out a pair of brass sconces for the pulpit and reading desk of his old church, and also a tablet in memory of Mr. Horner. The first stone of the church was laid by Mrs. Masters on May 16, 1857. There is a tablet on the walls to the memory of the lady and her husband.

It was in 1861 that Mr. Masters visited England never to return. He died in the City of York on October 4, 1861, aged 60 years, and his wife passed out at Riverton on October 28, 1864, aged 62 years. George Tinline was one of his executors. Among the bequests to relatives in England mentioned in the will, was one of £500 to a brother of Mr. Masters (Charles) who was living in York. The Swindens were among the beneficiaries, and the witnesses to the will were Dr. Matthew Moorhouse and Henry Gilbert, the lawyer. Charles Swinden later worked the Riverton-Saddleworth country in conjunction with his far northern holdings with very beneficial results. He died five years later than his uncle. For a period Dr. Matthew Moorhouse, father of Mr. James Moorhouse, ex-Secretary of the Adelaide Tattersall’s Club, lived with his son at Saddleworth Lodge until he disposed of his Riverton interests, and went to live at the Hummocks Station. Mr. Masters’ sheep country has long since been divided into hundreds and given over largely to agriculture.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

William Gerrard's connection with South Australia did not go so far back as that of many of the colonists dealt with in this series, but as the pioneer breeder of blood horses his bona fides is beyond dispute, and it would not be amiss if one of the turf clubs named a race after him to keep green the memory of one who did much to place the sport of kings on its present flourishing basis.

He was an Englishman, and he made no mistake when he chose the Rapid Bay district for the scene of his operations. One of a party of immigrants that landed there in 1836 gave a most enchanting account of the country "which everywhere resembled a gentleman's park—grass growing in the greatest luxuriance, the most beautiful flowers in abundance, and the birds of splendid plumage." That part of the venture was all right, but it required considerable courage on the part of any man to enter upon the breeding of thoroughbreds on a large scale at the time we are now concerned with (the early sixties). Yearlings, no matter how aristocratic their blood might be, commanded very poor prices in the sale ring, because race meetings were few and far between, and the stakes offered to owners were paltry compared with the rich prizes that can be competed for almost daily nowadays. However, Mr. Gerrard had a thorough knowledge of everything connected with blood stock, besides the means of purchasing animals best suited for the purposes of a first class stud farm. He was distinctly a man of vision, and after a stern uphill fight, he won through to success.

Mr. Gerrard acquired 6,000 acres of freehold land, known as Yoho Station, near Rapid Bay, and he spared no expense in equipping the property for the ends he had in view. A visitor to the place in 1870 described the stables as a palace compared with the domicile for the men folk, the former being a very substantial stone structure, while the other was built of logs and mortar; but he went on to say: "The fact, however, that the house admits in places the rays of the sun and a few sprinkles of the falling showers does not make its proprietor niggardly of his hospitality to the visitor." Charmingly situated on one side of the Yoho Creek were the commodious, well ventilated and thickly thatched stables, and on the other side of the stream was a log and mortar shed, with thatched roof. These buildings, with a few additional loose boxes, made up the establishment, adjoining which was the property of Patrick Boyce Coglin, both being
to win." Talk o' the Hill—a fine rich bay, standing fully 164 hands on very short legs, with a good head showing plenty of resolution —was the favorite sire of Mr. Gerrard, and soon proved himself a success, as Echo, the first of his stock to race, made a decided hit at the first time of asking, while it was not long before Pride of the Hills cannot only won for South Australia her first champion race. The reputation of the stud became thoroughly established, and at the annual yearling sales the prices obtained bore favorable comparison with those commanded by any similar establishment in Australia. Talk o' the Hill lived until 1883, and Treg- eagle, whose progeny gained more fame over fences than on the flat, afterwards went to Martindale when the stud was dispersed in 1880.

Jordan Park, near Edwardstown (afterwards Sidney Park and Al- lan Park) was for a time associated with William Gerrard and Tom Jordan. The stoutly built house on that property came to be known as "The Castle," and the story goes that in its early days it harbored an illicit still, the owner of which prospered but eventually fell into the hands of the authorities. "The Castle" and its grounds were next purchased by Messrs. Gerrard and Jordan. The latter was then right in the front rank as a trainer, and Mr. Gerrard wanted a place where some of his horses could be exercised and schooled privately. As at Yoho the stables were most elaborate, and the eight built originally by Mr. Gerrard cost £1,000. One of the best known horses the pair had was Lockleys, the winner of many races. Ace of Trumps carried Mr. Gerrard's green jacket and scarlet cap to victory in the Adelaide Cup, though the horse then was only leased from his owner, Joseph Gilbert, of Pewsey Vale. Having put South Australia on such a good footing in the matter of bloodstock, Mr. Gerrard found his task had expanded to irksome magnitude, and in 1880 it took him all his time, however, to manage the fiery steed on which he was mounted, and with the additional fear of being late for the church service, the Governor shot through the arch without noticing it or the members of the district council standing on the roadside ready to present their precious address of welcome. He spent the night at Mr. Gerrard's house, and left the district thoroughly seized of the slogan: "Rapid Bay for rapid bays." Mr. Gerrard made a bequest to the Girls' Orphan Home at Mitcham, and helped generously with the building of St. Barnabas' College, Adelaide, although the latter benefaction was not made known publicly until after his death. He was good to everybody around him in need and his consideration extended even to inferior animals, his skill in the veterinary art being days at the disposal of his neighbors who had ailing stock. Mr. Gerrard represented Cape Jervis Ward in the local district council. He died when on a visit to Glenelg on July 30, 1884, at the early age of 45 years, and left an estate valued at £28,000. His remains rest in the family vault of his uncle (Mr. Coglin) at West Terrace Cemetery. His widow (nee Miss Sarah Lord, of Finniss Vale) is settled permanently in England, and his son, William, still carries on the Coglin ironmongers and blacksmiths. Under the personal superinten- dence of Mr. Gerrard, the latter was a nephew of "Paddy" Coglin, who sat in the State Legislature for 27 years, and gained considerably notoriety from his eccentricity of speech, although he was sound enough in his ideas. Associated with Mr. Gerrard as stud groom was the well remembered Tom Jordan, who was commissioned by his principal to visit England for 27 years, and gained considerably several of the most valuable sires imported died soon after their arrival from the old country. South Australian enjoyed a tolerably long career at the stud, but the worth of Ace of Clubs and Union Jack had hardly been discovered before their obituary notices had to be written. Ace of Clubs stood at Maribyrnong, Victoria, for a season, and during his short colonial regime he got King of Trumps, the progeny of his most valuable sires imported, who sat in the State Legislature. As one of the best and handsomest mares that ever carried a racing saddle south of the line.

The death of two of his most valuable stallions was a great knock to Mr. Gerrard, but he did not throw up the sponge. He again dispatched Tom Jordan to England, and the result was that Talk o' the Hill and Tregcragle formed the nucleus of Rapid Bay, and their names were destined to become familiar throughout Australia. About this time steps were being taken to form a fresh Jockey Club in Adelaide, and from that and other circumstances the fortunes of the Rapid Bay stud took a turn for the better. A local journalist waxed quite enthusiastic over the latest importation to say: "Let us hope that the star of South Australian sport is in the ascendant. I trust it will not go down till we have thrashed our cousins in our turn. Racing, it must be remembered, puts money into circulation throughout the colony. Whether a man is a racing man or not, he derives some benefit directly or indirectly from it. It is good for the farmer, the smith, the saddler, the ironmonger, grooms, printers, mechanics of every description, grocers, tea dealers, publicans and sinners. Therefore, let all go in
WILLIAM JOHN TURNER CLARKE belonged to Australasia as a pastoralist, but he had important South Australian interests, and his inclusion in these memoirs enables one to present the history of the well-known Mount Schank run, which is still in the possession of his grandson of the same initials. The spelling of the station name, which came on to the map of South Australia even before the advent of Matthew Flinders, appears in records at least four different ways. The most popular form used to be "Schanck," and so the appellative was printed on the Clarke's own notepaper. Then when the German place names came under the ban, the question arose whether Mount "Schanck" did not belong to that category. A descendant of Admiral John Schank, inventor of the sliding keel after whom Lieut. James Grant named the mount in 1860, discussed the point in the following letter written in 1916 from the Conservative Club, London, to Mr. W. J. T. Clarke, Jun.:— "If the Government of South Australia will kindly refer to 'Burke's Landed Gentry,' they will see the Schank pedigree in full, including the descendant of the admiral. The spelling, 'Schanck' is wrong. We are an ancient British family from Kinghorn, Fifeshire, where Castlerig is situated. Tradition says that we acquired Castlerig in 1319. One ancestor represented Kinghorn in the Scotch Parliament in 1642. We still possess the lands of Castlerig. My eldest sister is the present owner. Our name is not a German or Dutch name. The 'sch' is the old form of spelling (vide the works of Chaucer the poet). 'She' used to be spelt 'sche.'" All the same the Historical Records of Australia, volume 3, page 98, contain the admiral's own signature with two c's, and the Dictionary of National Biography spells the name "Schanck," but that does not necessarily make it German in origin.

Mount Schank run was taken up originally about 1842 by the Arthur brothers (including Fortesque), who were nephews of Colonel Sir George Arthur, Lieutenant Governor of Tasmania from 1824 until 1836, and afterwards Lieutenant Governor of Upper Canada. It then stretched from the Glenelg River to the western seacoast, and embraced the whole of O.B. Flat. Subsequently the latter was sold to Dr. W. J. Browne, of Moorak, who cut it up into sections and disposed of them at an average of £3 an acre, whereas perhaps £40 an acre would not buy them today. The Arthurs did not hold the country for long. Mr. Harry Hickmer, in his "recollections," says that they came more prepared to occupy, books, etc., than to engage
John McIntyre, who had decided to chase the run about Fisher and Rochfort for £sailed back to Scotland in a wool ship, a year for it. The station has var
shire. Mr. W. J. T. Clarke Sen. pur
Mount Schank from station. They retained possession of
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of wool was carried out to sea, the
day and bullocks being lost while an endeavour to cross the mouth of the Glenelg River was being
horses, and was then understock
by the Arthurs, was the paddock op

ted because settlers began to crowd around it, and there was no room for a proper increase of Mr. Clarke's stock, which was added to the neighborhood of Dowling Forest. The conditions of squattting in Victo
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is to blame. In
Messrs. Pettet and Francis ac
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a time Mr. Clarke's Victorian pastoral ventures had to be partly sup
ported from his Tasmanian revenues, and thus he was able to hang on when many others went to the wall.
Bulla Bulla, near Sunbury, Dowling Forest, Pyrenees and Maiden Hills, Mount Schank in South Australia, and Chalmer's Mon Plat station and other properties in New Zealand later came into his possession. His first year's produce in Victoria amounted to 17½ bales of wool, and at times many thousands of sheep had to be holed down.
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PASTORAL PIONEERS OF SOUTH AUSTRALIA.

PASSING reference to Thomas Giles was made in the description of the life of his partner, George Alexander Anstey, but his own pastoral achievements are worthy of much fuller notice. He is reputed to have been the pioneer sheep farmer of the Lake Albert district, and the writer has failed in research to break down that claim. He was a son of William Giles (described by Blacket as "one of the buttresses of a nation"), who succeeded David McLaren as general manager of the South Australian Company. The Giles family (parents and eleven children) represented a distinctive and welcome contribution to the colonisation of the new province, in which they were courageous enough to put their trust. They sailed from Gravesend on May 17, 1837, in the ship Hartley, 322 tons (Captain R. Fewson), and arrived in the new province on October 28, 1837. The Rev. T. Quinton Stow, William B. Randell (father of a pioneer steam navigator of the River Murray) and J. B. Shepherdson, South Australia's first school teacher, were fellow passengers. Until 1841 William Giles was manager for the company at Kangaroo Island, and then moved to Adelaide. Like others of the company's employees, he appears to have done some pastoral pioneering on his own account, and in this activity he was assisted by his son Thomas. They held some of the Mount Crawford country, afterwards associated with John and A. J. Murray's fame as flockmasters. They were among the first to send to Tasmania for well bred ewes, which were landed in Adelaide at a cost of 30/ a head—a courageous price to give in those days. Much more was paid for aristocratic rams.

In 1843 the South Australian Company took out the Lake Albert country as runs for sheep and cattle, and Thomas Giles was sent thither in charge of the sheep. The River Murray had not then been bridged, and considerable trouble was experienced in getting the flock across the stream, as an improvised punt would carry only a very few at a time. Many aborigines supplied Mr. Giles and his party with fish and game in return for flour and tobacco. The head station was formed at a spot then called Bonney's Wells, and out-stations were established at Meningie, Point Malcolm and Warringa, the last-named place afterwards becoming the headquarters during Sir Walter Watson Hughes' occupation of the country. The natives became very bold, and set up the habit of entering the yards at night and helping themselves to sheep. Among the hutkeepers was the young son of an Edinburgh physician, who discharged a shot gun into the marauders on one occasion, and afterwards returned to Scotland to take up a baronetcy. Duncan McFarlane, one of the Mt. Barker pastoral pioneers, was also running sheep on the peninsula side of Lake Albert, and suffered from the aboriginal menace. He and Thomas Giles' father waited on
Governor Grey, seeking police protection, and His Excellency agreed to send Inspector Tolmer and twelve troopers to make a demonstration against the blacks. The result was entirely satisfactory, and the natives became useful on the stations as they had been troublesome, the gift of a ton or two of flour each winter helping to keep them out of temptation. Writing in reminiscent vein, Thomas Giles said: "The Murray natives were the most intelligent I ever knew. I was very glad that neither blacks nor whites were killed at Lake Albert, and I wish I could say the same of my Yorke Peninsula experiences. I was among the first settlers there, but many lives were lost, both whites and blacks, before the latter quietened down." The early records of the South Australian Company, searched with characteristic patience and courtesy by the Adelaide Manager (Mr. H. F. Moore), contain singularly scant references to the Lake Albert pastoral operations, but they include the emphatic observation that, from first to last, the sheep farming side of the business proved unprofitable, and that no other department was so "embarrassing." As little as 2/3 a head for lambs and 4/6 for wethers had to be accepted. The company had the knack of abandoning an unprofitable enterprise with as much ease as it entered upon one, and in a very few years it went out of the stock business altogether, just as it shied off mining and milling.

Thomas Giles, however, had much greater faith in the future of the pastoral industry, and in the middle of 1859, he became associate with Mr. G. A. Anstey in the opening up of Yorke Peninsula, and in operations around the River Gilbert. Among their first shepherds were George Hiles, William Dare, and John Chewings, whose wages were paid partly in stock, and all of whom subsequently made good as squatters on their own account. Mr. Giles undertook the practical side of the business in his partnership with Mr. Anstey. Their most notable property on Yorke Peninsula was lease No. 34, known as Penton Vale, formerly known as Penton Vale the carrying capacity of which was determined to be 30,000 sheep, 350 head of cattle, and 350 horses. The entire block carried under subsequent development 44,000 sheep, 350 head of cattle, and 350 horses. The total rent and assessment for Gum Flat amounted originally to £222 13/4, and the grazing capacity was put down at 108 sheep to the mile. Goyder's valuation, deducing improvements, was £1,075.

Before the re-classification of runs was made a Select Committee of the House of Assembly was appointed to take evidence on the Assessment of Stock Act, 1840, and Mr. Giles was one of the witnesses who appeared before it. He said that best results had been secured on 300 square miles of country on Yorke Peninsula by Mr. Anstey and his partner held a run at the Hummocks, formerly in the possession of Alexander McCulloch. He declared that the Penton Vale property would keep only 150 sheep to the mile, and that Gum Flat or Mount Rat would not sustain more than 75 to the mile. The greatest total number ever depastured was 250,000 sheep in 1859. The Gum Flat country was very scrubby, and included at least 60 square miles without water. Many attempts had been made to establish wells, but on one part salt water was encountered wherever sinking was undertaken, and in another part 90 ft. was sunk without water of any kind being found. By spending £400 in one year in the quest for water at Penton Vale the carrying capacity of that property was improved to 175 sheep to the square mile, but still, Mr. Giles declared, the classification of his Yorke Peninsula holdings was 13,800 over and above a fair thing. The Hummocks run was without water, and could be used only for four or five months in the year. The property was held by annual lease in the hundreds of Alma and Dalkey, and to this day the name of Giles' Corner is a guide to the early history of occupation in that locality. The greater part of the last-named lease was then scrubby, and would not carry more than 100 sheep to the mile. Mr. Giles told the Select Committee that, as a result of his representations to the Surveyor-General, his assessment had been reduced by 25 sheep to the mile in one case, and raised by 25 in another case, so that his position generally remained unaltered. Sheep were supposed to improve the land, but after having run them for ten years on his own country he had found no increase in its carrying capacity. He added that he had had runs on the River Gilbert before the land was surveyed there, and 330 square miles never kept more than 20,000 sheep. On the winter run previously referred to, he kept stock for five months, for which he had to pay threepence a head. Then he ran them on common lands, and incurred another threepence a head, making sixpence a head all the year round. In 1859 his 30,000 sheep on Yorke Peninsula yielded 350 bales of wool, and another 200 bales was shipped from mainland interests. Mr. Giles contended strongly that the minimum assessment should be reduced to 50 sheep to the mile.

Much of the country Mr. Giles and his partner held is now included in the most productive farm lands in South Australia, but they sold it before the days of superphosphate at prices that would be considered great bargains to-day. Some account of the auction sales was given in the Anstey notice, published as the sixth of these series. It may be added that at an earlier date three pastoral leases held by Mr. Giles and his partner were at Lake Eyre west—a total of 268 square miles—were submitted to auction by J. H. Parr at White's Rooms, Adelaide (now the Majestic Theatre) on August 17, 1877. The piece of country adjoining Browne's Creek and the Rivers Treuer and Frew. Only £100 was offered for the pick of the leases, and nothing for another, and so the whole three were passed in. After his retirement from the pastoral industry, Mr. Giles published his reminiscences, and frequently used to sit on the bench of the Adelaide Police Court, as an active member of the old Adelaide Licensing Bench. On one occasion he sought Parliamentary honors, but the electors of Barossa rejected him in favor of Messrs. Grundy and Duffield. He married a daughter of Major O'Halloran, Commissioner of Police, and died on February 19, 1899. His remains rest in Clayton Churchyard. Nor was he and his father having been pillars of the Congregational Church. The family included Dr. W. Anstey Giles, Mr. Eustace Giles, Mr. T. O'Halloran Giles, and Dr. Henry Giles (Victoria).
THE subject of this notice occupies a well defined place in the pastoral history of South Australia, and yet he never got very far out of the ruck. When his brother (Mr. James M. Richman), who died in 1926 at Prospect in his 84th year, was appealed to for some notes concerning the other's career he replied in all sincerity: "His life in the far north was of such a humdrum nature that it is really not worth recording," but many a good story remains untold by the operation of too much modesty combined with perhaps an undeveloped sense of news values. Henry John Richman got a fairly early start, and in the beginning possessed more courage and enterprise than capital, and he well deserved the competence which eventually came his way. He was born at Lymington, Hampshire, in January, 1826, and came out to South Australia with his parents and other members of the family in 1839. His father was Mr. J. H. Richman, a solicitor, who in the early days resided on East Terrace, Adelaide, and was in partnership with Mr. W. R. Wigley, six times Mayor of Glenelg.

Henry John Richman was 13 years of age when he reached South Australia, and his education was completed under the Rev. Thomas Quinton Stow, the pioneer Congregational minister. Lawyers shared, with most other people, the struggle to exist, which was experienced in the early days of the province. Mr. Richman Senr. was Assistant Crown Solicitor to the Hon. W. Smillie, and was also Clerk of the Bench of Magistrates, which positions carried with them the modest salaries of £100 and £120 a year respectively. It is not surprising, therefore, to learn that the son, after leaving school, was compelled to work on farms and sheep stations. By October, 1849, however, he had acquired sufficient capital to make a start in life on his own account, and he chose the precarious path of pastoral pioneering.

Mr. Richman set up shop in the neighborhood of Mount Brown, the highest peak in the Flinders Range, where, for a beginning, 1,400 sheep were grazed. It was a very remote locality in those far away days. The flourishing township of Quorn had not even been thought of, but the people now there cherish the names of Richman's Valley and Richman's Creek as a reminder of one who blazed the trail. The high hills in this region were infested with natives, at whose hands the old-time pastoralists experienced considerable trouble. When not observed by the shepherds the niggers would cut off quite a number of sheep.
from a flock, and at favorable oppor-
tunities they would prowl around the yards and "collar their mutton. More serious was their molesting of Mr. Brown's three brothers who were among Mr. Richman's neighbors at Mount Brown. He was attacked when minding lambs, and his grave may be seen close to the site of the old hut. This tragedy accounts for the erroneous idea published in one history of South Australia that the name of James Brown was given to the mount. The fact is that Mount Brown was so designated by Matthew Flinders in 1802 in honor of Robert Brown, the famous naturalist, who was one of the Investigator's company. Mr. Richman had scarcely got going on his own account when the lure of the Victorian gold diggings in the early fifties caused a general exodus of South Australia's man-hood. He was compelled to sell his sheep at a low figure to follow his employees to the El Dorado. As with so many others the venture proved a waste of time and energy, and in 1857 Mr. Richman was soon back in South Australia. He yearned for contact with the golden fleece again, but it was still impossible to man his station, and, in order to keep the pot boiling he purchased two teams of bullocks and earned a living by carting until the labor market had been restored.

Back to Mount Brown, under a squatter's annual licence, was the programme. Mr. Richman's run is known in most records as Italli Italli, but people qualified to speak say that that name represents a hopeless corruption, the proper spelling being Iccala Iccala. The property embraced two leases, having an area of 37 and 14 square miles respectively. The larger lease carried 4,450 sheep, and Goyder valued it at £277 8s. per annum, deducting improvements valued at £1,278. The smaller lease paid rent and assessment to the labor market had been restored.

Much of the country held west of Port Augusta was destitute of surface water. It produced salt-peat and was almost devoid of grass, thus admitting of very limited stocking. The wool was inferior in quantity and quality, and very sandy. The proximity of the sea-port was practically nullified by the expense of cartage owing to the scarcity of feed and surface water. For the purpose of educating his children Mr. Richman went to England for several years, and Mr. James Bowman acted as his manager. In his pastoral reminiscences published recently Mr. Norman Richardson said:—"In 1862 T. Beck took a lease of 36 square miles of country immediately east of the Tent Hills, 17 miles from Port Augusta West. This was subsequently acquired by John Maslin, and in later years was known as the Maslin paddock. It was on this block that Price Maurice, the manager, erected a woolshed in which to shear his Mt. Eba sheep. After about two years this shed was pulled down, and re-erected at Mount Ive, but the stone chimneys of the hut stand as monuments. In 1865 H. J. Rich-
man took a lease of the country south of Beck's lease. This comprised an area of 30 square miles, which he called the Tent Hill run, and later Carrwilina. Mr. Richman had a woolshed erected there, 11 miles distant from the lease. For several years the sheep were traveled over from his Mount Brown Station to be shorn, but in later years, after he had acquired the Lincoln Gap country and lost Mt. Brown, Mr. Richman removed his woolshed to a spot close alongside the gulf, seven miles south of Port Augusta. That remained as Lincoln Gap woolshed until 1888, when all the leases expired. The country was then cut up and passed into the hands of various owners." The Pernatty lease covered about 200 square miles of country, which was selected on behalf of Mr. Richman by Messrs. James Bowman and Philip Hiern, the Pernatty Creek running down the centre of it. For a few years shepherded sheep were run on it, and subsequently the run was stocked with horses and cattle. Mr. Richman got Lincoln Gap woolshed until 1888, when all the leases expired. The country was then cut up...
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

ABRAHAM SCOTT.

THIS pioneer was a notable personality in pastoral, mercantile and financial circles of the early days, but long ago faded completely out of the picture. He was an elder brother of the better known Henry Scott, Mayor of Adelaide nearly half a century ago, and owner of Eagle Chambers, adjoining the Town Hall. They were the sons of Thomas Scott, of Boode House, near Braunton, Devonshire. Abraham came to South Australia in 1840, or 14 years earlier than his brother. Like his father he had been a farmer in England, but he found the business of a wool merchant more to his liking in Adelaide, and he also entered extensively upon pastoral pursuits. Of all the leases he held the most valuable was easily the famous Canowie run, which, together with Messrs. R. B. James and J. F. Haywood, he purchased in 1857, or earlier, from Henry Strong Price. The price paid was on the basis of £1 a head for 28,700 sheep, with a lot of horses, cattle, drays, implements, improvements and stores sufficient for twelve months given in. A few months later 4,000 fat wethers were sold at 24/ a head.

In 1864 Abraham Scott appeared as a witness before the Legislative Council Select Committee on pastoral lease valuations, and, judging from the searching cross examination to which he was subjected, his evidence did not appear to impress the members on the score of sincerity. At the time the squatters were faced by the movement for squeezing higher rents out of them, and already their doors were being rapped at by would-be agriculturists. Twenty-six square miles of Canowie had been resumed to help form the hundred of Anne, part of which Mr. Scott was able to buy back at £1 an acre. He asserted that the Canowie land could not be farmed profitably, because although it had produced hay for him it would not grow corn. On account of the severity of the spring frosts the wheat was mere husk without flour! One can almost see his tongue in his cheek when he said that, and it is not surprising that a member of the Committee reminded the witness that he had heard people say the same about the Gawler Plains when they were about to be cultivated. Mr. Scott was partly responsible for the appointment of the tribunal referred to. When the Surveyor General of the day had completed his valuation of the runs Mr. Scott wrote as follows to the Government:—“Mr. Goyder’s (undoubtedly honest) attempt to arrive at a fair valuation has utterly failed, and I ask for myself and the whole colony to have his estimates referred to one or more valuers, or such other tribunal as may be expedient to secure to the public, as well as to the lessees of the Crown, that to which all alike are entitled, and which I feel certain the Government desire to administer—impartial justice.” Mr. Scott told the Committee that the portion of Canowie which had not been resumed was “dry, poor land,” necessitating much deeper sinking for water on account of its higher ele-
viation. There were two or three small surface waters, but he could not water a flock of sheep at any one of them during any portion of the year. About 80 or 100 sheep might be kept at one of them, but not all the year round. In the purchase the improvements were estimated to be worth £3,000, and since then Mr. Scott and his partners had spent £7,000 on Canowie, including £2,000 on wells that yielded no water. In good seasons the run could carry 28,000 to 30,000 sheep, but Goyder has estimated the grazing capacity at 45,000, or 320 to the square mile. In 1863 his possession was 30,011 in May, and the average cost of his partnership was £396 13/4. Mr. Scott de­clared that the largest number of sheep on the run during the time of his possession was 30,011 in Nov., 1863, and that there had never been 40,000 on it on any day in any year since it was discovered. Goyder’s valuation was at the rate of 2/9 per head, and the average cost of a sheep during the previous five years had been 1/10 to 2/10, not including interest on capital or a con­sideration for Mr. Scott’s own time. “In a precarious trade like sheep farming” he considered that 20 per cent. was no more than a fair profit to make. Except for a choice bale here and there the highest return was 1/3 a pound, which the writer thought was no more than a fair profit to make. Except for a choice bale here and there the highest return was 1/3 a pound, which the writer thought was no more than a fair profit to make.

Pressed in cross examination, Mr. Scott admitted that he had “done very well,” but he de­clared to state the rate of profit earned without consulting his partners, who were then in England. He was not disposed to sell his interest because he was “hoping for some political changes that would make matters better.” The upshot was that Goyder’s valuation stood. The latter de­clared the quantity of stock said to be depastured at Canowie was named to him by the manager, Thomas Goode. The Surveyor General must have used a very blunt pencil when he tersely re­plied as follows to Mr. Scott’s letter to the Government:—“The jus­tice, indeed, the liberality of my valuation, may easily be ascertained by the writer giving notice according to the Act, and the run being submitted to public competition at auction.” Of course, Goyder was right. At any rate, when, on ac­count of a difference of opinion, Messrs. Scott, James and Haywood parted company in 1869, Canowie was carrying 65,000 sheep, and the run fetched £61,000. Its maximum stocking during Mr. Goode’s long regime was 73,000 sheep. That gentle­man started with Mr. Scott at 15 a week for duty in the men’s kitchen. The writer said that the Canowie sheep were a “most rummy looking lot” when he first knew them, and that all the leading farms included 6 per cent. of black lambs. Yet Mr. Scott had never hesitated to adopt all reason­able measures for the improvement of his stock, paying up to £400 for imported rams, which was a good price in those days. How famous and popular the Canowie sheep be­came in later years is a matter of history.

Canowie was only one of many pastoral properties in which Mr. Scott was interested, but he never resided on any one of them, being content to pay them very occa­sional visits. Mr. James was the manager at Canowie during part of the period of the partnership. Mr. Scott had 79 square miles of coun­try at Mount Brown, estimated to be capable of carrying 50,000 sheep. It was watered by the Horrocks and Mt. Brown creeks, and was worked in conjunction with an ad­joining lease of 48 miles, the whole costing £260 a year before the re­vised valuations were made. The complete block, which was managed by Mr. Nicholls, at one time carried 14,000 sheep, 11,000 lambs, 50 horses and 80 cattle, besides which 5,000 sheep were brought over an­nually from Caroona to be shorn. Caroona was a run established by Mr. Scott west of Mt. Brown and Mt. Brown in 1862. It had an area of 128 square miles and included Iron Knob, now a highly important centre in connection with the steel industry. In the early seventies Caroona was disposed of to Segments Da Export. Another of Mr. Scott’s ventures was the Woolundura run of four leases comprising 108 square miles on which 8,000 sheep and 700 cattle were carried, and which were sold in 1867 for a rental of £374 per annum, deducting im­provements worth £930. Five leases, having a total area of 352 square miles, were also stocked at Mount Serle, the next post office below Yudanamutana. A return published in 1877 showed Mr. Scott to be the lessee of altogether 640 square miles of country, carrying 37,829 sheep and 1,688 cattle.

Abraham Scott was a member of the first Legislative Council under responsible government, and con­tinued to represent the Province for ten years. In July, 1867, he wrote a letter to the President ten­ding his resignation, as he had found that engagements in Europe would detain him longer than he had contemplated. The fact is that Mr. Scott had made up his mind to return to England permanently, and after 1867 he paid only one visit to South Australia. For a considerable period he was an Ade­laide Director of the National Bank of Australia, and occupied a similar position in London until the time of his death. He was also a repre­sentative in London of Goldsbrough, Mort & Co. When the voyages of the pioneer steamers of the River Murray, the “Lady Augusta” and “Mary Ann,” had indi­cated the possibilities of trade in that direction, two private com­panies secured Acts of Parliament to facilitate their operations. One charter was granted to Abraham Scott and others to form the Murray River Com­pany with a capital of £50,000, to be called the Murray River Com­pany, for the purpose of navigating the stream by means of steamboats and other vessels. No information concerning the remitting the remit­ting, and the matter is mentioned only to show the ramifications of Mr. Scott’s interests. During his life in South Australia he resided at North Adelaide Parkst. He married the eldest daughter of Mr. Charles Gooch, and died in Eng­land on November 19, 1903, at the age of 86 years.
ONE of the first to introduce Lincoln sheep into South Australia, Gustav Adolph Gebhardt is justly entitled to recognition for the contribution he made to early pastoral history. He left a worthy family of sons to carry on the work the foundations of which he laid so well. With the eldest of them, Charles E. Gebhardt, now living in retirement at Glen Osmond, the writer spent an exceedingly interesting "looking backwards" afternoon. Probably none has taken a greater interest in the effort of the "Adelaide Stock and Station Journal" to honor the memory of the pastoral pioneers, he having preserved every article of the series.

His father was born at Duderstadt, Hanover, on September 23, 1833. At an early age he lost both his parents by death, and in 1858 he and his two brothers, Ernst and Carl, migrated to South Australia in the ship "Ohio," which took more than four months to make the voyage to the antipodes. Ernst, whose birth anniversary occurs on the last day of the year, is 84 years old, and is living at Goodwood Park. It was only by a chance circumstance that the Gebhardt brothers settled in South Australia. A band of the more ambitious young fellows in the town of Duderstadt held meetings, and decided to go to America. After the necessary arrangements had been set in train the appointed leader of the party was found dead hanging by the neck in a tea garden. The migration project was then abandoned temporarily, but Gustav Gebhardt rallied the forces, and it was then decided to make South Australia the land of their adoption.

On arrival in Adelaide Gustav Gebhardt obtained a situation with Gabriel Bennett, the butcher, he having been engaged in that trade in Germany. By the way, a fellow passenger on the "Ohio" was Leopold Conrad, who was the leading butcher in Adelaide for many years and bought a lot of livestock from his old shipmate after the latter had entered upon pastoral pursuits. Ernst first drove bullocks for five shillings a week and Carl went on to a farm at Lyndoch. Then the three brothers removed to the Burra at a time when the copper mine was in full swing. Gustav got employment with a local butcher. When out with the cart one day he, in the belief that he was making a good deal for his master, purchased ten bullocks at £10 a head. The employer (Mr. Jones) was much annoyed over the transaction, whereupon Gustav Gebhardt said: "Very well, you can take a week's notice, and I will set up on my own account with the bullocks." The other Burra butchers did not welcome the fresh competition, and the Duderstadt man suspected underhand work when he found that his cart had been taken to the creek and abandoned there with the spokes of the wheels sawn off. The incident brought much practical sympathy to Mr. Gebhardt from the public, and his trade flourished to such an extent that he was soon in a position to engage in the
breeding of stock, a business that had always appealed to him more than the vending of meat. Mr. Gebhardt started by purchasing from the Crown at £1 an acre, a block of 2,000 acres at Mount Cone, near Terowie, Bryan. He bought 1,200 ewes, but lost practically the lot through drought. He sank the first dams in the neighborhood, built a woolshed and cottage, and otherwise improved the property. Mount Cone is now the site of the Boolcunda Station. Shortly afterwards he leased Pualco, which subsequently became incorporated in the old Paratoo run. Some improvements were effected to Pualco, which was soon afterwards sold at a good profit. Mr. Gebhardt gradually increased his holdings by acquisition from other leaseholders, including William Watts and farmers who had been sorely tried by rabbits and bad seasons. He also bought Mr. Lewis’ estate, known as Wildotta, where he built in 1871, according to a report in the first edition known as Mackerore. That was the general name he applied to his whole estate, which had now aggregated to 27,000 acres. “Ode” is a German word equivalent to “village,” and Mr. Gebhardt chose the prefix in honor of his uncle, Dr. Macker. Subdivision has left Mackerore a much smaller property than it was originally. The architect for the residence was Mr. Wm. Beattie, whose son George is now practising the same profession in Glasgow. Mr. Gebhardt had a great fancy for Lincoln sheep, and he showed considerable enterprise in importing some of the best specimens of the breed obtainable in the old country, although there is no record of exactly what studs they were drawn from, nor claim some were made—not by the family, but by writers—that Mr. Gebhardt pioneered the Lincoln type in South Australia is not well founded, because in 1854, Dr. W. J. Browne had introduced the longwools at Moorak in the South-East. He, however, may have been the first to take them to the northern areas. Mr. Gebhardt kept his flock thoroughbred, and bred his sheep to perfection. Some of his best shears used to be cooped up at night for fear of the wild dogs. He had it practically all his own way at the Adelaide and country shows, where he exhibited and received much praise. The imported draft suffered severely from sunburn, the climatic change proving too drastic. The backs of the sheep were badly blistered, and had to be treated with a carbolic mixture. They were imported through the old firm of Messrs. Cotton & Opie, who shipped the Merinos at Czeban in London for some years. It is curious that the more aristocratic Mr. Gebhardt’s Lincoln sheep became the more difficult they were to control, no matter how careful the attention given to fences might be. Eventually he came to the conclusion that the Merino was not suited to the position at Mackerore, and he made a complete dispersal of his Lincoln flocks in 1882. A buyer for the whole 12,500 of them was found in Patrick Gibson, of the old Paratoo run in Victoria, the price paid being 9/ a head off shears for grown sheep, 5/ for lambs, and four guineas apiece for 400 rams. The rams were shipped from Port Adelaide, but Mr. Gleeson, who had brought over his own drovers and an excellent plant, essayed to travel the rest of the Lincolns all the way to Victoria. They were drafted into two large flocks, one one breeding sheep in one flock, and ewes and lambs in the other. The Lincoln, of course, is not of the gregarious habit, and the worst apprehensions concerning the result of this hazardous droving enterprise were fully realized when the time came for the Murray to be reached by the advance guard, the flocks had taken on a twelve-mile spread, and men and dogs were worn out. The passage of the Coorong exacted a terrible toll, and Rosebrook was eventually sighted with a heavy loss on the roads. It was a sad break-up of a truly historical flock.

Mr. Gebhardt started his Merino campaign with the purchase of 3,000 sheep from William Jervois’ estate and the Stirlings’ Nalpa Station, and bred them up with the Murray strain. He would have secured much tribulation if he had confined his activities to Mackerore, but he purchased the leasehold of Markaranko Station on the Murray River, with head-quarters about 14 miles from Morgan. The area was about 500 square miles, and so much money was spent in improvements that the carrying capacity was established at 25,000 to 26,000 sheep, although about 100 square miles of the country remained untouched. Mr. Herman von Rieben was the first manager. A half-way depot of 10,000 acres between Mackerore and Markaranko was acquired at Clifton (known as Chalk Cliffs), 23 miles from the Burra. This was improved extensively, the ploughing up of rabbit burrows in the sandy ground proving exceedingly effectual. Mr. Gebhardt persevered with the Murray property for 19 years, but nearly as fast as he made money at Mackerore he lost it at Markaranko chiefly owing to the ravages of vermin. It was a five-days’ droving trip between the two places. When the lease of the up-river run expired Mr. Gebhardt quit that region. An advertisement published in July, 1890, intimated that Elder, Smith & Co. Ltd. would offer for sale the Markaranko property after the auction of the North West Bend Station on behalf of Messrs. Hay, Graves and Co. It had a frontage of 28 miles to the Murray, the property was 10,000 acres, and it was half a crown per square mile. At that period the stock was down to 9,000 sheep, 40 horses and 15 Alderney cattle. He had known it was to have to accept sixpence or sevenpence a pound for his wool, and the presence of Phillip Levi’s boiling down establishment in the vicinity of Markaranko told against the value of stock in the earlier part of Mr. Gebhardt’s pastoral career.

In 1875 Mr. Gebhardt took his wife and family for a holiday trip to the old world, and on the return voyage of the Te Deum, one of their fellow passengers was the late Mr. Frederic Chappel, B.A., who was coming out to begin his distinguished career at Prince Alfred College. Mr. Gebhardt purchased Pareora, near Wakefield (10,000 acres) to his holdings. In 1889 he retired from the active management of his numerous interests, which he made over to his four sons. Adolph (since deceased), took Pareora and Charles, Ludwig and Albert carried on the other estates in partnership for some years. The father handed over to Mr. Horace G. Lillecrapp, who in turn passed it on to Mr. Lachlan McBean. Mr. Albert Gebhardt remained at Mackerore, and his brother Ludwig later entered into possession of Pareora. The father died on March 16, 1900, at the age of 67 years, and was buried in the Brighton Cemetery. In his will he left £600 in trust to the fund at any time. Trust is so framed that any other trust is so framed that any other
BEFORE coming to South Australia in 1840, Christopher Giles was in business with his brothers at the London Corn Exchange. With his wife and six children he made the voyage in the “Calcutta,” bringing out at the same time several servants, a six-roomed house ready for erection, an English chaise and harness, and a large quantity of merchandise suitable for the requirements of a pioneer intent upon settling on the land. Soon after arrival he purchased 400 acres of land on the Upper Wakefield, between Auburn and Watervale, and subsequently became first chairman of the local district council. Sheep were obtained from John Jacob, of Moorooroo. The holding on the Upper Wakefield was known as Kerkaraboo, sometimes shortened to Keraboo. It proved far too small for Mr. Giles’ enterprise and family needs, and in the fifties he acquired from John Taylor the well known Ketchowla Station, having an area of 266 square miles and situated about 40 miles north-east of the Burra. There were practically no improvements on this property at the time, and, with plenty of capital at his disposal, Mr. Giles erected a woolshed and expended a lot of money in sinking deep wells, the absence of water being the greatest drawback to a scope of country that was well grassed and bushed. An ancient gazetteer says that the water was so deep, and of such uncertain quantity and quality, that little dependence could be placed upon it.

In 1860 Mr. Giles was joined in partnership by Hillary Boucaut, who had arrived from England in December, 1846, by the “Duke of Brunswick.” Mr. Boucaut paid £1,850 cash for a half share in the business at a time when Ketchowla carried only 3,520 sheep. For the first few years the results were encouraging, but the notorious drought so often referred to in these pages spun for the partners one of the most sorry tales to be found in the history of pastoral pioneering. By purchase and natural increase the flocks had increased to 16,485 sheep at the 1864 shearing. About £9,000 had been spent in well sinking, dam construction, and other improvements, and the firm stood in a highly good commercial and financial position. About the commencement of the bad years Mr. Boucaut gave his personal attention to the making of a dam ten miles out from the head station in the centre of the run, where there was good salt bush and other herbage but no water. About £1,500 was spent on the enterprise in a catchment where water had been known to run many chains wide and several feet deep after a heavy thunderstorm. Three years followed without this big dam having a drop of water in it. A Government party that was boring on the pegged line from the Burra to the
CHRISTOPHER GILES

Barrier Ranges, seeing the empty dam, fixed it on the official map under the name of "Boucaut's Folly," a description which has endured to this day. However, in Feb., 1867, a heavy thunderstorm filled the dam, which has never since been empty. It is claimed that this was the first dam ever made in South Australia with the plough and scoop. Four bullocks were working on it for about 18 months, and for the whole of that period eight other bullocks were employed carting water for ten miles to man and beast engaged on the job. Unlike the empty country around the wells, this part of the run was rich in sheep fodder, and the lucky succeeding lessee was able to put from 5,000 to 8,000 sheep on that one dam which so brilliantly belied its name—"Boucaut's Folly."

From October, 1863, until January, 1866, a period of 26 months, Christopher Giles and his partners experienced only 15 rainy days, and when it is known that their wool clip averaged only 4½ lbs. to the sheep, and the price 7½d. a pound, the wonder is that they were able to battle on as long as they did. When they were well in the throes of the drought they sold 4,436 sheep for an average of 9½d. each, and the lucky succeeding lessee was able to put from 5,000 to 8,000 sheep on that one dam which so brilliantly belied its name—"Boucaut's Folly."

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The shallow depth at which water was obtained on Anabama was in marked contrast to Messrs. Giles and Boucaut's experience at Ketchowla. For the seven years they were in partnership it cost them an average of 11½d. a head annually to draw water for their sheep. The wells were 150 to 250 ft. deep. The best of them would water 2,800 to 3,000 sheep each, but the others no more than 1,100 to 1,500, and then only by keeping the stock at the wells for six or seven hours. The depth necessitated the employment of three men—two shepherds and one water drawer—to two flocks, further expense being incurred by the obligation to retain horses at these waters, and to hand feed them. The wear and tear in the operation of the wells was very great. In 1865 hay cost up to £22 a ton, although the average was £6 or £7 a ton delivered. During the drought the sheep were so poor that an increase in the requirements for rations was noticeable, and in that way and from sheer starvation, the great scourge wiped out 7,500 head. From 1860 to 1864 the wool returned £4,544, and from 1864 to 1866 the income from the same source was £3,706, or a total of £8,250. In normal times ordinary working expenses at Ketchowla, without paying all the shearing expenses, amounted to £135 per thousand sheep annually, and double that amount in the drought period. Less than 9½ a head was accepted for 1,500 fat wethers at one period of the trouble. Thirty-five working bullocks and 8 horses died from starvation, there was no lambing in 1865, and only 1,050 lambs were dropped in 1866. Exceptionally heavy storms in January, 1866, saved the comparatively few sheep that were remaining at Ketchowla. On top of all the tribulation indicated in the foregoing lines Messrs. Giles and Boucaut had been paying 10 to 12½ per cent interest on advances, and, good men as they were, it is not surprising that they came to grief. The merchants took the run for the debt on it. When telling his story later to a Royal Commission, Mr. Boucaut advocated leasing pastoral country such as that which had treated him so badly at 5/ per square mile, with a tenure of 25 to 30 years. He declared that it would not carry more than 40 sheep to the square mile. Mr. Boucaut wrote a letter to the Chairman of the Commission (Sir W. H. Love, M.L.C.) saying that during the seven years' partnership Mr. Giles had drawn absolutely nothing, while he himself had not drawn all of his salary of £100 per year, and £150 for the other two years as manager. Yet at the end of seven years, after working day and night, for the following seven years, off and on, Mr. Boucaut spent his time on and about the Mount Arden Station, camping out and droving sheep between that run and Ryelands at a wage of 8/- a week and tucker. In 1855 Mr. Loudon, the manager of Mount Arden, allowed him to accompany John McDouall Stuart, the famous explorer, on a search for pastoral country in the Chambers interest in the direction now taken by the East-West Railway. The party was absent for six weeks. Mr. Boucaut left Mount Arden in 1860, and the Ketchowla venture followed. It was not until 1866 that Mr. F. C. Austin, who lost everything, and then the run fell into the hands of Sir Thomas Elder.
HE name of Salter is known best now in the wine trade but the founder of this esteemed family in South Australia, William Salter, played his part as a pioneer sheep-farmer before he planted a vineyard. His son, Edward, was one of the few men who adopt the eminently sane plan of putting in writing all the family history handed down to them by their parents, and thus we are able to present a fairly complete account of a strenuous and useful career. In the things which count for most in life, William Salter proved that he had inherited the consistent piety which characterised generations of his ancestors, one of whom went to England with William the Conqueror. They were a Devonshire family of the Puritan type, well educated and of considerable influence in the business world in which they moved. William Salter was one of a family of nine, and after attending school at Exeter, the home was shifted to Tiverton. The father dabbled in science and mechanical work in a room at the top of his house. It is recorded that he made a watch complete in every part, studied astronomy, and read the Bible from a French translation. The subject of this notice wanted to be a farmer, and so his father bought him a property four miles from Tiverton, and placed it under the management of a hind, who proved "ignorant, cunning and dishonest." The son's career on the farm was more of a pleasure than an education, and a losing proposition was abandoned at the end of four years. He was then apprenticed to a chemist, and finished his training at Pritchard's, in Deal, Kent, an establishment which had a very fashionable patronage.

William Salter married Miss Shea, and went into business at Devonport, and then at Stonehouse, both in Devon. While at the latter place he was attracted by the story of South Australian colonization, and decided to migrate as an escape from a distasteful indoor life. With his wife and small family he made the voyage in the ship, "Caroline," 450 tons, Williams master, which left Plymouth on June 30, 1839, and reached Port Adelaide on December 16 of the same year. He brought out a wooden house, and had it erected...
on South Terrace, Adelaide, where it could be pointed out at least 33 years later. The "Caroline" passengers had a lot of trouble in getting their furniture and goods up from Port Adelaide, and some of them had recourse to wheelbarrows as a means of transport. Soon after arrival Mr. Salter's wife died, and his two young sons, William and Edward, which placed with Mr. and Mrs. Wearing, at Beaumont, the parents of Judge Wearing, who perished in the wreck of the steamer, Gothenburg. Mr. Salter accepted the Adelaide agency for an English mercantile firm, Messrs. King & Co., who closed the South Australian branch of their business during the period of the new province's financial stress in Governor Gawler's time.

When the surveys for George Fife Angas were attracting attention, the place, who had moved again, was induced to take up sheep farming in the Angaston district which was then looked upon as belonging to the wilds of South Australia, although Mr. Angas's description of his own country was "as extensive and as beautiful an estate as falls to the lot of man." He rented section 678 and a moiety of section 53, and placed in charge of Harry Danzie, who had been known to walk to Adelaide, 50 miles, in one day, and return the next day. The settlers united, and built a little inn, and placed in charge of William Slade, who was now able to take up sheep farming in the Angaston district, and the family made a useful part in the management of the run, and the family made money fast, but the Government resumed the property. William, Junr., bought back several thousands of sheep, and acres at £1 an acre, and added to the estate another small run called Matilda Station, being a little north of the present township of that title. The name, Salter's Springs, in the Hundred of Alma, serves as a reminder of the family's early occupation of the country. In 1853 William, Junr., partly with the financial assistance of his father, paid £5,000 for a lease of the old Baroota run, about 35 miles south of Port Augusta, and £1 a head for 10,000 sheep. Edward says in his journal:—"Goyder's valuations greatly increased his rents, and took away all the premium value of the lease." William's creditors came down on him, and he was ruined financially. My father lost £2,000 on the venture." The area of Baroota was 65 square miles, and originally the total rent and assessment amounted to £108 a year. In 1864 the property was carrying 11,000 sheep and lambs, and, although Goyder estimated that it was overstocked, he put up the rent to £442, deducting improvements valued at £1,124. There were 11 huts on the run, and a 6-roomed pine house at the head station. Early reports refer to the Membre, Baroota and Reedy Creeks as watering the station. Membre is now Mambray, and Reedy Creek is Mambray, and it looks as though the name was evolved from the original Mamre Brook at Angaston. In December, 1866, Elder, Smith & Co. applied to the Commissioner of Crown Lands for a postponement of the rent and assessment due on the leases of William Salter, Junr., and intimated:—"His losses and expenses through the drought have been such as have placed him in an insolvent position." He had occupied some of the rougher country in a district which now invariably sends the first load of new wheat to market.

After the Baroota failure Mr. Salter, Senr., retired from pastoral pursuits, and in conjunction with his son Edward he had planted a vineyard at Angaston, which yielded its first vintage in 1861. He was content to derive his income chiefly from loans on mortgage, the interest rate for which was then 10 per cent. He refused to purchase 200 shares in the Burra copper mine which were offered to him at £500. Twelve months later they were worth £10,000. The Crinnis copper mine was discovered on his property at Angaston, and he leased it to a company on a royalty basis. Three men exhibited to Mr. Salter very rich copper specimens which, they said, they had found on his mine section. He agreed to give them a reward upon them showing him the spot, but they were never able to point out the ground anything like so rich as the specimens they had displayed. Mr. Salter became convinced that the show pieces had been won from the Burra mine, and he declined to pay. Two of the men brought an action in the Supreme Court, but the verdict went to Mr. Salter.

Mr. Salter was a foundation member of the Rev. T. Q. Stow's Congregational Church, and for seven years he discharged the duties of a lay magistrate at Angaston. He moved the resolution, as chairman, at the meeting when it was decided that the Angaston District Council should be formed. He was one of the original members of that body, in addition to Messrs. G. F. Angas, Horace Dean, Richard Rodda and William Coulthard. Mr. Salter was a good Latin scholar and an elocutionist of more than ordinary ability, with a special liking for the writings of Shakespeare. He reveals himself as a thoughtful and well read man in a long letter which he wrote to the press in 1863 on "The Remote Antiquity of Man," being a reply to a lecture on the same subject delivered by Chief Justice Hanson. Among the interesting things which he handed down to his descendants was a letter written before the days of postage stamps, in which his father said:—"As to ye young lady, I hope you will be wise enough to make no engagement until she has her property at her own disposal." There was also an admonition not to leave his employment at Deal until he had given his master proper notice. Mr. Salter died on July 30, 1871, and was buried at Angaston.
EARDLEY T. L. HEYW OOD

For many months notes concerning the life of Eardley Thomas Louis Heywood, a noted River Murray pastoralist, were held up pending the result of a particularly vexatious search for his portrait. The merest chance provided a happy ending to the quest. At a little social evening around the fireside the writer was chatting to Mrs. Salathiel Ladbury, wife of one of the partners in the firm of Ladbury Brothers, the well-known Queensland wool scourers, who was in Adelaide from Melbourne on a visit to her mother, Mrs. E. Douglas, a sister of the late Sir John H. Gordon. The subject of Christian names cropped up, and Mrs. Ladbury remarked that one of her cognomens was Eardley. “Nothing to do with Eardley Heywood, of course,” said the writer in a pot-shot of despair. “I have been looking for his portrait for more than a year.” It then transpired that Mr. Heywood had been a close personal friend of Mrs. Ladbury’s parents, and within two days the elusive portrait, reproduced with this article, was in the possession of the “Stock and Station Journal!”

Mr. Heywood was 20 years of age when he landed in South Australia from England, in the year 1842, apparently well provided with capital. He had notable connections in the old country. A cousin was Mrs. Hanbury, of the big English brewing firm, Truman Hanbury and Buxton, which later claimed another link with South Australia by the Governorship of Sir Thomas Fowell Buxton. Mrs. Hanbury was a very cultured woman, who spent much of her life in Italy, and who corresponded regularly with Mr. Heywood after his migration to the antipodes. The latter was a second cousin of the Hon. Hugh Culling Eardley Childers, Commissioner of Trade and Customs in the first constitutional Ministry of Victoria, who afterwards became first Agent General for Victoria, a member of the House of Commons, First Lord of the Admiralty, Secretary of State for War, and Chancellor of the Exchequer.

After his arrival in South Australia Eardley Heywood lost no time in entering into pastoral pursuits. A directory for 1844 shows him as the owner of 1,500 ewes, 200 wethers and 900 lambs in the Stanley district, and it was from him that Ned Bagot bought (in 1853) the famous Beef-acres estate near Adelaide, and used it as a cattle depot in conjunction with his Ned’s Corner station on the River Murray near the border. In 1845 Mr. Heywood himself selected country on the Murray, and continued in occupation of it until his death. His principal station was called “Portee,” believed to be a native name, which property is now in the hands of Mr. Fred Tennant. With ample capital at his disposal, Mr. Heywood built up very large interests in the region of Blanchetown, Swan Reach and Moorundee. Evidently he started operations during the period of a very low river, and without much knowledge of the habits of the Murray. His first headquarters were established so close to the edge of the stream that subsequently his house, afterwards
known as the Old Whipstick, was
flooded out. This circumstance is
referred to in some notes of a ten-
days' tour to the Murray and the
North published in 1856. The tour
was a party of emi-
trians, who record the fact that they
rested at Barker's Hotel in the
Burra. That was the house kept by
the father of the late Mr. John
Barker. The notes go on to say
"Our halting place on the Mur-
ray for the first night of our arrival
was the Old Whipstick, a house
built by Mr. Heywood, who owns the
run. An inundation of the Mur-
ray some three or four years ago
washed the house into ruins, the
waters rising to nearly a level with
the tops of the windows, and the
cellars being even now full of sand.
At the time of our visit workmen
were engaged in restoring the pro-
cesses, and Mr. Woods, its present
tenant, purposes applying for a li-
cence. At this house we were accom-
modated for the night without
shakedowns, and a good supper
was set before us. We were
informed that although there
was no licence at Moorundee it
would not be impossible to obtain
a bottle of grog. However we found
it impossible, ... Not a 'dhrop'
was to be had, so when we tired of
coffee we regaled ourselves with
tea." Meanwhile Mr. Heywood had
established himself in a comfortable
home on much higher ground where
no flood could ever reach him. He
did not spend all his time on the
woolshed was at Swan Reach, where
afterwards died at Port Lincoln. The
settlements on the Murray. Edward
wood's vast run included Moorundee,
and is alleged to be the "father" of
most of the willows now flourishing
along the Murray. The difficulty
would be to find a willow that did
not come from St. Helena.

The extent of Eardley Heywood's
pastoral interests was revealed at an
auction sale of his properties held
on September 19, 1879, nearly two
years after his death. This was con-
ducted in White's Rooms, Adelaide,
by Messrs. W. Gordon and Co., in con-
junction with Mr. E. M. Bagot. The
properties included the Portee run on
the west bank of the Murray, cover-
ing about 110 square miles; Swan
Reach, on the east bank, about 182
square miles; Eastern Well, east of
Swan Reach, about 151 square miles;
and a lease for a term of years of
about 2,475 acres of freehold on
which was situated the head station
of Portee, consisting of a large
house and substantial improvements.

The runs were well fenced, subdivid-
ed, furnished with wells and engines,
and otherwise improved. Portee then
carried 13,000 sheep, Swan Reach,
23,000 and Eastern Well, 10,000, with
"this season's crop of lambs given in."
No record of the auction results was published, but Mr.
Fred Tew has said he acquired from Messrs. W. S. and Ed-
win Rogers. Mr. Heywood's interests went much further than
has been described. At the same
auction sale there were sub-
mitted in his name the Red
Bluff and Mount Shaug	
Stations on the Victorian border, to-
gether with 25,000 sheep, and also
1,666 square miles of unstocked
country on the Murray side of the
boundary. The Red Bluff and
Mount Shaug properties were locat-
ed on both sides of the South Aus-
tralian and Victorian border, about
10 miles north of Bordertown." They
comprised about 140 square miles of
country in South Australia, and 760
square miles in Victoria, with the
home station in the former State
Four hundred miles of this huge
block was well fenced and divided
into seven paddocks, being well
watered by springs, reservoirs, clay-
pans and "a splendid unlimited well,"
Mr. Heywood had his full share of
domestic and pastoral troubles. He
lost his first wife, and within one
week three of his five children died
drom diphtheria. In 1859 he and other
lessees of the "waste lands of the
Crown" had a memorial in question was referred
for report to the Surveyor General
of the day, Major R. E. Freeling,
after whom the town of Freeling
was named. It cost Mr. Heywood
about a ton to get his wool to Port
Adelaide from Portee, 175 miles as the
bird flies. A lot of country that he held in the
hundreds of Skurray, Paisley, Fish-
er, Ridley, Caddell and Randell was
afterwards leased to William Sim-
anders, and then resumed.
Mr. Heywood died, following up
on a fit, at Barton Terrace, North
Adelaide, on December 16, 1877, at
the comparatively early age of 55
years. His remains rest in the Will-
aston Cemetery. Every business
place in Gawler was closed as the
funeral passed through, and the
"Bunyip" published the following
glowing tribute to the memory of the
deceased:

"Alas! that the kind heart of a
warmhearted and true English
gentleman has ceased to beat. One of
his own countrymen and fellow-
colonists, who has battled
in an early colonist, who has battled
many long years with sunshine and
with storm, who has passed over the
heights and depths of colonial pros-
perity and adversity, has been sud-
denly called to go hence. Few can
ever leave behind them more kindly
remembrances. The heart that could
feel for another," the purse, however
stored, that was never shut to the
true charity or benevolence, the
brother in adversity to so many,
known and unknown—these were
pre-eminently the characteristics of the
departed. We cannot often ex-
tpect 'to look upon his like again.' He
who could 'rejoice with them that
rejoice, and weep with those who
weep,' like him who has gone from
among us, is not the common or every-
day character. The man with the
temper of the true gentleman would
scorn to do the mean or shabby or
unjust action, is not always to be
met with. When the grave has
closed over the dead then the real
character of the manly man is dis-
covered. This town and neighbourhood, where
he resided some years, and other
localities throughout the colony,
could, were it necessary, furnish in-
stances not few of a philanthropy
most generous. The best, because
the truest, tribute to the dead is
marked by the genuine tears and
sorrow of the living. Certainly
we were not wanting in the graces of
him whose face we shall see no
more until the high trumpet shall
sound and wake the dead. Gawler
paid the last tribute by suspension
of all business as the funeral passed
through the town."

Mr. Heywood contributed £25 to-
wards the organ fund of St. George's
Church, Gawler, and the organ was
opened on the day he died. He
leaved a second wife, and his
widow subsequently became the wife
of Captain Harry, a mariner.

She is now living at St. Ives, Cornwall.

75
FEW of the pioneers of the South East were so well known and highly respected as Mr. George Glen, who was identified with the district as far back as 1845, and grazed sheep over the site of the now prosperous town of Millicent. He was born at Brompton, London on December 23, 1827, and was the son of a physician. At the age of 18 years Mr. Glen decided to settle in South Australia, where he arrived early in 1845. His brother-in-law (Sir Samuel Davenport) took the newcomer under his wing at Macclesfield, where the latter was engaged in shepherding sheep and gaining colonial experience. The jackeroo stage was soon left behind. Mr. Glen was fond of describing a ride he took with Sir Samuel Davenport and Mr. Duncan McFarlane to Rivoli Bay, during which they camped out every night. He found it very enjoyable, although it was his first riding experience.

Sir Samuel Davenport had taken out country in the South East, and in 1846, as a result of his inspection trip, he sent 4,000 ewes in lamb and 400 head of cattle to what was known subsequently as Mayurra station. Mr. Glen accompanied the little droving party, and must have experienced a pretty rough time, because the trip occupied a month, the country was very wet, and the watching of the stock at night often involved wading through water. The journey ended near a spring called by the blacks “Mayurra.”

Duncan Stewart, native interpreter, left it on record that the name was a corruption of “Maayera,” meaning “fern straws” in the language of the Boonanik tribe. The run comprised an area of 110 square miles, the original rental of which was 10/- a mile. It included the present townships of Millicent and Tantanoola and the German Creek (since re-named Benara Creek) down to Lake Bonney. The original homestead was situated very close to the site of the first named town. Later a more ornate house was erected, and, when Ebenezer Ward was rambling over the ruins of Greytown, on Rivoli Bay, in 1869 he espied the following inscription on the wall of an old store:—“The workmen for building a house for George Glen Esq. at Mayurra arrived here by the Kangaroo, February 16, 1857, sixteen days out from Adelaide.”

Associated with Mr. Glen was his younger brother Thomas, who had come out with him in the ship “Templer,” another passenger on the same voyage having been Mr. W. A. Crouch, whose South Eastern pastoral ventures have already received attention in these pages. Neither one of the Glen brothers had had any previous practical experience of bush life or stock, and they acquired their knowledge in a hard school. Coast disease caused the death of all the first draft of lambs and a large number of the sheep. Trouble was encountered with the blacks, who used to frighten the cattle, rush them into boggy swamps, and spear them. In mustering it was not uncommon to find a dozen or more cattle in the mob with broken spears hanging from their bodies and held by the barbs. Pluck, endurance and determination enabled Mr. Glen to overcome the difficulties of pioneering, and when he became of age he joined Sir Samuel Davenport in partnership at Mayurra. After the initial deplorable stock losses, and before the coast disease was understood, Sir Samuel induced the famous botanist Baron Ferdinand von Mueller, to visit the run and investigate the herbage growth for the possibility of poisonous plants being the cause of the mortality. For three
weeks von Mueller botanised over the whole property, working daily from daylight till dark with great diligence and thoroughness. Nothing of an injurious nature in the vegetation was discovered.

George Glen found that by shifting the sheep from the flats to high lands at Mount Burr and the Bluff in the winter and back in the summer, an effective check to the "coasty" conditions was secured. William Vansittart was now admitted to the partnership. He had been a clergyman in England, but was now engaged in South Australian pastoral pursuits. In 1851 Messrs. Glen and Vansittart bought out Sir Samuel Davenport's interests in Mayurra, and they stocked the run up to 14,000 sheep, 1,500 cattle and 300 horses.

The blacks continued to be a menace to pastoral operations, and Inspector Alexander Tolmer describes an incident that came his way in the late forties. He was staying at Mayurra, when one of the station hands rushed excitedly into the hut exclaiming "The blacks, sir, are going to set fire to the place tonight." The man's disposition was generally genial, but Tolmer thought it well to prepare for a possible attack. He writes:—"Accordingly Glen and Vansittart produced several bowling pieces and necessary ammunition, and distributed other arms to their men. Having been voted to the supreme command of the garrison, I placed my orderly behind a bush, and the station hands behind others, with orders not to fire upon the assailants until I gave the word. Glen, Vansittart and myself then took up a commanding position in another direction, and thus awaited the approach of the blacks, who, however, never made their appearance. Whether the report was a hoax, or that the blacks had heard the police were at the station, of whom they had a wholesome dread, I cannot say.

In 1854 William Vansittart was now admitted to the partnership. He had been a clergyman in England, but was now engaged in South Australian pastoral pursuits. In 1851 Messrs. Glen and Vansittart bought out Sir Samuel Davenport's interests in Mayurra, and they stocked the run up to 14,000 sheep, 1,500 cattle and 300 horses.

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In 1854 William Vansittart was killed by his horse dashing him against a tree near Richmond Park, Robe. He has been described as "one of those genial, fine characters not often met with, a thorough sportsman, and a pleasant companion." He added the breeding of good horses to the farming of his sheep. Thomas Edwards, and cut into small blocks that realised about £60 an acre. Another trip to England followed, and on his return Mr. Glen settled down at Mt. Gambier, where he died in 1908 in his 81st year. For many years he could only get about on crutches owing to rheumatism, but he could drive in his buggy without assistance, and was cheerful, genial and jovial to the last. He was an excellent raconteur with a keen sense of the ludicrous, and his tales of the old times afforded to his hearers much pleasure. One sample from his diary:—"Davenport gave me a flock of sheep to mind, which I did until early in June, shifting my hurdles and sleeping in a watch box close to the hurdles. One night the sheep were attacked by wild dogs. I gave up my flock to another young fellow from England (a Mr. Evans), who eventually went into the church, and was rector of a good sized parochial church in the detail. I was required to howl, he lost his head, left his sheep to the mercy of the dogs, and got up a tree, where he was found."

Mr. Glen was one of the greatest supporters of the Penola races, and his horse "Bailey," ridden by Mr. Dunlop, took the long distance events for several years.

He had a family of three sons and five daughters. One son was a stock inspector in Western Australia, and another was a teacher at Dunolly. One of his sons married Mr. Francis Davison, the veteran lawyer of Mt. Gambier, who has rendered valuable assistance to the writing up of South Easterners among the pastoral pioneers.
NE of the most sturdy and undaunted pioneers of the Far North, was the description applied to this interesting and versatile man when he passed out in 1908. Had he not chosen a pastoral career he could have made a name for himself as a journalist, endowed as he was with originality of style and vigorous power of expression. Of course, Robert Bruce was of Scotch extraction. He was the first of the family born out of Scotland, having first seen the light of day at Mitcham, Surrey. As a youth he was employed in an English shipbuilding yard, and a natural sequence to that avocation was the seafaring life that he entered upon later. Eventually he was able to boast of having crossed the Equator five times in sailing vessels and six times in steamers. One of his longest voyages was to the East Indies. In 1853 Mr. Bruce, then in his 18th year, worked his passage out to South Australia in the ship "Gypsy," on which Dr. and Mrs. W. T. Clinden were passengers. For the first few years he served in the Customs as a locker, and then Mr. J. F. Hayward, of Arkaba, induced him to go to the Far North.

Mr. Bruce passed through Port Augusta in January, 1858, when the Dover Castle was the only hotel in the locality, and came to rest at Arkaba Station, where soon afterwards he received the appointment of overseer at £100 a year, under Mr. Frank Marchant, manager and part proprietor. He found life on a sheep station about as lively as that in a lighthouse, but he never attempted to retrace the new path he had taken without a thorough try-out. Initial trials at the first shearing shed he entered compelled him to pen the following lament:

Give me the goat—the slandered goat—
In preference to sheep,
Though black indeed his shaggy coat
As that of chimney sweep;

No saintly odour his may be,
Not sweet his note to men,
But from these sheep deliver me—
Give me the goat! Amen!

Early in 1859 Mr. Bruce was entrusted with the management of the north-western portion of Arkaba, and took up his residence at a newly formed out-station close under Mount Alick, the highest point of Elder's Range, where there was a beautiful spring of pure fresh water. There very bitter experiences awaited him, as the result of drought and the locust pest, and he unburdened his tortured soul in the following terms: "The sinister effects of that locust plague, coupled with an unbroken continuance of hot dry weather, soon showed themselves on the sheep, and they quickly reached starvation point. Hunting them became my almost constant occupation, and that state of affairs lasted for a solid seven months of misery, during which time I was not particular as to where I camped or what I lived
on. My horses picked up a scanty subsistence on old grass tussocks that had proved too tough for the locusts' teeth, and had since then been well trimmed by kangaroos until they looked like stamping grounds of shaving or paint brushes. I worked harder than a galley slave, and fared worse, till the thing became monotonous and my cuticle scaly, owing to my caginess. "The Immigrant," which I wrote in a workhouse would have jibbed. I might just as well have been a scurvy-stricken Jew lizard."

Mr. Bruce stuck to his Arkaba post until heavy winter rains came in 1860, when he left with the intention of going to the Pacific Islands or California. From that course he was dissuaded by his elder brother, Douglas, who had also come out from the old world and was managing Wonaka Station for the Brownes, and by Mr. George Marchant, who then had Aroona. After recuperating in Adelaide, Robert Bruce took out a large tract of country on the eastern shore of Lake Torrens, and made a start on his own account by founding Wallelberdina Station. His lease was originally part of Samuel Sleep's Warrakimbo run, and it covered 132 square miles, for which the rent was £60 a year. A lot of the new ranch consisted of sandhills, but Robert Bruce threw considerable energy into the improvement and development of his country, and was able to stock it up to 25,000 sheep. His first woolshed was accidentally burnt to the ground, and was replaced by one more substantial and more fireproof. His brother Douglas joined him in a partnership interest in Wallelberdina, and was managing the property when from his horse on March 30, 1873. An isolated grave five miles east of Hawker marks his last resting place. During the great drought of the middle sixties, Robert Bruce was compelled to shift his sheep up to Lake Weatherstone, and he remained with them patiently for six or eight months. A large tribe of natives in corroboree pigments and other decorations were encountered, but they did him no harm. During a trip to England taken by Mr. Bruce, the Wallelberdina lease was managed by Frank Butfield, and after the tragic death of Douglas, the lease was sold to Messrs. Hayward and Beyant.

Mr. Bruce's name is also associated indelibly with the well known Coondambo Station, comprising some of the best pastoral country north-west of Port Augusta. This took its name from a word originally in the early seventies by Messrs. Thomas and James G. Moseley, and subsequently Mr. Bruce became associated with the latter in ownership, and eventually was the sole proprietor. The remote situation of this fine property, 179 miles from Port Augusta, was greatly relieved by the opening of the East-West railway, and the head station is now within two miles of a siding. Mr. Norman Richardson, author of Pioneers of the North-West, gives Mr. Bruce credit for being the first owner to enclose his run with vermin proof fences, and says that he soon reaped the benefit of it. Mr. Bruce's views on the vermin question were thus expressed to an interviewer: "I believe in big vermin districts with a first class boundary fence, which must be well looked after. If you have big districts properly supervised, I am sure that for half the expenditure subdivision would cost, the dogs could be exterminated. In the very hot districts of the north rabbits cannot get down in vermin fenced country if you net the waters. During tremendous heat waves the rabbits must drink. We were never afraid of them at Coondambo. When heat waves happen along the rabbits came in for water, walked into very simply constructed traps, and were then killed by the blacks. I have seen between 1,600 and 1,700 rabbits in one yard within three days."

In 1878 Mr. Bruce again went to England with a view to permanently settling there, and on February 27, 1879, Mr. J. H. Parr submitted to auction in White's Rooms, Adelaide, the Coondambo Station, comprising 739 square miles, together with 7,300 sheep. The advertisement said that this was the run where "a large supply of good stock was recently obtained," and that when developed it should carry 80,000 sheep. It was announced that the sale was on account of the dissolution of partnership between Messrs. J. G. Moseley and Bruce. Subsequently it was intimated that Mr. Moseley was the purchaser at 3s. a head of the stock, but Mr. Bruce does not appear to have really quitted his interest in Coondambo. He came out again in the early eighties and resided on the run, which was retained by his family until two years after his death. Mr. J. G. Terry then purchased it, and later passed it on to Mr. J. E. Pick. At the 1879 auction other country near Mount Paisley and Pernatty Lagoon was offered. Five years after his death, Mr. Bruce described the conditions in his pioneering days as follows: "I recollect the far northern country in 1858. It was all taken up, except the pores. The far North seemed to carry stock much easier in those days. We had in and out seasons till 1861-2. Then in 1862-4 there were tremendous summer rains, and it appeared as though we were all right. But the two years' drought upset all our calculations. All the north country was deserted. At Wallelberdina station that used to pay £4,000 a year, there were only a caretaker and a horse that had to be stable fed. All the saltbush and other vegetation remained the same. I remember writing to Dr. J. H. Harris Browne saying that I did not think that country would carry stock again. But the good seasons returned, and lasted till the early seventies. Booborowie and Canowie never suffered to any great extent. Canowie had to send a few sheep away, but Booborowie did not. During the drought, wool prices touched ruinous prices, but with the return of good seasons, prices improved wonderfully. My wool from Wallelberdina, which in drought time realised 6d. a pound, went to 1/3 in the good seasons, and that rise saved many men from ruin. We thought that after the big drought anything like a breeding ewe would be worth £1. Instead of that, after the good seasons I sold old fat ewes to be boiled down at Port Augusta at 5/6."

As a writer of poetry and prose, Robert Bruce gathered around him a wide and appreciative circle of readers, although it could not be said that his literary ability amounted to genius. The old Adelaide "Lantern" used to permit him to answer in vitriolic verse any adverse criticism, but he received plenty of the other kind of notices. His two principal books of poems, "Echoes from Coondambo" and "Re-echoes from Coondambo," were favorably reviewed on both sides of the world, but his work was much too abundant to be confined to high class. His best prose effort was "Benbonuna" a bush tale of the fifties, running into 35 chapters. Although the story does not say so, the scene of it was laid at the old Arkaba Station, and some of the characters were actually true to life. The proceeds of this work were given to the patriotic fund in connection with the last South African war. Mr. Bruce was also the author of 13 songs, published in England. He spelt another work entitled "Reminiscences of an Old Squatter" by masking the names of people concerned, thus stripping the effort of much personal interest. Mr. Bruce died at North Adelaide on November 4, 1908, at the age of 73 years, and was buried in West Terrace Cemetery. His widow and daughters are living at "Coondambo," Hill Street, North Adelaide.
ROBERT HENRY STACY BROWN was one of four brothers who did much for the pastoral development of the Far North, and he outlived all the others (Thomas, Samuel and James). They were the sons of John Brown, of Exmouth, Devonshire, who came out with his wife and family by the ship "Orissa," landing in November, 1841, after a five months' voyage. So primitive were the conditions in Adelaide at the time that the subject of this notice remembered having hunted opossums in the scrub of King William Street, and he witnessed kangaroo chases over areas that are now closely built on suburbs. Hindley Street was then the principal thoroughfare, and Robert Brown recollected seeing a team of ten bullocks pulling a dray out of the mud opposite to the hotel now known as the Exchange. His father took up land at a spot called Monopilla, between Willunga and the Meadows, and an 1844 Directory shows him as the owner of Exmouth Farm, on which were 400 sheep, 16 cattle, 1 pig, 7 acres of wheat, and 4 acres of barley. The stock continued to increase, and it became imperative for these men from Devonshire to look for wider pastures. Accordingly, upon the advice of an old Vandemonian who had been "up north," Robert and Thomas Brown secured the lease of 100 square miles of country in the vicinity of Hogshead Hill, near Pekina, on the Blackrock Plain. The transfer involved the droving of 2,000 head of sheep a distance of nearly 200 miles from Willunga, and the journey occupied nearly two months. Much time was lost in awaiting opportunities to cross streams swollen by heavy winter rains.

It had been represented to the Browns that the water on their new country was permanent, but it failed in the hot season, and the brothers decided to move into the Flinders Range, between Mount Brown (the naming of which had no connection with themselves) and Mount Arden, the district now being known as Pichirichi. This trek was not accomplished without considerable anxiety on account of the scarcity of water and the devilish activities of the blacks, who were numerous in the district. The little party had charge of between
3,000 and 4,000 sheep, which a mob of 40 or 50 natives tried to cut off by firing the country through which they were being driven. Fortunately, the wind changed at the critical moment, and the plans of the savages were frustrated. The party became separated, the water gave out, and the man driving the bullock dray took at a running track because so famished for a drink that he let the oxen loose, and followed them in the hope that their instinct would take them to water. He reached the site of the town of Port Augusta, and found a five-gallon keg for drinking water, the journey there and back occupying two days. “During one night,” said Robert Brown, “the sheep rushed about a great deal, and a man named O’Connor, who had kept blazing away with his double-barrelled gun to frighten the natives, who, we thought, must be in the vicinity. When, towards morning, I tried to move the blanket I had slept on, I found that two edges of it were pinned to the ground by a native spear, which had been thrown into the camp, and had narrowly missed my body.” Eventually the brothers settled on country where the town of Quorn is now situated.

Everything was going well until the exodus to the Victorian gold diggings in 1852 interfered with the supply of labor. Thereupon the Brown parents sent their youngest son, James Stacy Brown, to the Mount Arden Station to help with the sheeps. Soon afterwards Robert left with a mob of sheep for the old Willunga, and proceeded as far as Clare when he was overtaken with the terrible news that James had been murdered by the blacks. James had not been on the run many days when his dog came home without his battered body was found two weeks after. A search was instituted, and not been on the run many days.

Robert and Mrs. John Brown naturally were grief-stricken over the shocking fate of their son James, and they insisted upon his brothers abandoning the Mount Arden run and returning to Exmouth Farm, near Willunga. The lease was sold for £700, and 10,000 sheep were absolutely sacrificed at 2/6 a head. The call of the bush, however, was too strong, and after the sharp edge of the tragedy had worn off Robert and Samuel Brown took up the Uratan Station, south-west of Broken Hill. The former claimed that he was the first man to sink a well 50 miles east of Waukarina, but a subsequent season drove him off Uratan, whereupon he took on the management successively of Nettalie (afterwards Netley) and Winninnie Station. Subsequently Robert and Samuel Brown secured a lease of Nettalie in their own name. It had formerly belonged to George Williams. They had bought the run without sheep, and put 5,000 head of their own upon it. The total area was 430 square miles. The Browns paid £5,400 for 300 square miles, and took out the rest at 10/ a square mile rental. By 1864 they had 14,200 sheep, and then the wretched old drought of the mid-sixties struck them. Reducing the stock at a severe sacrifice the brothers survived the drought, although their wool had netted them only £12 a bale, and they had to pay £166 for horse feed. Wages, however, were only £1 a week, and rations were considered the equivalent of 10/ a week. Robert and Samuel Brown spent £3,500 on sinking wells on their Nettalie country, of which wells only five were a success.

Thomas Brown also returned to the Far North, much to his sorrow. He went back to the Mount Arden run as manager, and afterwards joined John Williams in a partnership interest. This run, whose head station was 35 miles north of Port Augusta, covered an area of 583 square miles. On January 1, 1864, it carried 773 sheep and 10,084 lambs cut that year 4,770 were carried off by the big drought. “Were you obliged to kill them to save the ewes?” Mr. Brown was asked by a member of a Royal Commission, and he replied: “No, I would not let them be killed. They had to take their chance. I never killed a lamb in my life.” In 1865, 11,000 of the sheep at Mount Arden were removed to John Taylor’s Rylands Station, and another 13,262 died on the run. Four thousand of the big lambs cut were sacrificed in the transfer. There was abundance of water available, but the herbage had vanished. Thomas Brown and his partner were assailed by a carrying capacity of 70,000 sheep at twopence a head, although the former declared that the whole 583 square miles could not carry safely more than 25,000 head. It then came to light that Mr. Swinden had the run before John Taylor bought it. Thomas Brown blamed the latter for the pair having been caught by the drought. Taylor would not agree to letting 11,000 of the sheep off the run when the drought was threatening, but, like many another non-resident owner saddled with a high rent, he wanted to stock as high as possible. “I was in error as to the carrying capabilities of the run. It is only since the last drought I have seen the true character of the country,” truly could say. “I paid the price of the pastoral pioneer. His wool netted him only 7d. a pound, and he saw the drought whistle down the number of wool ships at Port Augusta from seven in one season to one in the next.

Robert Brown died in his 92nd year only as recently as August 9, 1925. The last years of his life were spent at Kent Town and Kensingon Gardens. He had a serene eventide, although he declared that all through life he had been unlucky. He turned down an invitation from George McCulloch to join him in the original Broken Hill mining venture, telling him that he had already lost £2,000 through mining speculations at Waukarina. Mr. Brown was an enormously strong man. On one occasion, when his horse got away from him, he walked 40 miles back to his station between daylight and dark, carrying his saddle and bridle. At Nettle he met with an accident that shattered the cup of one of his ankles, and for nine months he could not put his foot to the ground. While still compelled to use crutches, he mounted a horse to round up some other equines that had not come in after a thunderstorm. By some means his mount got away, and the crippled man hopped and crawled a distance of 18 miles to Pandappa head station. He ended his life in a house called Monopilla, after the spot near the Meadows, where his career started in South Australia. The Rev. E. J. Stacy, a pillar of the local Congregational Church, and formerly commercial editor of “The Register,” is a nephew of the late Mr. Brown.

Robert Henry Stacy Brown
FOR solid achievement these two Scottish brothers had every reason to be proud of the place they filled in early pastoral history, but neither of them ever sought the limelight, and it was no easy task for the writer to break into the obscurity with which they preferred to surround themselves. Both came from Kincairn, near Kingussie, in Inverness, although Lachlan McBean was settled in South Australia much earlier than his brother. They had had farming experience in Scotland, and were men of iron constitutions and possessed of the grit necessary for successful pioneering. One lived to the age of 84 years, and the other to 85, and it was not hard work that killed. Lachlan McBean arrived in Adelaide in 1838, and almost immediately found employment with the Hon. William Younghusband, an early Chief Secretary, who combined a mercantile business with pastoral pursuits. He held a position of trust, and was much esteemed by his master. An inside life, however, did not appeal to him, and he left Mr. Younghusband's service to commence cattle dealing and droving on his own account. Several overland journeys with stock were made from New South Wales and the Darling Downs in Queensland to Adelaide. Unusual success attended this enterprise—one that was associated with considerable hazard in view of the hostility of the blacks—and Mr. McBean soon became possessed of considerable capital. He at once decided to become a breeder of stock, and his name appears in the list of the first pastoralists who obtained leases for 14 years from July 1, 1851, although he was actually settled on the land six years earlier than that. The first piece of country he took up was 41 square miles, described as "east of Mt. Rufus, Huntley". The rental was £10/2 a square mile, and it was not long before Mr. McBean turned it into a freehold property, which is known to this day as Baldon, representing a slight corruption of the Scottish place name Baldoon. It has been in the hands of the same family continuously for 80 years. Baldon is a beautiful holding nine miles east of Truro, over which kangaroos and emus roamed in droves in the early days, it being well watered by two creeks—the Truro and the Blue. It was stocked originally with cattle. Worked in conjunction with it was a property known as Roonka on the River Murray, consisting of about 2,000 acres of freehold and 40,000 acres of leasehold, on which 14,000 sheep were depastured. Later all except about 14,000 acres of this run was resumed, and is now contained in the hundred of Hay. Even the latest maps of South Australia show, in this locality, a spot on the River Murray known as McBean's Pound, although it was in much greater prominence many years ago than it is now. Bounded by the stream on one side and on the other by a high cliff, a perfectly natural pound is formed. It was used only for grazing purposes, and at times was subject to inundation. In the mid-fifties McBean's Pound was strongly in the running as the most suitable place for a railway crossing along the Murray, but it was discarded by Governor MacDonnell in favor of Blanchetown, and eventually the latter site was also abandoned. In his "pocket journal" of a trip up the Murray in 1856 Sir Thomas Elder makes reference to having landed at the pound and visited Mr. McBean's house, whence his party inspected Governor Gawler's special survey of 4,000 acres eight miles further on. By far the greatest achievements of Lachlan McBean in the pastoral business were his ventures in the eastern States, and principally in the Riverina. In 1855 he purchased Woorooma station, on the Edward River, from William Deavers, who had it from the liquidators of the Royal Bank. It comprised 69,000 acres of freehold, and, together with 12,000 sheep, was bought for £12,000. All the purchase money was paid in gold, a lot of which Mr. McBean took over personally from Adelaide to Melbourne in belts concealed beneath his clothes. This was done to save exchange. Mr. McBean made his home at Woorooma, and his residence, with its fine ample hall, was at one time spoken of as the "big house" of the Riverina. So conveniently was the shearing shed situated that the wool was shipped direct into the river boats. In 1863 Mr. McBean bought Windouran, and joined it to Woorooma, the two properties including about 130,000 acres of freehold land. He bred magnificent sheep, cattle and horses. Snowden and Blue Gun were two of his equine sires which helped to make the "L.M.B." shoulder brand famous everywhere. His buggy and carriage pairs commanded up to 100 and 200 guineas in the Melbourne market, and reliable steeplechasers and other racehorses were also bred.
Alexander McBean followed his brother Lachlan from Scotland to Adelaide eight years after the latter came out, and took up the management of the Baldon Station, near Truro, while Lachlan removed to the Riverina. He had a fine family of 12 children. His wife's maiden name was Robertson, and she was related to the Robertsons of Struan, near Naracoorte. Lachlan gave Alexander the option of acquiring Baldon in his own name, which he did eventually by intelligent application of a sound knowledge in the art and business of stock. With his wife and the two children which the family numbered on arrival he proceeded to Baldon in a bullock dray, and continued to live there for 50 years, the early period of which was spent in a tent. The ordinary difficulties of pioneering were accentuated by constant fear at the hands of the blacks, and it was sometimes necessary when mustering and marketing stock to travel at night, when the fires of the natives served as beacons to be avoided. Alexander McBean had a perfect genius for "roughing it." He could ride all day, and then go to sleep with his saddle for a pillow. All the country around Baldon was open in the early days, and in mustering operations much of the intervening ground between Wentworth and Wellington had to be covered. In drafting cattle Mr. McBean was very intrepid, and in his prime he had few equals in South Australia for courage and practical common-sense. When the market conditions for wool became more attractive the cattle gave way to sheep. The McBeans' home was a noted one for hospitality dispensed. Kangaroo hunts and the abundance of game generally made an excursion to Baldon one to be envied. Lord and Lady Kintore, during their viceroyal term at Adelaide Government House, spent a happy week on the station, and Commissioner Peterswald and Mr. F. J. Sanderson, Collector of Customs and President of the Marine Board, were frequent guests. The kangaroos have vanished, but a few emus are still to be seen at Baldon. Alexander McBean died in the Kapunda Hospital on February 1, 1903, at the age of 85 years, and was buried in the Truro cemetery. His son, Lachlan McBean, is still working the Baldon property besides his place at Mount Pleasant (Glen Devon). His stock and wool have always held their own in the markets, for he is no less practical as a breeder than were his father and uncle, and he is also well known in coursing circles.
ONE of the outstanding personalities in the development of the South East was Henry Seymour, a generous, genial and courteous man, who started life as a barrister in Ireland, and was the very beau ideal of a gentleman. He practised for a long period as an equity lawyer in Dublin and Queenstown, and took high rank in the law courts of those places. Coming to South Australia in 1841, however, he forsook the law for the land, and left behind a fine record of achievement. The voyage out was made in the "Siam" (her first trip), and accompanying him were his wife, one son and one daughter. Portsmouth was left on December 4, 1840, and Port Adelaide was reached on April 25, 1841. Fellow passengers were James C. Hawker, whose published reminiscences make excellent reading, and Anthony Forster, who wrote one of the most authoritative histories of early South Australia. As a protection against pirates the "Siam" was armed with two 6-pounders and two small swivel guns, besides which a supply of small arms and ammunition was carried. On Christmas Day, 1840, a feu de joie was fired, and a dance was held on the poop, the ship’s doctor providing the music with his violin. There was another "jazz" on the last day of the year.

Having previously secured land in South Australia through the agency of Mr. J. Wrathall Bull, Mr. Seymour settled in the Mount Barker district where Littlehampton is now situated. He built a house which was called "Tara," farmed the land, and ran sheep and cattle. One of his neighbours was Captain Francis Davison, whose son, the well known Mount Gambier lawyer, placed the portrait reproduced on this page at the disposal of the "Stock and Station Journal." Mr. Seymour’s land was not of the average quality of the Mount Barker district. He described it as "the tail end of a gum scrub," but for a few years he worked hard to make farming and grazing pay. He took keen interest in local affairs, and was partly instrumental in having the Church of England at Blakiston built and a clergyman provided. He was one of the trustees of the church (St. James). In 1846 one of Mr. Seymour’s sons (Thomas) and Robert Heaton Rhodes resolved to go in search of fresh fields and pastures new, and set out for the South East. They are credited with having been the first to cross the so-
called desert and to explore the Tatiara district, and as a result of this expedition Henry Seymour took up and founded the Killanoola station on Bool Lagoon, south of Naracoorte. Three of his sons (Thomas, George, and Henry) took a flock of sheep to the new settlement. The last named was killed by the accidental discharge of a gun, and was not fatally: spared by natives as alleged in previous work entitled "On Townships, Farms, and Homesteads." The other two brothers settled down and built a house on the bank of Bool Lagoon, where soon after their father and mother and the rest of the family with one exception took up their abode. The exception was the eldest daughter, who afterwards married George C. Hawker, and subsequent to his death became Lady Hawker, she and Lady Sturt being the only two women in South Australia. She and her good name was frequently mentioned in association with hospitality. In his book entitled "After Man's Day," Cuthbert Fetherstonhaugh says that the grandest time in his life was the picnic race week that he took part in at Penola. He continues:—"The Seymours were among the best families in the district and the Killanoola squire was appealed to by many of the squatter folk in the district were a clique or set, all pulling together, and all bent on being happy and making others happy. It was a time to remember all one's life. After the races, by invitation a number of us went to Killanoola, where we spent three days picnicking and dancing. We took the band with us. More hospitable people than Mr. and Mrs. Seymour could not be found out of Ireland or in Australia, and Miss Seymour was the belle of the district." Mr. Fetherstonhaugh goes on to say that he was sure that there were no kangaroos on the Killanoola property when he left it a few months before leaving one morning before anyone was up, and he concludes:—"I don't know if any single one of those dear people is now alive, unless it be one of the younger Seymours, but I do love to look back on that happy week at Penola."
A NOTHER of that hardy band of Scotsmen who did so much to develop the pastoral resources of the South-East comes under notice in the person of Andrew Dunn. He was interested in more stations than probably any other owner or lessee in that part of South Australia, but in the long run he gave more to the industry than he actually took out of it. Mr. Talbot's pastoral notes published by the Royal Geographical Society credit Mr. Dunn with having been the founder of Woollmit and Blackford runs, but he had an interest in a number of other properties, including some of the choicest in the South-East.

Andrew Dunn was born near Edinburgh in 1819, and sailed from Leith for Australia in the ship "St. Mungo" (Captain Orr) on June 4, 1839. The passage to the Equator was more than usually protracted, and a shortage in fresh water became manifest. Accordingly the vessel put into Rio de Janeiro to replenish supplies. The next land sighted was the Melbourne Heads, and the "St. Mungo" dropped anchor in Williamstown on Christmas Day, 1839. It was indeed a merry Christmas for all on board after a voyage that had spun out to 204 days. "Marvellous Melbourne" was then only three years old. The streets were defined chiefly by surveyors' pegs, and offered no suggestion of the rapid progress that was ahead of the city consequent upon the gold discoveries that followed some years later.

Mr. Dunn was offered several cheap allotments near what is now the best business centre of the Victorian capital, but he lacked faith in the future of the city, and he failed at the flood to grasp the opportunity which would have led him on to fortune. He deemed it more prudent to employ the small amount of capital at his disposal in working a cattle station, where the thickly populated suburb of Moonee Ponds now stands. After a short experience in that locality, Mr. Dunn pushed out westward to the Wannon River near Coleraine, the Hentys having several years previously established a cattle run on the Glenelg River, and a whaling station at Portland Bay. The blacks, however, were so troublesome in this region that the young Scotsman gave up the idea of permanent settlement there, and turned northwards, occupying Ganyon Ganyon, a tract of country adjoining Wallace's Elderslie station and Mundarra, and close to the site of the present township of Edenhope. No reasonably extended pastoral leases were obtainable in those days in the Port Phillip district, as Victoria was then called. The stockowners paid the New South Wales Government for annual "occupation licences," which entitled them to graze cattle and sheep on
any Crown lands not already occupied. That system of tenure has been advanced, among other derivations, as the origin of the term "squatter," which is an absolute misnomer applied to that person who runs stock on freehold land.

In 1846, owing to a dispute concerning the ownership of the latest territory he had squatted on, and hearing encouraging tales of unoccupied pastoral areas still further westward, Mr. Dunn made a move across to South Australia, and took up a tract of country near Robe, but the time mentioned was a notable one in the history of the South-East. Robe, at the south end of Guichen Bay, was laid out as a town, and Captain G. V. Butler, of the 96th Regiment, was appointed Governor Resident at the boundary line between South Australia and that portion of New South Wales known as the Port Phillip district. Mr. Dunn called his head station Woolmit, and secured a lease of 58 square miles of country for 15/- a mile, and let it with grazing capacity of 107 sheep to the mile. The wool was carted 20 miles to Guichen Bay. Most of the early South-Eastern runs were taken up at that price, and others at 15/- but the time came when the pastoralists fell into curious disfavor politically, and in February, 1866, under the heading "Exodus of Squatters," we read the following in the Adelaide press:—

The White Eagle, which was taken about 3,000 sheep, four horses and other stock to Western Australia. Two-thirds of the sheep belong to Messrs. G. and F. Marchant, whom the correspondent speaks with the long drought, have induced to abandon their runs in the north, and to emigrate to a colony where more liberal pastoral regulations are in force. We believe that these gentlemen have for some time past produced above 300 bales of wool and raised from 5,000 to 6,000 fat sheep annually. The remaining one-third of the sheep at the White Eagle are owned by Mr. Carl Rommel, who came to South Australia intending to remain, but, feeling that the squatters are regarded as an obnoxious class here, has determined to remove his capital and enterprise to a place where they are likely to be valued by the public and to have a fair field for success open to them. Messrs. Bowman Brothers, of Crystal Brook, have also gone in the White Eagle to look at the country, and the ship was detained for a time to permit of them doing so. Two other of our young squatters, Messrs. Davis and Moorhouse, are leaving the colony for Pernambuco, where liberal terms are offered to occupiers of waste lands." Andrew Dunn did not join in the scare indicated by the foregoing example of special pleading. Despite the increased valuations he went on adding to his pastoral possessions. He had married a widow (Mrs. Hutchinson) who was in occupation of Gunn's Plains at the Victorian side, with her homestead on the Yalla Creek, four miles south of Mundarra.

One is unable to say in what order Mr. Dunn bought into his numerous properties. In 1875 he purchased Bowoka station from Thomas Morris, being an area of 50 square miles, 25 miles from Robe, and capable of sustaining 115 sheep on the station. A year later, in conjunction with his stepson, Mr. William Hutchinson, he bought the famous Morambro run, 16 miles north of Naracoorte, from Messrs. Oliver Brothers. This property actually included 30,000 sheep; cattle and horses. Twenty-two years ago it came into the hands of a syndicate, including Messrs. White, McDonald and Sutherland, who cut the estate into comparatively small blocks, sold it by auction, and are said to have made £30,000 to £40,000 out of the enterprise. Four hundred people were present at the first day's sale and the station, and the subdivision was one of the biggest ever known in the South-East. The land consisted of 29,600 acres of freehold and 97,000 acres of leasehold, and the proceeds of the first day's auction amounted to £64,664, without the stock. Another station which passed through Mr. Dunn's hands was Connurra, which was once owned by Frederick Vreghem, who was afterwards Police Magistrate at Blackall, Queensland. Mr. Dunn held Connurra until 1888, when it was cut up for agricultural and grazing leases. In 1883 Mount Benson was purchased from Donald Mc Bain, its area of 70 square miles being equal to supporting 150 sheep to the mile. In conjunction with Mr. Hutchinson, the Blackford and Munro, and Moorhouse, near Kingston, were taken up. These two properties covered a total area of 106 square miles and carried 28,000 sheep. Considerable improvements were effected, and on December 20, 1872, the two runs were submitted to auction by Mr. J. H. Parr in White's Rooms, Adelaide. There was a moderate attendance, but his one bid on the basis of 15/- per head of the stock was forthcoming, and the properties were withdrawn.

In 1883 Mr. Dunn acquired the goodwill and business of the firm of Messrs. John Grice & Co., of Kingston, with branches at Robe, Naracoorte, Serviceton and other inland towns, and having Mr. Charles Gell, of Robe, as managing partner. Mr. Dunn had not been trained for a mercantile life, but he was quite content to leave the whole management of the business in the hands of his partner, in whom he had implicit trust.

When the memorable bank crisis of 1892 occurred the firm of John Grice & Co., was found to be heavily involved, and brought down with it in its fall not only Mr. Dunn, but the firm of Hutchinson and Dunn. The pastoral properties were quitted in 1895, and from that year until the date of his death, December 12, 1901, at the age of 83 years, Andrew Dunn, by reason of failing health and the worry of his financial trouble, lived in retirement at Robe. His pastoral partner (Mr. Hutchinson) died in July, 1914, and his wife predeceased him by 23 years. Mr. Dunn throughout life was a thoroughly straightforward man, with a keen sense of justice. He was as tall and erect as a lifeguardsman, and the helmet he invariably wore, helped in the make-up of a most striking figure. It has been said that Banjo Patterson's poem, "On Kiley's Run," might have been fashioned upon his life and character, especially the following lines:—

The station hands were friends, I wot,

on Kiley's Run.

A reckless, merry-hearted lot—

All splendid riders, and they knew

The "boss" was kindness through and through.

Old Kiley always stood their friend,

And so they served him to the end

on Kiley's Run.

But droughts and losses came apace

to Kiley's Run,

Till ruin stared him in the face;

He toiled and toiled while lived the light,

He dreamed of overdrats at night:

At length, because he could not pay,

His bankers took the stock away,

from Kiley's Run.

Old Kiley stood and saw them go

from Kiley's Run.

The well-bred cattle marching slow,

His stockmen, mates for many a day,

They wrung his hand and went away.

Too old to make another start,

Old Kiley died—at Kroo Bay,

on Kiley's Run.

(The portrait reproduced with with notice was lent by his granddaughter, Mrs. A. D. Ling.)
THIS notable personality was one of the men who, so to speak, could be placed in the show window of South Australia's pastoral industry. He was the only son of Captain Stainfurth Pitts, of the First Bengal Europeans, and was born on October 1, 1832, in the north west of India, where his father's regiment was stationed. Until the age of 10 years his education was undertaken by his mother, at the family home in Edinburgh, and then came seven years' schooling at a private academy in Mitcham, Surrey. Having thoroughly mastered the French and German languages, Mr. Pitts made a month's walking tour of the Continent at the age of 17 years. He was educated for a military career, and it was intended that he should obtain a commission in the English Army during the peaceful era which preceded the Crimean campaign. To that end the good offices of Lord Fitzroy Somerset (afterwards the famous Lord Raglan) had been invoked, but Mr. Pitts became impatient at the delay. He went to London without finding an opening for his talents, and in 1853 came out to South Australia. His first appointment was that of assistant to the Colonial Architect, followed by a term in the Land Office. Mr. Pitts was exceedingly clever with his pen. The likeness reproduced on this page is from an etching of his own execution now in the possession of Mr. Hurtle W. Morphett, of Wood's Point. He was one of the best draftsmen in the province, and some of the most handsome medals awarded by the Royal Agricultural and Horticultural Society were designed by him. His artistic gifts found further expression in many faithful and beautiful animal sketches.

Mr. Pitts left the Public Service to work on Mr. C. B. Fisher's Thurl station on the River Murray, but did not remain there long, and his next move was to Melbourne, where he joined the ser-
vice of Messrs. Powers, Rutherford & Co., stock and station agents, as a salesman. Still a rolling stone, he had more station experience as a manager for Mr. Pitts in Queensland, and the latter subsequently appointed him general manager of his South Australian properties. Mr. Pitts had taken very kindly to the stock breeding business, and he developed prodigious ability in that direction. Under his superintendence the Hill River and Bundaleer estates were brought to such an excellent condition in all departments that the sheep raised became famous throughout Australia.

The dispersal of Mr. Fisher's pastoral interests resulted in Mr. Pitts setting up on his own account, and the story of his connection with The Levels estate, eight miles north of Adelaide, is in- vested with considerable romance. Mr. Fisher had purchased The Levels from Mr. B. Freeman, a well known identity of the early days, and gradually added to its acreage of land and leases. It is asserted that the first wire fence erected in South Australia was put up there on a corner block of the estate abutting on the road between Dry Creek and Gawler. It was a great curiosity and the talk of the countryside. The fence consisted of seven wires (No. 4), nearly as thick as one's little finger. The posts were cut from gums in the Mount Lofty Ranges, and were put into the ground 9 ft. apart, with two sawn battens in between. The battens cost £1 per 100. Mr. Fisher gradually improved The Levels, subdivided it, and started to make Edward William Pitts and his sheep famous. When the latter took it over many people declared that, on account of the nature of some of the land, failure must result. However, with character, energy, and the intelli- gent application of the practical experience he had gained in several colonies, Mr. Pitts turned the Dry Creek property into one of the most profitable and best regulated Merino sheep breeding establishments in Australia. Sir David Gordon, M.L.C., courteously placed at the disposal of the writer some notes on the inside history of The Levels, which he obtained years ago from Mr. A. H. Pegler, a former manager there and afterwards of Milo station, Queensland. Mr. Pegler had been engaged putting Mr. Pitts' affairs in order. It was a difficult task, but he did it so well that the old squatter de- veloped a strong friendship for him. Both men were as straight as a rod, and their friendship was their bond. When the busi- ness referred to was completed, Mr. Pegler heard Mr. Fisher re- mark: "Now look here Pitts, I want you to have The Levels and to keep it. I am going to let you take over the whole place, your only liability being the mortgage on it." The younger man was persuaded eventually, and there is a good sequel to Mr. Pegler's story. Years after, when adverse fortunes came, Mr. Fisher, who, like many other pioneers, took big risks, Mr. Pitts intimated to him that, on account of failing health, he was determined to sell out of the property. That was his valuation of the place, lock, stock and barrel, Mr. Pitts named the sum of £25,000. "Don't be a fool," said Mr. Fisher. "Your es- timate is too low. I'll tell you how to go about this business. We'll advertise and sell the stock first by auction, and then we can deal with the land afterwards." The advice was taken, and the upshot was that the studs realised the remarkable sum of £41,406, or £16,000 more than the owner's es- timate. Naturally Mr. Pitts was delighted, and when the sale was over he said to Mr. Fisher: "Now, B.B., this Levee is years ears again as a free gift for as long as you live." It was Mr. Fisher's turn to be delighted, and he had the use of the property until he died. Mr. Peg- le concluded: "That is the inner history of The Levels, and the transactions showed the deep friendship that existed between two noble men." Later the main portion of the paddocks was ac- quired by Elder, Smith & Co. Ltd.

The celebrated auction sale of August 16 and 17, 1883, created a great stir in sheep breeding circles. It was conducted by Messrs. Powers, Rutherford & Co., and Elder's Wool and Produce Coy. Ltd., the hammer being wielded by Mr. J. Sandford, of Melbourne Messrs. Hill & Co. ran special coaches to Dry Creek from Ade- laide for 2/6 per head for the re- turn journey, and Mr. Beach had charge of the catering. In one of the sheds Mr. Pitts exhibited some of the cloth made in England from the first prize fleeces of 12 rams and 48 ewes he had exhibited at the Cotton and International Exhibition, London, besides five shorn fleeces, the heaviest of which weighed 15½ lbs. In a glass case were shown many of the 328 prizes that The Levee had won, and wool had taken in world-wide competi- tions, including Paris and Vienna. Among them were five gold cups, six silver cups, and 30 medals. One of the most coveted awards was the highest prize for money value per fleece won at Goldsbridge's Exhibition. About 300 people at- tended the sale, which was con- ducted entirely without reserve. The sheep were large framed and symmetrical in carcass, vigorous, and fertile, the last lambing hav- ing been over 100 per cent. They can be excellent fatteners, and stand wool of moderate length and in keen demand by manufacturers. Buyers from the other colonies operated with great spirit, and got a good pick of the stud. The highest price paid for a ram was £199 10/ by Mr. M. O'Shanassy, and Mr. C. B. Fisher paid £52 10/ each for nine two-year-old ewes artificially fed, which had been selected by Mr. Pitts for show purpords. Fifteen grass-fed ewes of the same lambing fetched 32 guineas each, the buyer being Mr. S. Booth. Others who bought freely were J. M. Reid & Co., J. Mc- dock, Kiddle & Balme, W. B. Sells, Sir Samuel Way, J. B. Spence, John Robertson, J. Grundy, Bar- ker & Chambers, B. Seppelt, A McFarlane, W. R. Swan, Sir F. F. Barlee, Henry Scott, W. Pile, Price Maurice, Sir John Duncan, E. Bowman, G. A. Gebhardt, F. H Dutton, A. McBean, E. C. & J. L Stirling, W. M. and J. K. Shannon, W. L. Marchant and J. Malthouse.

In the picking up of the sale results were: 162 rams, pedigreed and picked studs, £8,849; 6 flock rams, 83 ram lambs, 10 months old, by prize rams, and 6 summer lambs by ram lambs, £513; 1,159 breeding ewes, £4,355. The sheep purchased included over 100 per cent. of lambs at foot, £5,451; 606 ram lambs, £2,514; 572 ewe lambs, £4,549; 108 ewes, 3 years old, and 652 maiden ewes, 1 year old, £1,021; 21 wethers, £50. The whole of the 3,375 sheep—rams, ewes, wethers and lambs—averaged £12 5/5 per head.

Mr. Pitts also made a name for himself as a breeder of trotting horses. For 20 years he was an active member of the Royal Agri- cultural Society, and he was on the committee of the Stockholders' Mutual Protection Association, formed in 1877 for the purpose of preventing sheep and cattle steal- ing. Mr. Pitts remained a bache- lor, and died at New Glenelg on December 30, 1885, at the age of 53 years. His grave is in the North Road Cemetery. He was a son of a married army officers—General Earl of Wollwich; Major-General John Ashburner, of the Indian Army, and Major Bannister, a distin- guished cavalry officer.
THIS man of many parts contributed to the early pastoral history of South Australia a chapter which is apt to be overlooked in the flood of publicity directed to the great work of his distinguished father-in-law and brother-in-law, George Fife Angas and John Howard Angas respectively; but Henry Evans had to carve out his own career in the land of his adoption, and he made good even before the real influence and affluence of the relatives named had begun to manifest themselves. He was born in Exeter, Devonshire, in 1812. He was the son of a manufacturing chemist, and was brought up to that profession. Doctors’ prescriptions failed in his own case, and a change of scene became necessary to restore impaired health. Mr. Evans had married Sarah Lindsay Angas, the second daughter of George Fife Angas, who had commissioned his son to proceed to South Australia for the purpose of straightening out the sorely embarrassing position into which the extensive land purchases of his agent, Charles Flaxman, had thrown the family fortunes. It was a happy suggestion that Mr. and Mrs. Evans and their young son should accompany John Howard Angas to the antipodes, and plans to that end soon took shape after the migrants had sojourned in Jersey for a period. They left old England in the barque “Madras,” on Good Friday, 1843, having secured passages for the total sum of £157 10s, including freight on one ton of baggage for each member of the party, while a further £25 paid the steerage fare of a female servant. Samuel Beddome, who afterwards became Police Magistrate in Adelaide, was a fellow passenger. The tedious voyage of five months’ duration was relieved by a call for fresh water at St. Jago, in the Cape Verde Islands. The “Madras” had some cargo for West Australia, and three weeks was spent at Fremantle in discharging and revictualling, the packages having to be transhipped in whale boats and dumped on the beach. Port Adelaide was reached on September 12, 1843.

Mr. Evans settled temporarily near Adelaide, but naturally he soon removed to the Barossa district, the locality of his father-in-
law's large landed interests. He took up country near German Pass (now Tappa Pass) near where the charming township of Angaston was soon to be founded, and he stocked it with sheep, cattle and horses. By the same time he had purchased at Valley House, close to the Gawler River at Tarrawatta, and near Collingrove, and subsequently built Lindsay House. Before John Howard Angas finally settled upon the site of his own domicile he had the use of three rooms placed at his disposal by the Evans family, and when George Fife Angas came out in 1850 the same family vacated Lindsay House in his favor, and entered upon the fine Evandale estate, established by and named after themselves. Mr. Evans' sheep country was situated east of the North Rhine River (now renamed the name of Somme River), and in addition he rented from the Crown for pastoral purposes a large area of "waste lands" between Evandale and the River Murray. His organisation of pastoral operations moved rapidly. For in the year following his arrival he was credited with the ownership in Flaxman's Valley of 2,200 ewes, 1,400 lambs, and 200 wethers. There were few bigger stockholders in South Australia at that time; indeed Mr. Evans appears to have been better known than the Angas family themselves. While his full name, address, stock possessions, and area under cereals are properly understood at the time.

The treatment of which was not the same as the following Sr. Evans made a record trip by horse journey from Lindsay Park to the city occupying a day and a night. After the pastoral debacle Evandale became a scene of extensive wine-growing and horticultural operations, but an evident water color by George French Angas preserves the original appearance of the place before a sod had been turned. The sketch represents the residence and several acres of land near a flock of sheep grazing where orchard and vineyard afterwards flourished. The first vines were planted in 1855, and the wines that were manufactured commanded a ready sale at home and abroad. In an old pamphlet by Ebenezer Ward to be seen in the Adelaide Public Library the author says there was probably no vineyard in South Australia with a better or more widely extended reputation than Evandale. What was said to be the biggest wine cellar in the colony at the time (154 ft. x 44 ft.) was destroyed by fire in 1862 as the result of an explosion. A newspaper item published on January 19, 1858, says:—"Mr. H. Evans, of Evandale, last year made 85 hogsheads of wine from the produce of seven acres. This he sold at 6/ a gallon, which represents a return of more than £280 an acre. He is preparing to plant 200,000 additional vines." The magnitude of Mr. Evans' horticultural operations may be understood from the fact that he raised 100 varieties of apples alone, the Burra and Kapunda copper mines providing a very good market for years. An export trade was also worked up. After Mr. Evans' death his widow exercised her religious convictions by giving up wine making and grafting the vines with currants. It was a true example of surrender. She also erected at her own cost a Temperance Hotel at Evansdale and a Temperance Hall and manse. In 1844 a copper mine was discovered on Henry Evans' estate. It has been suggested that the suburb of Evandale, and the Temperance Hotel in the original, one of those old-fashioned tinted likenesses that are to be found in the homes of so many descendants of the pastoral pioneers. It was kindly lent by the clergyman attending from North Rhine every Sunday to conduct service. He also gave three acres of land a quarter of a mile from his homestead as the site for a Lutheran church and cemetery. The good old fashioned annual picnic for employs of the estate was an institution for some years. Mr. Evans died suddenly on April 14, 1868, at the age of 56 years. The father of Mr. Justice Angas Parsons was then in holy orders, and Mrs. Evans had died in June, 1898, aged 82 years. She had carried on the estate for a number of years, and then transferred its active superintendence to the only son, Henry Angas Evans, whose property, known as Ivanhoe adjoined Evandale. The portrait presented with this sketch is, in the original, one of those old-fashioned tinted likenesses that are to be found in the homes of so many descendants of the pastoral pioneers. It was kindly lent by Mr. Percy R. Evans, a grandson, who is now in possession of the Evandale estate. It has been suggested that the suburb of Evansville, on the Gawler Jockey Club races, was named after the subject of this notice. There is no proof that Henry Evans ever owned the land, and he certainly was never interested in turf and horse racing. Lindsay Angas, who is now the country residence of Mr. Charles H. Angas, whose grandfather had a brother named John Lindsay Angas.
A WELL defined niche in the history of pastoral settlement on Eyre Peninsula is occupied by James Sinclair, who accepted and conquered the difficulties of pioneering in a manner that was a positive inspiration to those who came after him. The pathfinder's trials on the mainland were accentuated on the peninsula by a disturbing sense of isolation, the extreme unfriendliness of the blacks and the difficulty of marketing surplus stock. These conditions, however, had no terror for the good stubborn Scotchman who is the subject of this notice. James Sinclair was born on May 13, 1806, at Lamlash, Isle of Arran, and arrived in Adelaide when South Australia was a "two-year-old." The voyage was made in the barque "Indus," 422 tons (Captain Clark), which sailed from Dundee on September 13, 1838, and reached Port Adelaide on January 24, 1839. Opie's records show that there were 73 passengers by this vessel, but mentions only two of them—C. Logan and A. Lorimer. The passenger who was destined to become the most distinguished of them all, and to have a statue to his memory erected in Adelaide, was John McDouall Stuart, the first man to cross Australia from ocean to ocean, south to north. The great explorer and James Sinclair remained firm friends all their lives.

Soon after arrival in the province, Sinclair entered upon pastoral pursuits, settling at Native Valley near Nairne, a spot considered to be the "interior" in those days. There he remained until 1847, when he decided that the Port Lincoln district offered him better scope for his energies. Accordingly he took on the colossal task of getting his wife and three children and a mob of 1,800 sheep all the way from Nairne to Port Lincoln around the head of Spencer's Gulf, a journey of 450 miles. It would appear that the Isle of Arran man had imbibed the roving spirit of Stuart, his distinguished shipmate. What a great explorer he, too, would have made! Indeed this trip around the gulf was more like a feat of exploration than an ordinary droving venture. Much of the country passed through was practically unknown, the location of waters was uncertain, and the natives were hostile and treacherous. Mr. Sin-
Mr. Sinclair shepherded his sheep in different parts of the country during his first 25 years, but lost nearly half of his original flock from "coast" disease. It was a heartbreaking experience after the long and plucky trek from Nairne. For a time the first run up had to be abandoned, and Mr. Sinclair shifted from place to place in the hope of alighting on a healthy spot. Credit was given him in the Port Lincoln district for discovering that the remedy for "coasty" was to remove the sheep from the limestone country near the sea to the ironstone tracts further inland. The stock also suffered from scab. Mr. Sinclair dealt in animals so affected, treated them with painstaking care and great success, and thus built up his depleted numbers. He shore his sheep wherever they happened to be located, erecting brush sheds for the purpose. All this time he was shooing off the blacks. The latter actually carried away one of his children, but Mr. Sinclair followed the kidnappers with gun in hand, and recovered the little one unharmed. In his "Sketches of the Pioneer Explorers" John Blacket says he found it no easy task to gather facts about the earlier life of John McDouall Stuart, a story of James Sinclair's pioneering days throws new light upon that topic. It appears that in 1852-3 the famous explorer was in the employ of his old shipmate, teaching the Sinclairs children at night, and shepherding sheep and bullock driving by day. In the possession of the family to this day is a table made by Stuart out of red gum grown at the Duck Ponds. This interesting relic was much sought after by the late Hon. John Lewis, who dearly wanted to see it placed in the keeping of the South Australian branch of the Royal Geographical Society, but the family treasure this precious old table too much to part with it, and who can blame them? Sinclair saw no more of Stuart after the first Road Board elected for the Flinders district. He died at Green Patch on October 24, 1895, at the age of 90 years. He had five sons, three daughters, 32 grand children, and 10 great grand children. The surviving children are Mrs. W. H. Hall (Kensington), who was one of the young family that made the perilous journey from Nairne to Port Lincoln in 1847. Mr. Peter Sinclair (now of Woodlands, River Darling), and Mrs. A. C. Catt, wife of Colonel Catt, of Adelaide. The late Mr. Donald Sinclair was another son. He was manager for John Howard Angas at Mount Remarkable Station for many years, after having, on his own venture, encountered the slings and arrows of outrageous fortune at Mallee Cliffs on the Darling.

The portrait reproduced with this notice was lent by Mr. K. J. Hyde, of Port Lincoln, who married a granddaughter of James Sinclair, sen.
CHRISTOPHER WADE was a North of Ireland man, and was born on February 20, 1831. After he left school he went to sea for a few years. At the age of 19 years he married Jemina Hillard in the parish church of Killiskey, County Tyrone, Ireland, and soon afterwards brought his bride out to South Australia on a passenger ship of which he was an officer. They settled at Brighton until the Victorian diggings broke out, and Mr. Wade followed the gold quest, with more than average luck, for about 18 months. Upon returning he took up some country at Mount Barker, but his first real contact with the pastoral industry came in 1855, when he joined the Hallett brothers on their Hillside Estate, near the Burra, where he put in a lot of work with teams he had purchased. He was destined to become one of the ablest and best known of South Australia's pastoralists. Mr. Wade remained at Hillside until 1857, when he joined Mr. James Waite (brother of Mr. Peter Waite), who held Pandappa Station, near Terowie, in conjunction with Messrs. Elder, Stirling, & Co. Here he carried out many contracts in the shape of well sinking and carting. James Waite was drowned near Baldina through attempting to cross on horseback a creek that was swollen after a severe thunderstorm, the flood having washed away a ford. Following upon this tragedy Peter Waite came out from Scotland, and at once proceeded to Pandappa. Later he became associated in business with Sir Thomas Elder, and Paratoo run was added to the Pandappa property, the whole covering an area of 719 square miles and carrying 40,000 sheep. The wool had to be carted by horse and bullock teams to Kapunda, and thence railed to Port Adelaide. The energy and zeal which characterised Christopher Wade throughout his life, coupled with an exceptional power of adapting himself to circumstances as they arose, brought him under the favourable notice of the Paratoo proprietors, and he rose step by step in their service until he became the trusted manager of what developed into the
largest of South Australia's squatting propositions.

The great drawback to the pastoral occupation of the North-East in those days was the precarious water supply, and in seeking to overcome this difficulty Mr. Wade was backed up by employers of remarkably bold enterprise. "Big dams and small ditches" became the slogan, and Mr. Peter Waite went to Scotland and bought traction engines, which, together with scoops, were used for the construction of yards square and 25 feet deep. Then in one order he imported 265 tons of fencing wire, the erection of which and the extension of this policy left the days of shepherding behind.

An old Parliamentary record contains some interesting early history of Pandappa and Paratoo. The first-named run did not have a drop of surface water on it when Peter Waite took it over after the death of his elder brother James, and it was carrying only 2,000 sheep. William Dare and David Mundy were the original holders of Paratoo, which was bought by Mr. Waite in 1862 on the basis of £1 a head for 5,000 sheep. The Pandappa and Paratoo holdings were then amalgamated, with headquarters on the latter run. Mr. Waite emerged from the big drought of the mid-sixties badly scarred but not beaten. The experience simply imbued him with a determination to make adequate provision against a recurrence of similar conditions. The wool clip fell off from 458 bales in 1864 to 270 bales in 1865 and 274 bales in 1866. Carting to Kapunda cost £6 a ton in the bad years compared with £4 10/ in normal times. During the height of the memorable drought referred to 12,000 sheep were removed to Penola in the South-East, and this big droving feat was successfully accomplished under the personal direction of Christopher Wade, in whom Mr. Waite had unlimited faith. Agistment, the use of a woolshed, and incidental expenses, cost the owners £600. Mr. Wade remained away for 12 months, and during that period his son William, and Peter Waite, were the only men left at Paratoo, where 9,000 sheep were retained. A great enthusiasm was experienced in the South-East, and the manager had the satisfaction of bringing back a considerably increased flock. The stock fattened on so-called poison plant, which was brought up by the first rains that fell after the drought, and 25/- a head was obtained for wethers—"a ratting good price in those days. Against that result, however, had to be set the various severe losses totalling £15,200. This is how Mr. Waite made up the Pandappa and Paratoo debit against the 1864-5-6 drought. Eight thousand sheep died from starvation, which at 12/- a head represented £4,800; 11,000 lambs had to be killed in 1865 to save the mothers, equal to £4,400 at 8/- a head; a calculation of £4,000 for over a million sheep. House flies probably have been dropped if 1866 had been an average season; 50 bullocks that died, £400; horse feed purchased, £1,000; commongage and use of the shearing sheds in the South-East, £600. It was a bad knock, but Mr. Waite and his trusty manager went on undaunted.

The Pandappa and Paratoo properties were immensely added to by the purchase of further leases—No. 4 (now known as Pticaurn, Panaramitee, Tullilkilkey, Neltley, The Grampus, Braemar, and The Gorge, right up to Mutooroo). It was a big slice out of the North-East, but much of the country was abandoned when the 1888 leases fell in. Mr. Wade strove for the realisation of an ambition that he had set up for himself: to be the manager of a vast estate grazing 300,000 sheep—but he had to be content with a maximum stocking, attained in 1874, of 260,000. He remained one of the Paratoo proprietors for about 30 years, when he determined to launch out on his own account, but the result was one that unhappily attended the worthy efforts of many other gold pioneers. The earnings of years of earnest work simply melted away. John Chewings had formed the Teetulpa Station, made famous by the gold rush of the mid-eighties, when the population of the run with remarkable suddenness increased to 5,000 souls. Two men had been working on a reef for 18 months before the alluvial rush set in, but the pastoral occupants of Teetulpa preferred to rely on the golden fleece. After the death of John Chewings the station was taken over by his second son George, with whom Mr. Waite shared the Purana Station partnership. They had about 300 square miles of country, which carried 25,000 sheep. Later Mr. Wade bought George Chewings' interest, and himself got out when the gold fever appeared. His next venture was in partnership with Hart, Horn, and Stirling in Winnininnie, between Yunta and Mannahill, and Mundi Mundi, a hugh country near Silverton, lying partly in South Australia and partly in New South Wales. Drought played havoc with this venture, which marked the end of Mr. Wade's career as a stock-breeder on his own account. Years later Mundi Mundi was purchased from the Union Bank by John Lewis, of Woodville, a separate identity in the Stockowners' Association. Faced with the necessity of beginning life practically afresh, Mr. Wade courageously sought new openings for his abundant energy. He became the most prominent of the arbitrators employed by lessees to value their pastoral improvements, and in this capacity his long experience and his great and varied knowledge of what he was dealing with in good stead, and enabled him to protect the interests of his clients as few could.

Nor were his talents confined to that line of business. His knowledge of sheep and of station management caused his name to be often brought into requisition in inspecting and reporting upon pastoral properties. For some years he was associated with the Queensland Land and Mortgage Company, an English concern that conducted operations from Adelaide, and was wound up quite recently. He acted as town manager for two of its most important properties, Nalanga in the South-East and Mena Murte on the River Darling. He did a tremendous amount of stock dealing for various interests, and all through his life made many friends, other people than for himself. Mr. Wade shared with the Hon. John Lewis, C.M.G., and Mr. Peter Waite the honor of having founded the Pastoralists' Union of South Australia, later merged into the Stockowners' Association. The secretary of that body (Mr. J. D. H. Virgo) courteously permitted the writer to examine the minute book of the old Pastoral Union. It shows that the foundation meeting was held in the offices of Elder, Smith & Co., Ltd., Adelaide, on September 9, 1890, when about 45 graziers and others interested in pastoral pursuits were present, with Sir Lancelot Stirling in the chair. The first council meeting was attended by Christopher Wade, J. H. Angas, Henry Scott, John Warren, Walter Reynell, J. L. Stirling, H. B. Hughes, W. R. Swan, T. R. Bow­man, S. R. Wakefield, Clement Giles, Clement Sabine, G. P. Doo­lette, H. C. Baker, and T. R. Bowman. Eventually Mr. Wade settled at Beaumont, near Adelaide, where he died on September 1, 1900, at the age of 70 years, and was laid to rest in St. George's Cemetery. Mr. "The Register" said of him:—"His kindliness and good nature and geniality, coupled with that raciness that came from his Irish nationality, made him one of the most delightful of companions, and, with his powers as a raconteur, helped to brighten what would otherwise have been long, lonely hours for those with whom he was in the dreary regions." Mrs. Wade died in 1911, and there were four sons and five daughters in the family, of whom the next known to-day is Mrs. W. J. Wade. He graduated at Paratoo, and his pastoral interests have included Oopina, Panaramitee, Frome Downs, Lake Tinko, and Benagerie. Another son (Hugh) has Billeroo, adjoining Frome Downs.
THE influence of Melbourne upon the business life of the South East is not hard to understand by those who study the history of that portion of the Central State. Apart from geographical considerations, Victorian squatters played an important part in the pastoral development of the South East, and it was a Victorian who founded the flourishing town of Mount Gambier. The present notice is concerned with three of the most prominent men who could be mentioned in this connection.

Hastings Cuningham was the owner of Compton Station at Mount Gambier. He came of an old Ayrshire family who were on very friendly terms with the Fergussons of Kilkerran, to whom belonged our Governor Fergusson. His father served as a Major with the British Army in India, where Hastings Cuningham was born in 1825. At the age of 17 years the latter came out to Victoria, and almost immediately entered upon pastoral pursuits. At various times he was interested in the Mount Mercer and Mount Emu runs in the Western district of Victoria, had leaseholds in the then despised mallee country, was connected with the Jingellic and Bogomildri Stations, and, in conjunction with Andrew Macredie, he had Waitchie and Pom Bom on the River Murray. Alexander McLean Hunter bought Compton Station at Mount Gambier from Evelyn P.S. Sturt with all the stock on it. It comprised 85 square miles of country, which Hunter passed on to Cuningham for a mere song. Wherever he went the latter did his best to develop settlement, and he soon realised the necessity for a township. Accordingly in 1854 he laid out "Gambier Town" on section 1,103 in the Hundred of Blanche, dividing it into 123 residential allotments and a public reserve. He gave the land for the old cemetery at Mount Gambier. He named the original streets Evelyn, Sturt, Compton and Ferrers. There was a Compton S. Ferrers among the stewards of the Victoria Racing Club away.
HASTINGS CUNNINGHAM

back in the fifties. Hastings Cunningham's knowledge of the Western district, the mallee, and almost the whole of Victoria made his opinion on land values and all pastoral questions sought after. He and Andrew Macredie joined in partnership as stock and station agents and wool brokers in Collins Street, Melbourne. That was in 1862, and the new firm was soon to become a worthy rival of Dalgety, R. Goldsbrough & Co., Blackwood and Co., Gibbs, Romald & Co., and Wm. Sloane & Co. Mr. Cunningham was the originator of the Australasian Mortgage and Agency Coy. Ltd. In 1868 his own firm was joined by J. K. Smyth, and 10 years later the business was formed into a limited company. Mr. Cunningham was very proud of the part played by a pioneer of the frozen meat trade. In 1879, in conjunction with George Fairbairn and Fred Armytage, he shipped a cargo of frozen mutton by Mc-Ilwraith, McEacharn's steamer, to Strathleven, and it was landed successfully in England. The venture was attended by considerable misgivings on the part of those concerned, who had little idea of the enormous development that was ahead of their enterprise. Mr. Cunningham had got rid of his South Australian pastoral interests long before his death, which occurred at East St. Kilda, near Melbourne, on September 19, 1908, at the age of 83 years.

Another Victorian squatter who did a lot for the South East was Charles Farquhar MacKinnon, the fourth son of the Rev. John MacKinnon, of Strath, Isle of Skye. At the age of 19 years he left Skye as the only cabin passenger in the emigrant ship "Henry Porcher," Captain Hart, having been attracted to Australia by the letters of his brother Lauchlan, who later carried on sheep-breeding on a considerable scale for some years.

In 1853 Mr. Mackinnon bought Moolpa on the Edwards River, New South Wales, and, passing it on to Dr. Meisson five years later, he visited Scotland. Upon returning he resumed pastoral pursuits, and at different times was interested in coree, El Elwool, Wyadra and Coree Co. He became a wealthy man, but was induced to take part in the Queensland sugar boom of 1881, and the result was disastrous. Between that bust and the droughts of the eighties he lost a fortune, and he died a bachelor and a poor man at South Yarra, Melbourne, on May 3, 1893, at the age of 72 years. "Rolf Boldrewood" met Mr. Mackinnon in the South East, and thus describes the incident in his book, "Old Melbourne Memories": "Charles MacKinnon yet lives in my memory as the kind of men. Kind as a woman' exactly described his disposition as exemplified in my case. There were no women thereabouts in those days, except black ones. While at Kalangadoo I was of a sudden knocked over by a feverish attack. Shivering and burning by turns, throbbing headache with nausea, I had to lie down to it, and was tolerably bad all one night. Mackinnon watched over me in the most patient manner the while. We were new acquaintances, too. I remember distinctly his appearing next morning with a bowl of beef tea, with which I broke a 24 hours' fast."

Another south-eastern station taken up by Mackinnon and Watson was Mingbool, but soon afterwards they sold out to John Meredith, the third "thothersider" with whom we are concerned in this article. Meredith was a Tasmanian by birth, and he crossed over to Victoria and later to New South Wales. He acquired Mingbool, 36 square miles of country, in 1845. Then he returned to Tasmania, and was away long that Robert R. Leake, of Portland. Mr. Meredith also owned Portland. Mr. Meredith also owned Murrawa run on the Victorian border. About 1853 he sold Mingbool to Mr. E. F. Crouch. Secretary of the Mount Gambier Old Residents' Association.

"I never was paid for that colt," says Boldrewood, "and still the memory rankles, trifling as it is the deficit. Many debts have I to my best hack—I can't forgive that one." The portrait of Hastings Cunningham reproduced here was presented to the Archives Department of the Adelaide Public Library by Mrs. J. F. Kirby bought the property at auction in 1877 for the sum of £35,000, including 15,878 acres of good land, 9,900 acres of freehold, 28,000 sheep and 420 head of cattle. At the same time Kaladbro station bought £34,500. In March, 1869, the Hundred of Mingbool had been sold by public auction and spirited competition forced up the price of some sections to £5 10/6 an acre. "Even the purse of the Messrs. Mackinnon could not stand the drain, which Meredith subjected," said the "Border Watch," and the same paragraph concluded:—"Five pounds an acre will hardly pay to keep sheep on nowadays, and we need not expect that figure to be given to by squatters. "Rolf Boldrewood" thus describes Mr. Meredith:—"John Meredith was the scion of a well-known Tasmanian family, a gentleman, 6 ft. 4 in. in his socks, black bearded, and about twice as tall as any old style Cambrian. I should say, in the somewhat rangey country whence his ancestors came. I had made his acquaintance by rid ing all the way from Melbourne with him a year or so before. He had just come over from Tasmania with a faithful retainer and four imported horses, and was journeying to the run he had purchased. He rode an immense black horse, which carried his 15 stone with ease. I well remember speculating as to how such a horse might be bred—a grand forehand, clean flat legs, active, powerful, blood-like, a great jumper and a good carriage horse. Let anyone try to pick up an animal of this type, no matter how price he is puts it out of reach. He will then realise the correctness of my conviction then, wholly unaltered by after experience, of his rarity and value. Meredith's "land retainer" afterwards secured employment on Rolf Boldrewood's station in Victoria, and purchased from the author of "Robbery Under Arms" a colt on credit. He then rode across the border to Mount Gambier safe from extradition laws that did not then exist. "I never was paid for that colt," says Boldrewood, "and still the memory rankles, trifling as it is the deficit. Many debts have I forgiven. Some alms! have had to be forgiven to me. But that colt—Chileno was his name, own brother to my best hack—I can't forgive that one."

The portrait of Hastings Cunningham reproduced here was presented to the Archives Department of the Adelaide Public Library by Mr. F. Crouch, Mount Gambier Old Residents' Association.
ONE of the earliest pastoralists to tackle the development of Eyre Peninsula was Matthew Smith, who eventually found the calling of a lawyer much more profitable. He was a very able man, and that he possessed more than average shrewdness may be gathered from the fact that he was one of the original proprietors of the towns of Glenelg, Port Pirie and Port Lincoln. His people were landholders in the county of Durham, but he himself was educated for the law, and became a barrister of the Middle Temple. It is probable that Matthew Smith heard the proclamation of South Australia read at Glenelg, because he was in the province before H.M.S. Buffalo arrived with the first Governor and his party on board. The voyage from the old country was made in the "Africaine," 316 tons, Captain J. F. Duff, which dropped anchor in Holdfast Bay on November 8, 1836. Mr. Smith was in notable company, including that of the Kyffin Thomases, Gougers, Everards, Halletts and James Masters. Very full diaries describing the "Africaine's" passage have been published from the pens of Mary Thomas and Robert Gouger, but neither contains even a passing reference to Matthew Smith, who spent the first 12 months of his life in the new province on Kangaroo Island. The South Australian Company had an establishment at Kingscote in those days, but it was broken up when the discovery was made that the island did not offer the scope for extensive settlement that was once thought possible, and most of the people removed to the mainland. Mr. Smith opened an office in Gawler Place, Adelaide, and in 1839 received the appointment of Resident Magistrate at Port Lincoln, which was passing through a land boom as a result of the earlier advocacy for the establishment of the capital there. The "Port Lincoln Herald" of November 16, 1839, contained the following announcement: "Matthew Smith, Esq., has been appointed Resident Magistrate and J. E. Barnard, Esq., Clerk of the Peace. Both of these gentlemen may be hourly expected by the Recovery." That vessel had 2,000 sheep on
board shipped from Glenelg. A few months later Governor Gawler visited Eyre Peninsula in the company of his aide-de-camp (Alfred Hardy) and Captain Lipson. He held a levee, and received an address from about 80 of the inhabitants, who also entertained His Excellency at a dinner held in a marquee erected in the grounds of Mattinson's Hotel. Mr. Smith was among those present.

The long period of stagnation that was in store for the Port Lincoln district had not yet set in, and Mr. Smith was lured into the role of a pioneer pastoralist. He was one of the first thirty men to take out the occupation licences which were originally granted in 1842. He founded a station known as Poonindie, and became one of the largest stock-owners in what was then called Western pastoral district. There are several references to him and his son, Henry, in the well preserved letter book of Charles J. Driver, Government Resident at Port Lincoln, which is now in the keeping of the Archives Department. One entry, dated January 6, 1845, reads:—"Seven adult blacks visited Poonindie, the station of Messrs. M. and H. Smith, with a dead kangaroo and ask for fire, which was given to them. They afterwards asked, in an imperative tone, for flour, but eventually left without doing any injury." Four days later, Mr. Driver addressed the following letter to Matthew Smith: "An unusually large number of natives having left town for the purpose of settling a dispute within a few miles of the station. I directed two police constables to proceed to Poonindie and remain there for a few days if necessary, and I hope you will cheerfully afford them the necessary accommodation." Mr. Smith and his son shared with most of the other pioneer pastoralists in that part of South Australia the anxious menace represented by the black race, and in 1845 the following entry was made in the Government Resident's letter book: "On the 12th of May a shepherd in charge of the lambing flock (consisting of about 100 ewes and lambs) reported that he could no longer keep them in his own village. Messrs. Matthew and Henry Smith were startled by the sudden appearance of a native, who, poising his spear, beckoned him off towards the hut. Looking round, he observed many other natives among the trees, and, being unprovided with arms, he retreated to the hut, whence a friendly black offered him the use of his spear in its side, but the individual who had taken the spear was not seen. The police continued in the vicinity of the station for a few days. The 22nd being full moon, flour was distributed at the police office to 19 male adults and 49 women and children. After other experiences of this kind, Mr. Smith decided to quit the pastoral business, and on his station Archdeacon Matthew Hale, afterwards Bishop Bisho, established the Poonindie Mission for Natives, which became self-supporting and was drawn upon by the Tennants and other pastoralists for labor at shearing time. Matthew Flinders discovered the sheep district. Matthew Smith established the sheep run, and Matthew Hale set up the mission station! The subject of this notice returned to Adelaide and resumed the practice of his profession, entering into a partnership with Messrs. Cullen and Wigley. Judge Bocaut described him as a most able and popular lawyer. For a term he filled the position of Commissioner of Insolvency, and at the end of it was presented with a testimonial by members of the bar.

Henry James Smith, the son of Matthew, continued to follow pastoral pursuits on Eyre Peninsula. He grazed sheep at Big Swamp, and also had a cattle run with Gregory Hawson at Coffin's Bay. Then, like his father, he was appointed a Special Magistrate, and a term he filled the position of Commissioner of Insolvency, and at the end of it was presented with a testimonial by members of the bar.

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HENRY THOMAS MORRIS.

IF merit alone had dictated the order of publication of these memoirs that devoted to the life of Henry Thomas Morris would have been very high up in the list. It would be difficult to name an individual who did more for the pastoral industry of South Australia. Born at Gravesend in 1823, he came out to Adelaide in December, 1836, in H.M.S. Buffalo with his distinguished uncle, Sir John Hindmarsh, the first Governor of the province, and was one of the little band that heard the proclamation read. At that time there were only two railways in England, neither of which he had seen, and the young immigrant—Mr. Morris was only in his 14th year when he landed—often used to say that the progress of South Australia was the progress of the world to him. His early education received in the old country was completed in Adelaide under the Rev. T. Q. Stow, the pioneer Congregational minister, who conducted a school in a small cottage on the site of the State Bank in Pirie Street.

In 1843 Mr. Morris entered into pastoral pursuits by establishing a sheep station at Encounter Bay, and five years later he took up a run in the Guichen Bay district, securing a lease for 10/ a mile. Two diseases of sheep little understood at the time, "coasty" and "foot rot," militated against success, and a great citizen was nearly permanently lost to South Australia. In 1850 Mr. Morris joined in the rush to the goldfields of California. He remained on the diggings for about two years, and then returned to Adelaide, bringing back about enough gold, as he was fond of remarking, to make a wedding ring. The gold fever within him had not yet been sated, and he proceeded to the Bendigo diggings. There he was fairly successful for six months, and he then came back to South Australia by the gold escort route through the so-called Ninety Mile Desert, the journey occupying 12 days. At the end of 1852 Alexander Tolmer recommended him for appointment as an inspector in the gold escort, and was so confident of approval being given that he told Mr. Morris to get
and a purse of 600 sovereigns. The inscribed testimonial, a gold watch, Select Committee, which in 1858 investigated the scab menace, that the him wondrous kind to the pioneer during which period Mr. Morris faithful discharge of ordinary duty, scab disease from the greater portion of South Australia's flocks. This work was recognised as being quite beyond the true and Mr. Morris career as a stock breeder had instilled in him a feeling that made him wondrous kind to the pioneer. He showed the possession of commonsense and a big judgment, and I attributed my... and his stories of the early times... having lived in the reigns of five British monarchs. He was twice marred—firstly to Miss Lee, and secondly to Miss Osborne, a daughter of Captain Osborne, well known in connection with the Kapunda copper mine.

HENRY THOMAS MORRIS measured for his uniform. However, the nomination was rejected, but soon afterwards he was chosen as a Government Inspector of Sheep, with promotion to the Chief Inspectorship two years later. The office was retained for 13 years, during which period Mr. Morris rendered to the pastoral community service of incalculable benefit by eradicating the dread scab disease from the greater portion of South Australia's flocks. This work was recognised as being quite beyond the true and faithful discharge of ordinary duty, and the leading squatters of the day joined in the presentation to the Chief Inspector of a suitably inscribed testimonial, a gold watch, and a purse of 600 sovereigns. The trials of Mr. Morris in his earlier career as a stock breeder had instilled in him a feeling that made him wondrous kind to the pioneer pastoralists, who were beset with all kinds of difficulties unknown in the industry today. He told the Select Committee, which in 1858 investigated the scab menace, that the remedy killed more sheep than the disease itself. The dressing of corrosive sublimate and arsenic affected the carcass as butcher's meat and took the grease or yolk out of the wool. A great number of sheep died from absorbing the preparations, especially when cold nights followed the dressing process. In many cases sheep were completely salivated by the mercury, and Mr. Morris said he had known a whole flock to be decimated by the treatment. It was an awful scourge that was apt to break out again after repeated dressings, and Mr. Morris said in evidence:—"I saw the manager of a station put his hand on a sheep, and the moment he did so the animal cringed down and the wool came off in a perfect shell, and the insects were on it in hundreds of thousands," showed the session of commonsense and a big heart when he added:—"No Act of Parliament will cure the scab. You must leave it to the discretion of the officers, or the Act will become... and to frame his report on the establishment of a hospital and recreation ground for the people. The outcome was the payment of a cheque for £3,000, of which £2,500 went to the hospital, the exhibition of silver cups and other trophies. While manager of Anlaby he did Kapunda a lasting service by recommending to Mr. Dutton the claims of that town for the establishment of a hospital and recreation ground for the people. The outcome was the payment of a cheque for £3,000, of which £2,500 went to the hospital, the exhibition of silver cups and other trophies. While manager of Anlaby he did Kapunda a lasting service by recommending to Mr. Dutton the claims of that town for the establishment of a hospital and recreation ground for the people. The outcome was the payment of a cheque for £3,000, of which £2,500 went to the hospital, the exhibition of silver cups and other trophies.
In his day there were few colonists better known in pastoral and social circles than William Dean. A man of splendid physique he combined a blunt directness of manner with a genial spirit and a hearty fashion of address, and, above all, was a thorough sportsman. As a keen judge of horses, and an even better judge of cattle, his figure was familiar at the agricultural shows and race meetings. Alas, in the end he did not reap that reward which a life of hard work and great enterprise fairly entitled him to. William Dean was born on February 26, 1830, near Spalding, in Lincolnshire, and was the youngest son of Henry Dean, who in 1838 brought to South Australia his wife and family of eight children, besides two men servants. The voyage was made in the ship "Surrey," 461 tons (Capt. G. Sinclair), this being the only visit that vessel made to these shores. Fellow passengers included John Reynell, of Reynella, and A. J. Edmunds, the solicitor, who served for a term as Town Clerk of Port Adelaide. For some months the family lived on the sandhills at Glenelg, using carpets and canvas for shelter. They had brought out a wooden house with them, but not for nine months did they get it erected on an 80 acre section which Henry Dean had purchased in London from the South Australian Company. The section was situated just north of Burnside and east of the Burnside Road, and the house was called "Woodland Cottage." Then the family spent two years on Kangaroo Island, and upon returning to the mainland William Dean went to the Hill River station in company with Mr. R. Robertson, who was known as "Encounter Bay Bob," and gained a useful knowledge of stock. Next he was for some time with Mr. C. B. Fisher cattle dealing. William Dean and his brother Charles were attracted to the New South Wales gold diggings, but they had very poor luck, and in 1851 the brothers made their way on foot to the Bendigo diggings in Victoria. There they were fairly successful, and invested the money made by alluvial digging in a promising quartz reef, but were unable to finance the adequate development of the property. Both the brothers returned to Adelaide in 1854, and two years later William Dean commenced business as a stock salesman, and introduced sales of cattle by auction. This was a very notable event, and the pastoralists and
butchers recognised the fact by presenting Mr. Dean with an inscribed silver cup, which is now in the possession of his son, General G. H. Dean. The first sales were held near Port Adelaide. In 1854 the establishment of the Campbelltown and Norton's Summit roads, and later operations were transferred to the Buck's Head Hotel, Stepney. Sheep were also sold, but apparently not by auction at that time. The first day book, still in the possession of the family, is dated October 7, 1856. This precious link in the history of South Australia's stock sales indicates that Mr. John Hope, of Clare, (father of Mr. R. E. Hope) had the distinction of consigning the first lot of sheep to Mr. Dean for disposal. He yarded 675 head, and among the buyers were Messrs. Taylor, Hughes, Severn, Rainford, Busch, Oliver, Bishop, Coombs, Ballman, Leeman and Tucker. Mr. Hughes purchased 30 sheep for 10/6 each, but all the others mentioned paid 18/- a head for their sheep. Their decision would have been influenced by this very interesting old record eventually preserved in the Archives Department of the State. The inscription on the silver cup reads:—“Presented to Mr. William Dean for the introduction of cattle sales by auction. Adelaide, 1861.” The date, of course, is only that of the presentation. About 1859 Mr. Dean was joined in the stock business by Mr. A. H. Laughton, (father of Mr. Harry Laughton), and the firm of Dean, Laughton, (father of Mr. Harry Laughton), and the firm of Dean, Laughton, and Co. well known throughout the Australian colonies became established. After its dissolution Mr. Dean took his son (General George H. Dean) into partnership (1865), and the business eventually acquired the business wholly, and sold it in 1914 when, together with his four sons who were helping him, he left South Australia on active service in the Great War.

A great deal of William Dean's time was occupied in travelling and inspecting stock and stations, and he developed the very sensible habit of recording his experiences and impressions in writing. Thus we have a diary devoted to a trip that he made up the Bigga River, accompanying Mr. H. B. Hughes in 1870, when he sold Mr. Hughes Kinchega station. Mr. Dean records the fact that he was on the lookout for 8,000 to 10,000 fat ewes. From the “Buck’s Head Hotel,” at Nuriootpa (Mr. Scott) he bought 4,000 ewes at 6/- a head, and 3,000 wethers at 8/- on 3 month's terms. From another owner he secured 500 lambs, the price of 1/- a head, 6/- a piece (two months), with the right to take more at the same price. One entry in the diary says:—“Could not write to my wife as I had only an envelope.” Another a certain station on the Darling the owner was absent, and so Mr. Dean got down the chumney in order to secure a much needed meal. At the Menindee run he acted as arbitrator in a case involving the impounding of 800 cattle. The poundkeeper claimed one day's sustenance, and Mr. Dean gave him a verdict for £30. The return to Adelaide was made by way of Broken Hill and the north east. Peter Waite was seen at Para too; and then Mr. Dean encountered Alexander McCulloch, who had just sold 21,000 sheep to Mr. Bagot—wethers 5/6 and ewes 4/2. “He wants 10,000 stores, 4 and 6 tooth; we must get him some,” the diary proceeds. Stock values had slumped badly since an 1859 trip that Mr. Dean took along the Darling, when Mr. Scott asked 16/6 a head for 2,550 wethers, none of them fat. In the seventies there was great difficulty in disposing of the old ewes on the river stations. Messers. E. M. Bagot and H. B. Hughes had each established stations on the Port Adelaide Railway, and Messers. Dean and Laughton decided to start a meat canning factory in conjunction with the boiling down concerns. The venture, however, was not profitable, and the firm lost a great deal of money in their attempts to market the surplus mutton. But if Mr. Dean lost money quickly he also made it quickly. In February, 1850, he visited the Southern Ellesmere estate, near to his wife from one of Archibald Johnson's stations (Mount Muirhead) he talks of having lost his horse from a paddock, and of having secured the loan of another from the Seymours. He goes on to say that already he had bought 350 head of cattle, with three more stations to visit, and concludes:—“I am vain enough to think that I have earned at least £1,000. I shall do my best. I am sitting with a very nice Scotch lady in a very nice parlor, talking about servant girls and waiting for her husband to come home. (Later.) The old man here came home, and we have been to tea. It is 11 o'clock, so, my dear, I must begin to think of going to bed, as the old chap has had a great deal of work today.”

In 1889 Mr. Dean imported some sheep from Pomerania, and he retained the curiously wording pamphlet issued by the firm that is headed “Particulars of the celebrated breeding flock of merino comb wool sheep at Saatel in Pomerania, near Stralsund. Owner of estate, Rittergatsden.” It goes on to say:—“The breeding of this flock, which has been in possession of the family for upwards of 53 years, has been watched on with the utmost care, and has been crowned with the greatest success. The aim of the breeding is to produce a long, fine equal-crown wool, particularly a glossy and strong hair, combining the records the fact that upon arrival at finest quality with the utmost procurable quantity. The shearing weight of the ewes averages 6 pounds kilo by fleece washing. The price has been 70 dollars per 100 weight kilo for some years. The seeming weight of the rams unwashed is from 15 pounds kilo upwards, some yielding as much as 25 pounds kilo. They are deep chested and broad in the carcase, and are thus admirably adapted for those climates where the browsing is scanty. They are extraordinarily fine in shape, and give an average bodyweight of 100 pounds kilo in the ewes, 150 pounds kilo in two years old rams, and up to 200 pounds kilo in the older rams. This flock originates from Kliphausen in Saxony, came from there to Mecklenburg in 1813, and hence to Saatel in Pomerania, near Stralsund. Fresh lines were then brought out the herd, firstly through Kcnzlin and secondly through Bolde-buck rams, but since 1860 the breeding has remained unmixed. The breed has been imported to South America, Russia and Hungary, are providing themselves with these rams, and several kindred herds have been raised by these means. This flock, being very hardy and the mortality very small, produces a considerable number of breeding ewes. In order to foster this hardiness the entire flock is kept in the open air for a portion of the year. This herd has obtained so many prizes and medals that the owner declines any further competition. About 200 rams are sold by auction annually on an appointed day in January, but some are sold privately from a reserved stock throughout the year.”
Of our pastoral pioneers and public spirited men of the past, none holds a more enduring place in the memory of South Australians than Simpson Newland, C.M.G., whose statesmanlike projects entitle him to be remembered among the Empire builders of the Commonwealth. State and Commonwealth benefited immeasurably through his long and eminently useful life. Two of the greatest national schemes which received his strenuous advocacy for many years, and which he had hoped to live to see accomplished, were the building of the North-South railway, and his long cherished dream of the opening of a great southern port near the Murray mouth. These will surely eventuate, and when they do, the name of Simpson Newland must be inseparably associated with them.

This grand old pioneer, one of the most picturesque of South Australian worthies, was born at Hanley, Staffordshire, on November 2, 1835, and came to South Australia with his father the Rev. Ridgway William Newland, a Congregational minister, who brought from the Motherland a shipload of immigrants and settled at Encounter Bay in 1839. They came out from England in the ship Sir Charles Forbes, landing at Holdfast Bay on June 7, and went round to Encounter Bay in the little coasting brig Lord of Hobart which anchored inside Granite Island. Until the end of his life—he died in 1925 in his 90th year—Simpson Newland's remembrance of the landing from the ship's boats at Police Point, where the town of Victor Harbor now stands, was as vivid as if it had happened a week before, though he was not four years old at the time. This district of Encounter Bay, where he spent his early years and grew up, always had a fascination and charm for him. He never wearied of sounding its praises and of telling of its romantic history—to him there was no more beautiful place in the world—and naturally enough it was his expressed wish that he should rest in the Victor Harbor cemetery on rising ground whence from his grave could be seen the Bluff, the old headland round which centres so much of the romance associated with his historic novel "Paving the Way." Among the whalers Simpson Newland first glimpsed the romance of the life which in later years he wove into that delightful story of the early years of Encounter Bay. There were no schools in the district in those days, and to his mother, a cultured lady, he was indebted for the greater part of his education. A sound education it was, one of high ideals which remained with him through his long and eventful life, ideals which he never sacrificed for pecuniary gain.

After having tended his father's flocks and herds for several years, and farmed on his own account, Simpson rented the family property for a while. Before he had
attained his majority he made a trip by sea to Sydney, accompanied by his brother-in-law, Henry Field (father of Mrs. F. R. Stow, of Glenelg, well known as Mrs. Langloh Parker, author of several interesting works on Australian legendary tales and the Ewahlayi tribe). The two young squatters purchased cattle in the Goulburn district and travelled them overland to Adelaide, a venture not untended by great risk in which they earned every penny of the handsome profit which their enterprise gave them.

Subsequently Simpson Newland made a trip to New South Wales for sheep. To the enterprising South Australian, the first sheep farms on the Darling owed their existence, for he bought the stock himself in the New South Wales markets, and doing his own driving, landed them safe and sound at Wentworth, where they formed the nucleus of flocks on the Darling stations. Subsequently Mr. Newland decided to enter actively into the pastoral industry in New South Wales, where he obtained interests in the Marra and Warloo stations on the River Darling, and he was one of the plucky owners who opened up the Talyalyn station on the Paroo near the Queensland border. His partnership comprised Henry Field, of South Australia, and Charles and Andrew Chisholm, of New South Wales. Subsequently Mr. Field sold his interest in the properties to the Hon. Alexander Hay, of Adelaide, and years later Mr. Newland disposed of his interest to another South Australian. During the time he was engaged in the pastoral industry, Mr. Newland expressed interest in stepping into the pioneer, but he retired with a competency which had been well earned and was devoted to profitable use. He settled in Adelaide and lived for several years at Burnside, in the residence now owned by Mr. A. A. Simpson, C.M.G.

It was doubtless on his fine and gallant horse "Star" (which figures in "Paving the Way") that Mr. Newland himself rode overland in the late fifties from Encounter Bay to his station on the Upper Darling, through virgin bush all the way. Pathetic indeed is the description of the last of the "Star," told by his master in the final chapter of "Paving the Way." A wondering group of aborigines were led slowly along near the course of the Murray a short distance from the station. In the midst strides with the same proud step the grand old horse, the star on his forehead glittering white in the gloaming. Beside him with one arm resting affectionately on his neck, is his master, on whose stern face a deeper and more hopeless grief than ever is indelibly graven. . . . Slowly wending onwards, they came to a grove of trees, box, gum and acacia growing thick and luxuriant. Lying among them was much dried timber. Here they halted, and Grantley spoke in low, tremulous tones, telling them why he had brought them there. He was going far away, never to see them more and strangers would occupy his place in all things. His cattle, sheep and horses were all theirs, save one only—the Star. He was now grown old, and his master could not bear to think that when he had gone the fine old horse might be ridden too hard and perhaps abused, or, worse still, that when he had gone the fine old horse might be left at last to die a lingering death of torture, a prey to ants, flies, and other vile insects, in the back country. To guard against this, he was now going to shoot him and make a big funeral pyre for the body. With silence, almost a stupor, fell upon the listeners. Then an old man spoke in wondering surprise and strong condemnation, and others after him. But Mr. Newland, with imperious manner, insisted that he be left at last to die a lingering death of torture.

"Farewell best and truest dumb friend that ever man had," he said, and then he raised his arm with the old gesture of command, and in a few brief words signified that what he had determined upon must be done. Too long accustomed to submit to his imperious manner, to demur now, they sank into silent acquiescence. He took a revolver from his belt. He was now going to shoot him and make a big funeral pyre for the body. With silence, almost a stupor, fell upon the listeners. Then an old man spoke in wondering surprise and strong condemnation, and others after him. But Mr. Newland, with imperious manner, insisted that he be left at last to die a lingering death of torture.

Then the wood was piled about him and the fire applied, and in a few hours all that remained of one of the noblest steeds that ever Australia has produced were a few charred bones.

From 1881 to 1887 Mr. Newland represented Encounter Bay in the House of Assembly, and was Treasurer in the Downer Ministry from June, 1885, to June, 1886. He was Chairman of the Select Committee on the Northern Territory, and in that capacity traversed the MacDonnell Ranges and laid the foundation for much of his subsequent work in the interests of the Territory. He was highly respected by the members of the House and was never known to abuse, or even to criticise, any member or Government. His interest for the public welfare covered many fields. After a long connection with the South Australian branch of the Royal Geographical Society it was a fitting tribute to his service to Australian geography that he was elected its President in 1895, retaining the office until 1900, and re-elected to the position in 1920. From 1885 until his death he was President of the River Murray League which has done effective work in the development of the river. He was a ceaseless advocate of the proper utilization of the waters of the Murray, contending that no system of development of the great river would be complete unless it made navigation permanent from the head of the Darling to the Murray and other tributary rivers to the ocean, and at the same time provided water for irrigation.

Mr. Newland was also a vigorous advocate of the development of the Northern Territory. When the Territory was handed over to the Commonwealth he went to England chiefly in the interests of its retention by South Australia, but he failed in that, a big mistake, observed Mr. Newland at the time. Sir David Gordon who was closely associated with Mr. Newland for more than 30 years, referring to the failure of the negotiations for the construction of the railway of the Northern Territory, notes, "South Australia thus lost a wonderful opportunity, for had the land grant line been built, the Territory would not have been handed over and South Australia would have continued to be, in fact, the Central State, and the largest and most important member eventually of the Commonwealth. Throughout all the long fight Mr. Newland remained President of the Northern Territory Railway League which is a live body to-day and will continue fighting for the "through railway." For many years Mr. Newland was President of the Zoological and Acclimatisation Society of S.A.; Chairman of the Wyatt Benevolent Fund, and he was a member of the Flinders National Statue Fund Committee. Throughout his long career in public services, Mr. Newland received the honor of C.M.G. in 1922. His will was Jane Isabella Layton, of Adelaide, and his eldest daughter is D. H. Simpson Newland, C.B.E., D.S.O., of Adelaide, the celebrated surgeon.
AN interesting characteristic that lifted Thomas Warnes out of the ruck of the pioneer pastoralists was his practice of exhibiting sheep and wool at competitive shows and other expositions. He was a flock master rather than a great studmaster, but at every opportunity he wrestled with his fellow breeders as though advertisement and competition were the life's blood of his existence. This was done out of sheer enthusiasm for the productive capacity of the saltbush country. The fact of the matter is that Mr. Warnes had the goods, and wherever he exhibited them he was a force to be reckoned with. All the more credit to him in view of the well established truth that he started in the business a poor man with ten ewes and two rams!

Thomas Warnes was born at King's Lynn, Norfolk. His father was a farmer who went in for high-class stock and hand feeding, and was in a fairly big way as a dealer. Thomas joined the British Army and was sent to the Crimea, but arrived too late to participate in active service against the Russians. Being one of a large family, and anticipating the slump in the old country that would follow the repatriation of a large body of soldiers, Mr. Warnes sought permission to migrate direct to South Australia from the Crimea, but was compelled to return to England. Almost immediately afterwards he set out for the antipodes. The Mount Gambier district was his first fancy, and in that locality he did a lot of well sinking. Then he took up land there, but the conditions did not suit him. Mr. Warnes was really destined for the dry country. He went north and engaged in a variety of contracting work for Messrs. Hayward and James on Canowie. Among other tasks he fenced in the first square mile paddock on that run. About three years was spent at Canowie, and with his savings Mr. Warnes bought a bullock team, and went in for carting on behalf of station owners. In 1859 he took on shearing, and travelled all through the north plying the blades. By this time the Norfolk...
man had obtained a good knowledge of pastoral conditions in the land of his adoption. His breeding and his experience among stock in England well fitted him for something better than fencing, bullock punching, and shearing for other people, and only lack of capital had prevented him from making an earlier start on his own account. However, his chance came in 1867. The southern end of the special survey covering the Burra copper mining area had fallen to the lot of the “Nobs,” who worked the property with considerable success for a time. Then water was struck at the 30 fathom level, and, the capital and proceeds of the ore being expended, the shareholders lost heart and reverted to the pastoral interest. It had been named the Princess Royal, and Mr. Warnes secured a lease of 5,000 acres, and built a house on the west side of the run, known as the Devil’s Hole Creek. He had the assistance of a splendid wife, Miss Flower, whose people came from Bristol. She was a really practical woman, who worked as hard on the run as her husband himself did. Mr. Warnes fenced the property with wire and stakes, made provision for water, and stocked it with sheep. After he had done six years there Mr. A. McCulloch bought the Devil’s Hole country as part of the Princess Royal station that came wholly into his possession, and the Warnes family shifted to the banks of the Burra Creek, and made their home in the buildings that belonged to an old manure. The Burra copper mine was then in full swing, and Mr. Warnes was still basking in one of the greatest nuisances he had to contend with in the shape of droves of dogs that came out from the township and worried his sheep. He was a great sportsman and loved to talk of the satisfying glee he felt at bowling over a mongrel on the run. For some years the sheep had to be constantly shepherded. Mr. Warnes saw out his lease, and in addition to sheep farming he went in for breeding draught droved mares and stud Shorthorn cattle. He had the satisfaction of selling a half-bred grey of Shorthorn breeders, John Howard Angas. He also kept a racchore or two, and patronised the country turf gatherings. Those were the days when there was much feeling among the shearsers and their employers, and the annual shearsers’ races formed the event of the station year. A mare called Lady of the Lake, a daughter of Mr. Warnes’ best racehorses, and on one occasion a shearer rode her to victory bareback.

Once he had got a fair start Mr. Warnes proceeded to extend his operations. He took out a block of 300 square miles at Tel-e-ching, just east of Bimbowie, offering good grazing but very dry. He spent a lot of money in the effort to provide water, but failed to get it, and consequently did not stock the country. He also had a piece of Bimbowie, which bears his name to this day. In 1869 he entered into partnership with Mr. Priest in his proposition at Emu Downs, about 40 miles south-east of the Burra, but a severe drought ruined the venture, and the sheep were sold for sixpence a head. A much later partnership was that with Mr. George Church in the Dustholes, a 100 mile block about 10 miles west of Old Koomooloo, which was held success­fully for the lease expired in 1890. Portion of it is now known as Woollangie, and it was afterwards owned by the late Mr. C. B. Warnes.

It was in 1867 that Mr. Warnes took up a preferential right, at 2/6 a mile, to the block now known as Old Koomooloo. Two years later he secured a pastoral lease of it. At the start he put down several small catch holes, but was driven out at every spell of dry weather, until the commencement of a determined policy of dam construction, well sinking and fencing permitted of permanent occupation. On one well between £1,300 and £1,400 was expended for the building of wind and solar water. Later Mr. Warnes established himself at what is now known as Koomooloo, as distinct from Queensland Koomooloo, where he had the lease surrounded by 22,000 acres of land. The Dustholes and Sturt Vale were added to his holdings. Much of the country that Mr. Warnes was interested in came under the 1888 resumptions, and was cut up into 15,000 and 20,000 acre holdings, although it has long since reverted to good grazing but very dry. He took out a block just east of Bimbowrie, offering 107

A测定 average weight for 365 days' growth of 15 lb. 12½ oz. per fleece. The weight of the six ram fleeces was 97 lbs. representing 374 days' growth, or a calculated average weight for 365 days' growth of 15 lb. 12½ oz. per fleece. This product he beat Messrs. G. & J. Rid­noch, William Crozier, Cudmore Brothers, and the Queensland Insti­tution. Land and Mortgage Company. The weight of the six ram fleeces was 97 lbs. representing 374 days' growth, or a calculated average weight for 365 days' growth of 15 lb. 12½ oz. per fleece. This product he beat Messrs. G. & J. Rid­noch, William Crozier, Cudmore Brothers, and the Queensland Insti­tution. Land and Mortgage Company. The weight of the six ram fleeces was 97 lbs. representing 374 days' growth, or a calculated average weight for 365 days' growth of 15 lb. 12½ oz. per fleece. This product he beat Messrs. G. & J. Rid­noch, William Crozier, Cudmore Brothers, and the Queensland Insti­tution. Land and Mortgage Company. The weight of the six ram fleeces was 97 lbs. representing 374 days' growth, or a calculated average weight for 365 days' growth of 15 lb. 12½ oz. per fleece. This product he beat Messrs. G. & J. Rid­noch, William Crozier, Cudmore Brothers, and the Queensland Insti­tution. Land and Mortgage Company. The weight of the six ram fleeces was 97 lbs. representing 374 days' growth, or a calculated average weight for 365 days' growth of 15 lb. 12½ oz. per fleece. This product he beat Messrs. G. & J. Rid­noch, William Crozier, Cudmore Brothers, and the Queensland Insti­tution. Land and Mortgage Company. The weight of the six ram fleeces was 97 lbs. representing 374 days' growth, or a calculated average weight for 365 days' growth of 15 lb. 12½ oz. per fleece. This product he beat Messrs. G. & J. Rid­noch, William Crozier, Cudmore Brothers, and the Queensland Insti­tution. Land and Mortgage Company. The weight of the six ram fleeces was 97 lbs. representing 374 days' growth, or a calculated average weight for 365 days' growth of 15 lb. 12½ oz. per fleece. This product he beat Messrs. G. & J. Rid­noch, William Crozier, Cudmore Brothers, and the Queensland Insti­tution. Land and Mortgage Company. The weight of the six ram fleeces was 97 lbs. representing 374 days' growth, or a calculated average weight for 365 days' growth of 15 lb. 12½ oz. per fleece. This product he beat Messrs. G. & J. Rid­noch, William Crozier, Cudmore Brothers, and the Queensland Insti­tution. Land and Mortgage Company. The weight of the six ram fleeces was 97 lbs. representing 374 days' growth, or a calculated average weight for 365 days' growth of 15 lb. 12½ oz. per fleece. This product he beat Messrs. G. & J. Rid­noch, William Crozier, Cudmore Brothers, and the Queensland Insti­tution.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

These sketches of South Australian pastoral pioneers would be sadly incomplete if they did not include extensive mention of John William Tyler, one of the early squatting kings of the north, and of the Eastern Plains away to the north-east of Port Augusta. Mr. Tyler established many stations. He seemed to delight in getting out beyond the white settlers and townships. Thus he was sometimes the very first squatter to come into friendly contact with the blacks when in their wild state and before they could be of much use for station service. This was quite seventy years ago, and after such a long interval of time when there is actually none to remember those old squatting days, it is most difficult to piece together the story of the squatter’s life or to give anything like an adequate account of the experiences of that eventful period. Fortunes were soon made and as quickly lost as they have been in more recent times. Mr. Tyler suffered heavily from time to time like other pioneers, through drought and financial loss, particularly over the Crimean War, as he held many Turkish bonds at that period and later he was a heavy loser in the Otago and Southland Co. of New Zealand. Still he was able to retire from pastoral occupation with a satisfactory reward for his courageous enterprise in opening up and stocking country and helping to lay the foundations of a great staple industry.

Mr. Tyler belonged to an old English family. His father, William Tyler, was a landed proprietor; the land on which the Bristol railway station on the Great Western and late Midland systems stands, was a part of the original Tyler Estate. John William Tyler, an only son, was born at Clifton, Bristol, Gloucestershire on May 24, 1820. His father, losing his life in the hunting field about 1825, the son soon had to learn to rely on himself, and throughout his long life he maintained a resourceful and independent spirit. Of an adventurous and roving disposition, he resolved to go out into the world and so he came to South Australia in 1845. Disastrous litigation had played havoc with the fortunes of the Tylers early in the century and this fact doubtless actuated him in seeking in this southern land to regain them. For some years before leaving England the young man was passionately fond of racing. He shared with a friend the running of a horse named Robin, which won a number of important events. After arrival in South Australia, Mr. Tyler applied himself rigidly to hard work. One of his first occu-

JOHN WILLIAM TYLER.
pations was as a station manager for those notable squatters the brothers Doctors Browne, who proved great friends to ambitious young Englishmen desirous of following pastoral pursuits. Subsequently Mr. Tyler started squatting on his own and built the present homestead at "Hillside," near the Burra, the property now known as Wandilla. He gave the late R. J. M. McBride, who became a wealthy pastoralist, his first position. These two old pioneers were much associated in the early history of the Burra, and were loyal friends throughout life. For more than fifty years Mr. McBride personally looked after the grave in the Burra Cemetery of Mr. Tyler's first wife, who died in 1861.

Early in his pastoral pursuits Mr. Tyler had as partner that splendid colonist and successful squatter, Mr. John Taylor, maternal uncle of the late Rev. C. J. Lancelot Simms (President of the Legislative Council). The partnership continued for some years. Subsequently Mr. Taylor acquired from Mr. Tyler several profitable runs on the Eastern Plains together with 20,000 sheep. The records show that as early as 1851 Mr. Tyler had taken up country at Alindee on the Eastern Plains, a holding which was afterwards leased to J. & A. Halley.

Princess Royal station, near the Burra, was the property of Mr. Tyler, who after working it for some time sold out to Alexander McCulloch, in 1863. This property had been famous as far back as 1845 in connection with the Burra copper mine. In his "Early Experiences of Life in South Australia," J. W. Bull thus refers to the locality. "Two parties of gentlemen between them acquired this splendid property of 20,000 acres on which was subsequently opened one of the richest copper mines ever worked in the world. Out of the first struggles to form a party with sufficient cash at command, two associations were formed which by some way were named 'The Nobs and the Snobs,' not that the men of each party were not as colonists equally respectable, but amongst the Snobs were a few real sheekeepers and humble people with whom the Nobs would not further combine. The survey of the special block being quickly made, and in length lying northerly and southerly, it was divided into two equal lateral and westward line. On the northern half the first great surface block of ore existed—afterwards the Burra Mine. On the southern half had been discovered indications of large copper lodes—afterwards named the Princess Royal Mine. On the fortune of the two great speculating parties being decided by lot, the rich Burra fell to the Snobs; and as it afterwards proved, the deceitful Princess Royal to the Nobs. The Princess Royal was at first time worked as a mine, but though large copper lodes were found to exist, and to carry every usual symptom of permanency, the ores proving what the miners call 'dredge sand,' was ultimately abandoned as a mine and sold as a sheep run." Evidently the first owner of the run was Mr. Tyler, who at that time had pastoral interests in that district. Princess Royal Station was carried on by the trustees of Alexander McCulloch for some time after his death. The property was next owned by the late Andrew Tennant, whose son John has occupied it for a considerable time. Amongst the holdings owned by Mr. Tyler were the well known stations of Bimbowie, Winniminie, Gunn Creek and Guralpa. Mr. Tyler is understood to have been the first South Australian party to import machinery from America for boring for water. He visited California to see the plant at work and order machinery. By means of this he secured good water supplies on most of his stations, thus providing an almost incalculable asset wherever water was struck.

In the seventies of last century Mr. Tyler bought land in Currie Street, Adelaide, where are erected valuable blocks of buildings. These are on the north side not far from King William Street and are known as Unity Chambers, Davenport Chambers, and Clifton Chambers. The adjacent Holme Chambers (also a part of Mr. Tyler's estate) was sold by the Trustees in 1923 to the proprietors of the Bank of Victoria. Mr. Tyler had great regard and admiration for the brothers Davenport—Sir Samuel and Robert—and this explains the naming of Davenport Chambers. In the christening of Clifton Chambers he did not forget his birthplace in the motherland. Mr. Tyler lived for many years in England, but he travelled extensively and paid about ten visits to South Australia. The late Robert Davenport, at Battunga, near Macefield, and he, were old friends, and whenever he came to the State he went to Battunga, whither Mr. Tyler and his wife proceeded on their first arrival in 1843, and at that time owned the property of Mr. Robert Davenport, acted as agent for Mr. Tyler for many years up to the time of his death, which occurred at Brighton, Sussex, on September 23, 1909.

In the sixties, after losing his first wife, Mr. Tyler returned to England and lived in London "Clubland," and was well known in those days for driving and riding some very fine horses. Few surpassed him in handling the reins. He enjoyed driving his phaeton and pair. "Rotten Row," near the Princess Royal, was also fond of fishing and shooting, and owned or rented some fine old properties when on his visits to the mother country. These residences included one at Wigan, Lancashire, also "Buxby Rush," near Dover, "Egbury Grange," near Andover—"the last an estate in Hampshire consisting of about 400 acres—shooting, fishing and hunting country. Other residences which he had in England were at Shooter's Hill Road, Blackheath, "Denworth," Thornton Heath, both near London. "Lovell Heath," Crawley, Sussex, "Montague House," South Croydon, and "The Forth of Bath. After giving up his house in Bath in 1902 he spent the last seven years of his life in Cornwall, London, Red Hill, and finally Brighton. Of determined character, he was a strict disciplinarian, a staunch Conservative and a broad Churchman. He was withal of kindly disposition and enjoyed doing a good turn for other people, especially for those who deserved assistance. Mr. Tyler married first Caroline Stacey, daughter of the Rev. William Stacey (Oxon). This lady, who died in 1861, without issue, was regarded with affection at the Burra, where she devoted herself to the education and care of children. His second wife, whom he married in 1869, was Alice Mary Falla (born in Adelaide), second daughter of the late Captain Harris (of Blackheath, Gentleman-at-arms to Queen Victoria), a pioneer of South Australia who became a merchant in Adelaide and made a fortune out of the Burra mine. Mrs. Tyler died at Thornton Heath, Surrey, in 1885, leaving three sons and three daughters. The sons are Messrs. J. C. S. Tyler and Alick D. Tyler (both of whom served in the Great War and obtained commissions in the Royal Field Artillery and Royal Flying Corps), and Mr. Geo. L. S. Tyler, who offered for active service but was rejected. Mr. George Tyler founded in 1914 the South Australian branch of the Navy League, and received the eldest daughter of the late Mr. and Mrs. Peter Wood, of Lindon, Burnside. The daughters are Mary H., wife of the Rev. T. R. Glenn, of Cleveleys, Crawley, Alice, wife of M. A. Brewster, F.R.I.A., of Torquay (late Governor's Commissioner of Fiji), and Miss Daisy B. Tyler, of Torquay, who was a nurse in France during the first part of the war. Mrs. Brewster and Mrs. Glenn did war service in England.
THE ranks of the pastoral pioneers contained no more interesting character than William Hayes, who, after leading the life of a nomad for many years, finally settled down at Mount Burrrell and acquired a considerable estate. He was a shaggy, white-haired, typical wayback whom newspaper men loved to corner on the occasions of his rare visits to Adelaide, such was the picturesque fascination of the story he had to tell. It is impossible to write him up as a self-centred or separate identity. One must deal with the whole family—dad and mum and the boys and girls—a wonderfully united family, every one of whom was capable of doing a man's work, and collectively did much to conquer the great empty spaces of Central Australia. Mr. Hayes was born in Liverpool, and brought up in Wales. He was a butcher by trade, and one way and another was associated with stock all the days of his long life. He came out to South Australia in the early fifties at the age of 21 years, married Miss Stratford, of Goodwood, and consecrated nearly his whole career to the far northern areas. We first find him at Yednalue station, nearly 70 miles north-east of Port Augusta, which port Mr. Hayes passed through when A. D. Tassie was the only resident there. The latter's domicile was a watch-box on wheels, with a padlocked cask of water alongside. It is useless to ask Mr. Hayes' family as to who held Yednalue at that time, because they talk almost solely in brands and managers' names when asked to connect lessees with the runs they knew. It is equally difficult to follow their movements from station to station, so extensive were their wanderings. It would perhaps be easier to mention the old-time northern properties that Mr. Hayes did not work for at some time or another in the way of shearing, wool carting, carrying stores, dam construction, well sinking, fencing, and many similar tasks common to the stock breeding industry. That much mentioned drought of the mid-sixties wiped out all Mr. Hayes' working bullocks, a team of 30 head that he had got together, and while the far northern pastoral areas were temporarily laid up for repairs he went south, and worked for Archibald Cooke all over Cooke's Plains, through which the Adelaide-Melbourne railway now passes. Drainage operations in the
South-East also claimed his attention, and then Mr. Hayes went back to the north in the service of Alexander McCulloch on his Eldorado. He later joined an expedition at the Gottlieb's Well property. A lot more fencing, carting, and other work was done for the lessees of Curnamona, Booyoolea, Wirrealpa, Buttamon, Mount Victor, Aroonda, Teetulpia, Wilpena, and many other stations. Mr. Hayes was almost constantly on the move, and wherever he went his wife and children went with him. For many years his home was out of the question. When the family were not in temporary residence on a run they lived on the roadside, and all the schooling that several of the children got was the rough instruction their father was able to give them in the evening. A spell at Blinman was followed by a trek to Blanchewater (identified by the TE brand), with three teams of bullocks, besides ploughs and scoops. Here a considerable contract for dam sinking and fencing was carried out during an excessively dry period. Mr. Hayes was not used to the plough, but he had seen it in operation, and she showed him how to do things at Mirrage Creek on Blanchewater. Similar contracting was done at Montecollina, on the Strzelecki Cog and managing Messrs. Grant and Stokes. Mr. Hayes took a lot of loading to Innamincka on Cooper's Creek, and brought down wool. One of his proudest feats of carting was the conveyance of five tons of copper ore in one lump from the Yudenamutana mine to Port Augusta for exhibition in London. He undertook this task single-handed, when Mr. Williams, who left such a handsome bequest to the Adelaide Hospital. Finally the whole family went to Adelaide, where Mr. Hayes entered into a contract with Sir Thomas Elder to stock the land of the living, at the age of 87 years, with her daughter, Mrs. Mary Adams, of Wistow, near Mount Barker. The other surviving members of the family—William, Edward and Elizabeth Hayes—are still on the Central Australian properties. It is doubtful whether the pastoral industry ever produced more remarkable women than Mrs. Hayes and her daughters, who for many years undertook their full share of the station work. They could muster, brand, drive, slaughter and dress cattle with the best man going. Mrs. Adams and her husband (Stephen Adams) with the assistance of four blackboys, drove 1,200 fats 400 miles to the railway in two months, and lost only one beast on the journey. One daughter out on the run was lopped, and one of the parents was long the rule at Mount Burrell. Fencing came as easy to them as sewing to the average woman. On one occasion the family took some stock to the Diamantina River, and bought a flock of 1,000 sheep off the Beetoora run. The sons had to go back, and left Mrs. Hayes and her daughters in charge of the sheep. Most of the wool was dropped, and the courageous women drove the flock 350 miles to Mount Burrell. Mrs. Hayes told the writer that she walked every foot of the way. A big rain was encountered on the tablelands, and immense trouble resulted from the sheep getting bogged. "I lost my boots in the bog," said Mrs. Hayes, "but we got the sheep home, although some of them were dropped, and three poison plants. My husband had an undying hatred for any kind of stock but horses and cattle, but we bred up the flock, shore them, and then Elizabeth and I drove them to Oodnadatta. The wild dogs compelled us to give up sheeps, but we had shown dad what could be done with them. I could ride a horse now if a kerosene case were handy to enable me to mount. To this day my daughters and I prefer the saddle to a motor car, although we have one of the latter. At the age of 87 years I can read and sew without the aid of glasses." The Hayes family greatly improved their Central Australian properties by means of dams, deep bores and fencing. Getting stores from Port Augusta used to be a part of the trip, but railway extension has since improved those conditions, and the building of the North-South line will help still further. If ever seen in the bush where they are the members of this truly unique family.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

WHITE PARK PINE PLANTATION

The part played by Samuel and Frederick White in the perilous days of the pastoral industry is overshadowed by the more dazzling record of their relatives, the Hughes, of Booyooloo, but they were great pioneers, and it is satisfying to be able to publish some kind of connected narrative of their life's work. Nobody belonging to the present generation could help, and after all the sources of information have been combed what appears in this memoir represents only the fragment of a faded memory. The geographical nomenclature of the State serves to fix the localities where they squatted—White's River and White's Flat, in the Port Lincoln district, and White Park, now forming portion of the magnificent pine forest at Wirrabara and often spelt erroneously Whyte Park. These men were the sons of Samuel White-White who owned estates at Charlton Marshall in Dorset, and at Farncombe and Godalming in Surrey. Their youngest sister (Laura) married Herbert Bristow Hughes in 1854, and the township of Laura in the north was named after that lady, who died at Victor Harbor in 1909 in her 81st year. The brothers White arrived in South Australia by the barque William Barrass, 272 tons, on December 20, 1839, and made an initial false step by taking out pastoral country in the over-boomed Port Lincoln district, where they found themselves confronted by murderous blacks, a great scarcity of labor, the uncertainty and expense of procuring supplies, an absence of any market for surplus stock, and the almost total impossibility of effecting a sale in the event of their wishing to leave. The earliest reference to them that the writer can find is contained in the journal of the explorer Eyre, who, when preparing for his memorable journey to King George's Sound, visited their station about 18 miles north of Port Lincoln in October, 1840. Already the little community across the gulf was in dire trouble. Eyre remarks:—"No one seemed to be doing well but the innkeeper, and he owed his success chiefly to the custom or traffic of the foreign whalers who occasionally resorted here for refreshments. The stockholders, living a few miles from town, who ought to have succeeded best, were getting dissatisfied at the many disadvantages that they labored under and the smallness of the community around them, and everything wore a gloomy aspect." Eyre purchased 12 sheep from a pastoralist named John Brown (afterwards murdered by the blacks) for £2 a head, and tried to buy from one of the Whites "a noble dog that he possessed of the mastiff breed," but he could not prevail upon him to part with it. Two days later the explorer visited
the station again to wish the owner of the mastiff goodbye and to make another effort to secure a dog or two. Eyre goes on to say:—"I wrote that he would sell the noble mastiff I so much wished to have I bought from him two good kangaroo dogs at a rather high price." On the same day these dogs added two fine kangaroos to the explorer's larder, but several days later one of the canines disappeared. On returning to Adelaide in 1841 Eyre discovered that it had gone back all the way to White's sale and as the original owner wanted to keep the animal he returned the purchase price to the explorer.

Another interesting early record is that on March 13, 1840, Governor Gawler, at a meeting of the Legislative Council, suggested that Samuel White-White and others should be added to the board appointed at Port Lincoln to inquire into applications for publicans' licences, and this was agreed to. About this time the brothers had 1,200 sheep and 70 cattle on their station, which was known as Talala (now Port Lincoln), and as the original owner wanted to keep the animal he returned the purchase price to the explorer.

It is not known exactly when the Whites cleared out from Eyre Peninsula. They were there in April, 1842, because it appears from old records that at the time mentioned a pastoralist named Rolles Biddle and his shepherd (James Fastings) were barbarously slain by a large party of natives, and the news of the outrage spread through another employe named Stubbs, who was wounded, crawling back to the station. The tragedy induced Governor Grey to dispatch Lieutenant Hugonin, one sergeant and 15 soldiers about three months later. This part of the country is beautiful. Andrew Tennant afterwards had this run.

The menace of the blacks and the other tragedies induced Governor Grey to dispatch Lieutenant Hugonin, one sergeant and 15 privates of the 96th Regiment to Port Lincoln to instil some sense of fear into the hearts of the niggers, three of whom were shot. Major O'Halloran and a party of mounted police displaced the soldiers about three months later. The news of the blacks and the other drawbacks associated with pastoral occupation in this isolated part of South Australia no doubt induced the brother brothers. One passing old-time record refers to an Edward White and another to a William White; in any case Samuel and Frederick were the master minds of the clan. They were still at Wirrabara in 1852 or later. Mrs. George W. Cameron, of Murray Town, told an interviewer that she arrived in the town in 1852, her father having built a stone house for Frederick White on the southern part of the run. That is how the railway station of to-day, known as Stone Hut, got its name. The Whites were the master minds of the clan. They were still at Wirrabara in 1852 or later. Mrs. George W. Cameron, of Murray Town, told an interviewer that she arrived in the town in 1852, her father having built a stone house for Frederick White on the southern part of the run.
By birth and breeding there was no pioneer among the pioneer pastoralists more distinguished than Charles James Fox Campbell. He has been in his grave for 66 years, and yet it is possible to give a fairly well connected account of his doings in Australia. For the genesis of the clan we have to turn to a work published in London in 1882, for private circulation, entitled "A Memorial History of the Campbells of Melfort, Argyllshire," which includes records of the different Highland and other families with whom they had intermarried. The branch of the clan immediately under notice is that of the Campbells of Lochend, formerly also of Ardeonarg and Kilpunt, Perthshire, whose aristocratic lineage can be traced back clearly for more than 300 years. One of the ancestors was the officer in command of the military at the massacre of Glencoe in 1692. The first man mentioned in the family tree is Sir Duncan Campbell, seventh Laird and first Baronet of Glenorchy, who died in 1631. The Marquise of Breadalbane comes into the genealogical consideration, and in "A Memorial History" reproductions of castles, crests, coats of arms and badges are interspersed with a wealth of interesting biographical matter. John Campbell and Annabella, his wife, founded the interests of the Lochend family in Australia. After their marriage they lived at Kingsbrough, in the Isle of Skye, and in 1821 migrated with some of their family to New South Wales. They received from the Government a large grant of land, a practice which favoured those who settled in the colonies in those early days. They lived at Burngarabee, between Sydney and Parramatta, and their estate, which was devoted to stock raising, included the whole of the now largely populated Parramatta area, their eldest son (Sir John Campbell) received the honor of knighthood for special military services rendered in India, and two other sons served in the army in India and died there. John Campbell Sen. lived for only six years after settling in New South Wales, and his wife died a year earlier. The former was the first man interred in the Parramatta cemetery.

Charles James Fox Campbell, the subject of this memoir, was another son of John and Annabella, and came out with them in 1821. The authoress of "A Memorial History" confesses to the possession of only a hazy knowledge of the descendants of the migrant Lochend Campbells. "They are now much dispersed," she writes, "and
his memorable 1845-6 journey to the interior Sturt named a creek and Charles Bonney, who drove a herd of 335 cattle from Sydney to Noarlunga. It is practically certain, therefore, that Charles Campbell removed to South Australia in 1838. It is known that he accompanied one of the pioneer overland parties that drove stock from Sydney to Adelaide. His name is not mentioned in the reports of these great enterprises of the early days, but the fact that he was handed down that his particular party lost their bearings in the Mount Lofty Ranges, and emerged in the vicinity of Noarlunga. It is practically certain, therefore, that Charles Campbell was one of the band of nine men, headed by Joseph Hawdon and Charles Bonney, who drove a herd of 335 cattle from Sydney to Adelaide in 1838, arriving on the 3rd of April. The feat was a very notable incident in the history of the young province, and it is dealt with fully in the notice devoted to Joseph Hawdon appearing in the first volume of these memoirs. Captain Sturt struck Moorundee on the River Murray, towards the close of his 1845-6 expedition to the interior. He was wasted and completely exhausted by the terrible privations encountered on his long trip, and he rested at Moorundee for a few days before pushing on to Adelaide. On January 17, 1846, he records in his journal, he mounted his horse for the first time since the previous November, and had scarcely left Moorundee when he was again overwhelmed by the weight of his pack. He was “good friends Mr. Charles Campbell and Mr. A. Hardy” who drove him to the Grange. The explorer concludes his journal:—“I reached my home at midnight on January 19, and on crossing the threshold raised my wife from the floor, on which she had fallen, while I heard the carriage of my considerate friends roll rapidly away.”

After settling in South Australia Mr. Campbell entered largely into public life, and established a town house at Campbelltown on the River Torrens, which now a flourishing suburb was named after him, although he called his own home “Lochend” after his Scottish associations. The remains of the old home are still to be seen. He was a fine sportsman. He had a pack of stag hounds at Campbelltown, where his property covered 300 or 400 acres, and used to hunt kangaroos and wild dogs at the foot of the Black Hill. He is now living at Glenelg, possesses a horn that was presented to his father, as master of the hounds, by the sire of Mr. Arthur Malcolm. He also cherishes a card, dated November 5, 1845, of horse races held near Cummins, the residence of Sir John Morphett, at which Charles Campbell acted as judge, and the stewards were Messrs. F. H. Dutton, William Vansittart, and James Chambers as clerk of the course, and T. Shyale as starter. The races (run in heats) included a Maiden Plate of £30, a Town Plate of £30, and the Queen’s Handicap of £105, and among the chief owners were Messrs. John Baker, A. Malcolm, John Harvey, P. B. Coglin, William Paxton, and W. Vansittart. Mr. Campbell was an immensely powerful man, and Cockburn’s “Nomenclature of South Australia” records the fact that on one occasion he had a 100-yards race with a rival in which he carried a pony on his back for half the distance and yet won the contest. Tolmer’s volume of “Reminiscences” relates that Mr. Campbell acted as referee in the settlement of a wager that the police inspector had with William Paxton to settle whether the former’s celebrated trotting mare Norah could cover seven miles in less than three minutes to spare, and Paxton paid over £50 promptly.

Mr. Campbell married Martha, a sister of that great pastoralist, Philip Levi. His widow was married a second time, to John Beck, of F. J. Beck & Co., well known merchants of the early days. Mr. Campbell’s first venture in the pastoral industry of South Australia was in partnership with Mr. Robert Robinson, known as Encounter Bay Bob, who subsequently settled in New Zealand, where he made a large fortune and was known as Ready Money Robinson, because of his habit of paying cash for everything. These two men took out the Hill River country years before the advent in that district of C. B. Fisher and J. H. Peake. It is said they had it stocked with 1,400 head of cattle. Mr. Campbell’s most notable property was the North West Bend station on the River Murray, where he had as manager Stephen Jarvis, who estate manager later went across the continent with Sir Charles Todd and built the Barrow Creek telegraph station. North West Bend had an area of 361 square miles, and at the time of Mr. Campbell’s death in 1859 it carried about 14,000 sheep, 3,000 cattle, and 90 horses. The succeeding owner was Mr. Charles H. Armytage, of Victoria, who paid £30,000 for the run and stock, added another 600 square miles of unoccupied country to his holding, and paid a total rent of £1,093 per annum. Mr. Campbell’s death at least saved him the tribulation engendered by the big drought of the mid sixties, when 15,782 of Mr. Armytage’s sheep succumbed to starvation and wild dogs.

In 1865 the lambing consisted of one solitary lamb, and in 1866 there was not one! However Mr. Armytage weathered the crisis and in January, 1876, North West Bend passed to the Hon. Alexander Hay for £86,000, the stock on it then comprising 94,000 sheep, 500 cattle, and 300 horses.

Mr. Campbell’s death occurred on March 5, 1859, on his North West Bend station at the age of 48 years. The burning of a bottle when he was drawing the cork caused a slight injury to one of his hands. Thursfield followed, and Dr. Goss was summoned from Adelaide, but left the patient before death in the knowledge that his condition was quite hopeless. There were many lamentations in South Australia over the untimely end of this amiable and much respected pioneer. For a brief period his remains lay in a grave at North West Bend which is still marked by a headstone, but subsequently the body was transferred to be buried in the West Terrace Cemetery. Charles Campbell had four sons, of whom William, the sole survivor, is now living in retirement at Glenelg. He spent some years in the service of Sir Thomas Elder at Beltana, Blanchewater and Lake Hope, and was for about 8 years with Messrs E. and C. Bowman when they had Andamooka, Paraklya and Euro Fluss.

William Campbell has visited the scenes associated with his distinguished Scottish ancestors, and the portrait of his father reproduced on this page is from an oil painting that was shown during his trip to the old world. He was a beneficiary under the will of General Sir John Campbell, but a letter notifying him of the fact did not reach him for 4 years after it had been posted, it having slipped behind a candle box at a bush post office in Queensland, where his brother, Dalmahoy, was an inspector of vermin-proof fencing. However, the letter was found to be intact when applied for.
DOUGLAS GOOCH was the third son of Charles Gooch, a soft goods merchant of King William Street, Adelaide, and was brought to South Australia as an infant in arms by his parents in the year 1839. There were four brothers—Charles Gooch, of Gooch & Hayward, merchants of Port Augusta, George Gooch (a partner of Henry Scott and owner of Myall Creek in 1863), Thomas Gooch and Douglas Gooch. Douglas was tall and of fine physique—he was six feet in height—an excellent bushman and a fine judge of stock, and spent many years in the pastoral industry as station manager and owner.

He was educated at the school conducted in Adelaide by Mr. J. Bonwick and at St. Peters College, which at that time was held in a room at Trinity Church, North Terrace. He rode to and from school and the township of Richmond on the Torrens, where his parents resided. This riding experience in his schooldays was a means of fostering the love of horses and the skill as a horseman that were pronounced characteristics of his later years. On leaving school he proceeded to Koonunga Station, near Kapunda, owned by Captain C. H. Bagot, where he acquired valuable experience. His riding instincts led him further afield for in 1858 when twenty years old he had quite a reputation as a horseman in the north. Dividing his time between J. Patterson's Woolundunga and Mount Brown stations he handled and rode more than a hundred young horses. Daring and fearless, no animal was too risky for him to mount. An incident in which Douglas Gooch figured in those far off days at "Minchin's Well," now known as Stirling North is related. "Minchin's Well" was the only permanent water on the route to Blinman Mine and the northern stations. Port Augusta, having no wells, was supplied with water from Woolundunga, 14 miles distant, by a Mr. Reed, who drove in regularly conveying the water in a big cask. "Minchin's Well" was a favorite camping place for teamsters, and squatters and station managers also used to put up there. The John Bull Hotel at the locality was a well known hostelry, and often the scene of great fun and frolic. One day a chestnut mare was brought along. The animal was an outlaw and it was thought no one would dare to ride her. Gooch had no hesitation in mounting the animal and in a spirit of devilry he rode the mare well into the bar room of Verninder's Hotel and then out again, an extremely hazardous thing to do considering that there was barely room for the animal and rider to pass through the low, narrow doorway. The feat passed into the annals of the time.

After spending eighteen months or two years at Woolundunga,
DOUGLAS GOOCH

Douglas Gooch undertook the management of Partacoona, a small station in the hills north of Port Augusta owned subsequently by H. M. Moseley, the founder of the Hawker Brothers. He left there on acquiring a block of country to the north of Carriewerloo, which he called Kooculta. Here he struck a good supply of water. He had married Mary, the eldest daughter of James Loudon, of Yadlamalka, and with his father-in-law took up in 1863 the original Carriewerloo station.

In June, 1862, Loudon secured the first lease of a portion of Carriewerloo country 50 miles north-west of Port Augusta and formed Carriewerloo. The Carriewerloo leases which eventually became the property of the Hon. G. C. Hawker, founder of Bungaree, are referred to in the sketch of James Loudon in our series of "Pastoral Pioneers." Mr. Loudon and his son-in-law had an uphill fight in connection with Carriewerloo as the big drought of 1864-5, and 6, held sway during their first three years of occupancy; finally they were forced to abandon the country. Loudon and Gooch held the property in disastrous seasons. Subsequent owners were more fortunate. Carriewerloo has long been one of the finest pastoral properties in the Far North.

Gooch's next undertaking was to manage Yadlamalka station for his brother-in-law, Henry Scott, who had acquired it from James Loudon following the great drought. The latter had founded Yadlamalka, splendid salt bush country on the western plains, 40 miles from Port Augusta and extended large pastoral land in well sinking. In January, 1863, after holding it for several years, Loudon disposed of Yadlamalka, carrying 14,000 sheep, to Henry Scott, George Gooch and Albert Hayward. It comprised many properties of some 200 square miles. During his management of the station Douglas Gooch started to fence the country for paddocking the sheep. This was an entirely new idea for northern runs. Station managers thought it would end in failure on account of the wild dogs and the habits of the sheep which invariably drifted south. It was predicted that sheep would perish for want of water when they reached the south end of the fence. These predictions were not verified. Mr. Gooch made good progress with fencing in the run, and Mr. D. Chambers, the manager of the Burnside estate at Strathalbyn, became very plump and fat. Other rabbits were associated with the two costly animals and they all got in prime condition, and were so tame indeed that they were permitted to run at large. One day two fencers came to the homestead from outback, and there was no living soul at home. The men were very hungry and made a damper. Shortly afterwards the fencers brought to the house with a fine fat buck rabbit that he had knocked over. It was soon cooked and eaten with great relish. When the manager of the station arrived home he found that the meal had been made off Dr. Koch's buck rabbit. The "outbackers" did not appear to be greatly concerned, their hunger having been satisfied. When the incident was told Dr. Koch, and he was informed that the summer temperature at Point Lowly was 160 degrees, the scientist explained that that temperature would shrivel up any but a salamander microbe. An amusing story is narrated of the manager of the Point Lowly run, Mr. Gooch, who had become heavily indebted to an Adelaide financier, and came to the city to talk over matters. The creditor suggested that it would be wiser for the debtor to run the station, and thus get rid of the liability. The transfer was at once effected. The previous owner was very jovial, and shaking hands as he was leaving, wished his successor good luck. "You seem to be very pleased about something," remarked the financier. "Certainly I am," he replied. "Well what is it?" asked the financier. "What is tickling me," said the other, "is to think that I have met a bigger fool than myself," and he quickly departed.

Having finally sold the lease of Point Lowly, Douglas Gooch accepted the management of Braeside station at Cooke's Plains. This run had just then in the eighties, been purchased by Arthur L. Harrold. It comprised many selections that were sold to Mr. Harrold by the owners, all of whom were anxious to take up land in the Tatiara. Mr. Harrold was a speculator and improving the property Gooch finally bought the freehold from the trustees of the late Mr. Harrold's estate. In the nineties while still retaining his interest in that property, he undertook the management of the Burnside estate at Strathalbyn for the trustees of W. L. Marchant's Estate in succession to J. McCord, and continued to manage Burnside until his death at Strathalbyn in September, 1903, at the age of 65 years.

Some of his children retain an interest in the property of the Burnside estate at Strathalbyn. Robert Henry, second son of Douglas, died at Strathalbyn in 1925. He spent several years in the far north-west as manager for Robert Bruce, of Coondambo, and subsequently took charge of Burnside station at Strathalbyn.
WHEN Samuel Joseph Stuckey died his obituary advertisement contained the assertion that he was the first white child born in South Australia, the date of birth being given as March 31, 1837, at Holdfast Bay. The claim is an entirely fictitious one, as proved by the following extract from Robert Gouger's journal:—"December 29, 1836.—The Commission (for the proclamation of the province) had hardly left my tent yesterday when the doctor was called in attendance upon my wife, who this morning at 6 o'clock gave the new province a son. I say 'gave the province a son,' for he is claimed by the Governor as his godson, as being the first child born in the colony after the establishment of the Government." John Stuckey, the father of the subject of this notice, belonged originally to Muchelney, Somersetshire, and with his wife came out to South Australia in the barque "Tam o' Shanter," 360 tons, which anchored off Kangaroo Island on November 30, 1836, nearly a month before the province had been proclaimed. He had a house in Rundle Street, Adelaide, and later took up a property at the Meadows, where stock raising and cereal growing engaged his attention. Samuel Joseph Stuckey arrived on the scene in a cottage built of reeds at Holdfast Bay when South Australia officially was only three months old. He was one of the earliest pupils at St. Peter's College, but had been in attendance there for only a few months when he was taken away to look after the interests of his father while the latter was absent at the Victorian diggings.

Schooling was resumed after the subsidence of the gold fever, and upon completion of his education Samuel Stuckey entered upon a long pastoral career. In 1856 he acquired a fifth interest in the Mannum station, and a year later went north with Mr. E. C. Randell. The couple purchased Winnowie...
station, and in 1859 Mr. Stuckey acquired his partner's interest. A severe drought drove him out, and he determined to go still further north. He got as far as Mannuwakanina, when the water gave out. With another white man and a native Mr. Stuckey went ahead, and discovered and named Lake Hope, a fine body of water 26 miles in circumference, sometimes fresh and sometimes brackish, lying between the Barcoo River on the east and Lake Eyre on the west. The native, who had never been on horseback before, rode 120 miles in three days. In 1862 Samuel Stuckey and his brother Robert entered into partnership with Sir Thomas Elder in the purchase of the Oomberata run (sometimes spelt Umbertana) situated 90 miles north of Bliman. This and other leases, including Mount Freeling and Mulingan, comprised 580 square miles. Among the vendors of leases and stock were Messrs. Crase and Taylor and Gill. The total sum paid in connection with these transactions was £14,000. The Stuckeys had previously been conducting operations on the Mulligan run. The partners spent a large amount of money in improvements. In addition to the country referred to they took out 90 square miles at 10/- a mile, and they also had 1,138 square miles on preferential claims. The Oomberata holding is now embraced in the Mount Lyndhurst run.

Samuel Stuckey was in a fair way to the making of a competence when connected with Oomberata. By further purchases and natural increase the runs he was interested in were, in November, 1864, carrying 26,777 sheep, besides 188 rams, 2,877 cattle, 52 working bullocks, and 125 horses. Sheep half the price were reported to have died cleared out "Sydney-way," but he scouted the idea. No tracks in that direction were visible. Might not the rain that replenished the watercourses be the tracks, he asked. The answer was positively in the negative, Mr. Stuckey adding that the tracks of Charles Sturt, the explorer, were still discernible at the time in question. He went on to predict that the squatters had had such a stinger over the drought that he doubted whether much of the country would be permanently occupied again, but would be stocked only temporarily during the prevalence of good seasons. He advocated the granting of 21-years leases at a rental of 1/- a mile as an inducement to the pastoralists to try again, and he declared that 1500 sheep should have 100 square miles of grazing in the region affected by the drought.

Mr. Stuckey was intimately associated with Sir Thomas Elder's great enterprise of the introduction of camels to South Australia. In 1860 he was sent to India to purchase a breeding herd of camels. His instructions were to procure information as to their breeding conditions in the interior is proved by the fact that in the Parliamentary session of 1925 an Act was passed providing for the destruction of the hordes of stray beasts that have been causing pastoralists considerable trouble. In 1865 Mr. Stuckey was charged with the shooting of a blackfellow named Pompey, and at the inquest a verdict of justifiable homicide was returned. Despite that fact he was arrested and brought to Adelaide three months later, but the case was not proceeded with. A motion was submitted in Parliament to pay him £225 compensation. He had many sympathisers in the House, but not sufficient to carry the motion. Mr. Stuckey came down to Dashwood's Gully in 1869, and then passed on to the south-east in the capacity of accountant and storekeeper on the drainage works, arriving in May, 1871. For a time he served as clerk to the Millicent Local Court, and later managed the Avenue station for Mr. Hardy. There he took up land himself, and later started a stock and station agency business, the firm of S. J. Stuckey & Son becoming known favorably throughout the south-east. Among other local activities he served a term as President of the Millicent Agricultural, Horticultural and Pastoral Society, was a trustee of the local institute, inaugurated a branch of the Agricultural Bureau, and was an elder of the Presbyterian Church. He was held in high esteem as the guide, philosopher and friend of many people. That he entertained no vain regrets over his experiences in the north may be inferred from the fact that he called his house at Millicent "Oomberata," and he died there suddenly on December 11, 1912, at the age of 75 years.
THIS grand old identity performed a valuable service to the pastoralists of the earliest days by his importations of Saxon Merino sheep, and by his practical demonstrations of how to improve the flocks. He was born in England in 1797, and was a man of superior education, large experience of the world, and unbounded enterprise. In his youth he travelled extensively on the Continent at a time when Europe was making memorable battle history. While the Napoleonic wars were still in progress he visited scenes which they made famous. He went through France and Germany and then over the Peninsula. During the latter excursion Mr. Gilles rode from Gibraltar to Mogadore, a distance of 500 miles, on the back of a dromedary. Then he settled in Hamburg as a merchant for 14 years, until the scheme for the colonisation of South Australia attracted his attention. He became deeply interested in the movement, and ultimately devoted his heart and means to the furtherance of it. Although not associated directly with the South Australian Company Mr. Gilles took an active part in the preliminary arrangements for the founding of the new province, and eventually was appointed the first Colonial Treasurer. He owed this honour largely to Colonel Robert Torrens, who, according to Gouger's journal "fought hard" for him, although both Torrens and Hindmarsh received instructions from the Colonization Commissioners "with a view to Gilles's retirement." Mr. Gilles came out to South Australia with Governor Hindmarsh and the rest of the official party in H.M.S. Buffalo, and Mary Thomas says that it was he who led the singing of the National Anthem at the proclamation ceremony at Glenelg on December 28, 1836. He held the position of Colonial Treasurer for two years, and then retired into private life.

Mr. Gilles's sheep station has been described vaguely as being "about four miles to the north of Adelaide," but it is evident that he squatted at the locality now known as Gilles Plains, where the "O.G." Hotel is also situated. J. W. Bull joined him in the venture, and although they had separate flocks and shepherds they shared the hut. The station was the furthest out from Adelaide at that time. A sensation was caused by the murder of Mr. Gilles's shepherd named Duffield at the hands of the blacks. Despite warnings he used to walk about with the natives in a confiding way, saying "Poor creatures, we are taking their country from them. When in the company of three aborigines he refused a request to give them a sheep, whereupon he was dealt a heavy blow with a waddy, and was stabbed below the ribs with the sharpened leg-bone of an emu. Mr. Bull conveyed the victim to Adelaide, and death occurred 48 hours later. A blackfellow named Rodney was arrested for the crime, but escaped before trial, and was never recaptured. The shepherd's sagacious dog, unaided, gathered the scattered sheep, forced them across the River Torrens, and placed them in the fold less only three stolen or lost.

In conjunction with Messrs. Benjamin Horne, one of the Leake brothers and Phillip Oakden—the last named being one of the founders of the Union Bank of Australia, and then a banker in Launceston—Mr. Gilles imported merino
sheep. His long residence in Hamburg had made him familiar with sheep farming on the Continent, especially in Saxony which was then acknowledged to be in the front rank of the breeding country. He was an experienced judge of sheep, William Dutton, to visit Saxony, select a choice flock of merinos, and convey them to the Colony. This experiment, though small compared with the acclimatization schemes which followed, was of uncalculable importance to the pioneer stockbreeders. "The Southern Australian" of February, 1839, gives the following credit for having imported the first Saxon sheep to the province, some of the rams having cost 50 guineas apiece without the expense of transport. The same paper goes on to add:—"Mr. Osmond Gilles brought the first lot, and the amount of pure Saxon blood here at the present time is, considering the age of the province, very considerable; we hope the effects of the introduction of these invaluable stock will, in a few years, be felt by the whole of the South Australian flockmasters in the prices which their wool will command in the English market."

In "The Register" of November 3, 1838, there appeared a paragraph expressing regret that the ship "Goshawk" was about to sail for London without a full cargo of whalebone, so that there was no room for Osmond Gilles’s wool. The representative of the paper had gone to the old home, now the residence of Mr. and Mrs. Ernest E. Osmund, and was impressed by his introduction of pure Saxon blood, and in length of staple by the aid of your pure Leicester rams." In addition to importing sheep from the old world, Mr. Gilles drew largely on Tasmanian flocks, and as early as March 10, 1838 the following announcement appeared:—"Within the last few weeks we have had an accession of sheep to the extent of nearly 5,000 the greater part of which have been either imported from Launceston directly by our spirited Colonial Treasurer, Osmond Gilles, Esq., or consigned to him by his Tasmanian friends. We rejoice to add that, generally speaking, the stock has not only been excellent in quality, but landed with trifling loss and without accident. Besides important pastoral interests just north of Adelaide, Mr. Gilles, in conjunction with Edward J. Eyre, purchased a special survey in 1847. He was charged at the Police Court with having been drunk and disorderly. The evidence was conflicting, and the defence was that the disturbance was merely a display of Mr. Gilles's excitable temperament. The consequence upon one having thrown brandy and water over him in Payne's Tavern (now the Exchange Hotel). The magistrate gave him the benefit of the doubt, and dismissed the case. Place names almost too numerous to mention preserve his memory on the man of South Australia. He died at Glen Osmond on November 23, 1866, at the age of 79 years. His nephew, Osmond Horne Gilles, and his brother, Lewis W. Gilles, afterwards lived on the Glen Osmond estate.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

Fortunate indeed was it for this part of Australia when 17 years after her foundation as a British Province, South Australia admitted to her roll of colonists and citizens Robert Barr Smith, whose name goes down in history as a builder of the Central State. When after a residence of sixty years in our midst that notable Scotsman, public benefactor and great Australian, passed away full of years and honors, the tribute paid by a daily newspaper of Adelaide:—"That there has been no better citizen than the large hearted shrewd, enterprising gentleman who literally did good by stealth and blushed to find it fame," found full endorsement among all ranks of the community. This man of noble character and example stood alone for his public spiritedness and for his benevolence and charity, and left an enduring memorial in the hearts of the people. His public gifts generally were known—though there were some of which the community never knew—but what Mr. R. Barr Smith and his wife, a veritable Lady Bountiful, did in the matter of private benefactions was never recorded in the chronicles of the time. Both Mr. and Mrs. Barr Smith were noted for their unostentatious generosity, and their kindness of heart, their broad sympathies, and their boundless liberality, made their names household words throughout the land. Mr. Barr Smith's benefactions, public and private, were very great. Once convinced that an object was worthy he never hesitated to render the necessary aid whether to an institution or an individual, and if his assistance could be given without his receiving thanks or praise, he was all the more pleased. His was a genuine modesty, he detested publicity, and shrank from the limelight.

Born at Lochwinnoch, Renfrewshire, on February 4, 1824, son of the Rev. Dr. Smith, of the Free Church of Scotland. Robert Barr Smith was educated at Glasgow University and engaged in mercantile pursuits. He came out to Melbourne, where he was a partner in the firm of Hamilton, Smith & Co., merchants. In 1854 he arrived in Adelaide and took the place of one of the brothers Elder in the firm of Elder & Co., which, in 1856, changed its name to Elder, Stirling & Co., owing to the admission as partners of Edward Stirling and John Taylor. In 1863 John Taylor retired and the firm was known as Elder, Smith & Co. Through marrying Miss Elder, Mr. Barr Smith became the brother-in-law of that notable Australian, the late Sir Thomas Elder, G.C.M.G. For a great many years the two men were closely associated in the business of Elder, Smith & Co., whose wide spread interests were bound up with Australian trade and commerce and Australian progress. Elder and Smith were pioneers of pastoral settlement in this State. Mr. Barr Smith had vast pastoral interests of his own, and in partnership with Sir Thomas Elder and others, some of whom have already formed the subjects of articles in this series.
It is matter of history how much the great house of Elder, Smith & Co. (now Elder, Smith & Co. Ltd.) and particularly the two principals of the old firm, Mr. Barr Smith and Sir Thomas Elder, and a number of other leading squatters, the late Mr. Peter Waite, did in opening up country for pastoral occupation and development. In the sixties and early seventies they showed the other lessees the value ofency and turning stock adrift instead of continuing the costly and less satisfactory practice of shepherding. As financiers of station property their names were known far and wide and many a station owner had reason to bless them for timely assistance.

Mr. Barr Smith's squatting career practically began with the taking up of Fowler's Bay country in 1862 in partnership with the late W. R. Swan. For a long period the venture looked a bad concern and particularly the two principals showed the other lessees the value. W. R. Swan. For a long period the venture looked a bad concern and less satisfactory practice of the taking up of Fowler's Bay country was purchased by Mr. Barr Smith for £30,000. The Fowler's Bay owners bought out many in the district, including C. W. Dutton, Marrabel & Miller, R. Love, P. D. Coglin, Wm. Degraves, Heathcote and Mather, Forster & Tarlton, John Williams, Jefferson Stow and Co., Hoskins and C. B. Young, and the Hon. John Baker. On December 31, 1885 the run consisted of more than 3,500 square miles of country carrying 120,000 sheep. The 1888 clip of 1,815 bales of wool was the largest. Most of the country was resumed by the Government in 1888, when the leases expired, and the run then became a losing proposition. In September, 1904, it was sold with about 4,000 sheep for £3,000 to Mr. G. W. Murray, who had been managing the property for a great many years.

With the late John Maslin, Mr. Barr Smith went into partnership in the purchase of the Hummocks, Bundaleer and Warrakimbo, the farm being on R. B. Smith and Co. The partnership, which dated from 1865, held 97,000 acres of freehold. In 1886 Mr. Barr Smith took over the Hummocks run, and John Maslin, Bundaleer and Warrakimbo. The Hummocks carried up to 34,500 sheep and the largest clip taken from it was 712 bales in 1895. In 1899 Mr. Barr Smith bought the property to his son, Mr. Tom E. Barr Smith, from whom it was bought by the South Australian Government on February 1, 1918, for soldier settlement purposes. Ned's Corner run consisted of 1,300 square miles in the north-west corner of Victoria, and 100 miles of country in South Australia adjoined, was bought in 1876 by R. Barr Smith, J. F. Cudmore and A. H. Pegler, from W. D. Fisher, of Melbourne, for £60,000, the proportion of ownership being one-half, three-eighths and one-eighth respectively. The two South Australian leases expired in 1882 and 1891, and were not renewed by the Government. Sir Thomas Elder and Mr. J. F. Cudmore acquired one-eighth interest each from Mr. Barr Smith in 1881; J. F. Cudmore parted with his interest in 1889, and this was bought in 1901 by R. Barr Smith, who in 1912 acquired Pegler's interest, and the partnership was then converted into a limited liability company. In 1920 the Victorian Government resumed the country for settlement of soldiers, and the improvements, livestock and plant were sold for £65,000 to the syndicate of soldiers who had been allotted the greater portion of the land. The largest clip was taken from the run in 1894, when there were 1,332 bales of wool from 79,500 sheep.

The Mount Murchison run, New South Wales, was originally purchased in May, 1864, for £55,000 on joint account by Ross T. Reid and R Barr Smith, one-half each, from Messrs. Hugh and Bushby Jamieson. Mr. Reid bought out Mr. Reid in 1870, and sold one-eighth interest to Edward Laughton, another eighth to Wm. Dean, an eighth to Anthony Forster, and an eighth to Joseph Fisher; in 1878 he bought back Mr. Dean's interest. About this time Mr. Barr Smith acquired a third of Momba from E. S. Bonney & Co., and shortly afterwards the two runs and ownerships were amalgamated, Mr. Laughton going out. In 1886 the partners were R. Barr Smith, McCulloch, Sellar & Co., of Melbourne, Peter Waite, W. R. Swan, Sir Thos. Elder and Joseph Fisher, the interest of E. S. Bonney and Anthony Forster having been purchased. In that year 346,375 sheep were shorn, yielding 5,933 bales of wool. The partnership was converted into a limited liability company in 1888. In 1889 the Momba Co. sold the late C. B. Fisher 60,000 3-year-old rams at 57 per head for station delivery. There were 125,000 lambs in that year. The two runs were disposed of by the company to Mr. Joseph Timms on February 9, 1917, for £85,000.

Mr. Barr Smith bought in 1879, on joint account with the late W. R. Swan, a half interest in J. F. Cudmore's and Budge's Goosea run, and sold interests to Sir Thomas Elder and A. H. Pegler. Goosea run then consisted of 1,683 square miles with 11,000 cattle. On these purchases the partnership became Cudmore, Swan and Co. Sir T. Elder in 1880 acquired Budge's one-ninth interest. In 1881 the firm secured Tintinchilla run, adjoining Goosea, with 9,000 cattle from E. J. Stevens for £60,000, and in 1882 bought Welford Downs, Sedan and Jarra, Goosea, which were amalgamated under the name of Milo and Welford Downs Pastoral Company. The country then held comprised about 4,500 square miles. Two years later J. F. Cudmore transferred his interest in the partnership to Sir Thomas Elder, R. Barr Smith and W. R. Swan. The proportions of ownership at this time were apportioned to Sir Thomas Elder, one-quarter, R. Barr Smith one-third, W. R. Swan one-third, and A. H. Pegler one-tenth. In 1899 the partnership was converted into a limited liability company, which in 1912 bought Athelfield and Sedan, and is still working the remainder of the two runs left after several resumptions by the Crown. The largest clip in the history of the partnerships or company was taken from Milo in 1911, when 507,774 sheep were shorn for 6,232 bales of wool. That the run was overstocked was shown in the drought of 1893, when 160,000 sheep were lost. The Company has been fairly successful since high prices for wool and stock have been ruling, but during the first six years of its existence it paid no dividend.

In his prime Mr. Barr Smith not only had his finger on the financial pulse of the State, but actually controlled its beets. Certainly there is no patron as great an influence in Adelaide. He was the consultant of influential men in every direction, who were always prepared to accept his advice. He was a patron of art, and his munificence included benefactions to the State University, the Church and many institutions. One of his notable gifts was £10,000 to the Adelaide University in 1913 towards a residential college. Mr. Barr Smith was a patron of hunting and of the turf; his colors used to be seen regularly at the principal race meetings in South Australia and Victoria.

Mr. Barr Smith died at Adelaide on November 20, 1915, in his 92nd year. He was the eldest son of the eminent Australian, a Director of Elder, Smith & Co., and worthy maintains the traditions set by his father and distinguished uncle, Sir Thomas Elder, both born of names in South Australian history.
Andrew Morris Wooldridge, who died at his home, "Belle Vista," Goodwood Park, near Adelaide, on November 28, 1925, in his eighty-fifth year, was one of the last survivors of the old-time squatters. He comes into this series because he was a pioneer of the Gawler Ranges and had wool from his stations in the first shipment made to England from the West Coast. In his day he was one of the sheep kings of the far north, particularly in the seventies, when he owned and developed Arcoona. From the time he began as a young man, after leaving St. Peter's College, to learn all that was possible to learn about sheep farming, he never wearied of the squatter's life until bad seasons and other circumstances went against him and he retired from the business. Wooldridge dearly loved to pull off big deals in station property and stock, and he was a flockmaster to be reckoned with.

Wooldridge was born in Grey Street, off Currie Street, Adelaide, in March, 1841. His father, William Wooldridge, came from England in the ship that brought to South Australia Sir Robert Torrens famous as author and administrator of the Real Property Act. William Wooldridge owned property at Port Adelaide including two hotels which he built. Andrew was educated at St. Peter's College, Adelaide. He was in the crew that won the first boat race for the College on the Port River; the other members being A. Hallett, F. Digby, G. W. O'Halloran and John Morphett (coxswain). Nine months later Wooldridge stroked another crew from the College to victory; J. C. Hawker was coxswain. Subsequently he stroked a third triumphant crew and W. A. Horn was coxswain. Wooldridge, who likewise shone in the noble art of self defence, used to say that "Willie Horn" was one of the smartest boys at St. Peter's College with his "fists." The two old school fellows, who were the same age, remained life-long friends, and regularly corresponded until the last. When college days were over, Wooldridge, showing an inclination for station life, went into the service of Charles Swinden, one of the best known squatters of the time. Swinden had large pastoral holdings and inherited wealth from his uncle, James Masters, founder of Riverton. Wooldridge's first job was to conduct a mob of cattle from the Burra up north to Bangor station, which was owned by Swinden and Ackroyd. Returning south with stock he camped on the Willowie Plains, and attending the races rode a horse called Colonel, which won the Melrose Cup. Swinden owned the Beda country on the west side of Lake Torrens, opposite to his...
Caloota station. Shortly after taking up Beda, Swinden instructed young Wooldridge to move a mob of cattle thither from Caloota. He carried out his instructions and returned to Annangulga. It was not long past his four score and ten, and had it not been for Swinden, enquired Swinden, with some surprise. Wooldridge replied, "I took them straight across the Lake." "It's a wonder you and the cattle were not bogged; you should have gone round by the head of Lake Torrens," said the owner. Apparently the pastoralist thought much of his employe for on Wooldridge leaving him after three years' service to return to the city, Swinden offered to purchase his 1,600 head of cattle from Dr. Browne's Wilpena station and to set him up on the Elizabeth country.

Wooldridge also had the advantage of the friendship of those great squatters, the brothers Drs. Browne, for whom Wooldridge's brother-in-law, J. Fred Hamaguer, Dr. Browne desired to give the young man a start. But Wooldridge declined both offers of assistance, preferring to rely on his own independent resources. And so in the early sixties, when not long past his majority, after employment in the E. & A. Copper Company's office at Port Adelaide, where he got a knowledge of accountancy, Wooldridge returned to his country, in the Gawler Ranges, whither he personally conducted 3,000 sheep, he had purchased from the Brownes of Buckland Park. The sheep were taken round by Port Augusta when there was not a dwelling on the western side of the gulf, and the young pastoralist established a station in the north-west, taking up Paney block, an extensive tract about Barrow Creek, Central Australia, "the largest block held by any one in Australia." It was indeed a vast area, and there were great expectations on the part of Mr. Wooldridge and his partners concerning it. Their rosy hopes, however, were not realised.

Mr. Wooldridge himself kept 3,000 square miles of his former holding, and this part of the original Arcoona he continued to hold for some years. He regarded Arcoona, well watered as it was, and with splendid feed, as among the best of South Australia's pastoral areas in good seasons.

At one time 40,000 sheep were awaiting water. His decision was fortunate, for that very morning tons of earth caved in, falling 30 or 40 ft. from the top, and if he had been down the well he would have been buried alive.

Leaving the Gawler Ranges in the seventies, Mr. Wooldridge opened out on a more extensive scale to the north-west of Port Augusta. He named the great tract of country which he selected Arcoona, using the aboriginal language 'underground water' ). He sent sheep thither in 1874 and placed H. J. Glennie in charge. A brush head station was erected on the bank of Teatree Creek, where the stone station buildings now stand, and working plant was transferred from Yarto. Arcoona originally comprised 4,950 square miles. Subsequently he acquired the lease of 100 square miles on Elizabeth Creek, 120 square miles known as Phillips's Ponds Station, and 40 square miles at Lake Campbell, making a tract of 5,210 square miles altogether. Then he subdivided his immense holding, disposing of the Andamoka portion amounting to 750 square miles to the Messrs. Bowman and Mr. C. B. Chewings, covering 2,100 square miles, to Mr. C. B. Chewings, who joined the Bowmans, and later sold out his interests to them, Mr. Wooldridge himself kept 3,000 square miles of his former holding, and this part of the original Arcoona he continued to hold for some years. He regarded Arcoona, well watered as it was, and with splendid feed, as among the best of South Australia's pastoral areas in good seasons.

At one time 40,000 sheep were shorn there. After some years, in the eighties, Arcoona became the property of the Queensland Mortgage Co., who, in 1902, disposed of it to Norman A. Richardson, who was joined in partnership by James Gemmell. Messrs. Richardson and Gemmell were the first in the north-west to have the shearing machine installed. It was an epoch in the history of Arcoona to start the operation of this modern appliance.

While he had many successes in his career as a pastoralist, the old owner of Arcoona experienced great losses, especially in connection with Arcoona, which was the last station he held. Mr. Wooldridge took up 1,000 square miles of country adjoining North West Government Station on the Government and 100 square miles near the Government well, on a 21 years' lease. He owned amongst other properties 600 square miles on the New South Wales border, and Ticha, 1,200 square miles, on the Ooldea and border, which he sold to William Crozier. Another holding was 2,500 square miles near Innaminka, which, unfinished and without a hoof on it, he sold on a trip to Melbourne to the Hon. William Campbell, of Sydney, for £10,000.

On the Innaminka block which the Adelaidean owned, since been sunk the famous Patchwarra bore, the depth of which is more than a mile. Sir Sidney Kidman now owns the Innaminka country. With pardonable pride Wooldridge knew that 90 years after his brother-in-law had the great joy of shipping their first clip in the first wool cargo from the West Coast by the schooner "Lady Hinton" in 1865. Wooldridge was the first to dilate upon the aboriginal language 'underground water'.
TH E Scottish county of Argyle gave to South Australia quite a number of her sons who helped to blaze the pastoral trail in the land of their adoption, but none more successful or more peculiarly interesting than Archibald Johnson, one of the grand old pioneers of the South-East. He was born into farm life in 1808, and, losing his father early in his life, proved his widowed mother’s right hand in the conduct and management of her property. He was a lineal descendant of one who escaped from the historical massacre of Glencoe—a circumstance that will interest anyone who has read the history of Scotland referring to the revolution settlement in 1690, especially in the pages of Macaulay’s immortal work. How intensely interesting it must have been to Archibald Johnson to find himself, when settled in South Australia, a neighbor of the Leake brothers, who called their run Glencoe in compliment to their manager (McIntyre) another man from Argyle. Mr. Johnson had his attention turned to South Australia as a promising sphere for pastoral pursuits, and he landed in Adelaide in May, 1839. The knowledge of sheep and cattle he had acquired among the hills of Scotland was of essential service to him from the day of his arrival, and he was at once engaged in the capacity of overseer to Duncan McFarlane at Lake Albert—no relation of the Wellington Lodge clan. He began his colonial career with only £3 in his pocket, and eventually acquired broad acres exceeding £300,000 in value!

Mr. Johnson put in three years of hard, highly appreciated labor in the service of Duncan McFarlane, and then determined to strike out on his own account. Talbot’s pamphlet on the South-East credits him with having been the founder of the following runs:—Lake George, 17 square miles; Mount Muirhead, 77 square miles; and Woakwine South, 62 square miles.
The aggregate grazing capacity of these three properties was 18,700 sheep, besides the usual proportion of cattle and horses, and all of this country was taken out originally at a rental of 10/- a mile. For the same reason Mr. Johnson also held the Curram (20 square miles), but in 1850 he transferred that station to Messrs. Livingston and McCallum. He started his career as a flockman at Gran Gran (Mount Graham) within two miles of the spot finally chosen for the head station. The South-East was then being occupied by many enterprising men, but it required much courage and force of character to pioneer settlement. The aborigines were numerous and aggressive, and fancied that all who were kind to them were actuated by fear. Mr. Johnson had plunged new escapes from destruction, but his presence of mind never failed him. On one occasion a mob of blacks surrounded two of his shepherds and their flocks, when suddenly Mr. Johnson appeared on horseback on rising ground. He shouted, beckoned to an imaginary party behind the hill, and discharged a gun, whereupon the niggers became panic-stricken, and fled in the belief that a large party was coming. Mr. Johnson, with his ample bulk, came to a post and rail fence, which he could neither get through nor over. Accordingly the top rail was smashed down to allow of his passage. Reminiscences of a similar kind could be furnished in columns. The anonymous contributor referred to earlier, wrote in 1881:—"Mr. Johnson's society was cheerful and animated, and he had a keen sense of the ridiculous and was always the same. When we regard his career and success as a sample of some early settlers we cannot sufficiently reprobate the sentiment which said: 'The only victorian politicians who talk of confiscation, and begrudge the sheep farmers their hard-earned fortunes. Little do these blatant orators dream of the hard lines the original occupiers of the soil had to encounter at the beginning.'"

About 1852 Mr. Johnson visited Scotland, and aboard one of the steamers on the west coast he was introduced to his future wife, Miss Ann Mackenzie, youngest daughter of Mr. John Mackenzie, of Strone Argyle, who proved a true helpmate in a domestic and business capacity. Her sagacity aided him particularly in the matter of his investments. In 1872, after many years of good management at Mount Muirhead, Mr. Johnson quitted his South-Eastern pastoral interests, and bought Chetwynd station on the River Glenelg, Victoria, then entirely Crown lands, and the facility was increased by the impulsion of his fortunes, which, from that time, increased rapidly. Two or three years later the splendid estate of Tahara (10,000 acres over the border) was in the market, and Mr. Johnson became the fortunate owner. The soil of Tahara is perhaps the most uniformly good of any freehold run in Victoria. However, Mr. Johnson, the subject of this sketch would never look at poor country. Quality of land and climatic conditions invariably guided him in his choice. After his removal to Melbourne in 1878 he ceased to take an active part in the management of his properties, but that fact did not prevent him from purchasing other runs, namely, Konungwaawong near Coleraine, and Glenorchy and Glenlivet near Merino. He lived for a while in Kew, and then at St. Kilda. In 1878 he purchased Toorak House, Melbourne, with 44 acres of ground for £26,000. To the general public it was known he bought Government House, it having been the residence of several of the early Victorian Governors. Of all the properties purchased by Mr. Johnson, Chetwynd estate was the longest in the possession of the family—a period of over 60 years. There are few stations in Australia of greater historic interest. Just above the township of Chetwynd—named after a member of Major Mitchell's retinue (Chetwynd Stapleton)—a cairn of stones in one of the paddocks of the estate commemorates Mitchell's halting place on his memorable exploration trip southward along the River Glenelg. It was on this property that, during a violent tornado, two men were lifted into the air, and one of them crushed to his doom. Some clothing hanging on the line at Chetwynd was carried as far as 12 miles as the crow flies. On the same estate a gruesome discovery was made. In 1883 a man named Joseph Hilyard disappeared, and nothing was known of his whereabouts until 39 years later, when a rabbiter unearthed his bones while digging out a warren.

Archibald Johnson died at Toorak House on October 4, 1881, aged 73 years, and went down to an honored grave in the Melbourne Cemetery. Forty-two employees on his Tahara estate took the unusual step of presenting his eldest son, Mr. D. M. Johnson (since deceased) with a memorial expressing their grief at his demise, and of advertising the same in the public press. He left a widow, six sons and two daughters. Three of his sons were educated at the Edinburgh University, and the survivors among his sons to-day are Messrs. Archibald, Alick, Donald, and Lionel Johnson.
ONE of the very earliest men to graze stock in the region of the lower Onkaparinga was Charles Thomas Hewett, and, interesting as was his career, it has never previously been written up. He was a Devonshire man, and when quite young was engaged to manage a fishery in Labrador for an English company which employed about 70 men with boats. He remained at the works for nine months in the year, and returned to England for the three winter months when there was no sunrise in Labrador. Varied and rare were the experiences that came his way at the fishery. Frostbite among the employes was common, and Mr. Hewett was often required to do the work of a surgeon, and amputate fingers and toes, and occasionally a hand or foot. There was time for a good deal of sport in the way of duck shooting, catching seals, and hunting bears and other Arctic animals, all adding to the adventurous nature of the life in Labrador. Mr. Hewett married Hannah Moore (the daughter of a stone mason, who assisted in the building of what is known as New London Bridge) and immediately afterwards entered into business in Devonshire as a farmer and butcher. Every week he killed beasts for two market towns, Totness and Dartmouth—many of his oxen being stall fed and fattened on oil cake and turnips. He also owned two apple orchards, and went in for the manufacture of cider. Mr. Hewett was an intensely religious man, and reflected his principles consistently in business life. He was a lay preacher with the Congregationalists, and was so acceptable that a Baptist church without a minister engaged him for two years to occupy the pulpit. He was also in the habit of conducting public services in his own house on Sunday afternoons. He was compelled to serve as a warden for the Established Church, and frequently found himself at variance with a sporting clergyman of that denomination.

Mr. Hewett became uneasy under certain oppressive laws that were in force in England during his early manhood, and he longed for greater freedom. The opportunity to quit the old country came in 1839, when he and Mr. W. Colton (father of Sir John Colton, twice Premier of South Australia) chartered the ship "Duchess of Northumberland," a vessel of 540 tons,
commanded by Captain Frederick Geare. They placed aboard her their families and servants, sheep, cattle, and a lot of equipment necessary for making a start in a new land. South Australia was not then three years old officially. The "Duchess of Northumberland" sailed from London on August 5, 1839, and reached Port Adelaide on the following December 19.

On Christmas Day Hewett and Colton inspected land belonging to the South Australian Company, and each selected a large area in a locality known as "Clare's Farm," in the Noarlunga district before the River Onkaparinga had been bridged. Mr. Hewett took possession of his holding on January 2, 1840, and early directories from then onwards reveal him as the owner of a considerable number of sheep and cattle. Tradesmen were demanding wages of 15/ a day, and so this enterprising man of Devon set to his own doing, building cottages for his employes, dairy, pigstyes, stockyards, and fencing. In a letter written to George Fife Angas, which was reproduced in the records of the Imperial Parliament's Select Committee that investigated South Australia's affairs in 1841, Mr. Hewett declares himself to have been a Jack of all trades in the beginning, and he goes on to say: "As proof of the measures I took, that investigated South Australia. He says: "Sir George Grey was the chairman of the Imperial Select Committee referred to, and Gladstone was in the chair." Mr. Hewett enjoyed the confidence of his fellowmen to the point the latter Mr. E. M. Hewett, a well known business man of Rosewater, who had sent to England reports detracting from the prospects of successful settlement in South Australia. He would not attempt farming in England, and yet they expect, if ever so ignorant or indolent, to make money here. Without a seed tiller there will be no harvest, and if the land is not broken up we cannot expect to gather its fruits. I should rejoice to see here many of my acquaintances who are laboring in England under great rents, heavy rates, and unfailing title-proctors. With ever so much labor and carefulness they will still sink until all their property will be gone, leaving their children penniless, but I am sure if they were here they would do well for themselves and the colony. Let no practical farmer be disheartened by any of those who have yet given the colony a bad name. It is from the navy, army, medical and shop-keeping farmers that such reports have gone home. They expected and made up their minds to be rich without having anything to sell. We have no doubt but at the end of 12 months and more they will be rich. I wish the land was in better hands, but this must be the work of time." Sir George Grey was the chairman of the Imperial Select Committee referred to, and Gladstone was in the chair. Mr. Hewett was an eminently practical man. His flocks and herds increased greatly, and he prospered. Still standing in the Noarlunga district is an old gum tree where he fixed his first tent. Not far from the spot is a locality known to-day as Hewett's Corner, because there he used to draw up his cart for use as a pulpit from which he preached to the settlers on Sundays. Eventually he built a church which is to-day utilised as a Kindergarten room. Upon arrival in South Australia he had a family of five sons and two daughters, some of whom had not reached the school-going age, and grew up without the opportunity of being educated in the ordinary way. But the family pulled together, and many a musical item they enjoyed in the gathering in South Australia he had a family of five sons and two daughters, some of whom had not reached the school-going age, and grew up without the opportunity of being educated in the ordinary way. But the family pulled together, and many a musical item they enjoyed in the gathering. One of the musical items was the well known "Red, White and Blue," and another was entitled "The Farmer's Complaint," one verse of which ran:—

I then became a squatter,
But that turned out as bad,
For Goyder came and valued,
And fairly drove me mad.
My sheep he took to pay the rate,
And to the wool laid claim,
And said that if I'd too much jaw
He'd do the same again.
Oh, dear, dear!
It's no wonder the squatter looks glum,
For the Government now have fairly got
The gentleman under their thumb.

John Colton persuaded Mr. Hewett to return to the feast, and in deference to the latter the company agreed not to sing while he remained. Of course, he was not seeking re-election, but the incident goes to show the great strength of character he possessed. Mr. Hewett died at Mount Barker on April 5, 1871, at the age of 78 years, and was buried at McLaren Vale. One of his grandsons is now engaged in the preparation of a family tree, and up to the present has discovered direct descendants to the number of over 1,500. Truly Charles Thomas Hewett must be accounted one of the most valuable and worthy of the pastoral pioneers. The portrait here reproduced is from an enlargement in the possession of another of his grandsons, Mr. A. J. Hewett, a well known business man of Rosewater, in the Port Adelaide district. One of his sons (Mr. E. M. Hewett) was Town Clerk of Port Wakefield for many years.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

Charles George Doughty.

The "Back to Mount Gambier" movement of 1926 served to bring together, among thousands of others, many descendants of South Eastern pastoral pathfinders, and, through the good offices of Mr. Francis Davison, whose father's career as a stock raiser has already been dealt with in these pages, the writer was brought into communication with a daughter of the founder of the old Monbulla Station near Penola—Charles George Doughty. Monbulla used to carry the traffic that passed over the road from Adelaide to Melbourne, via the Glenelg River. However, it is no longer a run with a separate identity, having been partly merged into Riddoch's well known Yallum property, but it has given its name to the hundred which now encloses its old boundaries. In his day Mr. Doughty was one of the best known figures in the South East, and he has been described as a fine manly fellow, fond of sport, a great horseman, and a good shot when the ducks, quail and snipe were about. He was born at Brockdish in Norfolk in 1816, and was brought up on his father's farm in that county. Before deciding to migrate he spent some time at Bradford in Yorkshire acquiring knowledge of the wool trade, but whatever he learnt it did not help him much in his later experience of growing the staple. He turned from sheep to cattle, and then abandoned both branches of the industry.

Mr. Doughty's first choice of the dominions was New Zealand. He left England on December 8, 1840, in the ship "Olympus," commanded by Captain John Whyte, and was on the water until April 19 of the following year. For some years the founder of Monbulla kept a rough diary of the daily happenings in his colonial life, including a description of his trials as a pastoralist, but unfortunately this has been hopelessly mislaid. Still available, however, and in an excellent state of preservation, is a kind of log book of the voyage out kept by Mr. Doughty with un-
broken regularity. This record shows the position of the vessel for each day, with slight irregularity in regards to latitude and longitude, the shade temperature, and other conditions of the weather, with the addition of another column for "Remarks." There can be no doubt that the author possessed a particularly methodical and orderly mind. During the voyage four children were born on the "Olympus," and four died. It was not by any means a pleasant passage. With such a month to go, the water supply for the ship's company was reduced to a pint per head daily on account of some of the casks having developed leaks. When six weeks out from The Nore, Mr. Doughty wrote this entry: "A dispute between the doctor and captain about water. Captain right. The doctor left the cabin table through spite to the passengers. Thereupon the ill-feeling continued, for on March 25 there was "a tremendous row with the captain," and the doctor and emigrants were "almost in a state of mutiny." No horseplay was allowed on crossing the line, but each passenger put 5/ into a fund for distribution among the sailors. There were plenty of interesting incidents on the long journey, including a total eclipse of the moon, the shooting of an albatross that measured 10½ feet from tip to tip, the appearance of a lunar rainbow, and the sighting of a whale supposed to be about 60 feet in length, and a beautiful leachet of a bright pale blue color about 70 feet high and one mile in circumference. Judging from the numerous references to boating and bathing parties, the old "Olympus" had more of the spirit of an albatross than the blacksmith's anvil. The doctor's only trouble as a pioneer pastoralist, continued to reside at Mount Gambier, and in the country shows. He was a member of the Mount Gambier and Penola Racing Clubs. He took a great interest in the establishment of the Church of England at Mount Gambier, and in the collection of the handsome edifice of that denomination, having been one of the trustees of the building. As a lay magistrate his decisions could always be relied upon to be in strict accord with justice and right. Bank smashes imparted a drab shade to the closing days of his life, which ended in Adelaide on March 26, 1890, at the age of 74 years. His grave is in the North Road Cemetery. A South Eastener who cherishes fond memories of the deceased, wrote to the author of this sketch: "It could be said of Charles Doughty, as Kenden said of Gordon, that he was one of that bright company whose stained world can ill-afford to lose." He was a fine old English gentleman, who was unfailing in the offer of practical support of any movement for the good of his fellow man."
HERE is a saying that a man can live long enough to be forgotten, and it would appear to have been exemplified in the case of John Reid, the first white man to make a home at Gawler, and of his son John, founder of the Beetaloo Station. The former died at 79 years and the latter at 86, and the newspapers of the day did not give either of them one line of biographical notice, while the published histories of the "Colonial Athens" devote only passing attention to them.

The Reid family came out to South Australia in the barque "Orleana" which arrived from Liverpool on January 15, 1839. They hailed from Rostrevor, near Newry, in the north of Ireland, and their fellow passengers included Henry Dundas Murray and Stephen King, both well known in connection with the foundation of Gawler. Among their fellow passengers included Henry Dundas Murray and Stephen King, both well known in connection with the foundation of Gawler. For a time they lived in a tent on the site of the old York Hotel at the corner of Rundle and Pulteney Streets, Adelaide, but later they had the distinction of residing in the first stone house erected north of the capital. John Reid, Senr., was one of the fortunate people who got in early with special surveys. The "Modified Regulations for the Disposal of Land" issued in London by the Colonisation Commissioners so far back as October 1, 1835, said that anyone paying in advance the price of 4,000 acres of land or upwards should have the right, for every 4,000 acres thus paid for, to call on the Colonial Commissioner to survey any compact district within the colony of an extent not exceeding 15,000 acres, and within a reasonable time after such survey to select his land from any part of such district before any other applicant. Governor Grey realised that a continuance of the system would lead to a monopoly of lands in new fertile areas, and he forwarded to the Imperial Government a strongly worded despatch pointing out "the ruinous improvidence" of the policy. Forty special surveys had already been granted, and the result of Grey's representations was that Lord John Russell (Colonial Secretary) shut down the system. However, the contract with John Reid was duly honored. The special survey he secured, in conjunction with Henry Dundas Murray and ten other proprietors whose names were mentioned in the notice devoted to Stephen King, was recommended to them by the shrewd Colonel Light, and was one of the choicest in the group. It was on the junction of the North and South Para rivers, and the purchase money was £2,422, seven preliminary land orders of 134 acres, and eight land orders of 80 acres, representing £1,578, or a total of £4,000. This land extended along the banks of the North Para for a few miles, and included what were...
afterwards known as the town of Gawler, the Para Para estate and Gawler South.

Mr. Reid and his partners in the venture immediately set about laying out the township of Gawler, which was surveyed by William Jacob, afterwards of Motoroors, according to a plan furnished by Colonel Light. Two hundred half-acre blocks were divided among the proprietors, who set aside 140 acres—one of which, named after John Reid), park lands, schools, churches, market, cemetery and other public purposes. Mr. Reid’s share of the original survey was 630 acres, of which 25 acres was deducted for the public utilities indicated. Of the 12 proprietors only Henry Johnson had a tie indicated. Of the 12 proprietors only Henry Johnson had a

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BEFORE settling down to the comparatively prosaic life of a pastoral pioneer, Captain Robert Melville Gardiner—he dropped the "Melville" because one of his sons had been similarly christened—led a most adventurous life as a mariner. He was born in Dunbar, Scotland, on May 20, 1812, and when a youth ran away to sea. Whaling was then an important and profitable industry, and its lure brought him out to Australia. The year of his first visit is not on record, but he was whaling off Portland before there was any settlement in that very old established part of Victoria. He acquired an interest in several vessels and for some years commanded one himself, making several voyages between England and the new world. Hobart was his headquarters, and the quest for blubber took him frequently into the regions, where the perils of the elements and of whale harpooning were experienced to the full. It was just the same kind of beginning in life that came the way of another well known South Australian pastoralist, Captain Sir Walter Watson Hughes. Robert Gardiner stuck to the sea until the Victorian gold diggings broke out, and then he sold his whaling interests and took a turn at gold buying on several of the new fields. When the boom was over he settled down to pastoral pursuits, and bought a place at Berwick, a few miles out of Melbourne, where he had his first experience with sheep and cattle. Then began a friendship, which lasted through life, with Mr. W. J. T. Clarke, Sen., one of Australia's greatest squatters, whose romantic career has already been dealt with in these pages. In partnership with a brother, who had also come out from Scotland, Captain Gardiner rented from "Big Man" Clarke the well known Belinda Vale station in Victoria, which now belongs to Sir Rupert Clarke. The brother died, and the retired mariner later got out of Belinda Vale and took from the Adams executors a five years lease of St. Enoch's, a sheep proposition near Ballarat.

The real turning point in Captain Gardiner's career came when he transferred his operations to South Australia, and this he was able to do largely through his close friendship with Mr. Clarke. From that magnate he secured a long lease of the famous Mount Schank station in the South-East, and entered into possession on January 1, 1868. The rental was £10,000 a year. On paper it may appear a big price to pay for a pastoral lease, but as a matter of fact Captain Gardiner had the better of the deal, and he never had cause to regret the transaction. In those days Mount Schank was a huge property that stretched from the Glenelg River in the east to Carpenter's Rocks in the west. It embraced practically the whole of the hundreds of Kongorong and MacDonnell and a portion of the hundred of Caroline, and the freehold land alone was represented by 87,000 acres. When Captain Gardiner took possession, the station was in practically the same primitive condition as when the original holders, the Arthurs, had it in 1844. George French Angas has described a visit that he paid to the run in May of that year accompanied by Governor Grey, Messrs. Burr, Bonney and Gisborne and three
mounted police. After travelling for an hour away from Mount Gambier over country resembling "a nobleman's park" the party came upon a dray track, and soon heard the baying of sheep and barks of dogs. Two huts, built of coral limestone and thatched with bark, came into view. One of the Arthur's, astonished to see eight horsemen approaching, went out meeting them. He says: "He received the Governor with great politeness, and conducted us into one of the huts, where he invited us to assist him in demolishing his supper, which was all ready. We ate heartily of mutton chops and various fried vegetables. Mr. Arthur, adorned with a beard of 12 months' growth, and seated in his rude dwelling, was in keeping with those realised in England. The walls of the hut, the troughs, seats, and various utensils were entirely formed of durable." Captain Gardiner quickly

Captain Gardiner also held Kaladbro, south again from Nangwarry, which run also knew both sides of the border. The original owners were Messrs. D. & M. Mackinnon. Kaladbro had an area of 31 square miles, and supported 4,500 sheep. The earliest rent was 10/- a square mile, and the total rent and assessments came to £76 13s. 4d. per annum, which Goyder increased to £225, including improvements. Four miles of this property formed branches of the Dismal Swamp, and was seldom if ever dry, while two thirds of the whole was covered with water in wet seasons. Kaladbro was also a splendid summer proposition, but Captain Gardiner did not persevere with it for longer than two or three years, and it reverted to Mrs. M. Mackinnon, the present owner.

Captain Gardiner remained at Mount Schank for 28 years, although for some years before his death he turned his attention to other enterprises. He had undertaken the management on account of his father's health failing. The other son, Abram, went to Nangwarry. After the Captain's lease expired the sons acquired a further five years' tenure of Mount Schank at a rental of £8,000 a year. The run was being reduced in area by resumption, and part of the new arrangement was that the sons should wire-net the boundary and sub-divisional fences, and put a new roof on the wool shed in place of the shingles. At the end of the five years Mr. W. J. T. Clarke, a grandson of "Big Man" Clarke, took over the property, and resided on it for some years before retiring to Melbourne. The Gardiners had it for 33 years altogether. When the Captain withdrew he built a big house at Lancefield, in Victoria, which had undertaken the management on account of his father's health failing. The other son, Abram, went to Nangwarry. After the Captain's lease expired the sons acquired a further five years' tenure of Mount Schank at a rental of £8,000 a year. The run was being reduced in area by resumption, and part of the new arrangement was that the sons should wire-net the boundary and sub-divisional fences, and put a new roof on the wool shed in place of the shingles. At the end of the five years Mr. W. J. T. Clarke, a grandson of "Big Man" Clarke, took over the property, and resided on it for some years before retiring to Melbourne. The Gar-
READERS of these biographies have already been made acquainted with the career of John Williams, founder of the old Black Rock station, and we are now concerned with his brother George, who had quite a distinctive record. The father of these pioneers was Thomas Williams, at one time High Sheriff for Northamptonshire, who was one of the largest shareholders in the South Australian Company, and in 1843 was appointed by Governor Gawler one of the four non-official members of the Legislative Council in Adelaide—a position which insolvency forced him to resign. When Mr. Williams, Sen., came out in 1839 he established an estate called "The Hermitage" on a large portion of the Little Para Special Survey, and had with him at the start two sons (Cunningham and John). Two other sons (George and Edward) remained in England to finish their education. George was born in Northamptonshire, and joined the other members of the family in Adelaide in 1844, arriving by the "Taglioni," which dropped anchor on June 1st after a passage of 127 days, and also had on board the late Dr. Hayes Norman and his parents. After working with his father for a time at The Hermitage, he took up some country on the River Murray, and went in for sheepfarming. From a variety of causes the venture did not prove a success, and Mr. Williams decided to give South Australia best. About 1851 he left for Natal, and remained there for four or five years. Much of his time in the South African colony was spent in big game shooting in the company of a man known as "Elephant" White, and many fine trophies bore testimony to Mr. Williams's skill with the gun. Tiring of the sport the Northampton man again turned his attention to South Australia. He became one of the many partners who joined Phillip Levi in the pastoral business. Parnaroo, on the Eastern Plains out from Kooringa, was the first run in which Mr. Williams was interested, and he installed his nephew (Peter Peachey) as overseer. Parnaroo covered 109 square miles comprised in ten leases including one that was known as Peaked Hill. A start was made in 1855, and the place was gradually worked up until in 1863 it carried 15,301 sheep. In that year the revenue from the run was £7,110, and the total expenses amounted to £2,605. The flocks yielded 65,097 lbs. of wool, or an average of 4 lb. 3 oz. each, and the price obtained was 8d. per pound. For 3,737 sheep sold off the run in 1863 the proceeds were £2,008, and a variety of
other profits represented the sum of £1,000. The prices secured for wool and stock seem ruinous compared with rates ruling to-day; nevertheless, Mr. Williams had a nice proposition at Parnaroo if only the meteorological conditions remained kind. He was able to get some work out of the blacks, an aboriginal station being established on the run. That and every other advantage, however, weighed light on the run. That and every other
drought appeared on the scene. Mr. Williams came to the realization that he was in a somewhat treacherous position sandwiched between the region of dependable winter rains and that of sub-tropical downpours. He had known good rains to extend within 25 miles of Parnaroo without a drop falling at his head station. He and Mr. Levi had also taken up Netley, or Netallie, comprising 360 square miles of country, for which they paid £180 a year rental; but in 1859 they sold country, for which they paid £180

The rent and assessment for Parnaroo was £140 10/ per annum, or about 27/ per mile. There was a 23 per cent lambing in 1861 and 35 per cent. in 1862. In September, 1864, there were 10,509 sheep on the run after shearing, and then a two-years drought set in. In one of those years there was not a single shower of rain on Parnaroo, and gradually the whole of the stock was removed. In one of these years 270 lambs were dropped, and they all died, together with 1000 old sheep. From October 6, 1865, until August, 1866, the run was completely abandoned with the exception of one man and one horse. Parnaroo had become literally a "one-horse show!" One thousand sheep were sent down to The Hermitage on the Little Para for commonage. For this and other similar accommodation Mr. Williams paid altogether £900, including £500 for the use of a run in "the desert," now known by the fairer name of Border Downs—a run which, Mr. Williams declared, was "not worth a hang after the sheep are off it." When all this trouble was on he had evidently ended the partnership with Mr. Levi, because there is evidence that he paid the latter for the use of some of his country. Mr. Williams had to come up with his rent during the whole time that Parnaroo was vacant, and confessing that he had lost all he had, he contended that a pastoralist should be asked to pay rent and assessment only according to what stock his leases carried from season to season. He brought back the remnants of his flocks when the rains reappeared in 1866, but did not persevere with the property. In his book, "Fought and Won," John Lewis tells of an incident that happened to him on Parnaroo when Peter Peachey was overseer. He met there a man named Larkin with a mob of 120 horses, and was offered his pick of 40 at £8 a head. After drafting operations the parties went in to breakfast, later Mr. Lewis said he would give £7 10/ a head. The owner then declared the deal off, refusing even £10 a head on the spot, and Mr. Lewis concludes the story:—The horses came to Adelaide, were sold at the John Bull Yard, and averaged £20 a head. I bought seven or eight, and not the best of them, and they cost me £17 a head. It is a mistake to decline an offer when it is good. One must live and learn." That George Williams was not really scared of droughty country is proved by the fact that his next venture was Point Lowly station on Eyre Peninsula, just south of Port Augusta. This was a property from which Alexander Drysdale Tassie had retired beaten after having been driven to the desperation of condensing salt water for his sheep, finishing up £6,000 the poorer from his occupation of the run. Mr. Williams bought in at Point Lowly on June 13, 1872, for £950 without stock. The advertisement of the auctioneer (G. W. Luxmoore) stated:—"This run, which borders on the seacoast, could be fenced at very little expense, and there are many places on the country suitable for the construction of dams or tanks." The property included a substantial 6-roomed house, two stone tanks, a woolshed accommodating 12 men with good yards attached, four shepherds' huts with a 400 gallon galvanized tank at each, and two wells equipped with underground whins for raising the water, so that the new lessee got plenty for his £950. The area of the station was 146 square miles. Mr. Williams remained at Point Lowly for seven years, and during that time it is evident that he carried out a vigorous policy of development, for when Messrs. Liston, Shakes and Co. put up the run for auction again at White's Rooms, Adelaide, in September, 1879, it was stated that Point Lowly had been subdivided into four paddocks fenced with six wires and all splendidly watered, the dams including one with a capacity of 2,000,000 gallons and another holding 1,000,000 gallons. The stock consisted of 10,000 sheep.

The result of the sale was not publicly announced, but Mr. Williams got out and soon afterwards took a trip to England, where he studied painting. He proved an artist of decided ability. The residence of his nieces (the Misses Hinde) at Gilberton contains many fine examples of his skill with the brush both in oils and water colours, while his pen and ink sketches were also quite out of the common. Another hobby that Mr. Williams was much devoted to was wood carving, in which art Dr. J. Harris Browne, the well known pastoralist and explorer, was also a great enthusiast. The photograph reproduced on this page depicts the pair of them engaged in wood carving, and it was taken without their knowledge. The fact is that Mr. Williams could turn his hand to almost anything. He could sew as well as the average woman, and one of his nieces said to the writer "You should have seen his herring bone stitch. It would have passed muster in an exhibition of needlework." Unlike his brother John, who made a lot of money out of the Broken Hill mining boom, George Williams lost heavily in similar ventures. He died at Gilberton on December 20, 1902, in his 78th year, and his remains rest in the North Road Cemetery.
OUR series of pastoral pioneers would be sadly incomplete did we omit a sketch of James Pile, an old identity of early Gawler, where he was a Town Councillor and an Elder of the Presbyterian Church. His career has especial interest to South Australians from the fact that he was the father-in-law of the notable explorer John McKinlay, who was associated with him in pastoral interests on the Darling.

Mr. Pile was born at Beverley, Yorkshire, in 1800, and arrived in South Australia in 1849. Writing in 1880 of Gawler's early days, Loyau stated: "Mr. McKinlay supplied the market with meat from his run on the Darling—a station then under the able supervision of Mr. R. Boucaut. Mr. Pile brought horses suitable for the farmers from Sydney." In a memoir of the explorer, the same writer says: "In 1850 Mr. McKinlay formed the acquaintance of Mr. James Pile, for whom to the end of a useful life he cherished the warmest regard. This acquaintance developed an important phase in the explorer's life, and through the friendship formed at that time he became the more identified with Gawler by forming an attachment for a daughter of his estimable friend, which culminated in marriage. It may be said of the happiness which followed his union with this lady that it was the consummation of his life." It would appear that Mr. Pile started by droving horses from New South Wales. Subsequently he acquired the properties on the Darling known as Cuthero and Polia. After his three sons grew up he left the management of the stations to them and built himself a fine house in Gawler, where he resided for many years, and was highly esteemed by the townspeople. He died on March 19, 1885, aged 85.

Cattle and horses were first run on the River Darling property, but after a few years the country was stocked with sheep which thrived remarkably well. From a small flock the numbers increased to over 200,000. Then came the seven years' drought, at the end of which only 13,000 sheep were left. Mr. John Pile, a son, who died at Glenelg in 1924, relating some years before, the story of his career, remarked: "My father was mixed up with McKinlay in horse transactions, and the only overlanding trip I made was in the company of the
man whose memorial still stands at the neck of Murray Street, Gawler, as a fitting tribute to an intrepid bushman. It was after this trip that McKinlay settled for a time on Lake Victoria station, and it was also on his advice that my father took up 60 miles of frontage on the River Darling to the southeast of Broken Hill. This is how Cuthero and Netley stations were formed. Subsequently my father sold the Darling. We started Cuthero with 1,200 to 1,300 cattle; which were delivered to us at Wentworth. There were no fences in those days. I remember having to teach the blackboys to ride so that they might assist me in looking after the herd. Then by small purchases from passing droves we got 3,000 on the place. I remember one occasion making a good deal. I was riding down to Netley and saw a big mob of cattle on the other bank. The river was low, and I also noticed that a number of the cattle had crossed on the southern side of the river. Meeting the man in charge, I asked him whether he had lost any cattle, and he replied in the negative, I had seen and counted their tracks, and told him I would pay him £100 for all that had crossed and any stragglers, which proposition he accepted. I also suggested that we should round them up the next day, but he declined. However, on the following morning I was in the saddle bright and early, and mustered 75, which were immediately put through the crush pen and branded. It was a genuine deal, but I believe my father sent on another cheque later.

“There were some rough characters on the Darling in those days,” said Mr. John Pile. “Riding down to the Cliffs Hotel, which was near Cuthero, I met on the road a man who asked me for a match. He enquired whether my name was Pile. On my replying in the affirmative we conversed for some time. I then heard the rattle of the coach coming over the clavpans in the distance, and I said I must push on. My companion remarked that he was going to stick up the coach, and asked whether I would stop and see the fun. I declined, as I had no desire to be associated with such an affair, and rode away. This sticking up was a success from the standpoint of Radford, the bushranger, and by the time the police arrived on the scene the highwayman was up the Darling. Altogether we were 30 years on the Darling. Before the droughty periods set in we shore 210,000 sheep on Cuthero and the adjoining country. But about 1899 we left it financially broken. The drought was bad then. If one had ridden 50 miles he would not have gathered enough grass to fill your pipe. The rabbits had helped, and the small settlers completed the job. During our previous experience there had been only one drought, which was in 1864, but a big flood came down the river that year and left us plenty of good feed on the lower levels.”

At the time of the drought men on the station employed cutting-scrub for the sheep, but this was of little avail to sustain them. In the early days another son, William Pile, journeyed to Sydney on several occasions with mobs of horses from Cuthero. At the time of the gold diggings William Pile conducted several mobs of fat sheep from the station to Ballarat, where they were sold to the butchers at 25s. per head. After Mr. James Pile’s decease, Cuthero was run by the three sons, William, John and Charles, in the name of Pile Bros. Many people will remember the J.X.P., one of the best bred cattle raised on Cuthero. Some very good sires were taken to the station, and a conspicuous sight was a four-in-hand team of greys which were driven by the late David Power, who managed the station in later years.

Radford, the bushranger, called at Cuthero homestead one evening, entertained the company at the piano and sang to their delight. Before breakfast he was missing. When the girl made the bed where Radford had slept she found a revolver under the pillow. William Pile thought it time to investigate. He went to the stables and discovered that his best horse, saddle and bridle had disappeared. A note had been left to say that the stranger had enjoyed the limited stay, had company congenial, and that he had been forced to borrow the horse and would return it, which he did. Cuthero homestead is built on the banks of the Darling, and with the cottages of the men who were employed there, formed almost a small town with its school. One year the shearers went on strike and said that no shearing was to advance up river with strike breakers. The captain of the “Rodney” took no heed of their threats, to burn the vessel, and went up river. The strikers, however, constructed a wire rope out of fencing wires, tied it across the stream and stopped the “Rodney.” After they went on board they poured kerosene over the vessel and set the boat alight, with the result that it was destroyed. The old boiler and funnel of the “Rodney” could be seen on the bank between Moorara and Cuthero for many years.

Both John and William Pile were keen sportsmen and raced horses in a career that lasted from their days as boys. William owned the “Assurance”, “Country Girl” and “First Water”; the last-named won the Adelaide and Australian Cups. After “First Water’s” final failure for the Australian Cup a leading Melbourne bookmaker rode over to William Pile where he was standing after the horse had pulled up and offered £20,000 if he would scratch “First Water” for the Australian Cup and hand the horse over to the bookmaker’s trainer. The object was then to take the animal to Wentworth and round the country meetings till near Melbourne Cup time in order to get the weight right. Thus the public were to be put off and the bookmaker was to scoop the pool. But none of the Piles wanted the thing. They were all honest men as their descendants are to-day, and so the owner of the horse indignantly replied that he could not think of doing such a thing. His friends have backed him and he must start,” which he did and won the Cup. William Pile was a member of the first committee of the S.A.J.C., and helped to pull the Club through years ago when it was almost abandoned. John Pile was for many years, in its earlier days, a member of the committee of the Adelaide Racing Club, and the services he rendered to that body were appreciated to such an extent that he was made a life member. John preferred jumpers, and among them were “Mahdi,” “Confidence” and “Havelock,” which made turf history. He was, perhaps, best known to the sporting public as owner of the steeple-chaser “Confidence.” He regarded with pride the fact that during his association with the turf he was never brought up before the stewards. Like his brother William, he was an excellent judge of a horse, and whenever he found any animal in his stable that did not turn out just as he expected he immediately disposed of it. Apart from Adelaide and Melbourne, John Pile raced with success at Wentworth, Wilcannia, Menindee, Broken Hill, Albury, Wagga, Tasmania, and many other places. While interested mostly in jumpers, he was always pleased to see some spirited horses run in the flat, and among those which credited him with success in that direction was “Affluence” in the Sandhurst Cup, and twice “Australia” and “Necklace” narrowly suffered defeat in the Onkaparinga Cup.

Miss Jessie Pile, of Gawler, a daughter of James Pile, is the sole survivor of his family. There are a number of grandchildren.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

South Australia was 204,000. The document concludes:—"It is accordingly gratifying to think that in the present season at least six vessels will be required to convey the wool and oil of South Australia to England." In 1844 the Brown brothers were the owners of 1,200 ewes. 14 cattle, 6 pigs, and 14 acres of wheat. In 1849 James removed to the South-East, where he founded the Avenue Range station, consisting of 69 square miles of country, which was secured for a rental of 10/ a square mile. The area was subsequently enlarged to 83 miles. This fact is revealed by a stock-taking return, prepared in compliance with the earliest Scab in Sheep Act, showing that the total number of sheep then grazing in South Australia was 204,000. The greater portion of it was covered with water during the winter, and the stock suffered from footrot and

JAMES BROWN.

CONSIDERING that those two great charitable institutions—the Kalyra Consumptive Sanatorium at Belair and Estcourt House near the Grange—were founded in his memory, and out of the proceeds of his estate, surprisingly little publicity has been devoted to the career of James Brown, a pioneer of the South-Eastern district. The task of putting on record something tangible about his useful life demanded the exercise of patience and research. Enlarged photographs of himself and his wife are hanging in the two institutions mentioned above, but the one reproduced on this page was kindly furnished by Mr. A. B. Lawson, of Lake Roy station, near Naracoorte, whose father was a great friend of the Browns, and died in their house at Glen Osmond.

James Brown was born in East Fife, Scotland, and in company with his brother Archibald, arrived in South Australia on May 4, 1830, by the barque "Fairfield," 434 tons (Captain Abbott), which left Liverpool with 46 passengers on November 1, 1838. It was a wearisome voyage of 183 days. The brothers lost no time in settling on the land. In 1840 they were installed at a place called Allendale, in the valley of the Hindmarsh River, Encounter Bay district, and were the owners of 640 sheep. This fact is revealed by a stock-taking return, prepared in compliance with the earliest Scab in Sheep Act, showing that the total number of sheep then grazing in the valley of the Hindmarsh River was 640 sheep.
James Brown built a fine 10-roomed stone house with a verandah. The sheep were sheepherded until June, 1864, when Avenue Range, and other leases, were fenced around and subdivided at a cost of £6,000. They were supporting 24,000 sheep, besides cattle and horses. Another name for C. A. Tennent's Range run was Kalyra, a native word meaning "hop bush." About 1864 a portion of the property was transferred to Messrs. Tilley and Goyder, and thereafter the rent and assessment amounted to £153 7/6 per annum, and Goyder's valuation, deducting improvements, was £270 10/ per annum. A drawback was the volume of public traffic passing over the run. It lay on the overland route to Melbourne and Mount Gambier, and about 50,000 sheep crossed the best part of the station during the first three months of every year. The roads were bad at all times, and after some years of occupation the station was officially declared to have been over-assessed.

East of the run, on the South-East credits James Brown with also being the founder of Tilley's Swamp run, having an area of 50 square miles, and he prospered exceedingly. Very early in his career he received a severe setback by becoming involved in a charge of poisoning a blackfellow, but emerged from the trial with a clear escutcheon, a jury of his fellow countrymen finding him not guilty. He was not the only pioneer pastoralist who had to undergo a similar ordeal, but it was probably this incident which accounted for the meagre publicity associated with his name both before and after his death. However, no one can delve into the history of the pastoral pathfinders without realising what they suffered at the hands of unscrupulous blacks, who not only menaced the white men even to the point of murder, but speared and scattered their flocks at will, to the great detriment of the industry. James Brown led his life according to the circumstances and conditions of his day, and there are hundreds of people living today who can hold his name in grateful memory because of the benefactions ever flowing from the charitable purposes to which a large portion of his estate was devoted. Referring to the institutions founded in his name, the inscription on his ornate tombstone concludes with the declaration "A great boon to suffering humanity," and the claim is not a false one. He knew how to stand for a fellow man in his time of need, and we find him, in common with other South-Eastern squatters, signing a memorial to the Government expressing every confidence in Mr. C. J. Valentine, Chief Inspector of Stock, when a Parliamentary Select Committee was appointed to investigate the question of scab in sheep.

Mr. Brown has been described as a real rough diamond by one who, as a youth, came in contact with him occasionally. He said to the writer, without hesitation, when I asked him whether he recollected a certain incident in the life of King William IV. When she explained that she was only a young girl at the time, he replied:—"Oh, were you! Well here's a bag of lollies for you." He was a great man in the saddle, and is credited with having ridden a horse from Naracoorte to Adelaide in a little over a day.

Reverting to the nuisance of bullock teams passing over the Avenue Range run, it may be mentioned that the bullock teams passing from Victoria and the Tatiara district were continually breaking gates and pulling over the posts. Accordingly, Mr. Brown had posts at one gate put 8 ft. into the ground and then concealed himself to await the arrival of the next delinquent. Before long a teamster appeared, and carefully ran a wheel against one of these deeply imbedded posts. It would not budge, and in reply to Brown's delight, the "bullocky" had to take out his team and pull the wagggon back. Retribution followed, and the lessee had the mortification of finding later that some of these posts had been burnt to the ground. He had a strong suspicion as regards the identity of the offender, but was unable to produce the evidence necessary to bring him to book.

Mr. Brown died at Glen Osmond on February 7, 1890, in his 72nd year. He had been a colonist of 51 years, and his residence in South Australia has been broken only by one short visit to San Francisco, where he acquired property interests. His wife, Jessie, followed him to the grave in 1892, dying at Niagara Falls, where she was visiting in company with a niece, Miss Dougall. They left no family. The remains of both rest in West Terrace Cemetery, Adelaide, in a plot which the late Mrs. Brown had called upon a close friend, Mr. Adam Adamson, Jun., and indicated her desire to found a charitable institution in memory of her late husband, and Mr. Adamson suggested a home for crippled children, together with a convalescent home for the poor. When the news of her death came through the press it was announced that between £60,000 and £100,000 was available for the purposes mentioned. The outcome was the formation of the James Brown Memorial Trust, to which the Executive Trustee and Agency Co. of South Australia, Ltd., acts as secretary. Incorporation by Act of Parliament resulted in December, 1894. The published "James Brown 1815-1890," a leaflet, was thrown little light upon the genesis of Kalyra Sanatorium and Estcourt House, although the gentleman named was the first chairman of the trust. Estcourt House, near the Grange, it has been learned from other sources, was secured as a home for aged blind and crippled children, for $5,000, although its original cost was $12,000. It was built and named in 1882 by a wealthy colonist, whose well appointed yacht was used to lie within pistol shot of his mansion, where great hospitality was dispensed. The first cost of Kalyra at Belair was £4,000, and the Goode and McBride wings were added subsequently. There was a singular absence of trumpet-flourish when these two fine institutions were opened. The old minute book simply records that on February 6, 1895, it was reported that the Kalyra building had been completed, and on February 28 that the Kalyra stand and served as a beneficent help to continue through the years to stand and serve as a beneficent memorial to two eminently worthy figures in pioneer pastoral history—James and Jessie Brown.
THE opportunity to include the life of this highly interesting personality in the memoirs of the pastoral pathfinders came in a most fortuitous fashion. For many years he was the manager and righthand man of Robert and Edward Leake, founders of the Glencoe Station, and, after engaging in squatting pursuits on his own account, left for Scotland 66 years ago, and never returned to South Australia. He had no descendants here, and the possibility of retrieving his history appeared hopeless until in September, 1925, the Editor of the “Adelaide Stock & Station Journal” received a letter from Mr. D. Cameron, of the “Oban Times,” Argyllshire, a newspaper with the largest Highland circulation in Scotland. This letter intimated that the “Oban Times” had reproduced an article published in this paper on the southeastern pioneers, Ewen and Ann Cameron, who came from Inverness-shire, in which article a passing reference was made to John MacIntyre, who was a grand uncle of Mr. D. Cameron. The latter enquired for more particulars of MacIntyre’s colonial career, and what information could be gathered was forwarded to him, with an invitation that he should supplement it from his Scottish records. The result was that a few days ago a portrait of John MacIntyre came to hand, together with the following interesting account of his life:—

“After the Rising of 1745, the Scottish Highlander, it may be said, exchanged his sword for the shepherd’s crook. Sheep-farming, the most suitable purpose for the land of the Bens and Glens, became the principal calling, after their warlike days were over, for that hardy and active people. When General Lachlan Macquarie had established himself as Governor of New South Wales, and when John MacArthur had introduced the Merino sheep into the Continent, many Highlanders felt that there was a land in the far, far south, which would give opportunity to their industry, knowledge and ambition. John MacIntyre was one of those to whom the call of Australia appealed. He came of good Highland stock. His father was John

JOHN MacINTYRE.
McIntyre, who had farmed Glenure (famous through Robert Louis Stevenson's story, "Kidnapped") also Achnacone in Glencoe and Brecklet, where he died in 1838 at the ripe age of 80 years. His mother was Clementina MacNab, of Innischoin, a sister of whom married MacDonald, of Glenalladale, on whose estate Prince Charles had unfurled his flag in 1745. John was the last son, and was designed for the ministry. He attended the full curriculum of the Arts and Divinity classes in Edinburgh University, and passed all the required examinations, but he was never ordained. The call to the terrestrial new world was too strong, and he resolved to seek his fortune in South Australia. He sailed from Leith in Scotland by the ship Numna, commanded by Captain Dixon, who was his best friend during the long voyage, which lasted six months. On landing in Adelaide he soon found employment, and became manager and subsequently partner with two tenant ship-owners, Robert and Edward Leake, who had come from Yorkshire. The Leakes at this time were squatting to the north of Adelaide, then they pushed on to the south eastern district with their bullock drays and stock, MacIntyre accompanying them. They penetrated practically unknown country infested with wild blacks and faced real perils. Any one of their horses or shepherds which strayed but a little way from their camp after nightfall was either stolen or hamstrung. The spot on which the Leakes fixed their station was called Glencoe, after the place where MacIntyre was born. Why this was done was reported by MacIntyre, and his narrative shows that truth is often stranger than fiction. The pioneers had been journeying for days and days without reaching a suitable run. One of the Leakes and MacIntyre were leading, and marking the trees as they proceeded to give the rest of the party with the stock their direction. Of a sudden, when the two leaders reached the top of a hill, a dazzling prospect met them—meadow land covered with rich white clover, circling a small lake. Leake's exclamation was, 'MacIntyre, we have gained our paradise.' MacIntyre did not reply, but stood silent en-grossed in thought. Then the horses had to be watered at the welcome lake, and, to show how far from human habitation the place was, they had to push aside with their feet, which were之间eagated on the border of the lake. Leake was immediately for returning to Adelaide to secure the claim, but MacIntyre broke silence by saying, 'Mr. Leake, you may think I am mad in making this request, but I ask you to go on further.' 'Why do you wish to go on further?' asked Leake. 'Because, Mr. Leake, I am certain,' replied MacIntyre, 'that where you will lead you, you will find a much bigger area of meadow land with a bigger lake.' Leake was so impressed with his companion's earnestness that he agreed to push on further, although they came upon an area even more extensive and promising than the one they had left, and also another lake. 'How did you know this?' naturally asked Leake, who added, 'No white man has ever been here before.' MacIntyre's reply was:— 'When I was a young lad at home in Glencoe, one night I dreamt of seeing a stretch of clover-laden land with a lake in the middle, and again of another stretch but bigger and finer, both lying in some far-off land. When we stopped on the first hill, the dream came back to me, and that is why I asked you to go on. My dream has been realised. Some Highlander was credited with second sight. A man of splendid physique and great energy and possessing a University education, MacIntyre could not fail to overcome all difficulties. It is said that he lost three fortunes owing to drought, but his last venture was successful enough to allow him to return home with a considerable fortune. In 1856 he bought Mount Schank sheep station, near Mount Gambier, and after three years sold it to Messrs. Fisher & Rochfort. In 1860 he left for Scotland, going overland by Suez. After a time he took to sheep farming again, and rented the extensive farm of Glenelg for a farmer of the old country he was considered a most competent farmer and raiser of sheep stock. His portrait, taken when he held this position, was hung in the churchyard of Stirling, Scotland. John MacIntyre died in 1882 unmarried, in his native county, Brecklet, where he died in 1838 at the ripe age of 80 years. His niece, Clementina, and his nephew, John MacIntyre, Laird of Invershyle, Appin, survive as worthy representatives of the old Highland family, from which John MacIntyre, of Mount Gambier, sprung.' In 1903 the "Border Watch" published, under the pen name "Panther," a series of articles entitled "Early Recollections of Glencoe, Lake Leake, and the south east." The writer's real name was Harry Hickmer, a relative of the Leakes. Concerning the subject of this note Mr. John MacIntyre (Old Man Gammon) used to live at the woolshed (Keelap). He was a well educated man, and was always consulted by Mr. Robert Leake upon any important business matters. He devoted nearly all the time to the management of the sheep. He came with the Leakes from Adelaide, and was their right hand man in all things. When he left them he became the owner (by arrangement) of the Mount Schank run, which, up to this, had been worked by the Messrs. Leake with their Glencoe property, and carried a considerable number of sheep. He was mostly called, did not long remain at the Schank: the surveyors were marking out the estate, or rather a small portion of it. So soon as he saw this he determined to sell out, and he did it to Mr. C. B. Fisher, but not before he had sent several large drafts of fat wethers to market, which realised from 20/ per head. After leaving the Schank he resided for a time near the junction on the Glenelg River, having a high opinion of that country for the fattening of cattle if not left there too long. He then went home to Scotland with a pretty large fortune." Hickmer also refers to vigorous wordy warrares that Mr. MacIntyre was wont to have with Mr. Leake on the Punt, on the Glenelg River, and MacIntyre was overseer of the Mount Schank property for the Leakes, and lived at Bellum Bellum. "Old Man Gammon" MacIntyre was succeeded in the management of Glencoe by Thomas Tilley, whose salary was £500 a year. Tilley's Swamp is reminiscent of him. He remained for a good many years, then formed Gillap station with George Ormerod, and eventually settled in Queensland. It is pleasing to know that the name of such a well known pioneer family is preserved in the geographical nomenclature of South Australia — Mount MacIntyre — where a fine State pine plantation flourish.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

PEOPLE are never tired of commenting on the tonal beauty of the peal of bells set up in St. Andrew's Church, Walkerville, which can be heard far beyond the parish bounds every Sunday; but how many know that they were installed by the widow of Henry Kent Hughes in memory of her pastoral pioneer husband? Both of them arrived in South Australia on January 15, 1851, by the barque "Raleigh," which was a vessel of only 491 tons (Captain Volum) and she took more than three months to complete the voyage from Plymouth. Dr. Daniel and Thomas B. Stocks were the only other cabin passengers. Mr. Hughes took kindly to colonial life, and quickly proved himself a man of weight and influence in pastoral, commercial, and political circles. He first embarked in mercantile pursuits with Captain John Hart, the firm being known as Hart and Hughes, with offices in Waymouth Street, Adelaide. They built the first flour mill at Port Adelaide, and experienced considerable prosperity, Mr. Hughes being able to retire from commercial life a few years later.

Henry Kent Hughes had a brain too nimble and a body too active to permit of him taking life easy, and with great enthusiasm he joined the ranks of the pastoralists, more, it is believed, for the sake of a hobby than from any other motive. In this walk of life, it was said at the time of his passing, he displayed the "judgment which leads to success, and the energy which hastens its realisation." He became the owner of several runs, the principal one of which he shared in partnership with his brother, Edmund Chantrell Hughes, S.M., embracing water frontages at Wellington and extending for a considerable distance back from the River Murray. Other country was held higher up the stream. Close attention was devoted to improving the breed of sheep, and we read the following in the Adelaide press of December, 1865:—"The ship 'St. Vincent' has brought a valuable addition to our high class stock in one of the stud rams from the Emperor Napoleon's flock at Rambouillet. These sheep are celebrated as being the largest Merinos known; indeed, their superior size has given rise to the charge of their not being a pure race. But this imputation is indignantly denied by Baron Daurier, the Superintendent, and it is certain that the most celebrated German breeders are now increasing the size of their Saxon Merinos by a cross with the Rambouillet flock. It is to be noted that of the sheep sent to Australia under the name of Rambouillet very few have been obtained from the true flock, and these are easily recognised by bearing the Imperial Crown and the letter R on the off horn. We are indebted for this importation to Mr. Kent Hughes, who, after a long negotiation involving two visits to Paris, obtained permission to select three ewes and two rams from the "bergerie imperiale" at Rambouillet. Mr. Hughes also selected four rams bred at Leutewitz by Mr. Steiger, whose sheep carried off..."
the first prizes at Dresden, Paris and London." This is substantial evidence of Mr. Hughes' efforts to improve the breed of South Australian sheep. He also became greatly interested in investigations of diseases in stock, and the means of prevention. His aim was to acquire and disseminate knowledge of how to preserve flocks in healthy condition, and to prevent the introduction of diseases that so seriously interfered with the success of the pastoral industry in his day.

Most of the pastoral pioneers experienced the tribulations to which causes of epidemic diseases in great numbers. He was punted across the Murray in 1864. In that year 14,375 cattle, 83,688 sheep and 852 horses were passed the Strathalbyn Court. Tolmer continues:—"I was afterwards credibly informed that Mr. H. K. Hughes caused me to say to one of the farmers:--'You are getting into Parliament, and became a Minister of the Crown, he would ruin me. Eventually he was elected in opposition to Mr. West-Erskine as member for the South-East, and succeeded in obtaining the Treasurership, and very shortly afterwards I received an official letter from the Surveyor-General conveying an intimation by direction of the honorable the Commissioner, that the Government did not propose to give me more than one forage allowance for the year 1870." The inspector goes on to say that the book mentioned in this article is the last real reform of the land laws known as the Strangways and Ayers Roads Act, being based upon the resolutions tabled by me on October 6, 1868, vide 'Votes and Proceedings.'

Mr. Hughes lived at Medindie. Avenel Gardens now marks the site of his extensive domain, which was bounded by the stone walls still to be seen in subdivided blocks on Robe Terrace and much further back. He sold this property to William Ranson Mortlock for £10,000. The Orphan Home, of which he was treasurer, never had a better friend. Mr. Hughes resigned his seat in the Legislative Council on account of ill-health, and died at Kew, London, on August 30, 1886, at the age of 66 years. His widow survived him for seven years. Dr. Frdrews' book entitled "First Settlement on the Upper Murray" mentions a Henry Kent Hughes among the pioneer sheep farmers in Australia in 1832, but he probably could hardly have been the same subject dealt with in this article.
This notice is concerned with the pastoral pioneering of the Streaky Bay district on Eyre Peninsula, in which James Munro Linklater played an important part. He came of a family long located in the Orkney Islands, and was born at Kirkwall, very close to Scapa Flow, where the German fleet was scuttled after the great war. The writer had the advantage of a chat with his two daughters (Mrs. Jane Isbister and Miss Mary Linklater), who, although both of octogenary age, are in full possession of their mental faculties, and speak with ease and interest of the early days. Concerning the arrival of their father in Adelaide they could say no more than that he landed from Scotland in February, 1840, and that only one of them had met with an accident. She was the barque "Indus," 450 tons (Captain John MacFarlane). This vessel sailed from Leith on September 26, 1839, and when off Montrose "ran aboard a schooner," with the result that the bowsprit, cutwater and figurehead of the "Indus" were carried away, and she was obliged to put back for repairs. She arrived at Glenelg on February 26, 1840, five months to a day from the date of her first departure from Leith. The "Indus" discharged her cargo at Glenelg, including a lot of merchandise for Mr. Linklater, who had come out with the intention of setting up a grocery establishment in partnership with his brother-in-law, Mr. W. Flett. Mr. Linklater had to walk to Adelaide at a time when the press was appealing to newcomers not to judge of the colony's capabilities by the discomfort of a tramp from Glenelg to the capital in the middle of a hot day. Complaint was made that a "scampish broken down attorney's clerk" had intruded himself on board a ship in the bay, and so flabbergasted the emigrants on board with his account of the state of things on shore that some of them made up their minds at once to go elsewhere. Mr. Linklater was not so easily scared, although conditions were primitive enough. His wife had to be carried ashore, and she and her husband lived on the sandhills for a time with only umbrellas to keep off the rain. Mr. Linklater and Mr. Flett used to take watch and watch about at night in order to protect their
goods from thieves. Then they sold up as wholesale and retail grocers, first in Currie Street, a few doors west of Light Square, then in Hindley Street, first near Morpeth Street, and eventually four doors from King William Street. Subsequently Mr. Flett's place in the partnership was taken by another brother-in-law of Mr. Linklater (Mr. Hugh Archibald Crawford, father of Mr. R. H. Crawford). They also had premises in Gilbert Place. The business prospered, but Mr. Linklater always had the desire to enter upon pastoral pursuits, and in the early sixties he and Mr. Crawford chose the Streaky Bay district as an outlet for their new-found activities.

A number of leases were taken out with the head station seven miles from Streaky Bay, where the wool was shipped. This was named Kirkala. At first glance it looks like a corruption of Kirkwall, Mr. Linklater's home place, but Kirkala is an aboriginal word for "pig-face." For a time Mr. Crawford lived on the station, but he was never really happy in the role of a pastoral pioneer, and the partnership, having met with many reverses, was dissolved, and Mr. Linklater carried on alone. In turn his sons James and William performed the duties of manager, and the latter, especially, showed a great aptitude for the work, for having had practical experience with the Loves on Eyre Peninsula. William died on the thirty-first anniversary of his birth. Mr. Linklater, Sen., used to visit Kirkala periodically, although it was an awkward business getting there. Miss Linklater says she remembers making the trip to Streaky Bay in her father's vessel of less than 100 tons. The passengers included a lot of shearsers and station hands, and she was the only woman on board. The vessel had to shelter from rough weather under the lee of Kangaroo Island for five days, and provisions ran short.

Mr. Linklater acquired sufficient status in the pastoral industry to be consulted by the Select Committee appointed by the House of Assembly in 1865 to enquire into the working of the system of selling Crown lands then in force. He advocated a retention of the auction system, the evils associated with which could be cured by making large areas of country constantly available. The fact that land was often bought more than its value in the auction room was due mainly to the withholding of it too long. Mr. Linklater said:—"I have seen our earliest colonists quit country after quitting country, as if it were their duty to keep their farms in circulation. When you examined it, you would find that the land is generally bought only at the auction or at prices that permit of a second sale. I have made an estimate of the land purchased at the auctions throughout the colony. It has been abundantly realised; indeed, the bulk of Kirkala itself has long been in the hands of the auction, and its value has been increased by the influx of squatters." The pastoral industry landed Mr. Linklater at the door of the Insolvent Court. Small wonder he was often referred to in the commercial world as one whose straightforwardness, integrity, and other sterling qualities made him a well worthy example for his contemporaries to follow. One of the proudest possessions of the family is a gift of silver plate which his creditors made to him in June, 1876, following upon the redemption of his old debts. It was valued at the time at £250, and bears this inscription:—"Presented to James M. Linklater by some of his commercial friends as a token of their appreciation of his honorable conduct as a merchant." Mr. Linklater died on December 17, 1882, in his 73rd year. In the following August his trustees instigated Mr. J. H. Parr to submit Kirkala to auction. It comprised 297 square miles in six leases, subdivided into 17 paddocks, including Mount Jane (named by Mr. H. A. Crawford after Mrs. Jane Isbister), Moonoolowie, Filleroe, Peralbie, Wauglie, Peetnippie, Kulkala, Moolgerrie, Madama, Maybe, Cubirba, and Chircanabie. The improvements included a seven-roomed stone house, a wool shed accommodating 46 shearsers, and sheep-proof fencing of five and six wires, while the leases had 5½ to 13 years to run. The station was then carrying 30,000 sheep, including about 10,000 breeding ewes. The stock had been raised principally from Gum Creek ewes and Murray rams. Mr. W. K. Simms bought the property from his father-in-law, Mr. Linklater, in 1891.

The first Mayor of Port Augusta (Thomas McTurk Gibson) first met his wife at Kirkala. She was Miss Hannah Hiern, and was governness to the Crawfords. Mr. Linklater was a member of the Adelaide City Council for a term, and was a trustee of the South Australian Savings Bank in the days when there was no remuneration attached to the position and the meetings were held at night. He also served on the Marine Board during the regime of Capt. B. Douglas at Charleston. He was one of the founders and a director of the South Australian Insurance Company, Chairman of Directors of the Aerated Bread Company, and Elder of Chalmers's Church, Adelaide. He was interred in West Terrace Cemetery. Mr. Crawford died on October 6, 1881, at Medindie, aged 57 years. Crawford's Landing is still shown on the map as a memorial of his association with the Streaky Bay district.
It has been claimed for Charles Bonney that he did more to pioneer the pastoral industry than any man who ever lived in South Australia, and the contention certainly rests on very substantial ground. In public life he occupied a position of great distinction as the first Commissioner of Crown Lands under responsible government, and as the first Mayor of Kensington and Norwood. He was born at Sandon, near Stafford, England, in 1813. His father was vicar of the parish, and his mother was a daughter of the vicar of the adjoining parish. All through life he proved to be a true son of the manse. At the age of 13 Mr. Bonney lost his father by death, and for the next seven years he lived with his brother, who was Vicar of Rugeley. In 1834 he came out to Sydney to act as Clerk to one of the Supreme Court Judges, but he soon answered the call of the bush, where some of the finest exploits of his life were about to be recorded.

Mr. Bonney came under the favorable notice of Charles Hotson Ebden (later Sir Charles) who formed the first run on the River Murray, and sent the first mob of sheep across that stream into Victoria. Charles Ebden was the son of Mr. J. B. Ebden, a nominee member of the Cape Legislature. He had arrived in Sydney early in the thirties with capital, and soon became a prominent figure in society. When driving a tandem team along George Street, or attending any social function or race meeting, he was always dressed in the height of fashion, but on his station he looked like a real Robinson Crusoe garbed in fur skin jacket and cap, and wearing a long beard. Later he attained ministerial rank in Victoria, and died at the Melbourne Club in 1867, leaving a considerable estate on both sides of the world. The run that Ebden established (in 1835) on the River Murray was called Mungabarocena, and included the site of Albury, the first homestead being near the present Albury Waterworks.

The mob of sheep which Ebden sent across the Murray early in 1836 were placed in charge of "a young squatter named Charles Bonney." They were intended to stock his employer's Sugar Loaf run near the Goulburn River, but Bonney left them there only for a short rest, and then pushed on to Carlsruhe, near the Coliban River. He had with him seven of Ebden's assigned servants, including two of the most notorious rascals that ever afflicted Australia with their presence. While on this journey Bonney performed the valuable work of opening up the stock road to Melbourne, and, noticing the choice description of the country about Kilmore, he secured a run there for himself. In 1838 he became associated with Joseph Hawdon in the memorable task of conducting the first mob of cattle from Sydney to Adelaide, which journey was more fully described in the notice of
Hawdon's life published in this series of articles. Bonney acted as leader in this perilous undertaking, and discovered at the junction of the Murray and the Darling a tree marked "Mt. Barker." The day after Hawdon's death revealed a bottle containing a piece of paper on which Major Mitchell had recorded the fact that on January 3, 1836, he had commenced his return journey from the river, driven by Edward John Eyre, which, with the loss of only one head of cattle numbered 300 head. Leaving Henty's new station at the junction of the Glenelg and Wannon Rivers on March 18, 1839 Mr. Bonney directed his course to the westward, crossing the Murray, which was 145 yards wide, at a spot a mile above what is now Swanport, and thence travelled on an average 20 miles a day—no motor cars in those times. Their report is one of the saddest documents to be found in the Parliamentary Blue Books dealing with the greatest staple industry of South Australia, and covers what has been described as "the most disheartening stage in the history of the northern pastoral leases." Heavy individual losses by pastoralists are set out in Parliament papers No. 89 of 1867, containing reports by Messrs. Bonney, Goyder and Valentine as the valuers of runs.

Mr. Bonney was the first Mayor of the town of Henty and Portland, and retained the office for four years and three months. Originally the Council elected the Chief Magistrate, and Mr. Bonney's selection at a meeting held in the old Robin Hood Hotel is thus described in the municipal minute book: "At a quarter past twelve the Chairman, having deposited in an urn appointed for the purpose his voting paper signed by himself, whereon was written the name of the person for whom he voted to be Mayor, and having received from each Alderman and Councillor present a similar voting paper signed by the Alderman or Councillor presenting it, and having deposited the same respectively in the urn having waited an hour, and the said presiding member and scrutineers having examined the said voting papers, declared Charles Bonney, Esq. to be duly and unanimously elected Mayor of the said Town." When Mr. Bonney retired from the Mayoral office he received from the Council a letter engrossed on parchment appreciative of his services. At the end of his official and highly useful career in South Australia he was granted a pension by the Government and he removed to New South Wales. He died on March 15, 1897, in his 84th year.

A notable and influential clan in South Australia is that of Magarey, and the earliest representative of it comes under notice in this article. Thomas Magarey was born on February 25, 1825, in the north of Ireland, but spent most of his boyhood in the English county of Lancashire. He and his elder brother James migrated to New Zealand in 1841. They settled in the Nelson district, and shared the difficulties and privations of pioneering and the troubles created by Maoris. In 1845 Thomas Magarey decided to shift to South Australia, and he made the voyage to Port Adelaide in the ship Palmyra, arriving on September 20. Flour milling first attracted his attention, but he was destined to become a great force in the pastoral industry. Three years after reaching Adelaide Mr. Magarey married Miss Elizabeth Verco, and went to reside at Noarlunga. In 1849 he entered into the milling business at Hindmarsh in conjunction with his brother, and they advertised themselves as successors to John Ridley, who achieved lasting fame as the inventor of the stripper. Subsequently Thomas Magarey became the sole owner of the Hindmarsh mill, and built up an extensive trade in flour and wheat in the local and oversea markets.

Mr. Magarey's first pastoral venture was the purchase of the Nara-coorte run, which he held until the time of his death in 1902. Later it was repurchased by the Government and subdivided. In Mr. Magarey's day it carried 22,400 sheep besides cattle and horses on 83 square miles, despite the fact that half the area was under water in wet winters, and one third of the remainder consisted of rough stringybark and heath ranges and flats. About 50,000 travelling sheep used to cross the run every year. The wool was shipped at Guichen...
Bay. Mr. Magarey also held two other South Eastern properties, namely: Lake Hawdon East, having 1,820 square miles and a grazing capacity of 6,150 sheep, and Woakwine North, consisting of 37 square miles capable of sustaining 114 sheep to the mile. Quite a different class of country west of Port Lincoln and South Bay. The former property was known as Tulkea, and was acquired from Mr. W. Borthwick. Here Mr. William Chapman (father of Mr. Reuben Chapman, well known in South Australian wool and stock circles) was installed as manager, he having previously acted in that capacity on Mr. Gilbert's Mount Bryan run. After having served in that capacity for two years, Mr. Chapman bought Mr. Magarey's interests, paying £10,000 for the leases together with 10,000 sheep, 500 horses and 800 cattle. The cattle and horses, however, were practically worthless at that time, due largely to the isolation of the country and the extreme difficulty of mustering stock in the thickly timbered and stony areas. The bulk of them drifted away into the conditions associated with wild herds and mobs. In conjunction with Dr. W. J. Browne, Mr. Magarey was interested in the Mickera run, (sometimes spelt Mikkira), also in the Seafoord Bay district. As this comprised three leases having an area of 128 square miles, and on the entire block 6,500 sheep and a few cattle were depastured. A bare recital of the leases Mr. Magarey held shows that his pastoral estates were very considerable, and when he got into Parliament it soon became evident that his whole soul was in the industry, and he got into the habit of classifying the political parties merely as squatters and anti-squatters. He wielded great influence in the district where his flour mill was situated. He had the honor of being chosen a member of the first Hindmarsh District Council long before the corporate town was thought of. That was in 1853, and one of his colleagues was Sir Robert Torrens, author of the Real Property Act. In 1860 West Torrens returned him to the second Parliament chosen under the Real Property Act. In 1880 West Torrens returned him to the second Parliament chosen under responsible government with George Morphett as a colleague and from 1865 until 1867 he represented the pastoral district. He resigned in July of the latter year on account of ill health. His son (Dr. S. J. Magarey) followed him into the Upper House 21 years later. The pastoral industry never had a more able champion than Thomas Magarey in his day. He was a spirited controversialist in the open columns of the press, and a forceful representative in the Legislative Council. He clashed swords with John Colton (afterwards Sir John) on one notable occasion. Sir John accused him of attempting to throw dust in the eyes of the working men on the subject of immigration, and Mr. Magarey denied the accusation, although, remembering his milling days, he admitted that he might have prepared a meal of bread and butter for their stomachs! Sir John Colton declared that the South Eastern squatters, whose region he had visited hurriedly, employed no hands except at shearing time, and said he was satisfied that a man could ride round a property once in six months to see that the fences were in good order, but beyond an overseer and a sub-overseer, no labor was engaged. Mr. Magarey replied: "I assert that I employ as many men now as before fencing I have no desire to obtrude my private affairs, but, having been made a representative of the squatters by Mr. Colton, I may state that the previous proprietor of Naracoorte Station employed seven shepherds and seven laborers. Since we have fenced and paddocked the Naracoorte Station we have employed three married boundary riders, three married men on the home station, and eight single men, making the same number of persons as previously employed, and, with their wives and children we have a total of 56 persons. So that when Mr. Colton says that a station is managed by two men it is only a seventh part of the truth so far as I am concerned, and I know that many of the sheep farmers manage their affairs in a similar way." Mr. Magarey then went on to remind "Saddler" Colton that a boundary rider required at least two horses, and said his antagonist would be glad to know that a considerable number of briddles and saddles were necessary. When there was a ferment over Mr. Goyder's re-valuations, Mr. Magarey admitted at a public meeting that the pastoral leases had previously been let at ridiculously low rentals, but, without imputing motives to the Surveyor-General, he was opposed to the ministerial noble task of valuing the runs. Twelve valuers would have been better, with the right of appeal to a board or court against their decisions. The appeal to public auction was not just. What consideration," he asked, "is it for a man who has covered his run with wells, fenced and paddocked it, built wool sheds and improved the breed of his sheep? I have spent thousands of pounds in improvements within the last two years, which will have to be sacrificed if I am forced to auction in competition with a man who has spent nothing." Mr. Magarey added that at Naracoorte he was only 20 miles from the border, and the temptation to move to Victoria and save thousands a year was great, but he had resolved to stick to South Australia. However, he had countermanded an order for fencing 40 miles of his Naracoorte run (Goyder had put his rent up to £966 a year) and he would not fence another inch until the matter had been settled. However, only death parted him from this particular property. Discussing in Parliament the question of payment for improvements, Mr. Magarey was asked whether he would pay his tenants for improvements they effected for their own profit and advantage. He replied that if his tenants were in the same position as those of the Crown, and had been constantly encouraged to make improvements with the assurance that they would be allowed for, he would rather have his hand cut off than not abide by the engagement, but in truth, he had never been benefited a sixpence as the result of improvements made by his tenants.

In 1865 a Royal Commission was appointed to enquire into the condition of the northern runs, which were then in the grip of a famous drought. One of its members was Charles Bonney (first Commissioner of Crown Lands), who had a seat in the Legislative Council at the time. The question arose whether Mr. Bonney's position should not be declared vacant because it was an office of the Crown. This was referred to a Select Committee, of which Thomas Magarey was appointed chairman, his colleagues being Messrs. G. F. Angas, C. H. Bagot, John Baker and S. Davenport. The point was decided in Mr. Bonney's favor. Mr. Magarey took a vigorous and influential part in opposing State aid to religion, and had the satisfaction of seeing the controversy settled his way. He was one of the original directors of the Bank of Adelaide. He died at Enfield on August 31, 1902, in his 78th year.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

INSEPARABLE from the early history and pastoral settlement of the Port Lincoln district is the good name of Hawson, representing one of the oldest and most enduring families South Australia has known. The founder of this colonial branch of it was Henry Hawson, of the parish of St. Saviour's, in Dartmouth, Devonshire, who at the age of 22 years, and on a Sunday, married Elizabeth Emlyn Cowell, of Torr. They had 13 children, and as all the family came to South Australia it is not surprising that the name of Hawson has remained a prominent one in the Central State for nearly 90 years. From England they moved to St. Johns, Newfoundland, and in 1834 a long sea voyage was entered upon in the brigantine “Abeona,” 100 tons, of which the eldest son (Henry Cowell) had the command. The original intention was to settle in Western Australia, and the parents and several members of the family did actually reside in the Albany district for 18 months. Meanwhile the “Abeona” traded between Timor and Western Australia, and is credited with having brought the first horses to Fremantle. The vessel also visited Sydney, Hobart, and Mauritius. The menace of the blacks in the locality of Albany was so disturbing that Henry Hawson decided to shake off the dust of the place, and the family passed on to Sydney, and finally to Port Adelaide in 1837.

Very early in the settlement of South Australia the Port Lincoln district was the subject of an almost feverish land boom. The English and French pioneer navigators had drawn attention to the undoubted merits of Boston Bay as a harbor, and Colonel Light visited the locality with a view to its possible selection as the capital of the new province. H.M.S. Buffalo, with the first Governor on board, actually called there before anchoring in Holdfast Bay, but Colonel Light got such a poor impression of the country in the immediate background of Port Lincoln that he had no hesitation in fixing the site of Adelaide where it is to-day. Robert Gouger says in his diary:—It is impossible for him (Light) to speak in more depreciating terms than he does of the lands adjacent to Port Lincoln.” That fact, however, did not deter the speculator, and Port Lincoln was laid out in nearly 850 township blocks with 170 water frontages. A complete list of the proprietors was published in Volume 21 of the Royal Geographical Society’s Proceedings (South Australian Branch). No name in the list appears more frequently than that of Henry Hawson. He and Charles Smith, for themselves and others, took out a special survey of 4,000 acres “from the centre of Boston Bay, in Port Lincoln.
HENRY H AW SON

extending generally to the south­
ward,” and paid £4,000 fo r it, with
the right to survey another 15,000
acres in any locality they m ight
choose. Closer examination o f the
country proved that it was not so
poor as Colonel L ight had repre­
sented, but that some choice tracts
for pastoral, agricultural, and horti­
cultural operations awaited the ad­
vent o f the pioneer. A fte r Edward
John Eyre's dash through Eyre
Peninsula came R obert T o d and
party, w ho proceeded to P ort L in­
coln in the “ Abeona,” still com m and­
ed by Captain H. C. Hawson, in
March, 1839. T h ey discovered and
named the T od River, M ount Gaw­
ler, Happy Valley, and Cowan Vale,
their course taking them through
very attractive fertile patches, as
as well as a g ood deal o f barren,
limestone scrub. W hen they landed
they fired a volley and hoisted the
British flag. It had been arranged
that after a certain interval the
mate on the “ A beona,” James H un­
ter, should fire an answering salute
from the only carronade on board.
This order was obeyed, but soon
afterw ards the shore party w ere
surprised to hear another discharge
from the “ A beona’ s” gun, and w ere
puzzled as to the m eaning o f a
splash in the water. Captain H aw ­
son and Mr. T. N. M itchell returned
immediately to the brigantine, and
w ere horrified to find the mate lying
in a pool o f b lood on the steerage
deck. T he poor fellow begged to be
thrown overboard. Both eyes had
been blow n out, his cheeks w ere
lacerated, and his hands mangled.
Mr. M itchell had perform ed veter­
inary w ork, and, having a medicine
chest and a case o f instruments
am ong his luggage, he amputated
one o f Hunter’s hands and dressed
his wounds. In re-loading the car­
ronade the mate had foolish ly
rammed the pow der with an iron
bar, hence the explosion. T he splash
in the w ater seen from ashore was
caused b y the bar falling overboard.
Captain Haw son returned to the
mainland
immediately with
the
patient. w ho was lodged in the A d e­
laide H ospita l (then a thatched
hut on N orth T e rra ce ), and lived
fo r som e years.
In the same year (1839) Captain
Haw son led exploratory parties in
the region o f P ort L incoln, discover­
ing M ount Dutton and the Hawson
Range (m ore generally known to ­
day as the M arble R ange), and
penetrating as far as Coffin’ s Bay.
I n another direction the same leader
discovered the Mississippi R iver and
Rossiter Vale, named after Captain
T h om as R ossiter and his barque,
w ell rem em bered fo r the succour
afforded to E. J. E y re during his
trip across the continent to K in g
G eorge's Sound.
Captain Hawson
reported having passed over “ most
beautiful country, the hills being
covered to their summits
with
grass,” but the loss o f his pocket

com pass prevented him from taking
accurate bearings. In Cowan Vale
they bagged a kangaroo and several
ducks. “ N othing can be imagined
m ore beautiful than the country
about this vale,” Haw son wrote, “ the
grass in the flats being abundant and
grow ing to a great height.”
He
w ent into raptures over Smith’ s
V alley and R ossiter Vale, and the
result o f a three days’ m arch was
sum m ed up thus:— “ D uring the
w hole o f our excursion w e did not
m eet with five miles o f unavailable
land, nor did w e ride two hours
without w ater having been about 50
miles from H appy Valley. W h en at
the greatest distance from the val­
ley, the country, as far as the eye
could carry, appeared to be o f the
same character as that which I have
attem pted to describe.”
In view o f the rosy impressions
related by the sea captain it is not
surprising that H enry H aw son and
his b ig fam ily decided to settle in
the Port Lincoln district, and to enter
upon pastoral and agricultural activi­
ties. T he “ A b eona ” brought them
sheep and cattle from Hobart, and
the ruins o f their old hom estead at
K irton Point can still be seen. Land
was also taken up at L ittle Swamp,
w here the Haw sons w ere the first
people to cultivate. T he implements
at their disposal w ere very rude.
O ld-fashioned ploughs on wheels
w ere used, and flour was ground in
primitive fashion.
T hey sold the
“ A beona,” which was afterwards
w recked on K ing’ s Island in Bass
Strait. T he H aw son fam ily went
through very hard times on Eyre
Peninsula as a result o f insufficient
capital and the depredations o f the
natives and unem ployed white men,
w ho w ere stranded through the ex­
pectations for the new tow nship o f
P ort Lincoln failin g to materialise.
The victim o f the first murder o f a
white person com m itted b y the
blacks in the district was Francis
Tapley Hawson, one o f H enry H aw son’s six sons, w ho was only 10
years old when he was speared on
O ctober 5th, 1840. Quite a number
o f garbled accounts o f this m oving
tragedy appear in historical records,
but one that m ay be accepted as re­
liable is that o f the medical man
(D r. J. B. H arvey), w ho attended the
young patient. A cop y o f his report
m ay be seen in the A rchives D epart­
ment o f the Adelaide Public Library.
Francis Hawson and one o f his b ro ­
thers (E dw ard Cowell) w ere located
at a small out-station o f their fa­
ther’s run about eight miles from
P ort Lincoln. Edward left in the
m orning to go into P ort Lincoln for
supplies, and in his absence 10 or 11
natives surrounded the hut and de­
manded rations.
Francis Hawson
gave them all he had—bread and
rice— and evidently the niggers were
disappointed that no meat was avail­
able.
T hey crow ded around the
door, and the little hero menaced
them with his father’s sword and
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gun, whereupon the niggers scatter­
ed. T he b oy went outside and lock­
ed the hut door.
T he blacks re­
turned later, and one o f their chil­
dren engaged his attention by giving
him a spear to throw. Then he re­
ceived two spears 7 ft. long in the
chest.
One o f them went right
through to the back. In this terrible
predicament Francis Hawson fired
at his cow ardly assailants, and
w ounded one o f them. Then they
left him to his fate. His brother did
not return to the hut until 10 o’clock
at night, when he found that the
little sufferer in his a gon y had en­
deavoured unsuccessfully to burn
and to saw o ff the barbs o f the
spears. W h en he was brought into
P ort Lincoln, Dr. H arvey came to
the conclusion that death would in­
stantly follow the withdrawal o f the
weapons, and he called into consulta­
tion the surgeon o f the ship
“L ’Aglae,” which happened to be in
the harbor. T he latter confirm ed the
opinion o f Dr. H arvey, w ho w r o te :—
“W e w ere under the painful neces­
sity o f perm itting Haw son to die a
lingering but not a painful death, in
preference to a hasty but violent one.
H e lies without pain, m ortification
having taken place several hours,
and he will soon reach the period o f
dissolution. T h e b oy has taken this
heavy affliction with the greatest
fortitude, assuring us that he is not
afraid to die.”
F or many years
y ou n g H a w son ’ s grave at K irton
P oint was sw allow ed up in the scrub
but it w as re-discovered, and 70
years after burial the b od y was re­
interred under a fine monument,
erected b y public subscription, in
Haw son Place, P ort Lincoln, com ­
m anding one o f the m ost beautiful
views in the world.
Dr. Ramsay
Smith and D r. K inm ont superin­
tended the exhum ation.
T he
bones w ere found
to
be
in
perfect
condition,
except
fo r
the
rib
fractures
caused
by
the cruel spears. T he w hole settle­
ment o f the P ort Lincoln district
was thrown into great distress by
this sad tragedy, and when it was
accentuated by the murder o f M es­
srs. John Brown and Thom as Biddle,
two pioneer pastoralists, Governor
Grey sent to the Peninsula a detach­
ment o f soldiers from the 96th R egi­
ment, under Lieutenant Hugonin,
then quartered in Adelaide.
T he pastoral activities o f other
members o f the original Hawson
family on Eyre Peninsula would
easily fill another article. T hey are
all dead now—H enry Cowell, Eliza­
beth, Edward Cowell, Thom as Bond,
Jane Jodrell, G regory, Frances.
M ary Ann, Francis Tapley, M ar­
garet, George, Isabella, and Emilia
Figurado. H enry L aw son, sen., was
killed accidentally on July 25th,
1849, at the age o f 57 years.
His
w idow died on September 29th, 1875,
aged 80 years. T heir grave is in the
H appy Valley cemetery, Port L in­
coln.


PASTORAL PIONEERS OF SOUTH AUSTRALIA.

This grand old man of Caurnamont, on the River Murray, was a native of Dysart, Kirkcaldy, County Fife, Scotland (whence came the famous explorer, John McDouall Stuart), and South Australia was only a three-year-old among the nations when he landed at Glenelg, as a boy of 12 years, in 1839. His father, John Thomson, brought his wife and family out in the barque “Moffatt,” 820 tons (Captain Gilbert), which sailed from London on August 26 of the year named, and arrived on December 19. John Bullock (father of an ex-Mayor of Adelaide) and David Packham were fellow passengers. An interesting old letter in the possession of Mrs. H. C. H. Denton, of Prospect, a daughter of Robert Thomson, was written by her father to a cousin in Scotland some months after settling in Adelaide. It was penned before the days of postage stamps in South Australia, and it describes the voyage of the barque “Moffatt.” Three weeks of very bad weather was encountered in the English Channel. Most of the passengers were sick, and “were not treated kindly by the doctor.” There was a great deal of distress on board, and no fewer than 28 deaths occurred from natural causes and two from drowning. One of the Thomson family (“little William”) never got over his sea sickness properly, and died three days after crossing the line. The letter proceeds:—“Father and mother say that if we had had a kind and experienced doctor with gruel and barley water and a little fresh soup he would have recovered.” This bereavement, however, was nothing to the sorrow of a passenger named Knox, who lost his wife, two sons and two daughters on the voyage, while the breach in the Thomson family was made good by the birth of a baby girl, who received the name of Lily and died five months later, although she was declared to be “by far the biggest and bonniest” of ten infants that first saw the light of day on the “Moffatt.” The letter goes on to say that all the family were taken ill on landing, but were treated kindly by Dr. Nash, “a very fine gentleman.” They experienced a great deal of hardship, as the father in the beginning was not strong enough to work out of doors, and, shoemaking being the worst paid trade in Adelaide at the time, he could not get constant employment for the first 12 months, although Robert Cock had promised to do something for him. Provisions, house rents, water and other commodities were very dear. Young Robert secured engagements in three stores in a very few months. His first master died, his second removed to the country on account of bad health, and the last one’s wife “did not behave too well,” and the employer was obliged to relinquish business. Then John Thomson got a position in the Customs as assisting landing waiter and wharfinger, and the family moved to Port Adelaide.
Robert Thomson was out of regular work at this time, and a mariner named Captain Reid offered to take him to sea and teach him navigation. His parents consented, and the old letter from which these facts have been culled ends with the intimation that Robert would sail from Port Adelaide early in January, 1841. Those plans, however, appear to have been upset at the last minute.

Further particulars of the early days were given by Robert Thomson in an "Advertiser" interview 70 years after he had landed at Glenelg. He said:—"This was the land of bullock drays in those days. The government had a lot of small houses, known as Immigration Square, at the west end of Hindley Street, and we paid a shilling a week each of them until they secured a house of their own. Those plans, however, were not so badly placed as the present-day farmers when things were looking bright, and afterwards he moved to New South Wales, where he died. His widow is now living in Adelaide.

Until his fatal illness Mr. Thomson made the proud boast that he never spent a whole day in bed. At the age of 89 years he said: "Some time ago when attacked by influenza, my daughter managed to keep me in bed half a day, and then I said 'No more of this for me,' so up I got and got the 'fit' left me. A little drop of Scotch is not a bad medicine; I've tried it. I tried it on this occasion, and it did me a lot of good." Before Mr. Thomson went to Woodside he was staying with Mr. J. S. Duncan, who had a farm near the Grange, and it was at the harvest while he was there that John Ridley, inventor of the stripper, tried his new machine. Mr. Thomson actually saw the trial, and said: "Some repeated report that the first trial took place in the Unley district was all bunkum. Walter Patterson, of Lambert and Patterson, made the first machine at Mount Barker. It is a coincidence that Mr. Thomson spent the greater part of his life in the hundred of Ridley, Caurnamont being situated in that district. Another incident that never left him was the execution of two highwaymen near the Adelaide police barracks which he witnessed. One of them walked to the scaffold smoking his pipe, and when he dropped one of his legs rested on the platform, whereupon an officer rushed up and gave the leg a vigorous pull down. Mr. Thomson was once bogged with a load of Purnong wool in King William Street, although his Caurnamont clip was always sent down the Murray to Goolwa. He died at North Adelaide on September 29, 1912, at the age of 85 years, and was buried at Mount Pleasant.
ONE of the most interesting manuscript records of the early days is the autobiography of Henry Holroyd, who had the Duck Ponds Station in the Port Lincoln district for nearly 30 years, and died at Kapunda on August 15, 1911, in his 82nd year. The story runs through three closely written volumes, and a perusal of it was obtained by the courtesy of Mr. Holroyd's nephew (Mr. G. W. Halcombe, S.M.). It reveals the fine old pioneer as a man of high principle and good education and as the possessor of considerable literary ability, the even tenor of his narrative being frequently broken by the quotation of poetical and prose excerpts suggesting a wide range of reading.

Mr. Holroyd was born in 1829 at Sheepscar, a suburb of Leeds, Yorkshire. The name means literally a sheep common, and the territory to which it applies was, in fact, a small sheep run originally.

Mr. Holroyd's paternal grandfather inherited a large fortune and built in the neighbourhood referred to an old-fashioned brick house of three stories, plain and ugly, but full of comfortable rooms, with cellars for wine, ale, cheese and dairy produce. Here were born his 11 children, each of whom was given a scriptural name. The maternal grandfather of our subject was Captain Bellairs, who fought in the West Indies with Lord Rodney and on the Spanish Peninsula with Lord Wellington. There were other distinguished branches of the family, but at the age of 21 years Henry Holroyd became more engrossed with the published accounts of the possibilities of colonial life than with considerations of his genealogical tree and he decided to settle in South Australia.

His grandmother had left 20 guineas to each grandchild surviving her at 21 years of age, and the young emigrant applied to her executor (one of his uncles) for the legacy. This was promptly forthcoming with the addition of another £20 from the uncle. Mr. Holroyd chose the sailless ship "Madawaska," which he boarded at Gravesend some time in 1849 as one of about 100 passengers who were taken out to the antipodes for £21 a head. The vessel called at Plymouth, where the wanderer from Sheepscar had his last meal in England at an old inn—"delicious tea, fried sole, beautiful bread and butter, rhubarb tart and Devonshire clotted cream." It is recorded that towards the end of a voyage occupying nearly four months too much brandy was available on the good ship "Madawaska." Quarrels ensued, and there was a general feeling of relief when Kangaroo Island was sighted. Many of the passengers shed tears of disappointment over the ramshackle habitations and primitive conditions generally which have since given place to the important city of Port Adelaide.

Mr. Holroyd journeyed to Adelaide in a tandem cart through quagmires and mud-filled holes. Nearly everyone he met on the way was cantering on horseback after cattle and other stock. His cart was dashed through the bed of the bridgeless Torrens, and finally
HENRY HOLROYD
came to a halt in Hindley Street.
Immediately the newcomer took a
walk through the police paddock,
now the location of the Zoological
and Botanic Gardens, and then a
lovely retreat studied with noble
gums, there were thousands of
birds of screaming parrots, and
under which the police and survey
horses grazed undisturbed by the
camps of aborigines. He obtained
lodgings with Mr. and Mrs. Divine
at the extreme corner of South and
East Terraces, then a very remote
and practically unpeopled part of
Adelaide, G. W. Hawkes was a
fellow boarder. It was not long
before Mr. Holroyd obtained em-
ployment as a chainman with a Go-
tobacco. The party comprised,
literally, including even luxuries
such as rice, currants, raisins and
tobacco." The party comprised,
besides Mr. Holroyd, the surveyor,
An Indian friend of his, a boy at-
tendant, a corporal of the old origi-
nal miners, a gauze, a bullock driver,
and an old coot who was formerly a bugler in
a British regiment. The bullock
driver is described as being a pas-
sionate and incapable Irishman.
The party started out on August 28,
1849, and called at the Crafers
Hotel, then bearing a bad name as
a resort of cattle stealers, but after-
wards a fashionable abode for Ade-
lax gentlemen. They also looked
in at Cox's Creek Hotel, since
drawn down, where the good-looking
landlady and her daughter gave
them steak and onions in the kit-
cchen. Passing through Hahndorf
German girls were observed shep-
herding sheep. The River Murray
was crossed at Wellington. Go-
nor Robe's shooting lodge was
seen, and the party also met "a man
named Ray with an immense beard" (evidently Beards Raye, a
well-known identity of the pioneer
days). At the Murray there were
numerous half-clothed natives and
flocks of game. Police Trooper
Cusack allotted the travellers an
old black gin to show them a safe
bathing spot, and she went into the
water with them naked and un-
ashamed.
The survey party were away for
six months, and apparently under-
took work only by requiring their
services, whether in a public or
private capacity. They found
George Ormerod in possession of
the Naracoorte station and they
surveyed a Government township
and police paddock there. The
only buildings in Mt. Gambier at
the time of the visit were a wea-
therboard inn kept by a negro and
his English wife, and two log huts,
one occupied by police and the
other by settlers. Many 80-acre
sections were laid out, and the
party erected a flagstaff at the sum-
mits of Mount Gambier. Evelyn
Sturt and the much-like Leake
Brothers were in pastoral occupa-
tion, and Mr. Ormerod, who a few
years before had been a bushman,
became Dr. W. J. Browne's
Moorak Estate was held by Wil-
liam Mitchell as a cattle station.
On returning to Adelaide Mr. Hol-
royd walked to Gawler in the hope
of getting employment, and when
15 miles on the journey was
roughly refused a drink by two men
who were, on a Sunday, building a
cottage and had two large casks full of wine that they could not cart with
for travellers, so Mr. Holroyd gave
them his blessing. He slept in a stable
at Gawler, and soon went back to
Adelaide. Of course, the Victorian
gold diggers met him in 1851-
2. Pinning to a sheet of his journal
is his gold licence authorising him
to dig for and remove gold from
anywhere in the London district "not
within half a mile of any head
station." An act of God, and a
junction that the holder must pro-
perly observe the Sabbath. After
the gold fever had subsided Mr.
Holroyd found himself cutting
wood at Glen Osmond, and then he
became friendly with Travers Fin-
niss, son of the Hon. B. T. Finniss,
first Premier of South Australia
under responsible Government.
With this influence he secured
from Governor Young a position as
Inspector of the mounted police,
although young Finniss was drowned
in the River Murray before he
could, as had been his wish, person-
ally convey the news of the ap-
pointment to his friend.
At the earliest possible date Mr.
Holroyd fulfilled an almost life-
long desire to take up pastoral pur-
poses on his own account. This he
did by establishing the Duck Ponds
station west of Port Lincoln, con-
sisting of 1,000 acres of purchased
land and 50,000 acres of rough graz-
ing country. In an extremely pic-
turesque setting of lake and timber
scenery he built a cottage, planted
a garden, and went through all the
tribulations of a pastoral pioneer.
For many years Mr. Holroyd, who
was associated in the beginning
with his brother Benjamin, con-
signed his wool to Messrs. J. Horth
and Co., London, to whom he was
introduced by Dr. W. J. Browne,
and always found them most honor-
able, punctual and considerate.
In one season of prices fluctuation
he found that he had drawn £500 in
excess of what his wool realised in
London, and naturally he was in
some trepidation over the conse-
quences; but the only notice taken
of it by his agents was the follow-
ing intimation:—"You will observe
by the account sales of your wool
forwarded by the last mail that
you have drawn against us the sum of
£200 in excess of what it realised.
Kindly remember this when draw-
ing against us for your next sea-
son's clip!" The original rent for the
Duck Ponds was £25. It was inferior pasturage, and at no
time carried more than 10,000
sheep, and even then the owner had
to remove sometimes 2,000 or 3,000
head to 30 square miles of other
country (Murninnie) that he had
leased not far from Port Augusta.
Yet, yielding to the demand of ag-
culturists, the Government can-
celled Mr. Holroyd's lease of the
Duck Ponds. He was left with
sleep without pasture except what
he was able to get on commonage
terms. He was compelled to sell
3,000 head to Port Augusta at a
ruinous sacrifice, and the rest were
destroyed at a loss and sold for
what was previously his own. The
auction system was tried and Mr.
Holroyd was obliged to bid
against other squatters and land
agents until his rent was run up to
£255 10/- per annum as against
the original £26. This exorbitant
charge went on for years and swal-
lowed up the profits until the Land
Board reduced the rent by 50 per
cent. There is a pathetic ring about the following extracts
comprising one of the last in Mr. Hol-
royd's journal:—"Earth hunger, or
my foolish mania for acquiring
land of poor value at any price so
as to stave off the inevitable ad-
vances of the agriculturist, brought
in its train all the horrors of mort-
gages, high interest, and then a fall
in the marketable value of my land,
wool and sheep. I worked hard
and never grumbled, but I fear that
I employed too many men and
spent too much money in improve-
ments. Suffice it to say that, like
many others, I lost everything. My
estate and property were sold pri-
vately for far less than the actual
value, and I was ruined. At 65 I
had to begin the world afresh a
poorer man in pocket than I was
at 25. I was almost heart-broken,
but tried my best to hide it. Hap-
pilly I found the value of a still
hopeful nature, and the blessed
kindness of a few faithful friends
and relatives," Mr. Holroyd event-
ually took charge of a grazing
farm for a relative on the mainland,
converting himself with a true rea-
lisation of the lines—
But within the house to find
One cheerful face and kind,
One temper always sweet,
One heart in love complete,
Makes summer all the year.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

Murray, at a rental of £15 a year, and this holding he soon passed on to Messrs. Levi and Watts. He made no mistake when, in 1860, through the agency of Messrs. H and F. Rymill, he acquired an interest in the Canowie Station. That was when Messrs. Abraham Scott, Hayward and R. B. James parted company. The property was submitted to auction, and Messrs. William Sanders, R. B. James, J. Frederick Hayward and J. B. Graham became the new owners, with the Messrs. Rymill as their very capable managers. The big drought of the sixties taught the proprietors the wisdom of holding other country as a standby for their stock, and accordingly they took out 750 square miles in the north-east, known as Curnamona. The fact is that Canowie was never seriously troubled by drought again until the record dry year of 1914 was experi-

WITH the final liquidation of the Canowie Pastoral Company approaching it is appropriate to review the career of William Sanders, one of its largest shareholders, who did not live to see the greatest triumphs achieved by the famous Merino stud, located near Hallett. He was born in Kinross, Scotland, and shipped from Leith for South Australia in the barque "Catherine Jamieson," 317 tons (Captain W. Hutchinson), together with his wife and three children. The vessel arrived at Port Adelaide on December 7, 1838, and in 1860 was wrecked at Table Bay, South Africa. James Sanders, a brother of William, was also on board, but returned to England almost immediately. Other passengers were, Lachlan McBean Senr., Robert Cock and John and Charles Scott. Cock's Creek (wrongly called Cox's) and Scott's Creek, both in the Mount Lofty Ranges, perpetuate the memory of the three last mentioned pioneers. Houses were difficult to obtain in 1838, and for a time Mr. Sanders and his young family lived in a tent, near Fort Adelaide. Later they removed to Myrtle Bank, adjoining Fullarton. Soon after arrival he was associated with Mr. Miller Anderson in business, and then set up on his own account, becoming the agent for many absentees. He rose quickly to a position of influence, and was a member of the original provisional committee of the Burra Burra Copper Mine.

Although Mr. Sanders was such an early pioneer he was not attracted to active participation in the pastoral industry until more than 20 years after his arrival in South Australia. His first venture appears to have been the leasing of 30 square miles of country east of the River Murray, at a rental of £15 a year, and this holding he soon passed on to Messrs. Levi and Watts. He made no mistake when, in 1860, through the agency of Messrs. H and F. Rymill, he acquired an interest in the Canowie Station. That was when Messrs. Abraham Scott, Hayward and R. B. James parted company. The property was submitted to auction, and Messrs. William Sanders, R. B. James, J. Frederick Hayward and J. B. Graham became the new owners, with the Messrs. Rymill as their very capable managers. The big drought of the sixties taught the proprietors the wisdom of holding other country as a standby for their stock, and accordingly they took out 750 square miles in the north-east, known as Curnamona. The fact is that Canowie was never seriously troubled by drought again until the record dry year of 1914 was experi-
agitation was dealt with in the following that was published under the name mentioned was retained for a long period after the official catalogue of the Colonial and Indian Exhibition, held in London in 1886, shows that Messrs. Sanders, James and Co. sent 11 exhibits to that exposition, and that in the previous year 54,000 sheep were shorn at Canowie, with an average weight of fleece of 9 lbs. 12½ ozs. The exhibits included a stuffed Merino ram and the fleece of the Merino ram that won the championship at the Melbourne Show that year for the best animal grazed on cultivated lands in South Australia. This fleece was of 378 days' growth and weighed 22 lbs., or 20½ lbs. exclusive of locks and pieces.

For many years before the disintegration of Canowie set in Mr. Sanders and his partners were being assailed by the advocates of closer settlement. A phase of this agitation was dealt with in the notice devoted to Abraham Scott, and in March, 1890, we read the following that was published under the pen name of "Canowie":—

"Last year, as I have ventured forth with money and interest to make them known what was then the bush of South Australia—the hunting ground of the aboriginal. We took up some 300 miles, about 40 miles north of the Burra, country then comparatively unknown to the white man. After great hardships and serious vicissitudes, we established a sheepwalk—the Canowie station—and after some years began to feel our feet. Our rent, £1 per mile, was regularly paid, and we were putting something by for a rainy day, but it was hard work. Our leases were re-valued some 30/ an acre. It was to be done? The solution was, the purchase in 1873 of the Melbourne Racecourse whilst travelling to his home at Glenelg, and was dead when the train reached its destination. Another pastoral venture that he entered into was, the purchase in 1873 of Warowice station in the north. This was in partnership with Mr. H. F. Shipster, a big holder of property in South Australia off. or rather £30 an acre. The whole area had been acquired originally for £1 to 30/ an acre.

William Sanders was spared the tribulation of seeing his glorious station disintegrated under pressure of land taxation. On August 3, 1880, when within two days of completing his 79th year, he had a sudden seizure in the train near the Morphettville racecourse whilst travelling to his home at Glenelg, and was dead when the train reached its destination. Another pastoral venture that he entered into was, the purchase in 1873 of Warowice station in the north. This was in partnership with Mr. H. F. Shipster, a big holder of property in South Australia off. or rather £30 an acre. The whole area had been acquired originally for £1 to 30/ an acre.
Born in Belfast, Ireland, in 1831, Henry McConville came out to South Australia with his wife and one child in 1854, and immediately gave himself up to a life in the bush. He first obtained employment on Kanyaka Station, then held by John R. Phillips, and after three or four years' useful experience there he decided to launch out on his own account as a hawker, supplying the needs of people settled in remote parts. Headquarters were established at Partacuna station, adjoining Samuel Sleep's Warrakimbo run north of Quorn. Mr. McConville did well, and got a home together, but on returning to Partacuna in his van one day from a visit to Kanyaka he found that his domicile had been burnt to the ground. Only the chimney was standing, and it is intact to-day. The fire was started by a tame cockatoo playing with matches. This was the first of a series of misfortunes that were ahead of the Belfast man. A little experience of storekeeping at Willochra followed, and then Mr. McConville took up Myrtle Springs or Mount Scott station north-west of Copley, formerly known as Leigh's Creek. The country was entirely unfenced, but he put three flocks of sheep on it, and had the help of blackfellows to shepherd them. Mr. McConville was one of the few far northern lessees who battled out the terrible drought of the mid-sixties, and when the rains came at last his stock had been reduced to about 3,000 head. Naturally they were in very poor condition, and the cold and boggy conditions that followed the downpour almost completed the decimation for which the drought had been responsible. Four hundred sheep were all that were left on Myrtle Springs.

At this time Mr. McConville entered into partnership with Frederick William Baines, an Englishman without squatting experience, who did not take any active part in the management of Myrtle Springs or of the Mirabuckina run, which was worked in conjunction with it. The latter property was noted for a fine waterhole of the same name on Stuart's Creek. The partnership continued until January 16, 1873, when Messrs. Dean and Laughton sold Myrtle Springs, on behalf of McConville & Baines, to Messrs. A. B. Murray and George Tinline. Three thousand one hundred sheep were quit at £1 3/- a head, and the buyers also took over 300 head of cattle and 50 horses. The Mirabuckina lease, comprising 40 square miles unstocked, on the
same date passed to John H. Angas for £350. The Myrtle Springs run covered 342 square miles, and, in its best year of the time we write, carried 13,000 sheep. His next venture was to go into the Mount Nor’West Station, north-west of Farina, then known as Government Gums. This comprised 700 square miles of country, to which was added Wilchelina, the southern part of the Mount Nor’West ranch, representing another 450 or 500 square miles.

Mr. McConville set to work to improve this vast scope of country, but it proved a very expensive proposition; he had to pay 13½ per cent. for his accommodation. He built a woolshed with quarters for 24 shearsers, and Mount Nor’West was stocked up to 24,000 sheep. The Wilchelina portion was sold to Ragless Brothers, to whom belongs the credit of having established that particular run. Even without Wilchelina Mr. McConville found it necessary to cast around for more capital, and interested into a partnership with the Hon. R. A. Tarlton and Charles Rischbieth, the firm becoming known as Tarlton, McConville & Co. For a time they did well, but the inevitable evil day of a badly watered run had to be faced, and Mr. McConville found that he could not hold his place in the team, and Messrs. Tarlton and Rischbieth bought him out of the interest.

Yet still the driving force at Mount Nor’West Mr. McConville took up country in the MacDonnell Ranges—Cadmowie and Nilpinna—and established a horse run there. The comfort that came occasionally to the pastoral pioneer was still elusive, and the Central Australian venture was abandoned. In later years the well remembered John Ryder and Richard Allen might suggest the proposition that Henry McConville tackled ahead of his time. The next venture of the last named was the unimproved lease of about 130 square miles of country adjoining Farina from the late Andrew M. Wooldridge. Here Mr. McConville established his home, known afterwards as Avondale station. A vigorous improvement policy was taken in hand, and Angipena and Artimore, exploited originally by the Hon. John Baker, were acquired. On top of bad seasons, dogs, and low prices, the significance of the ’88 leases descended upon Henry McConville’s head. In the auction room two blocks of Avondale were taken from him, although they were absolutely necessary to the adequate working of the property. The.my does not appear to have ever occupied them in Mr. McConville’s time, and the partition was described by him as being “madness, cruelty and injustice.” It being later decided to make Avondale the out of the remainder. He still held 121 square miles of Avondale, but had to pay 14/ a mile for it as against the original rent of 2/6 a mile. The Angipena lease of 199 square miles cost him at best, 9/ a mile; square miles landed at rent of 2/6. Then the Government fixed an upset price of 17/6, which was run up at auction to 29/6, a rate that Mr. McConville paid for many years, until, as sauer administration came about gradually, it was reduced to 9/. At one period Angipena was surrendered and then taken back. It once carried 15,000 sheep, and produced spear grass as high as their backs; but it got as bare as the floor, and supported only a few cattle and donkeys. Avondale went through a period of two years and ten months with a total rainfall of only 33 inches. At one time the three runs—Avondale, Angipena and Artimore—carried 40,000 sheep, and seven years later dogs, rabbits and scanty rainfall had reduced the tally to 11,000 head. Mr. McConville tackled ahead of his own ideas of dealing with the dog pest. He feared the mongrel more than the dingo, and spoke thus to an old-time Pastoral Commission:—"All over South Australia I would put a tax of £1 a head on every dog, and up to £2 10/ a head on sluts. This tax would yield a sum that should assist in the extermination of the dogs. The blacks’ dogs should be treated in the same way. Their dogs are a great curse and a nuisance to the country. It is not the wild dogs but the half-breeds we have to contend against. If a person wants to keep a dog let him put a tax of 5/- on it, but if a man wants to keep a dog let him castrate it and pay a tax of 5/. The blacks should be made to do the same thing. That would do away with the breeding power of the dogs." Mr. McConville further advocated the imposition of an assessment on the actual stock carried in preference to a fixed rental over the whole area of a run.

At a time when Mr. McConville was receiving 10/-d. a pound for Artimore hogget wool, and down to 4/-d. for another class of clip, he purchased from Mr. Roediger the Berlino and Kilalpaninna on Cooper’s Creek. Callabonna, which was disposed of to the Ragless Brothers before being stocked, and Dulkannina of 71 square miles, also on the Birdsville track, which was worked in conjunction with Angipena. This man of many runs also had Murrapatirrina, of 155 square miles, adjoining Kilalpaninna on Cooper’s Creek. Callabonna, which was disposed of to the Ragless Brothers before being stocked, and Dulkannina of 71 square miles, also on the Birdsville track. Dulkannina was sold without stock, to August Helling. When Angipena, Avondale Dulkannina, Murrapatirrina and Berlino were in full swing as many as 77,000 sheep passed through the shearing sheds, but the financiers were compelled to close on a game, although heartbroken man, and Henry McConville died with tragic suddenness on March 26, 1903, at the age of 72 years. He had just completed the sale of Angipena to Percy Snell, and he died in a Rundle Street restaurant while having dinner. Angipena passed from his hands for £1,000, walked in walk out—a mere spoon as recorded its value. The banks took Berlino and Avondale, and Artimore was abandoned.

Mr. McConville was a man of remarkable courage and determination. Early in his pastoral career at Myrtle Springs, and during his absence, the blacks broke into and robbed the store when only the women folk were at home. With the goodwill of a friendly nigger Mr. McConville tracked and seized one of the marauders at Beltana, tied him to a waggon wheel, and announced that he would shoot the captive at sundown unless the stolen goods were restored. The man pleaded for a spliced armistice until daylight, produced the missing property, and the aborigine at the wagon wheel got off with a sound hiding. During the same period Mr. McConville was carting wool alone from Myrtle Springs to Port Augusta when he fell off the waggon while negotiating a creek. The vehicle passed over him, and a leg was broken. The courageous patient broke up a soap box, roughly put his leg in splints, and drove his team to the nearest boundary rider’s hut, whence he was taken to Port Augusta. A doctor set the limb, and, upon returning home, Mr. McConville found that his leg was crooked. On his next visit to Port Augusta he prevailed upon the doctor to, without any anaesthetic, break the leg again and re-set it with results that were quite satisfactory. One could multiply a narration of incidents in proof of the fearless and heroic character of this greatly deserving pastoral pathfinder. He is known to have ridden a horse almost to a standstill and to have swum three flooded creeks in an effort to bring medical aid from Blinman to a sick boy of his who was at Sliding Rock. He and his only surviving son (Mr. H. J. McConville, now of the Metropolitan Abattoirs) unloaded their own wool from the steamer “Ferret” at Port Adelaide during the famous wateside strike, and came through the ordeal scathless. After 42 years in the far north the owner of Avondale declared:—“I am ruined. I am a poorer man to-day than when I went into it. All over South Australia I would put a tax of £ 1 a head on every dog, and upwards of £2 10/ a head on sluts. That would do away with the breeding power of the dogs.”

HENRY McCONVILLE
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

THE McKECHNIE BROTHERS.

For a long time after the pastoralists had begun to penetrate into remote parts the Franklin Harbor district remained neglected until James McKechnie, a shrewd Scotchman—a physician by profession and a sheep farmer by chance—bought a lease of the country after having obtained a favorable report concerning its possibilities as a sheep walk. Practically nothing is discoverable about his earlier history, except that he came out to South Australia from Glasgow as a ship's doctor. Associated with him were two brothers, Peter and Donald. Peter McKechnie later had Middle Camp station. He was the hero who first liberated rabbits on Eyre Peninsula. According to David McKenzie, the old overseer and manager for Dr James McKechnie, the rabbits were treated as pets at Middle Camp, and the men were forbidden to kill them.

There was a stubborn legend facing the writer of these sketches to the effect that all three brothers had returned to Scotland and died there. A search in the office of the Registrar of Deaths failed to reveal any record of their decease in South Australia but an appeal to Mr. James T. Whyte, one of the best informed men now living on Eyre Peninsula, settled the question. He wrote:—"Dr. James McKechnie and his brother Donald, died within 18 days of one another in October, 1869, at Wangaraliednie, the head station of the old Franklin Harbor run. They were buried there, and the inscription on the one headstone says that James was aged 59 years and Donald 65 years. The graves are still well protected by a stone wall and an iron railing. Only three white persons were present at the burial of the doctor—his brother Donald, who was so soon to follow him to the grave, David McKenzie and Donald Young. Peter McKechnie went back to Scotland and died there."

At the time Dr. McKechnie entered the Franklin Harbor district it was an almost unknown part of South Australia, having been visited by only one or two explorers and a few early Port Lincoln settlers passing through from Port Augusta with their flocks, or returning thither disgusted with the menace of the blacks, stock diseases, isolation and other drawbacks peculiar to pioneering in that region. Dr. McKechnie according to Henry Holroyd's Autobiography now in the possession of his nephew (Mr. G. W. Halcombe S.M.), was very partial to the more civilized natives. He spoke their language fairly, and spent much time among them, winning their confidence and gratitude by the exercise of his medical skill. He had, however, a great dread of
the wilder tribes, and, before migrating to his new country with his stock, men servants, and goods and chattels, he applied to the Government for protection. The upshot was that Inspector Holroyd received orders to inspect the district, the natives and water supply, and to report whether it was necessary to establish a police station. The inspector took with him a smart young trooper (Sergeant Dunston) and an intelligent native who knew the country. The trio were well mounted, and carried a week’s provisions. After leaving Tennant’s run in the vicinity of Tumby Bay, they struck into a vast scrub running along the coast. Occasionally they fell in with old bullock dray tracks of explorers, but the guide needed no such aid, and, with unerring instinct, led his principal through the easiest portions of the scrub. On the second day they grazed in complete safety, and gained the beautiful slopes of a range of hills covered with grass and bushes, stones of a fiery red appearance, gum trees ancient and grim, and the sheoak. The negro took the little party to a small spring or soaka—a called Willina, and then on to a higher elevation to a magnificent gorge in the hills named Wabaraleedinie, which afterwards marked the homestead of James McKechnie.

Holroyd, continuing his well written narrative, says that the native guide went on through hills and glades intercepted by precipitous ravines and creeks which, like the rivers of Palestine, were dried up, but the banks were full of beautiful flowering shrubs. Suddenly the party descended on to a charming little forest completely shut in by curiously rounded hills, and the guide silently led them to a glorious spring of water surrounded by green grass and rushes, and said “Yalamie” which signifies to this day. Here the horses were hobbled, a fire was lit, and soon the quart pot was boiling and tea made.”Nothing can exceed the delightful rest and enjoyment of such a scene in the old far way bush life,” says Holroyd, who at once decided upon the spot as the site for a police station. Through a rent in the hills a peep of the sea was obtained. The others kicked out their legs, pressed and closed them together, and all was over! I never so nearly fainted as then—the heat, and the standin’—at attention for so long, and the sickening objects swinging before us nearly overcame me. We remained in this attitude for half an hour, and then the Sheriff released us from further duty.

The area out of which McKechnie took his first lease on April 28, 1858. The area was 43 square miles, and the annual rental was £21 10/., and the assessment £46 11/.

In 1853 one of his shepherds was speared fatally by blacks, four of whom were tried in Adelaide and sentenced to be hanged at Franklin Harbor in the presence of as many natives as could be mustered. Holroyd recommended that the bodies should dangle from nooses as a warning, but the suggestion was turned down. The official party and the condemned murderers journeyed to Franklin Harbor in the schooner “Yatala.” The executioner was a terrible looking scamp, an ancient New South Wales lag, who had been liberated from the Adelaide Gaol for this task. Holroyd thus describes the horrible event of execution:—”The hangman prided himself not a little on the excellent condition, cleanliness and remarkable improvement of his prisoners. Indeed, it was hard to recognise in these shabby, filthy natives the poor wild hair-tangled creatures of their bush days. Quite indifferent to the fate awaiting them, they ate and talked with normal pleasure.

Arrived at the Yatala, the court of the township of Cowell, then a dreary spot to the fate awaiting them, they ate and talked with normal pleasure. The others kicked out their legs, pressed and closed them together, and all was over! I never so nearly fainted as then—the heat, and the standin’—at attention for so long, and the sickening objects swinging before us nearly overcame me. We remained in this attitude for half an hour, and then the Sheriff released us from further duty.

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ONE of the best known Merino sheep studs in South Australia is that conducted at Millbrae, Native Valley, by the Hon. W. G. J. Mills, M.L.C., whose father settled in the State 385 days after the reading of the proclamation at Glenelg. Richard Mills was born in Kent in 1827, and came out with his parents in the ship "Royal Admiral," 414 tons (Captain Grives), which sailed from Gravesend on September 25, 1837, and arrived on January 18, 1838. There were 208 passengers on the "Royal Admiral" including Messrs. George and David Burford, H. T. Sparks, John and Jacob Bowden, and Mrs. Edward Spicer. A boat was pushed as near as possible to the shore at Glenelg, and a sailor gave young Mills, who was only 11 years old, a pickaback through the water. Adelaide could then boast only a few wattle and dab huts, and the site of the city was almost covered with dense timber. The Mills family settled on the Brownhill Creek at Mitcham, and Richard's first employment was in the nature of minding cows and shepherding sheep. He awoke one morning to find two wild dogs sniffing around him, and he was more frightened of them than they appeared to be of him. Later the family removed to Springfield, Native Valley, and took up land, but Richard left the dovecot. He entered the service of Matthew Smillie, founder of Nairne. The droving of stock to the Adelaide market, and mustering in what was then entirely open country, gave him a thorough love of a life in the ranges, but Mr. Mills was not yet in a position to start for himself, and so he took a turn at carting copper ore from the Burra to Port Adelaide, which was a very remunerative calling for a time. In 1851 he visited the Vic-
Richard John, the younger, built up a very fine Shorthorn herd. As opportunity offered he steadily extended his holdings in the hill country, and was a favorite resort of the aborigines, who used it extensively as a burial ground. In digging out rabbits it was often a common experience to unearth human remains and occasionaly up to 20 and 30 skulls and skeletons have been revealed in one spot. In his earlier days Richard Mills confined his attention exclusively to cattle and draught horses, and by judicious selection, little dreaming that here was to be the home, in time to come, of ewes and rams capable of winning championship honors at Royal Shows in competition with all-comers.

Native Valley is a charming well watered region of the hills five miles from Nairne, and was a favorite resort of the aborigines, who regarded it exclusively as a burial ground. Eradicating rabbits it has often been a common experience to unearth human remains and occasionally up to 20 and 30 skulls and skeletons have been revealed in one spot. In his earlier days Richard Mills confined his attention to cattle and draught horses, and by judicious selection he built up a very fine Shorthorn herd. As opportunity offered he gradually extended his holdings in the Native Valley and Monarto districts. The boom in agricultural settlement in the north was felt in somewhat of an exodus from the hills country, and Mr. Mills was not slow to take advantage of it. He purchased much of his land for £1 an acre, but had to pay Mr. P. D. Prankerd £2 and £2 10/- an acre for some country which that shrewd and highly successful colonist sold to him. It was not until 1875 that Mr. Mills devoted his energy to sheep farming on a large scale. He made a start by purchasing 400 ewes from Donald McCuish. These sheep were of the well known A. B. Murray strain, and rams from the same flock were used, and a high grade was maintained. Although the owner never took part in show competitions, his sheep and wool always commanded the highest prices. In 1881 failing health forced him into retirement, and a considerable part of his estate was sold. Five hundred acres surrounding the homestead was leased to his two sons, Messrs. W. G. J. and R. J. Mills, to whom he presented 400 sheep and some horses to give them a start. Shortly afterwards Richard John, the younger son, decided to relinquish country life, and landed for his brother to take over the whole property and stock. Mr. Mills, Sen., spent his last days at Mount Barker, where he died on December 29, 1902, at the age of 74 years. For a long period he acted as chairman of the Nairne District Council, and he was one of the most active advocates of the Nairne railway, as the hills line was called in its earlier stages. He stumped the district in support of the project, and had the satisfaction of seeing it opened.

The present owner of Millbrae, the Hon. W. G. J. Mills, like his father, is entirely a self-made man. For five years he served as Chairman of the Country Party. At the age of 16 years his father sent him to Winniminnie Station in the north-east, then owned by Messrs. Hallett Brothers, to learn sheepraising, and a very apt pupil he proved. When he took over completely the estate, though his father he was only a little more than 20 years old, but he had plenty of energy and determination, and for some years did much of the work himself, including shearing,医生, and carting. Millbrae has grown considerably since those days, and is now a compact and valuable property which includes Bondleigh, where Mr. Mills set up his eldest son's practice. The story of the legislator's early career as a studmaster is best told in "Our Pastoral Industry," published in 1910. He started his competitive activities by taking two rams to the Mount Barker Show, and brought them home again without a ticket of any color. Perseverance, however, has brought its reward, and there are few better known names than Mills in Merino stud sheep circles to-day. He has achieved a remarkable run of success for both sheep and wool in the Adelaide and Sydney Royal Shows. He has among other good ones, Ideal II., which was the champion ram in Adelaide two years in succession.

Mention has been made of the fact that Richard Mills was once in the employ of Matthew Smillie, and this is an appropriate occasion for the presentation of the few particulars that are known about a man who has been in his grave nearly 80 years. Matthew Smillie was the first resident sheep farmer eastward of the Mount Lofty Ranges. He came from Leith, and was named after her, on October 17, 1861, at the age of 70 years. Matthew Smillie died, in the township that was named after her, on October 17, 1861, at the age of 70 years.
The writer has never read any contradiction of the apparently well-founded claim that Donald McLean was the first man in South Australia to introduce the paddocking or fencing system in sheep farming. For that alone he should fill a distinguished niche in the realm of pastoral pioneers. He was an Inverness man who, in the early part of his life, had banking experience at Fort William in the Highlands of Scotland. He came out to Victoria in 1853, and had his first contact with the pastoral industry in the western district of that State. Then he took on cattle dealing, the gold diggings furnishing him with a ready market. After the death of Charles Campbell, the North-West Bend cattle station on the River Murray was purchased by Mr. C. H. Armytage, of Melbourne, who sent over Robert N. Bell as manager and Donald McLean as overseer, the property being turned into a sheep run. Mr. Bell left in 1864, and was succeeded by Mr. McLean, who immediately introduced the novelty of paddocking. "It made a great stir," says Samuel Dixon in his published reminiscences, "but the drought during the succeeding years, the Government's raid on the squatters, and the low price of wool, which touched 4½d. a pound, prevented its general adoption until 1870, when it spread rapidly all over the colony. The gain was vast. The sheep produced one-third more wool, and took two-thirds less water and one-third less feed—or, at least, these were the popular arguments at the time. Instead of a dozen or more men to look after 10,000 sheep, one man could do it in good country with surface water. Mr. McLean's further example of raising water by steam engines, with storage tanks supplying self-filling troughs, was also copied throughout the colony, but unfortunately his policy of paying 20/- for every wild dog tail was not adopted. Some short-sighted...
squires paid only half a crown, the Government price, and depended upon poisoned baits thrown promiscuously along the roads. It was a real hardship which filled the north-east and the north with the wild dogs that have destroyed hundreds of thousands of sheep and made much country unprofitable. On the contrary, Mr. McLean's policy was carried out. The squatters united in keeping a first-class man at 30/- a week as well as £1 a scalp, with the result that it was a real hardship which filled the north-east with sixpence of a dog. Squatters paid whether the dogs came off the combine's own runs or from outside wherever the man could get them. McLean's policy answered well, and one of his boundary riders had a pair of kangaroo dogs which would run the scent and kill on sight. If his men knocked up or damaged a horse running down dogs in the wide Bend plains he never blamed it only a dingo was secured.

The North-West Bend run in those days was a huge property. It extended northerly right into the water frontages, running up to Overland Corner, and swarming with wild dogs, pigs, cattle and horses. In 1865 a Royal Commission was appointed to enquire into the state of the northern runs, and Mr. McLean wrote to the chairman expressing disappointment that the members had not visited the North-West Bend station and its vast ramifications. Its proximity to the good country, he said, led the Government to rate the property as much of it, including the north-east, being undeveloped and practically useless. One boundary of much of it was set aside for commonage. In 1870 a Royal Commission was appointed to enquire into the state of the northern runs, and Mr. McLean expressed the wish that it would visit the property. He was aware of the fact that the Government had not visited the North-West Bend run, and the operator of the North-West Bend run petitioned the Government, under the Claimants' Relief Act, for access to a legal tribunal to try the question whether certain of his annual leases should not be renewed for five years under the provisions of the Assessment on Stock Acts. It was really intended as a test case against the auction sale of pastoral leases and the system of renewing them at a valuation. Samuel J. Way (afterwards Chief Justice and Lieutenant Governor) was acting for nearly all the holders of commonage leases. He conducted a vigorous correspondence with the Chief Secretary of the day (Sir Henry Ayers), and this was one of the letters he received from the Under Secretary:—"I am directed to express the Chief Secretary's hope that you will, in the future, conduct your correspondence with greater courtesy, otherwise all future communication between the Government and yourself must cease." Sir Samuel Way's feeling were outraged, and, deriving no satisfaction from the Government on the merits of the petition, he carried it to right only the King's Bench, London. The curt reply of the Secretary of State for the Colonies (Right Hon. Edward Cardwell) was that he saw no ground for interfering with the efficient contemplation of the border.

Four years later the Murbko run, on the side of the river opposite to North-West Bend, was put up for auction on behalf of Thomas Glen. Mr. McLean asked whether the vendor could guarantee either a homestead or a woolshed, but, a memorable flood having come down the Murray, both homestead and woolshed were under water at the time. The river was two miles wide at Euston, away up-stream. wool was down to 4½d. a pound, and the Franco-Prussian War had broken out. The result was that Murbko was knocked down to Messrs. McLean, W. P. Barker and Hugh Chambers at half a crown a head for the sheep—a price that was equivalent to a mere gift. More than one of whom was added to it, including Bakara and Hampton Well. Chambers dropped out of the firm soon afterwards, but the proceeds of the first wool clip shipped to England paid for the purchase of the station. There was a good season in 1870, and the disposal of fat stock became a problem. Mr. McLean solved it by establishing a boiling down place at the Government well on North-West Bend. At one time he used to sell sheep to the Kapunda butcher, but, immediately his butcher was withdrawn, thereupon Mr. McLean bought out a butcher in Kapunda, put a manager in charge of the shop, and sold legs of mutton at sixpence a piece. The butcher's open air competition stood the cut-throat business for a time, and then came to Mr. McLean in a body and bought out his retail establishment on his own terms. After the big Murray flood of 1870 Mr. McLean erected a new homestead six miles above Blanchetown, and called it Glenforslan, in memory of a Scotch association. The rabbit pest began to assert itself, and, at one time, 600,000 rabbits, sold for £50,000 to a client of the Bank of South Australia, which subsequently made almost a total loss over the property. After Mr. McLean left Glenforslan he bought Prospect Hall, the old home of George Fife Angas near Adelaide. On coming to town he accepted the first secretoryship of the old Pastoralists' Union at a salary of £500 per annum. In partnership with Messrs. William and John Barker, whose sister Mary he married, Mr. McLean bought Queensborough station on the western side of Liverpool Plains, New South Wales. The property was stocked with sheep, but it proved rather a bad speculation, although Mr. McLean had described the country as being "something like Anlaby, only much better." The property was withdrawn. Thereupon Mr. McLean bought out a butcher in Kapunda, put a manager in charge of the shop, and sold legs of mutton at sixpence a piece. The butcher's open air competition stood the cut-throat business for a time, and then came to Mr. McLean in a body and bought out his retail establishment on his own terms. After the big Murray flood of 1870 Mr. McLean erected a new homestead six miles above Blanchetown, and called it Glenforslan, in memory of a Scotch association. The rabbit pest began to assert itself, and, at one time, 600,000 rabbits, sold for £50,000 to a client of the Bank of South Australia, which subsequently made almost a total loss over the property. He married Miss Mary Barker, whose sister Mary he married, Mr. McLean bought Queensborough station on the western side of Liverpool Plains, New South Wales. The property was stocked with sheep, but it proved rather a bad speculation, although Mr. McLean had described the country as being "something like Anlaby, only much better." The property was withdrawn. Thereupon Mr. McLean bought out a butcher in Kapunda, put a manager in charge of the shop, and sold legs of mutton at sixpence a piece. The butcher's open air competition stood the cut-throat business for a time, and then came to Mr. McLean in a body and bought out his retail establishment on his own terms. After the big Murray flood of 1870 Mr. McLean erected a new homestead six miles above Blanchetown, and called it Glenforslan, in memory of a Scotch association. The rabbit pest began to assert itself, and, at one time, 600,000 rabbits, sold for £50,000 to a client of the Bank of South Australia, which subsequently made almost a total loss over the property.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

ADAM AND WILLIAM BORTHWICK

These two good old pioneers were father and son. Adam Borthwick had a farm in Peebleshire, Scotland, but it was too small for his increasing needs and obligations, and he decided to strike out for South Australia at a time when broad acres scarcely knew any bounds. William Borthwick was then only 10 years of age. The voyage was made in the ship "Duchess of Northumberland," 540 tons (Captain Frederick Geare), which left London on August 5, 1839, and arrived at Port Adelaide on December 18 of the same year. There were 361 passengers, of whom all except eleven were in the steerage, so it must have been a wearisome four months for some of them. The passengers included John (afterwards Sir John) Colton, John and Andrew Tennant, Dr. Handasyde Duncan, Thomas Callaby and Edward Giles. Adam Borthwick lost no time in entering upon pastoral pursuits, and took up land north of Gawler. An unnecessary fear of drought conditions took possession of him, and he turned his attention to the Port Lincoln district, where the existence of a good rainfall had already been proved, and there was plenty of surface water available. William remained on the mainland for a time in the service of Stephen King, Senr., father of the explorer, who was sheepfarming at Kingsford, near Gawler. This was about the time when southern Eyre Peninsula was the subject of a big land settlement boom which really was far ahead of its time from the circumstance that there was only a very poor outlet for surplus livestock. A financial institution known as the Bank of Port Lincoln had been established, and it advertised that 5 per cent. per annum interest on deposits would be allowed. A newspaper called the Port Lincoln "Herald" had also been started on a short and unprofitable career, and we read in one of its earliest issues: "Most gratifying it is to find that from the midst of prejudice and misrepresentations which have enshrouded it (the district) for some time, its capabilities are at last bursting from the clouds which environed them, and its advantages are not doomed to remain unappreciated through ignorant and unfounded statements respecting the country and harbor." In addition to this hundreds of water frontages and other township sites had been eagerly bought up by speculators, a complete list of which may be seen in the records of the
local branch of the Royal Geographical Society. Altogether it is not surprising that Adam Borthwick, in common with many others fell to the allurements of distant fields. In 1949 this transfer had transferred his activities to the West Coast, purchasing Mickera or Mikkira run from the Crown. There were three leases comprising an area of 154 square miles in the vicinity of sheoak, sandhill and heath country. Sheep were purchased from Alexander Borthwick Murray (there was no blood relationship between the Borthwick and Murray families), and the entire block carried 6,200 sheep, many horses and a few cattle. The wool used to be carted five miles to the head of Proper Bay, and thence hooted off to vessels, principally the old "Lubra." Adam Borthwick, unlike many other pastoral pioneers in the district, did not suffer from the menace of the blacks, but serious trouble was caused by wild dogs. It was because of the high state of shearing, at the miserably low price of 4/- and 4/6 a head. Wealthy owners obviated that disadvantage by purchasing pastoral homesteads on the western side of Port Augusta, generally only in the winter, in the days with which we are now concerned. Upon arrival at his destination the stockholder was entirely at the mercy of the local buyer, who knew that the seller could not well return with his flock and therefore bought them at his own figure. Henry Holroyd, of the Duck Ponds, has recorded that he had to part with 5,000 fine wethers in the wool, indeed within a few days of shearing, at the miserable price of 4/- and 4/6 a head. Weightless owners obviated that disadvantage by purchasing pastoral homesteads on the western side of Port Augusta, and thus provided a retreat for their stock which gave them a measure of independence of the Port Augusta buyer. Adam Borthwick had no such halfway house. He sold good mutton ewes down to 6/-, 5/- and 3/- a head, and in the late fifties said goodbye to the Port Lincoln district never to return. Awaiting seasonal opportunities, he drove his stock around the head of the gulf and disposed of them on the mainland. He sold Mickera to Dr. J. Harris Browne, who put up a new woolshed and a screw press, and took the Hon. Thomas and family into partnership. Mr. Alec Tolmer, still living, was their manager. The Cape Radstock run passed to Drs. J. H. and W. J. Browne. Adam Borthwick decided against his success. As already indicated, the system of fencing and subdividing had not been introduced in his time. All the sheep were shepherded in flocks of 1,000 to 2,000. Married couples were much in demand, the man going out with the stock each day while the woman did the cooking. At lambing time a number of extra hands had to be employed, the consequent extra expense in wages and keep. Some of the shepherds were very careless and the proportion of missing sheep placed increased responsibility upon the overseer. Flocks had to be moved about according to age, sex, or diversity of pasturage. The introduction of fencing imposed more routine in sheep farming, and also helped to eliminate bot and scab. Better facilities for the cartage of stores and wool, and the sale of the clip by auction, also contributed to more lucrative results, although, as one old Port Lincoln pioneer, put it, they "robbed the game of much of its charm, animation and adventure." Perhaps the greatest tragedy of the Port Lincoln district was the absence of an assured market for surplus stock, which had to be travelled 200 miles along a comparatively waterless road to Port Augusta, generally only in the winter, in the days with which we are now concerned. Upon arrival at his destination the stockholder was entirely at the mercy of the local buyer, who knew that the seller could not well return with his flock and therefore bought them at his own figure. 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He secured Tulkea at Proper Bay, and later purchased Thomas Magarey, who installed William Chap­man as manager. The last-named eventually held the property in his own name. William Borthwick also had a partnership with Tom L. Browne in the Port Lincoln Institute and returned to the station with them at half past four in the morning apparently in the best of health. He fell out of the window, and Dr. Pentland found that life was extinct. A portrait of Adam Borthwick is not to be found in the family albums. That of William here re­produced was kindly furnished by his descendant, Dr. E. L. Borthwick, of Paynemah. The estate was sworn not to exceed £28,707 in value.
Scotland lost a good son and South Australia gained one of its best pioneers when Donald Gollan migrated in 1839. He was born near Inverness on January 11, 1815, and was brought up on his father's farm. He was married in 1838, and with his bride came out to Adelaide when officially the province was only three years old. Soon afterwards Mr. Gollan settled at Strathalbyn, and he became one of the most influential men in the south, mainly on account of his high sense of honor, his adherence to truth, and his delicacy and politeness towards those with whom he had dealings.

A southern newspaper credited him with the distinction of having named Strathalbyn, but the claim was quite without foundation. That honor was one which belonged to the Rankine family. At any rate, there is no disputing the fact that Mr. Gollan, in conjunction with Mr. William Rogers, of Sandergrove, built the first house in Strathalbyn on the site where the Terminus Hotel now stands. Later he opened the house as an hotel, and continued the business until 1852. He had driven the first mail coach from Adelaide to Strathalbyn, and he built the first flour mill in the latter town. There his name is perpetuated by Gollan Crescent and Gollan Street, and also by the curiously christened Gol-Col-Hoop bridge over the River Angas. Messrs. Gollan, Colman & Hooper were the three leading identities who secured the erection of that structure, and the residents showed their gratitude by bestowing the name indicated, which has never fallen into disuse.

After quitting the hotel business, Mr. Gollan, with his wife, took a trip to the land of his birth, and upon returning to South Australia entered upon pastoral pursuits. The Rev. Canon Poole says in his published reminiscences:—"I fancy somehow that old Donald Gollan was a man that, like Dogberry, had had 'losses,' but like that famous character 'had everything comfortable about him.' I only surmise this, for I was too young to be taken into his confidence even if, canny Scot as he was, he had any disposition to do so." Another writer said that Mr. Gollan was too open-handed to ever be a rich man. Without detracting in any way from his well-founded reputation for generosity, one would be nearer the mark in saying that the periodical reverses suffered by this grand old man of the south were due
largely to his lack of power to concentrate. Some of the choicest squating properties in South Aus-
tralia passed through his hands, but he was essentially a rover, and a man who liked to dabble in little pastoral pursuits of time. It was difficult to fix with certainty the chronological order of his pastoral ventures, but it is probable that Campbell House, on the lakes, was his first pastoral love. With the financial backing of Mr. R. Barr Smith he took over the lease of Campbell House from Duncan Mc-
Farlane, one of the founders of Mount Barker. It was then a cattle run. He tried unsuccessfully to pass on the lease to the father of Mr. Gollan, and against his wish, was com-
considered his power in his daily life. It was only a small place in that sense, but its location was much diversity of opinion concern-
ing the derivation of that puzzling name. It was known originally as the Square Mile, and there had been a sale at that place, for those days, of £6 an acre was paid by the well-remembered family of the Gooch, of whom the connection with the Lakes country will furnish the next pastoral pioneer sketch. Narrung station was taken up by the well-remembered family of the Baker, and then, after his death, the family of the Gollan. That station, known originally as the Square Mile, was also forced into the auction room, and a memorable battle for its possession occurred between Messrs. Baker and Gollan. George Kendle. Later Mr. Gollan parted with the stock and the assistance they gave the punt men, who were very much to be depended on at that time, while on freehold land they were quite new. Four hundred cat-
tle and 1,600 sheep were depastured. Another property which was tempo-

tarily in Mr. Gollan's occupation was that called Murray's Look-

towards Mount Lofty Ranges. His last purchase was Belvidere Farm, near Strathalbyn. The published obitu-
ary notice mentioned Belvidere Farm as the place of his death, but as a matter of fact he passed out at Point Sturt from heart failure following upon a severe accident.

In Mr. Gollan's days the run was known as Taleam, and it included a mile and a half of frontage to the river except for a 20-chain road that had been reserved for travel-
ing stock. Mr. Gollan parted with it in January 1854, and held it, and sold to Messrs. J. & A. Cooke, the lessees of the Burnside estate in the Strathalbyn district, made a home there, and bred a good type of Merino sheep. It was only a small place in those days, and about the year 1874 it was sold to Mr. W. L. Marchant, for whom Douglas Gooch became manager. Mr. Mar-

chard added to the area of Burnside by purchasing a number of farm holdings, and eventually the estate was paid by the Government, and cut up for closer settlement. Mr. Gollan next established himself at Point Sturt, on Lake Alexandrina, and proved the possi-

bilities of the district for cattle and sheep breeding, but it remained for the subsequent owner, John Howard Angas, to make the place famous by reason of his great Squattings operations.

Tailem Bend, now a quickly rising railway junction on the River Murray, was once a sheep station in the hands of Donald Gollan. There is much diversity of opinion concern-
ing the derivation of that puzzling name. It was known originally as Pine Camp. One story is that Tailem Bend, which marks a sharp turn in the River Murray, was a favourite spot for tallow cattle in the overland days. Allan MacFarlane, Senr., however, was firm in the contention that Tailem was "a miserable corruption of the word 'Tailem,' meaning, it was believed, 'bend.'"

DONALD GOLLAN

Mr. Gollan died on February 25, 1888, at the age of 73 years, and was interred in the Strathalbyn cemetery, where friends caused a monument to be erected over his grave. The wonderful esteem in which he was held was exemplified by the fact that the funeral cortege was made up of 80 vehicles, and 404 people were at the graveside. The "Southern Argus" said of him:

"He was universally loved and respected for his good qualities and his true heart and disposition; always ready to say a word for or to any one, and ever seeking to serve others. Perhaps the best title one could give him was that of a thorough christian gentleman, one who did not talk much about religion, but who lived it and mani-

fested its power in his daily life. It will not be saying too much when we assert that he scarcely had an enemy, and that to know him intimately was to admire and respect him."

Lady Way, wife of Chief Justice Way, was a niece of Donald Gol-

lann, and lived with him and his wife for many years. He brought her father out to South Australia. Mr. Donald Gollan McCallum, of Men-
ingie, brother of the Hon. Thomas McCallum, M.L.C., was a relation of this memer, the two families having been on very friendly terms.

The portrait produced on the opposite page was kindly furnished by Mr. James Bell, an ex-Mayor of Strathalbyn.
George Fife Angas was responsible for the introduction to South Australia of those notable men, David and William Randall. He had been lecturing in the north of England on the new province, and, in response to a letter of enquiry, he proceeded to David Randall’s home in Northamptonshire, and stayed a fortnight. The result was that the latter got together a party of 40 emigrants, including shepherds and artisans, and took them all out to the antipodes at his own expense. Of all the old-time family records that the writer has been privileged to read in the preparation of these sketches none has been more interesting than the biography of Mrs. David Randall. It is written in excellent taste, is adorned with portraits of early Governors and their wives and other distinguished people, and altogether is a fascinating story of the triumphs and trials of pioneering. The lady mentions in the opening pages that when she and her husband were contemplating emigration to South Australia they gave a dinner party so that some of their relatives and friends might meet Mr. G. Fife Angas but the guests were “surprised and angry, and it ended in such high words on both sides that Mr. Angas left the room, went upstairs, and was heard pacing impatiently up and down, nor did he return till they had all driven away.” Nothing daunted David Randall, with his wife and two children and party, sailed July 24, 1845, in the ship “Templar,” 565 tons (Captain W. E. Brown). Provision had to be made for a four month’s supply of provisions which could be brought on board. Mr. and Mrs. Angas saw them off at Gravesend. Mr. Randall allowed his piano to be placed in the saloon and used. He read the scriptures daily to “our people,” and at the end of the voyage gave each of them and all the sailors a Bible as a parting gift.

This was, on the suggestion of Mr. G. Fife Angas, who had also settled in South Australia, called “Glen Para.” The Randalls were very friendly with all the members of the Angas family, and David's wife writes in her autobiography: “I will confess that the intimacy with that family did more to reconcile me to living in South Australia than that of any whose acquaintance we had made in those early days.” A fine old home was established at Glen Para, and a magnificent avenue of Tasmanian gums, leading to it, was planted. The elite of the land were entertained there. On one occasion Mr. and Mrs. Henry Evans, of Angaston were invited to dinner but they entered the estate by the wrong gate and got fairly bushed in a paddock that was eight miles around. They eventually reached the homestead at bedtime “much troubled.” Later in his career Mr. Randall turned his attention to sheep, preferring English breeds. He patronised the Shropshire stud of Charles Price at Hindmarsh Island, and was not afraid to pay fancy prices for good rams. One of his employees was the shepherd who afterwards discovered the Moonta copper mines. He had left Glen Para £10 in debt to his master, and when he got up in the world he was reminded of this obligation. Years after the old shepherd’s son rode up to the Randall’s home on a racehorse and sent in a cheque for £10. At one time David Randall’s holding included most of Wirra Wirra, and a good deal of Murray Vale. He also had a valuable property on the South Rhine, where wines and fruit of the choicest descriptions were produced. Wine making was also carried on at Glen Para, and the vintages were always in great favor on the market and in exhibitions. Still another property was established near Gawler, which, in one year, yielded £1,000 from the orange crop. One who knew David Randall well said of him:—“He was a true English gentleman who did all things well in the best of English fashion—too much so for a pioneer in a new country. His wine cellars and other very substantial buildings standing to this day are proof of that. He made big mistakes in not selling stock and produce in small lots at a fair price. He preferred to sell in mobs and in bulk, was over anxious to get top rates, and often absolutely missed the market.” Mr. Randall was also part owner, with John Taylor, of the Mount Arden cattle run near Port Augusta. He was not satisfied that it was being managed properly, and yielded to the entreaties of his son (William Walter) to allow him to go up and see the stock. The son found the cattle fat and in feed up to their knees. It was raining on the station, and Walter Randall contracted influenza, which ended fatally ten days later. He was only 20 years old, and was buried at Mount Crawford. The blow was a terrible one for the parents, and David Randall, finding the strain of management becoming too much for his strength, sold...
WILLIAM RANDALL

Glen Para to William Rounsevell (who re-named it Corryton Park) for £15,000, and went to live at Seacombe House, Brighton. Lady Charlotte Bacon (the Ianthe of Byron’s “Childe Harold”) was a guest there.

In 1870, and even earlier, Mr. Randall was preaching inter-colonial free trade and federation. He had refused nomination for the representation of Yatala in the House of Assembly, because his custom was to spend one week in four at one or another of his stations. At his own expense he travelled around the colonies preaching the doctrines he believed in so firmly. The “Advertiser” said of him:—“Mr. Randall has one of the virtues of an apostle; he is terribly enthusiastic. He would cross a sea to make a proselyte. He is wonderfully pertinacious.”

John Langdon Parsons declared that he was a hundred years ahead of his time, but federation was actually in operation 30 years later. In 1874 Mr. Randall visited England for the good of his health, and with the object of establishing a limited liability company with a capital of £100,000 to buy suitable established vineyards in South Australia, of which he was to be the manager. He had induced the Duke of Edinburgh to place South Australian wines upon his table. In October of 1874 he had a bad relapse, and died in London on the 29th of that month at the age of 55 years—a sad loss to the community of South Australia, whose products he had pushed in the home market with much success.

William Randall was a brother of David. He came out to Adelaide in the “Duke of Richmond,” described as “a rather leaky vessel,” arriving on December 22, 1848. He first settled on a section to the east of Kensington, and purchased land from the South Australian Company and laid out a portion of College Town, a suburb of Adelaide. He also bought a preliminary section from the same company, and laid out the beautiful suburb of Burnside. Then Mr. Randall took a lease from Patrick Auld, of Home Park, and started dairying operations, but “this was a losing affair altogether,” according to the autobiography before mentioned. Heavy losses were also incurred in land and mining speculations, and then Mr. Randall purchased Henry Jones’ property at Second Valley, afterwards shown on the maps as “Randalsea.” At the time most of this country was a forest chiefly of blue gums, the clearing of which was a costly job. At the head of the valley was an unfailing spring of beautiful fresh water rising in a marble formation. There was also a teatree swamp of about 15 acres, which Mr. Randall cleared and drained. By means of the water supply referred to he irrigated a large area of the valley, carrying the water across Lynch’s Gully. Governor Young was much interested in this work, and stayed with the family at Randalsea several times. Mr. Randall established Merino flocks and went in for the Lincoln cross. He formed a washpool in Stony Creek where the sheep were scoured. There was also a herd of mixed cattle, from which were bred heavy bullocks for hard work, such as scrub clearing, wool carting and general transport. Horses were bred in considerable numbers, both draught and light, and the stallions Improver and Retriever attracted mares from 30 miles around. Like his brother David, Mr. William Randall manufactured wines, and exhibited them successfully at the Paris Exhibition. He had been known to supply a full cargo to the cutter “Breeze” with his own wool, wines, cheese, bacon, pork, hams, potatoes, onions and mangolds. He died on January 3, 1898, at the age of 76 years. The “Stock and Station Journal” is indebted to his esteemed son (Mr. W. G. Randall, of Fitzroy, now in his 79th year) and also to Mr. J. S. Miller, of Springton, for some of the notes herein enlarged upon and for the portraits, David and William Randall married sisters—daughters of Mr. E. W. Wickes, who was Secretary to the Education Board in the early days. When the volunteer movement began William raised a company known as the Finnis Vale Rifles. He accompanied them to Adelaide to take part in the review on the Prince of Wales’ birthday anniversary, and was complimented upon the smartness of his company. While he was at Randalsea an emigrant vessel was wrecked, and he accommodated the castaways for many days in his barn and woolshed, maintaining them at his own expense. During their stay there two babies and two deaths occurred. Bishop Short went down from Adelaide and preached to the shipwrecked people under a gumtree. In 1878 William Randall said farewell to the land, and became clerk of the Local Courts at Port Pirie and Red Hill, from which position he retired in 1892.

DAVID AND WILLIAM RANDALL

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FEW men connected with pastoral pioneering came out of the ordeal more battered physically and financially than Henry Dean, and few men were more greatly deserving of the success that never came. The late Hon. John Lewis' list of far northern pioneers shows Messrs. Dean and Hack as the lessees of Lake Hope and Manuwaukaninna Stations, but this reference is silent as to a third and most important partner, Sir Thomas Elder. A method of developing outside pastoral areas much favored by Elder was to take under his financial wing capable practical men who were given every chance to share in the good things that came the way of his great enterprise. He found the capital and looked to his colleagues to pay their footing out of the profits earned. Accordingly Sir Thomas, in November, 1861, took into partnership Henry Dean and Bedford Hack in connection with the vast Lake Hope and Manuwaukaninna runs, he holding a half interest and the other two one-quarter each. At one time the properties were stocked with cattle, and at another period with sheep, 21,000 head of the latter passing through the sheds at one shearing. Unfortunately, no profits were earned until 1868, when there was a surplus over the year's expenses of £3,300. The arrears of the smaller partners had so accumulated that on April 30, 1869, there was a debit of £10,096 against Mr. Dean and of £10,000 against Mr. Hack. These amounts were written off, so that out of some years of really heroic endeavor Messrs. Dean and Hack had got only their livelihood. Finally, in April, 1872, the properties were amalgamated with Beltana and the whole worked under one management. There was a court case over the partnership, the result of which was no comfort to the subject of this sketch.

The story of Henry Dean's earlier life was partly told in the notice that dealt with the pastoral career of his brother William. He was a Lincolnshire man who came out with his parents and other members of the family in the ship "Surrey," 461 tons, in October, 1838. For some months Mr. and Mrs. Henry Dean, Sen., and their eight younger children lived on the sandhills at Glenelg under the shelter of carpets and canvas until a wooden house which was brought from England was erected on an 80-acre section that the father had purchased in London. This section is situated east of the Burnside Road near Adelaide, and the dwelling, which was burnt down in the sixties, was put up just opposite to Mr. Frank Downer's present property. The work of getting it up from Port Adelaide proved a stupendous task, only one bullock and an old dray being available for transport purposes. Henry Dean, Jun., helped his father to plant wheat in 1839-40 harvest it with a sickle and thresh it with a flail, the grain and husks being thrown into the air on a windy day in the cleaning process. The seed cost one guinea a bushel, and the drawback of primitive cul-
tural and harvesting methods was accentuated by the absence of a good market for the produce. Much of the wheat garnered had to be exchanged for the necessities of life, such as valued half cross per bushel. The family then shifted to Kangaroo Island for two years, and finally returned to the mainland. There is no complete record of how Henry Dean put his time from that period onwards until the beginning of his association with Elder & Hack, but the family believe that he continued to help his father in mixed farming operations.

Lake Hope had been discovered and named by Samuel Joseph Stuckey. It has a circumference of 26 miles and an average width of about 3 miles. Fed by Cooper’s Creek, it has a varying depth of up to 36 ft., and, after admitting flood waters, will remain fresh for two years, and then become brackish from the quantity of soda contained in the bed and the surrounding country. It contained an abundance of four varieties of edible fish, and was the favorite haunt of wild aborigines, as many as 600 or 700 blacks having been seen there at one time. They were attracted by the fish in the waters of the lake and the roots and seeds on its shores. Hordes of small kangaroo mice abounded in the locality. An idea of the drastic isolation of the place may be gathered from the fact that the mails had to be carried 250 miles for the preservation of our lives and property, to put a stop to the slaughter of our cattle and the attacks upon our men. The blows came so quick and fast that they would not give a man time to rub his eyes. So soon did I get the spear out of my ear I shot a black through the body with my rifle. It was something awful. I am sure I never expected to see Lake Hope again when I got stiff from the last thirty miles, when we were carried on the dray, much increased our sufferings. We must have more men and more arms to defend our position and our property, for this part of the country will have to be abandoned by the settlers. It is very hard, for we have done our best to form a station, and have uniformly treated the blacks with the greatest kindness. After the affray the uninjured members of the party made a rampart with their saddles and placed the wounded men in the centre, the blacks remaining at a respectful distance surrounded by huge fires. Next day they discovered their horses, which the natives had driven off, feeding on a flat, and they brought the patients back to Lake Hope after the long journey.

One of them wrote:—”We want more men—good men—also more arms. We want some large sized revolvers, as those we have are too small. We shall not be able to settle the up-creek country until we are stronger handed, as I am afraid it is now open war between the blacks and us.” A strong force of police was dispatched to the scene of the encounter, but they were easily outwitted by the aborigines. The police came upon a tree on Cooper’s Creek which Howitt had marked with the word “Die,” when he went to the aid of Burke and Wills. They found that provisions placed there by Howitt four years before had rotted from their long interment, but they recovered some fish hooks, and, in reviewing lines from the tails of their horses, they angled successfully for fish which weighed from 2 ozs. up to 10 lbs. each.

Bedford Hack was in Adelaide when the occurrence occurred, but he proceeded to Lake Hope inmediately. He reported the discovery of native camps full of beef and the loss of many more cattle through the animals being bogged around the receding waters of Lake Hope. About this time many heavy floods were experienced in parts of the far north, and Manuwaukaninna had more than its share. Mr. Hack wrote:—”My house at Manuwaukaninna is minus the chimney, the east end of the store has fallen in, the chimney and the end of the kitchen have fallen, the walls of the smithy are down, and the tank has collapsed, the water going all over it and filling it with mud.” Mr. Dean evidently continued in Sir Thomas Elder’s service after the dissolution of partnership, for his nephew (General George Dean, V.D.) has in his possession a letter written to him by Mr. Dean on May 9, 1870, to William Dean, in which he refers to having started another draft of beef (166 bullocks and 40 cows). He mentions that for the time of the year (May) he had never seen the country and the cattle looking better. There had been four days and three nights of rain. Another letter dated December 24 says that the police were settling the tribe of Henry Dean’s regime at Lake Hope. After indicating that he had sent 26 colts for sale at Beltana, where Mr. Phillipson quitted some of them up to £20 a head, he says:—"I have written to Mr. Elder and told him I intend to start, and be in Adelaide about the first week in March, as my time is up on the first. I have said in my letter that I am very anxious to see my wife, so I hope he will take pity on me and not put anything in my way to hinder me from starting. I have got to make another trip to the Finnis before I leave.”

After Mr. Dean’s return to Adelaide he was associated with his brother William in selecting and travelling down to market large numbers of cattle and sheep in connection with the firm Laughton & Co., and later with William Dean & Son. He was a great judge of stock. He also tried farming on Yorke Peninsula in the Stansbury district before the days of superphosphates, and the enterprise was not a success. Mr. Dean never really recovered from the spear wound behind the ear, and he died at Rose Park on the 19th of his 81st year, and was buried in West Terrace Cemetery. The portrait here reproduced was kindly lent by his daughters, the Misses Alice and Mary Dean, of Park Terrace, Parksde.
O NLY a few weeks before he died, in 1907, at the age of 77 years, John Gall, one of the most notable pastoral pioneers of the South-East, gave to a representative of the "Naracoorte Herald" the story of his life. If filled six columns of that newspaper, and the interest of anyone reading it is sustained to the end.

He was born on Dallyfoor Farm, Ballatar, Aberdeenshire, on December 22, 1830. His father was leasing the farm at that date, but at the expiration of the term the property was put up for tender, and, someone going to a higher figure than Mr. Gall, Sen., there was no option but for him to get out. No more land was available to him in the shire, and consequently he moved to Aberdeen, and took an hotel which was a favorite place of call for carriers and others on their way to Inverness and the north of Scotland. Mr. Gall did not like the idea of his son hanging around a public house, and so he secured for him a position on the estate of the Earl of Kintore, father of a former Governor of South Australia. Young John developed a fondness for firearms, and it was his passion for shooting which eventually landed him at the antipodes. Seeing at a distance what he took to be a rabbit, he fired his gun, and to his consternation discovered that he had killed a hare. In those days it was a crime to slaughter without authority a hare on another person's property, and a second offence involved the monstrous penalty of transportation. This was John Gall's second offence, and he fell into the hands of a gamekeeper. To save further trouble the father thought it wise to send his son out to South Australia, where Mrs. Gall had a brother (Mr. James Coutts), who was sheep farming on Yorke Peninsula. Accordingly, at the age of
16 or 17 years, John Gall found himself booked in the ship "Baboo" (Captain Barker) as one of the passengers. When the vessel was near Sicily the dried cry "Rocks ahead," was heard, and prompt action and good seamanship just saved the "Baboo" from destruction.

The first employment that Mr. Gall secured in South Australia was on a farm at Tam o' Shanter Belt, near Port Adelaide. Then he was posted as a shepherd. After 18 months he went to the Yorke Peninsula sheep farm, and for 18 months the young man undertook the duties of a shepherd. Then he was promoted to the post of overseer and gradually obtained the experience that was to prove invaluable to him in after life. The blacks were the source of much anxiety at this time. They used to throw spears and bullets and beat the flocks of sheep. The fat and greased their bodies with an insatiable taste for mutton. "I think the most exciting experience I had with the natives," said Mr. Gall shortly before his death, "was when a mob of them attacked me for one of my uncle's shepherds and made off into the scrub towards the other end of the peninsula with a portion of his flock of sheep. In company with another station hand I set off after them, and at the end of a tiresome journey came upon them in the centre of a wooded dell. A good number of the sheep had been killed, and the blacks had taken out the fat and greased their bodies with it from head to foot. We decided that one of us should go to the right of the negroes and the other to the left. However, the report of a firearm caused my mate's horse to take fright and pull away. Impetuously my companion made off after his horse, and I was left alone to face a dozen savage negroes. One of them let fly a spear and it grazed the nose of my saddle. It was rather a close shave, but the discharge of my gun frightened them, and they cleared out, leaving me in possession of the sheep. I passed a restless night, not from fear of the blacks, whom I never knew to move about at night, but from the fact that my mate had not returned. Next morning I set off back to the station and met coming from it a party with whom the missing man had also fallen in. The blacks were always very cunning. They used to set the pastures on fire and when all hands had turned out to extinguish the flames they would rob the huts."

Mr. Gall spent five years on the Yorke Peninsula, and in 1853 he purchased the farm of the late C. R. Davison. In 1873 he bought the premises of Judge G. C. D. Hillman, and in 1889 he bought the Tilley's Swamp Station from Peter McArthur. The area of the three properties aggregated about 300 square miles, supporting 30,000 sheep, 1,500 horses and 1,000 cattle. In 1866 Mr. Gall built a new house at Tilley's Swamp, where he remained until January, 1888. It was a struggle in the early days when sometimes as little as 2/6 and 3/- a head had to be accepted for sheep. To help make ends meet he secured the mail contract between Meningie and Kingston, and used to drive Judge Boothby and Wearing on circuit duty to Mt. Gambier and Robe. He knew the town of Kingston when it had only three buildings—police station, hotel, and a small store. The original owners of the founders, James Cooke. The other early settlers in these parts were Messrs. Hutchison and Dunn (Murrabbinna and Blackford), T. Morris (Boroka), and James Brown (Avenue Range). Mr. Gall had a vivid recollection of thousands of Chinese landed at Guichen Bay on their way to Victoria, in order to avoid paying £10 a head poll tax.

While he had the mail contract Mr. Gall found it more convenient to live at Cantara. The lease of Marcollat ran out in 1888, and the country was cut up for closer settlement by the Government. Richard Batton, brother-in-law of John Gall, was overseer at Marcollat and Cantara for 13 years, and is now living at Mount Gambier. The Tilley's Swamp lease, as taken originally from the Crown, still remains in the hands of the family. Mr. Gall had a fine sense of citizenship, and never allowed his personal worries to interfere with his proper demonstration of community obligations. From 1892 until 1907 he was chairman of the Lapepde District Council, during which period he missed only four meetings. He was President of the Lapepde Bay Institute and of the Kingston Pastoral, Agricultural and Horticultural Society. The showground of the latter body was Mr. Gall's gift fulfilled after a stipulation that the society should fence the area had been carried out. He was also the first chief of the Albert District Caledonian Society. Mr. Gall died at Kingston on December 10, 1907, at the age of 77 years. He had a family of 14, 12 of whom survive. The youngest son died in the Great War, and a daughter died in infancy. His wife is still hale and hearty at the age of 82 years. An enlarged portrait of John Gall hangs in the Naracoorte District Council Chamber.
STILL another Argyllshire man comes under notice in the person of John Livingston, who was born at Oban in 1823. He was the scion of a noble and one of the most historically famed families in Scotland, where the line was established during the latter half of the eleventh century. He came out to South Australia in the "Pestonjee Bomanjee" in 1843, and on the voyage formed a close friendship with Duncan McCallum. Soon after arrival the two Scotsmen formed a partnership in pastoral enterprise in the extreme south-east. They acquired from Archibald Johnson, of Mount Muirhead, the run known as Curratum, the head station of which is now shown as in the hundred of Kongorong. The area was 40 square miles, and the rent was 10/- a mile. Curratum is a native word meaning "crooked tree."

Mr. Livingston was a fine example of the pioneer squatter, and one who, in his life's work, helped to lay the foundations of the sound flocks and herds now bred in the district where he operated, both sheep and horned stock receiving attention at Curratum. Horses were also bred there, and the J.L. brand was in high repute among equine lovers of the period, the owner being regarded as one of the most expert judges of horseflesh in South Australia. The original stocking of the run Mr. Livingston proceeded overland to Twofold Bay, New South Wales, and purchased 500 cows, 20 mares and a stallion from the locality now called Canberra, the capital of the Commonwealth. For the original stocking of the run Mr. Livingston proceeded overland to Twofold Bay, New South Wales, and purchased 500 cows, 20 mares and a stallion from the locality now called Canberra, the capital of the Commonwealth. While waiting for the stock to be mustered he rode on to Sydney. It took him nearly six months to get the cattle and horses to Curratum, and thrilling experiences occurred en route, not the least being the hazardous task of crossing the River Murray when it was in flood. The journey was interrupted for one month while the stream was subsiding, and then the stock were swum across, and the stores floated over on a raft. Mr. Livingston's beef and mutton commanded high prices in the local and Adelaide markets. The first mob of steers sold off his run was taken overland with the intention of being disposed of in the city, but most of them were quitted at Mount Barker. No money passed; terms had to be given and the promissory notes were endorsed by the Hon. John Dunn, M.L.C., and were all eventually honored. Another draft of fat cattle was sold in Ballarat, this time for cash, and to get the money to Portland Mr. Livingston rode through the very
rough country between that place and Ballarat. He travelled by night and camped at secluded spots in the day time in order to escape attention from the lawless element for the bushrangers in the neighborhood. It was a daring ride to take on alone, but Mr. Livingston got through safely. In the early days the carrying capacity of the station was seriously affected by the hordes of kangaroos that roamed over the country, and one shilling per head was paid for their destruction. On one occasion, in travelling a mob of sheep to market with the assistance of a native, Mr. Livingston ran out of matches, and was compelled to carry a firestick from camp to camp.

In 1851 the estate which had been purchased from Archibald Johnson was divided, Mr. Livingston taking the eastern half and Mr. McCallum the western part. Mr. Livingston's head station was situated on board the north-west of Mount Schank. In the same year that the property was divided he married Catherine, daughter of John Steele, of the Isle of Islay, Scotland, a tutor (Mr. A. M. Riddon). Some years later the latter was succeeded by Miss Clarke, daughter of Captain Clarke, an Englishman, and she married the overseer of the station and is now living in Western Australia. Mr. Livingston built a school at Curratum, and permitted the children of neighbors to attend without the payment of any fees. The Minister of St. Andrew's Presbytery, Mr. McEwan, part proprietor and commander of the "Admella," was lost on a wreck and was rescued from the ill-fated vessel and is now living in Western Australia at the Coronation of His Majesty King George V.

Mr. Livingston bought Ardno station in Victoria, put up a manful struggle for existence, and died there on February 26, 1866, at the age of 68 years, much to the grief of a large circle of friends in the south-east and the western district of Victoria. His remains were brought to Mount Gambier for burial. His son was a very fine sheep and horses. Many of the Bonnie Downs horses made a name for themselves on the race course and in the show ring. Malcolm Livingston, the youngest surviving son, founded the well known Bonnie Downs Station in Central Queensland, where he bred very fine sheep and horses. A name of the Bonnie Downs horses made a name for themselves on the race course and in the show ring. Malcolm sold this run and bought Talgai, an old homestead, and the "Adelaide Stock and Station Journal" is able to publish it for the first time. It reads:—

VICTORIA.

"Admella" Reward and Relief Fund.

Letters of Thanks from Committee.

Melbourne, April 30, 1860.

John Livingston, Esq., Mount Gambier, Dear Sir,—In accordance with a resolution unanimously adopted by the Committee of the "Admella" Reward and Relief Fund, we have much pleasure in tendering you our united thanks on behalf of the colonists of Victoria for your praiseworthy exertions in aiding and assisting the people assembled on the coast for the purpose of succoring and rescuing the unfortunate survivors clinging to the wreck of the steamer "Admella," which was lost on a sunken reef near Cape Northumberland on the 6th August, 1859, while on her voyage from Adelaide to Melbourne, when, out of 113 unfortunate survivors clinging to the heroic exertions of their fellow colonists, after seven days and nights of dreadful bodily and mental suffering.

We remain, dear sir, your obedient servants.

WILLIAM BAYLES, Chairman of Committee.

J. H. BLACKWOOD, Honorary Secretary and Treasurer.

After leaving Curratum Mr. Livingston bought Ardno station in Victoria, put up a manful struggle for existence, and died there on February 26, 1866, at the age of 68 years, much to the grief of a large circle of friends in the south-east and the western district of Victoria. His remains were brought to Mount Gambier for burial. His sons were all enterprising men. John, the eldest, secured a seat in the House of Assembly for seven years, and then represented the division of Barker in the Commonwealth Parliament. He had the honor of being one of the members chosen to represent Australia at the Coronation of His Majesty King George V. He was accompanied on his trip abroad by his brother Duncan, who was a noted sheep breeder and a very large landholder in New South Wales, owning among other runs the well known properties Kooroogama, Boolooro and Bullawarrie in the Mooree district. Malcolm Livingston, the youngest surviving son, founded the well known Bonnie Downs Station in Central Queensland, where he bred very fine sheep and horses. A name of the Bonnie Downs horses made a name for themselves on the race course and in the show ring. Malcolm sold this run and bought Talgai, an old homestead, and the "Adelaide Stock and
In South Australian pastoral circles Beevor as a name is known best nowadays in connection with the famous sheep stud founded by Mr. John Murray, and conducted by him for many years, and later by his son, Mr. T. Hope Murray. The memorable dispersal sale, following upon the death of the latter, is one of the landmarks in South Australian Merino history, and thereafter the estate, situated about seven miles from Nairne, came into the hands of Mr. N. E. Brice. But there are even more interesting personal associations attached to the name.

It has been no easy task to prepare anything like a connected narrative of the Beevor pioneers, despite the fact that their genealogical tree can be traced back in England to the year 1652, and the further circumstance that a lineal descendant is now resident in Adelaide in the person of Colonel M. F. Beevor, well known in military and business circles. No portrait of any one of the squatters is available, and that is why the "Stock and Station Journal" has to be content with the reproduction of a shearing scene at Mount Beevor, which eminence in the Mt. Lofty Ranges, was named after the principal figure in the sketch now presented. Originally the family belonged to Penistone, in Yorkshire, and later they were identified with the county of Norfolk. John Lewis included Captain James Rigby Beevor in his list of the principal owners of sheep in 1843, but James was in South Australia at least as early as 1839, because the diary of C. W. Stuart, a responsible officer in the stock department of the South Australian Company, mentions him as an employe of John Morphett in that year. Robert Beevor arrived in Adelaide by the "Royal Admiral" on December 13, 1840, according to Opie's records, and the directory of 1844 shows him as a wheat and stock farmer at Hethel Grange, in the Meadows district. Robert subsequently returned to England, and settled in Jersey. A grandson is now carrying on a business in London—Lieutenant Colonel Miles Beevor, of The Buffs, who was one of the "Contemptibles" Army that opened England's campaign in the Great War. Stock records of 1840 make reference to an Isaac Beevor, who was running 1,200 sheep on the River Bremer, and the last arrival of the clan was Horatio Clarke Beevor, of whom Mrs. James Rankine was a daughter. Horatio retired on a pension from the service of the East India Company, and spent the remaining years of his life in South Australia. He had a house in Finniss St., North Adelaide, and his remains rest in the West Terrace Cemetery.

There are several references to Captain James Beevor in the works of those early South Australian historians, Bull and Tolmer. The latter knew him as a man noted for his remarkably quiet, unassuming and kindly disposition, who once lived with a relative and several boon companions in the Mount Barker district. Previous to migrating to Adelaide he served in a regiment of lancers throughout the Spanish War under Sir de Lacy Evans and General Anthony Bacon, whose wife was Lady Charlotte Bacon, grandmother of Mr. Harry D. Young, M.P., and to whom Byron dedicated his "Childe Harold's Pilgrimage" Bull describes Captain Beevor as "a most amiable and gentlemanly man," with whom he came into contact when the latter had his sheep ranch in the Mt. Lofty Ranges. He goes on to say: "On one occasion he complained to me of the blacks being very troublesome to him, and that he and his men had to be constantly on the lookout to keep them away from his sheep. Shortly after this we heard that one of his men had accidentally shot a black. All who were acquainted with him were in distress on his account. Whether the occurrence reached the ears of the
called on me in passing my place,
overland. "If it were to escape
was about to remove his sheep
told me he had given up his
authorities or not I do not know;
 menace of the natives that poor
form a station at Port Lincoln, and
were suffering from scurvy. Mr. Langhorne's answer
was that we had come out to eat fresh meat all
way in we were very much m Mitch, it would cost him 20
head to last us into Adelaide. Mr.
then asked if he would sell some to him, but he refused to
any, making several palpity
excuses."

James Beevor duly removed to
Peninsula, and, in partnership with Messrs. Inman, Field and
formed a sheep station which they
called Tornto, about 50 miles north-west
from Port Lincoln. All went well until the 3rd of May, 1849,
when Mr. Langhorne treacherously murdered by the blacks. The
had no white employs, but they had been on good terms with
the natives. On the morning of the treachery, Mr. Lodwick went
out with the sheep, leaving at home three aboriginal men, one lubra,
and a black boy who had acted as Captain Beevor's servant. Upon
Lodwick returned the evening, he found Beevor lying just outside
the door of the hut with two spears
through his heart. The dwelling
had been ransacked of everything of value, including flour, blankets
and other goods valued at £70. There was a gash on the dead
man's forehead made apparently after he had fallen. It was ascertained
that the natives had engaged
outside the hut making a rough bush chair when he was assailed by
a party of blacks led by his own
servant, whom he had treated with great kindness. The latter had
been sent out to seek a tether rope
which had been dragged from a horse, and afterwards to recover
the horse itself. Reports published
at the time attributed the tragedy to the determination of the natives
to avenge the deaths of five of
their numbers who had died through relative's poisoned flour
which they had stolen from one of
Mr. W. R. Mortlock's huts. Subsequently a shepherd named
Patrick Dwyer was arrested on suspicion of
 poisoning his victim with a little arsenic in the flour, but was released because
at the time the evidence against him was not conclusive. Later
arsenic was found in his hut,
but meanwhile Dwyer is alleged to have cleared out to California, and
was never heard of again in South
Australia. About the time of Mr. Beevor's murder Mr. Anne Eastone,
the wife of a shepherd on
Mr. Vaux's station, and John Hamps, were slain by the niggers,
the latter's head being severed and placed in an oven on the Governor's
station. There was also an attack on Thomas Horn's station at
Bay. The outrages created a great stir in Adelaide,
and Inspector Tolmer, disheartened at the head of a police
party to bring the offenders to justice. A description of the events
of the day appears at great length
in his published reminiscences, and probably offers a true interpretation of
the derivation of the name "Waterloo Bay," concerning which Messrs. A. T. Saunders and Archibald Beviss had a long and spirited controversy in "The Register"
recently. Tolmer's narrative certainly does not support the tradition that most of the natives were driven to destruction over the seashells at Waterloo Bay.

Charles Driver, Government Resident at Port Lincoln, was shot in full in the murder of Captain
Beevor, and, as a discreditable
in the Archives Dept. of the Adelaide Public Library. He
refers: "The outrages in the western
out the affair stems from an
injudicious reliance on the trustworthv
and forbearing character of the natives. Their forbearance especially is kept in exercise by the sheep farmers, who appear to suppose that their moral perceptions should be sufficiently
to deter them from doing wrong, although we know that they are to be starved out of their inheritance, and allured by the
presence of large supplies of provisions of insufficiently protected.
Writing from the Government Residency on December 1, 1849,
reporters that the death sentence had been duly executed upon
two natives condemned at the Adelaide Supreme Court for the
murder, and that their bodies
had been interred in the gaol yard at Port Lincoln. One of the two
bodies whose death sentence
the killing of John Hamp had been commuted, witnessed the execution,
the other having been "prevented by illness from being present." With the exception of one little boy no other natives were present. The Government
Resident concludes: "The few that were about the settlement and
might have attended did not appear to be sufficiently influenced by the
feelings of civilized life, and the great body of natives are at this season of the year engaged in the barbarous ceremonies on their youths in localities where indigenous food is still attainable. It
is remarkable that the last full moon was the first since the case of flour commenced some six
or seven years since that the distribution day has passed without the attendance of a single native to receive flour."

Captain Beevor died a bachelor.
A BIG, bulky man, with a glaring red beard, was Thomas McTurk Gibson, first Mayor of Port Augusta, who made enemies by his plain spokenness, and yet concealed many good points under a rough exterior. He was a native of Dumfries, and left Scotland for South Australia when only a lad. His first insight into the sheepfarming business was obtained as a shepherd on Anlaby Station during the managerial regime of Alexander Buchanan, and then he became associated with Messrs. Acraman, Main and John Lindsay, who had Maryvale Station in the Streaky Bay district. John Lindsay induced his brother Charles, who was representing the Flinders electorate in the House of Assembly, to purchase Maryvale in partnership with Mr. Gibson, and neither of them was at all pleased with the venture as time went on. The formation of this run was really the beginning of the township of Streaky Bay, or Blancheport as it was intended to be known in the days of Lady Blanche MacDonnell, wife of Governor MacDonnell. The woolshed and two stone huts were the first buildings that went up in that locality. These were at Cooeyanna, one of the leases connected with Maryvale. Then William Campbell started a store by cutting a hole in the cliff and putting a roof over it just near the old landing. There was also a police station at Cooeyanna in charge of John Mudge, father of the well-known Thomas Mudge, who has large hotel and other interests in Streaky Bay and district. The Maryvale lease covered 103 square miles, and Cooeyanna 40 miles. About 30 miles to the north there was another lease known as Parla Peak, where about 20 miles of country was used as a lambing paddock. This nice grassy locality was discovered by Stephen Hack in 1857. Parla Peak was the first camp he formed on his exploration journey from Streaky Bay to the head of Spencer's Gulf, and from this spot he started for the Gawler Ranges, which he could see to the north. Still another lease held by Lindsay and Gibson was called Yanyarrie, comprising 20 square miles. On the whole run 15,000 sheep were carried, and all the flocks had to be constantly shepherded. The blacks were very troublesome in those days, and executions for the murder of white people were fairly frequent.

Samuel Dixon, who is still living at Glenelg, was jackerooing at Maryvale 65 years ago, when Lindsay and Gibson were in possession. He is well remembered for the great work he did in the preservation of South Australia's fauna and flora, and in helping to secure the National Park at Belair for the permanent benefit of the public at a time when it was in danger of being cut up into homestead blocks. Mr. Dixon's reminiscences published some years ago throw interesting light upon early days at Maryvale. The vessel that took him to Streaky Bay in 1861 was a 60-ton schooner with a dark, foul-smelling cuddy.
The little schooner used to bring the Maryvale Station requisites and take away the wool. There was always plenty of grog obtainable on board, and her visits were invariably marked by unseemly carousals. The largest lease was at Maryvale, and represented the pick of the best grazing country, where water was obtainable at shallow depths. Like so much of the south coastal region of Eyre Peninsula, the limestone cropped out over large areas, and the ridges between the flats were thickly covered with small sheoaks. These trees disappeared largely as time went on, giving the landscape an unsightly appearance. Heavy stocking not only prevented fresh growth, but wore off the scanty soil, leaving wide areas of bare rock. Unaided the plains were an inhospitable and barren waste. The shallow waters made a great fishing place for scores of pelicans.

The sheep on Maryvale were equal to any others around, but they would have caused a sensation in an Adelaide Show Ground to-day, although a magnificent turn for the better is now definitely established by the Sydney district. The worst animals were of a type happily extinct. The head was small and narrow between the eyes, which were bulging. The face was bare, ears were red and scabby, and the wool on top of the wither was spiral, and in wet weather it fell down with a flat parting, letting in the rain and cold. The wool was short, irregular and thin. The animal was difficult to fatten, and would cut even less than 2 lb. of wool, as the belly was more or less bare. In addition the ewes were bad mothers, and altogether an unprofitable type. Mr. Dixon says he had come back to the head station, after doing a round of the out-stations, to find that the schooner had arrived at Streaky Bay and "all hands and the cook were as drunk as Chloe." About the time when Mr. Gibson sold Maryvale to Mr. W. A. Horn, and secured the extraordinarily good price of 35s. a head for 15,000 sheep. John Morphett and W. Mair were associated with Mr. Horn in the venture—a venture which they soon had cause to lament.

Mr. Gibson then entered into a partnership with Alexander Drysdale Tassie in a merchant's business at Port Augusta, and continued to carry it on after the death of the latter. In 1866, in conjunction with Archdeacon Morse, he founded the well-known Yudnapinna Station, the nearest point of which was 27 miles north-west of Port Augusta, and the head station 46 miles out. His mother had died in September, 1879, and his name is represented in geographical nomenclature by Gibson's Camp (the first stage of the old coach journey to Tarcoola), Gibson's Peninsula at Streaky Bay, and Gibson Street, Port Augusta. A biographer said of him that his "tender heart and feelings were sometimes obscured by a somewhat rough temperament," and finished up his notice with these lines:—

'Tis good when genuine worth we find;
Whether for pleasure or for pain.
And in this world of base pretence
'Tis best when genuine worth we find;
And with our Gibson's solid sense
Was sterling honesty combined.

Two daughters of Mr. Gibson (Mdesames Guppy and Hopingshaw) are now living permanently in England. The photograph here reproduced was obtained from the widow of Maurice Hiern, the Yudnapinna manager.
OF all the Hierns whose names are associated with the history of northern stations only one, James Henry, held country in his own name. He died a bachelor and an octogenarian in the Home for Incorables, Fullarton, and, although he finished a poor man, he played a useful and honorable part in the pastoral pioneering of his adopted country. James Hiern was one of a family of nine sons and two daughters reared by the Rev. Henry Hiern, LL.B., who was rector at Stoke Rivers, Devon, from 1834 until 1851, and migrated to South Australia largely with the idea of giving his children a better chance in life than he felt he was able to secure for them in England. The rector and his wife (see Grace Roberts Martin, of Cornwall) and their large family, made the voyage in the steamer “Cleopatra,” which anchored at Largs Bay on December 16, 1852. The “Cleopatra” being a mail steamer the postal matter on board received first attention, and the clergyman began to fret over the delay in landing. A terribly pathetic tragedy was the sequel to his impatience. He hired a boat to take himself and his wife and children ashore. On the way up the Port River a sudden squall caused the little craft to capsize, and the Rev. Mr. Hiern and his eighth son (Dennis Wood) were drowned. A box containing 500 sovereigns went to the bottom. Mrs. Hiern paid a diver 60 for two efforts to recover the money without success. She was left with a heavy responsibility as a stranger in a strange land, but fortunately she had capital to the amount of about £5,000, and she immediately set about carrying out the intention of her late husband—that of settling on the land. A farm at Gumeracha was purchased, but these children of the manse, who had been tenderly nurtured and well educated in England, did not take kindly to the new life.

James Hiern, in the course of an interview during the evening of his life, declared that most of the family were too intent upon pleasure to become successful pioneers. He remained with his mother at Gumeracha for four years, and then secured an engagement with Mr. E. C. Randell.
The latter was a brother of Captain W. R. Randell, of River Murray fame, and had run a place at Mannum, where Mr. Hiern remained for some years and learned bushcraft and the business of stock raising. In 1866, James Henry Hiern, a member of the Chandada Thompsons, induced him to go to the West Coast with him. Mr. Hiern drove a horse attached to a dray from Adelaide to Port Augusta, and thence accompanied Mr. Thompson and two other men with 2,500 sheep on a trek across Eyre Peninsula. The destination was Witera, near Venus Bay, now known as some of the finest agricultural country on the West Coast. The flock was delivered without the loss of a single sheep, but one of the party—a foreigner known as Chris, was swallowed up by the bush. He was a good fellow but no bushman, and one day, after dinner in some sandy scrub, he left the camp against Mr. Hiern's orders, and was never seen again, although his companions searched for him diligently. Mr. Hiern claimed that he had made the first cart track across Eyre Peninsula from Witera to Streaky Bay. He was able to throw more light in a reminiscent way on the early days of the peninsula than probably any other man that came into contact with the blacks. He also leased some land at the latter's expense and instigation that all the improvements were made. The Kokatha station, situated between Lake Gardner and Lake Harris and to the north of Lake Everard, was also leased originally to Mr. Hiern, who, after he had established two wells there, passed the proposition on to Anton Schlink in 1896. For three years he was manager of Witera for Messrs. Agarman, Main & Lindsay, and he boasted that on one day he had ridden 100 miles on the run with the use of three mounts. In 1881 Mr. Hiern went to the Tarcoola district, where he sunk a number of wells, in one of which water was obtained. It is still shown on the map as Hiern's Well. The rabbits drove him off this country. Much of the money he had made in earlier life was lost at Tarcoola long before the goldfield was discovered, and also on a run he held at the latter's expense and instigation that all the improvements were made. Mr. Hiern knew Streaky Bay when the only accommodation for a shepherd. He also remembered Murat Bay, now known as Hiltaby, and he was much vexed that the name became permanently twisted from its proper form, Hiltaba. Norman Richardson, in his very interesting book, "Pioneers of the North West," says that shortly after Mr. Hiern got Hiltaby he sold out to Anton Schlink, at that time a well known sheep farmer on the Western district, but which was afterwards taken over by the Government at a price of 2,500 pounds, and the Government also leased it to Mr. W. E. Franks, who drove off from the 3,000 sheep travelling from Andomakka to Port Augusta. The stock were drought stricken, and Hiern had depended upon getting water for them at Pernatty. The wells failed him, and sheep, horses and men were all knocked up. He had great difficulty in inducing the sheep to move while the sun was up. He had got four miles south of Pernatty, and, camping among the sandhills, having decided to let the flock go in the morning, believing that it was impossible to get through with them. But instead of a heavy thunderstorm, with torrential rain and wind, Philip Hiern remained in the locality until the sheep had sufficiently regained their strength to proceed to the next water, and eventually reach their destination. Ten miles away in any direction from where he had camped no rain had fallen. G. B. Richardson named Philip's Ponds after Philip Hiern, who accompanied him when he took up 50 miles of country around some good natural waterholes. A Bill for the construction of a railway to Philip's Ponds from Port Augusta was rejected by one vote in Parliament.

Maurice Hiern spent more than 40 years in the north and north-west as an overseer or manager of other people’s runs. He was first with Samuel Sleep at Warrakimbo, and then went to Yudnapiina. After Mr. Moorock bought Yudnapiina he moved to Coralbignie in the Gawler Ranges for Messrs. Tarlton & Richbieth, and remained there for about 14 years. Next he was at Tarlton Pines in the service of H. G. Bcream, and from here passed to Andomaka. Maurice Hiern’s last engagement was as manager for Beviss, Ives & Co. at Monalena, where he died suddenly while sitting in front of the fire after tea in June, 1903. In accordance with an oft-repeated wish he was buried in the bush. His widow and daughter are now living a long and happy life on the farm near Parla Peak, in the Chandada Ranges for Messrs. Tarlton & Richbieth, and remained there for about 14 years. Next he was at Tarlton Pines in the service of H. G. Bcream, and from here passed to Andomaka. Maurice Hiern’s last engagement was as manager for Beviss, Ives & Co. at Monalena, where he died suddenly while sitting in front of the fire after tea in June, 1903. In accordance with an oft-repeated wish he was buried in the bush. His widow and daughter are now living a long and happy life on the farm near Parla Peak, in the Chandada

JAMES HENRY HIERN

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The history of one of South Australia’s most profitable runs in the outside country is linked with the career of this old-timer, whose life’s story really cannot be written except in association with that of his filial and eminently practical sons. He was born in Hamburg, Germany, and transferred to South Australia in 1850 with his wife and two children. The voyage was made in the sailing ship “Sophie.”

Immediately upon arrival, Mr. Pontt caught the Victorian gold fever, and, leaving his wife and family in Adelaide, he spent two years across the border, chiefly at Bendigo and Forrest Creek. Considerable hardship was endured, and the whole effort in quest of the precious metal was practically wasted. Mr. Pontt thereupon returned to Adelaide.

At Hamburg, he had been engaged in the printing industry, but he found no opening for his talent in the land of his adoption, and so he turned to agriculture as the outlet for his undoubted energy. A large holding was taken up near Angaston, but in the final analysis the result was not much better than what was achieved on Victorian goldfields. Thereupon Mr. Pontt embraced the pastoral industry as offering him the best opportunities in what was still quite a new country.

Mr. Pontt took out some land at Mount Crawford, and made a start with 300 old ewes purchased from Thomas Scott, of Paddy’s Plains, near Truro. The flock increased to about 1,500, and then Mr. Pontt persuaded himself that he was destined for something bigger in the way of sheep-farming. He had the backing of two hard-working and enthusiastic sons, John Augustus and Louis. The now famous Curnamona station in the north-east had been in the market for a long time, the oft-mentioned drought of the sixties having driven off the previous lessees, Messrs. Rowe and Nicholls. The property was at this time in the hands of the Union Bank, whose premises were situated in Pirie Street, Adelaide, on the site now occupied by the new State Bank. Mr. Pontt took his sons into a partnership, and left the eldest (John Augustus), a shrewd and practical man, to conduct the negotiations for the purchase of Curnamona. The station had an area of 340 square miles, but carried only 7,300 sheep. Mr. Cuthbertson was the manager of the Union Bank, and he was prepared to do business on the basis of 12/ per head for the 7,300 sheep. Wool was then about sixpence per pound in England. Mr. Pontt’s price was 10/, and the two men haggled and argued without either budging an inch. “Indeed,” said the bank manager, “I really ought to demand one shilling a head more than I am asking, because from the latest quotations I see that wool has advanced one halfpenny per pound. Up jumped Mr. Pontt with the exclamation “Then we cannot do business.” He was almost at the little gate opening on to Pirie Street when Mr. Cuthbertson called him back, and said “I will take 10/6 a head, walk in walk out—everything except personal ef-
HEINRICH NICHOLAS PONTT

fects." Thus Curnamona passed into new ownership for a mere song—between £3,000 and £4,000.

Mr. Pontt’s sons went up to get the place going again, the eldest soon returning. They visited them, but encountered a hot spell and returned immediately to his home at Blumberg (now Birdwood), and after that was content to leave everything to his boys. The latter found the run in charge of Robert Haining, a son of the Rev. Robert Haining, South Australia’s pioneer Presbyterian clergyman. Curnamona adjoins Erudina on one side, and the latter property had recently been abandoned by David Beeton, one of the worst sufferers from the big drought. All his furniture, well buckets and ropes and other effects were stacked in the largest room in the house. There was not a hoof on the place, and the speculators had a deep effect on the newcomers. Fred Frost, however, was the next lessee of Erudina, and he did very well out of it. Similarly the Pontts quickly proved that they had made no mistake in acquiring Curnamona, which responded generously to their improvements. They inaugurated the vigorous policy they inaugurated. They had the advantage of walking into a settlement which contained seven rooms, while the run was well equipped with shepherd’s huts, besides a very decent woolshed about nine miles west of the home station. The wool was shipped at Port Augusta, necessitating a cartage of 140 miles by bullock dray. The cost was £4 a ton, and the drays would bring wool at the rate of 140 miles by bullock dray. The cost was £4 a ton, and the drays would bring wool at the rate of

Curnamona was blessed in good seasons with a water supply from two lakes five or six miles apart. The larger one was called Katcha Willeroo (aboriginal for “small lake”) and Wurtoo Willeroo (“big lake”). The Pontts, however, did a lot of deep sinking with varied success, and they erected solid stone troughs and big tanks. One of the wells was so salt that it was a common thing to lose 25 to 50 sheep at the first drink, but the fattest beasts always came from around that well. The Pontts were the first to fence in that neighbourhood, the survey work being done by Mr. A. H. Smith, a brother-in-law of Surveyor General Goyder. Thus trials of shepherding were soon left behind. The newcomers had the great fortune to enter upon a cycle of good seasons. The Siccus thorn was found in its full beauty in Curnamona, and Mr. I. A. Pontt, who will attain his 81st year next month (April, 1927), told the writer that he had never seen the ordinary thorn before, as advanced in the beat of that stream, higher than his own head. He was emphatic in the assertion that the north does not hold a better run than Curnamona. “It lies on a monster plain between the Wilpena and the Barrier Ranges,” he said, “and there is not a useless yard of fencing. It is well bushed and grassed. I have seen it with spear grass waving like wheatfields, and sharing the landscape with saltbush, eremium and Sturt pea. I remember one big thunderstorm that enabled us to lamb in January, and we got 103 per cent.” Mr. Pontt relates another interesting circumstance connected with his occupation of Curnamona. In the early seventies 400 beautiful wethers were missing from one flock, and he and his brother Louis, went out on horseback to look for them. They had half a day’s hard riding, and then dismantled for lunch. Louis was always a great fossiliser after minerals, and while his brother boiled the bill of fare the prospector’s part was as his habit. He picked up an oily substance that greatly aroused his curiosity, and, high up on a cliff near by, he observed a rock face that looked as though oil had been poured all over it. A sample of the stuff was submitted to Mr. Thomas, an Adelaide assayer, who pronounced it to be “Equal to the best Pennsylvania petroleum.” Louis Pontt wanted to exploit the find straight away, but his managing brother firmly resisted the idea, saying, “We are sheepfarmers, not miners, and we have not the financial strength to be both.” Years later two members of the family attempted to locate the spot again, but failed to do so, and the secret, for what it is worth, still belongs to Curnamona.

The Pontts introduced Canowie rams, and in less than four years, with abundance of feed and water available, the stocking of Curnamona was increased from 7,300 to more than 23,000 sheep. Then Messrs. H. F. & F. Rymill came along with an offer of 24/- per head—one-third cash, and the balance in two years at 8 per cent.—and this was accepted. It meant that in less than four years the Pontts, in addition to the proceeds from wool and surplus stock during their period of occupation, got nearly £30,000 out of what had been an abandoned sheep run. The father and sons then dissolved partnership, and the first named died at Tailem Bend on March 20, 1905, at the age of 87 years. Curnamona has since been carried on successfully by the Canowie Pastoral Co., Ltd. and the Curnamona Station Pastoral Co., Ltd.

Mr. John Augustus Pontt put in 14 months’ residence at Kent Town after he left the north, but found himself subject to a life of idleness. Thereupon he bought Mindarie Station, about 30 miles east of Chucka Bend on the River Murray, from Mr. W. H. Smith. This run comprised 320 square miles of mostly burnt and unfenced mallee country, without any stock on it and only one well. The purchase price was £1,600. Mr. Pontt bought 3,000 wethers from John Baker, of Terlina, built a house, and sank a well 210 ft., at which depth sharks’ teeth in a state of perfect preservation were discovered. He grew the first wheat raised in the locality, but never took kindly to the Mindarie proposition. In December, 1878 the run was advertised by James H. Parr, the auctioneer, with the declaration that one fenced paddock would carry 5,000 sheep, and that there was winter country equal to supporting 30,000 head. Nothing resulted, and at the end of 18 months’ occupation Mr. Pontt sold Mindarie privately to Messrs. Lassonde, Baird & Co., of Adelaide. That firm abandoned it subsequently, but since then the whole property has come under agricultural operations, and the railway to a large mark run through it. Mr. Pontt’s next pastoral venture was to finance Mr. W. H. Whiting, who held Mundi Mundi and Mindary stations in the region of Silverton. He revolutionised that run by leaving the complete management to himself, and to pay him £200 a year for his services. Like the good, practical stockbreeder he is, Mr. Pontt quickly restored the fortunes of these two stations, and when Mr. Whiting had discharged his obligations, he retired to Birdwood, where, with the help of eight sons (two are still with him), he built up his well known estate, “The Wattles.” That property now includes part of the old Murray Vale station, and there are about 2,000 sheep on it. In his younger days he had a great love for the press, and in one of his contributions he wrote:—“Of all taxpayers the producer pays by far the largest proportion, but what is the use of sitting still? We must fight the devil with his own weapons. Do as the other party does, or go to the wall. Drum our arguments into our neighbours. Drive them home in unsmittakable language. Do more than that; reach others through the press, in letters, short and to the point. As a rule short letters are read and long ones are skipped. We have much to fight—compulsory land purchase and progressive land tax (which, when once recognised, will sooner or later touch the small ones as well as the large one). We know the only desire of the other party is to get all taxes from the land. The only protection we have—the only brake—an artificial trap—the Legislative Council, they would be too only happy to wipe out.”
THESE historical records of the lives of the pastoral pioneers would be sadly incomplete without a reference to the valuable part which the late Tom Brown played in proving the possibilities of the vast Nullarbor Plains for sheep farming. He possessed the unobtrusive personality characteristic of the men who went into the remote outback country and pointed the way for generations to follow. His quiet, gentle nature endeared him to everyone who came in contact with him, and made him a welcome visitor in Adelaide whenever he left the saltbush plains for a well earned holiday. Tom Brown was a sturdy pioneer who carried his age so well that his friends were astonished to learn when he passed out on March 19, 1919, that his life had covered a span of 83 years. He was born in Yorkshire, and came out to Victoria as a boy with his father, who was a civil engineer, and surveyor. The son, too, embraced the profession of a surveyor, and did a lot of work in that capacity in the northeastern districts of Victoria and other parts of Australia. He was a personal friend of Burke and Wills, the ill-fated explorers, and saw the last of them at Menindee, on the River Darling, when they were making their final plans at the base depot which they established in that locality. Later Mr. Brown became associated with Samuel and Hezekiah Willis in contracting work, and he claimed to have laid what was the first bit of tarpaving put down for the Adelaide City Council. That was alongside the Government House wall recently demolished in connection with the King William Road improvement scheme.

When they were in Adelaide the attention of Tom Brown and the Willis Brothers was attracted to the Nullarbor Plains by the late Mr. Gray, of the Reedbeds, who had put down a few shafts for water, and, failing to find it up to a depth of 150 feet, abandoned his interests in that region. The Nullarbor Plains were discovered in 1866 by a surveyor named Alfred Delisser who bestowed the cognomen "Nullus-arbor" in token of the comparatively treeless nature
of the region, although actually the name is a misnomer. The first real white settlers were the Muir Brothers, of Adelaide. They took up land well suited for pastoral purposes, and in the neighborhood of what is now Eucla, a corruption of the word "Yerkla," by which the aborigines knew the planet Venus as she rises in the east a conspicuous object over about three weeks after having watered their stock at the sandhills where the explorer Eyre obtained his supplies during part of his memorable expedition to King George’s Sound. For several years they received their goods and shipped their wool at a spot called Port Higgins, where Mr. J. L. Higgins had supervised the landing of a Government bore plant. This undertaking, however, proved too costly and dangerous, and the little port was abandoned. The Muir Brothers were completely isolated from all civilization for two years. Eventually communication with their new station was maintained by Mr. Brown, a native, of Yalata Station, in the Fowler's Bay district, who forwarded letters received from Adelaide. These letters were carried by a native, who returned to Yalata in about three weeks after having travelled a total distance of 480 miles on foot. The Muirs had Moopina Station with headquarters under the cliffs in the vicinity of Eucla.

The Nullarbor Plains, at their eastern edge, commence in the south at the Great Australian Bight and in the north at Ooldea. They extend west about 160 miles to the border of Western Australia, beyond which the climate changes to Hampton Plain, going towards Kalgoorlie and Belladonna. The country generally is of a limestone formation containing large cavities, small rockholes and blowholes. The timber is confined mostly to the caves. Within 20 miles of the coast the climate is hot and dry, with heavy dews and dense sea fogs, which drench the grass and trees standing under a tree and shaking the branches. The roads and tracks are suitable for rapid motor traffic. Swarms of mallee hen, wild turkeys, plover, ibis and quail once inhabited the Nullarbor Plains, but foxes have helped to thin out the bird life. When Tom Brown first inspected the plain, he noted that one might fall through to a cave at any moment, and air currents set up an uncanny hissing noise in some of the caves. Within 20 miles of the coast the climate is hot and dry, with heavy dews and dense sea fogs, which drench the grass and trees standing under a tree and shaking the branches. The roads and tracks are suitable for rapid motor traffic. Swarms of mallee hen, wild turkeys, plover, ibis and quail once inhabited the Nullarbor Plains, but foxes have helped to thin out the bird life.

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EDWARD LAUGHTON was more concerned with the pioneer marketing of livestock than with their production, but his career was really all-embracing and deserving of much earlier notice than is now given in a series of pastoral biographies that are drawing to a close. For the greatest of South Australia's staple industries he did a lot that entitles his good name to be held in grateful remembrance. He was a London man, and among his earliest associates after settling here about 1850, were Messrs. Anthony Forster and Joseph Fisher, two former proprietors of "The Register," with whom he lodged in Wright Street, Adelaide. Mr. Forster gave Mr. Laughton an introduction to the firm now known as Elder, Smith & Co., Limited, who engaged him as accountant and showed early recognition of his sound business qualities. The firm had advanced a considerable sum of money on a big flour mill at Middleton, where all was not going well. Thereupon Mr. R. Barr Smith invited Mr. Laughton to remove with his wife and young family to Middleton, and take charge of the mill for a month or two. He acquiesced, and, upon being asked when he would be prepared to go, he replied, "Tonight if you like; to-morrow morning at the latest." Mr. Barr Smith was well pleased with this prompt decision. The following morning at 6 o'clock saw Mr. Laughton and his household on the road driving to the now popular southern watering place, where he remained for three months or more in the role of a miller. He was the first in this particular industry to introduce more than one shift a day, and soon the output was so greatly augmented that the anxiety of the financial house was completely dispelled, and the Middleton business paid as it had never paid before. Mr. Laughton was then asked if he would like to continue as manager, but preferred to return to Adelaide. Discussing the incident in after life he remarked: "I must confess that I knew practically nothing about milling or machinery in those days, but we had a good sort of foreman. J. introduced the double shift, was able to keep things keyed up generally on proper business lines, and the results were satisfactory all round."

In 1859 Mr. Laughton determined to start in life on his own account, and, buying out the interest of Mr. A. Rutherford, who removed to New Zealand, he joined his brother-in-law, William Dean, in a stock and station agency, the actual pioneers in that line in South Australia having been Messrs. Brewer & Scott. The Laughton family have maintained the business in unbroken continuity for 67 years—a truly remarkable record. The story of how Messrs. Dean and Laughton inaugurated cattle sales by auction has already been told in the notice devoted to the career of William Dean. Mr. Harry Laughton has
in his possession to-day a silver cup which the butchers presented to his father in commemoration of the memorable event referred to. On this occasion one hundred and sixty-five sheep consigned to his firm for sale, and he directed the men to follow his buggy tracks to Adelaide in stead of keeping to the old and much longer route along the Darling and the Murray. The venture was entirely successful, and the new stock road at once became a permanency. The late Mr. S. A. Harris, afterwards of the North West Bend Station, was with Mr. Laughton on this historical journey, during which the latter met another brother-in-law, Henry Dean, who had come from Lake Hope to Mundi Mundi looking for cattle. Another important stock route opened by Mr. Laughton on this occasion was that from southern Queensland, via Cockburn, to Adelaide, which he effected by cutting Thomas Glen and Edward Gandy up through unsettled country and bringing down a mob of cattle from Thargomindah. Another notable achievement to the credit of this many-sided colonist was the designing of improved cattle railway trucks. The old type of van required the attaching of a footboard before it could be loaded or unloaded, and Mr. Laughton conceived the idea of sawing the doors across and hinging it at the bottom, with the upper part hanging in the usual way, and each truck carrying its own footboard. Considerable opposition to the innovation was encountered at the hands of the railway authorities of the day, who were apprehensive on the score of conversion costs. Mr. Laughton offered to demonstrate that the improvement could be effected at an expense of no more than £5 a truck; indeed he expressed his willingness to undertake a contract for converting thewhole of the stock vans on the line at the price mentioned as the rate per van. Eventually the idea was adopted, and has remained in operation ever since with results that are too obvious to need elaboration.

Although not so successful in his pastoral pursuits as his enterprise deserved, Mr. Laughton was associated at different times with William Dean, Elder Hughes and Squire Dean in the Mount Murchison run afterwards joining Sir E. T. Smith and Mr. G. L. Debeny in the purchase of Monkira, a well known Queensland run splendidly watered by the Diamantina River. The trio set to work, with an almost unstinted expenditure of capital to establish a stud herd of cattle, besides going in for horses. The stud was originally with a thousand head of heifers purchased from Cudmore's Goya run not far from Thargomindah district, and then John Howard Angas's stud was drawn upon for some of the highest class bulls of the famous Oxford, Niblett and Rosebery tribes. Later Messrs. Hart Brothers' herd at Beeacres and the Canowie herd were transferred to Monkira. Twenty-two stud heifers were purchased from McCulloch, of Victoria, and 40 more heifers at Robertson Brothers' dispersal sale at Colac, in the same State. With the co-operation of neighbours the boundaries of Monkira were fenced, and the property was subdivided into suitable paddocks for stud breeding. The run was declared to the highest improved cattle station in Western Queensland, but the inevitable happened. There were five practically rainless years on end, and, although the better the drought did not break up definitely until the eighth year. Even then many of the cattle were alive, but the horses had succumbed, and the firm did not persist after 1880 with Monkira. In 1881 Mr. Laughton was credited in the auctioneers' report with the purchasing of Wirre- alpa run, north-east of Pt. Augusta, comprising some 88 square miles of country then carrying only 1,000 head of mixed cattle and 50 horses. The price was £4 8/6 a head. Mr. Laughton was either acting for Mr. J. H. Angas in this sale or he passed Wirreala on to that pastoralist almost immediately. In 1884 he started a pure Jersey herd in Gandy's Gully behind Stonyfell, near Adelaide. In his letter describing the annual stock the herd is still being carried on in the family and in that respect is probably the oldest of its kind in Australia. Six cows from this stud were sold for £1,000 to Nairobi, East Africa, this year, being the only South Australian Jersey cows that have gone there.

In the eighties Mr. Laughton was a diligent advocate of the frozen meat trade following upon its establishment in New Zealand, but it was not until the Government moved in the matter many years later that his efforts came to any good. In this connection it is interesting to read the following letter that he addressed to Donald McLean, Secretary of the first Pastoralists' Assn., 35 years ago: "Having recently obtained valuable information respecting the frozen meat trade, which seems to put it well within the scope of practicable and profitable effort from this colony, I beg to present you my notice. Steamers are now constructed to carry 60,000 to 70,000 carcases of mutton. I learn they travel to knots per hour on a daily consumption of 20 tons of coal, and working the refrigerator uses 7 tons daily. All the meat is carried below waterline in two large insulated chambers, the steamers being fitted with a small addition of 150 feet long. The cooling system is available as ordinary cargo space. The freightage from New Zealand is 15/- per lb. in mail steamers, and 1d. per lb. in the boats specially constructed for the trade. The freight is 65 to 70 lbs. in New Zealand. If they average 60 lbs. at 1d. per lb. the freight would be 5/- a carcasse, or, on 65 lbs., it would be the mixed cargo freight and passenger money. I have been told that steamers make enough profit on the trip from England to pay expenses out and home, and, with full cargoes, the cost of the steamers is cleared in four trips. It costs almost as much to build up as to build the steamers, but the working expenses are comparatively small. It is believed that steamers could profitably carry for considerably less than 1d. per pound. The matter is so perfected that if the thermometer in the freezing chambers registers 80 degrees it rings an electric bell in the captain's cabin. . . . It seems feasible for a scheme to be worked out inducing steamers to call periodically at all or some of the following ports—Adelaide, Sydney, Melbourne and Adelaide. With 88,000,000 sheep in Australia and 8,500,000 cattle, and increasing, frozen shipments are essentially what we need, and the proper place would be a ship port, New Zealand, with 15,000,000 sheep, annually, ships a million and a quarter of them. Prior to the frozen meat industry coming about Mr. Laughton had joined Herbert B. Hughes and William Dean in the establishment of boiling down and meat preserving works on the Port Adelaide River a little south of the present railway bridge. They got up a very good tinned article, but the venture was ahead of its time.

For many years Mr. Laughton was on the directorate of the Broken Hill Block 14 Mining Co., and, in conjunction with Mr. Goyder, he invented a zinc recovery process which was afterwards acquired by the Proprietary Company. He belonged to a school of progressive public men, and took a delight in discussing important national questions in the daily press. He left behind a sheaf of pamphlets representing a reproduction of articles on topics such as the Barrier trade, the construction of a direct broad-gauge line from Broken Hill to Adelaide, the building of a railway to South-West Queensland. He fought hard for the construction of a direct broad-gauge line from Broken Hill to Adelaide via the Burra and Tanami Ranges, and strongly advocated a uniform gauge of 5 ft. 3 in. throughout Australia. The end of a fine career came at Millwood on November 2, 1916, at the age of 84 years, or three years after Mr. and Mrs. Laughton had celebrated the golden anniversary of their wedding.
PULTENEY, John and Neil Malcolm were closely identified with the early colonization of South Australia, and it is not the fault of the writer that more is not known about the last named two, the original owners of Poltalloch Station and very early owners of Campbell House. Sir Pulteney Malcolm was behind the scenes in London when South Australia was being erected into a province. He introduced Captain John Hindmarsh, R.N., to Lord Glenelg (Secretary of State for the Colonies) when the naval hero was anxiously seeking appointment as our first Governor, and gave him “the very best character, both publicly and privately.” Hindmarsh did not forget him when the original thoroughfares of Adelaide were being named, and that is how we have Pulteney Street in our Municipal nomenclature. Evidently a man of considerable influence, Sir Pulteney Malcolm promised Robert Gouger that the official party should make the voyage to South Australia “in a King’s ship,” and the choice of H.M.S. Buffalo followed in due course. “As a great favour” he gave Gouger “a favourite shepherd dog” to take to the antipodes with him. On August 30, 1839, Neil Malcolm paid £4,000 in England for a special survey of 4,000 acres on Lake Albert at Point Malcolm, John Malcolm being associated with him in the venture. They named it Poltalloch after their valuable estate in Argyllshire, Scotland, part of which, by the way, was once rented as a farm by Lachlan McTaggart, father of John McTaggart, the founder of the well-known Wooltana Station in the Far North. The idea of the Malcolms was to establish some Scottish peasantry in closer settlement, but when the time came to leave home the Highlanders backed out, although that fact did not discourage their more shrewd and far-seeing patrons. They appointed Sir Samuel Davenport their agent in South Australia, and it is unfortunate that nobody appears to have taken advantage of that gentleman’s knowledge to place on record interesting historical details of the Malcolms’ early connection with South Australia. The opportunity has gone for ever.

The present owner of the Poltalloch estate in Argyllshire is Sir Ian Malcolm, who claims John and Neil Malcolm as his grandfather and great uncle respectively. He had a distinguished Parliamentary career, and is the author of half a dozen works on various subjects. He married a daughter of Lady de Bathe, better known in history as Mrs. Langtry, “the Jersey Lily.”

Taking a pot shot, the writer communicated with Sir Ian Malcolm, and received the following courteous letter, dated January 9, 1925:—“I am very much obliged for your kindly and interesting letter of Nov. 17, 1924. I have delayed replying to it whilst searching for information which might be of use to you regarding the property once held by my grandfather in South Australia. This research, however, is not yet concluded, as it involves delving into old papers held by various lawyers and my estate office at...
THE MALCOLMS OF THE LAKES

Poltalloch—a process which is not yet completed. This letter, therefore, is only an ad interim answer to your request, to tell you that as soon as possible you shall have all the information which is at my disposal, and you are at liberty to publish as much, or as little of it as you may choose. I may be in, although I doubt it, to send you portraits of Neil and John Malcolm; but I do not at the moment know where to lay my hands upon them. However, let me, with all regards and apologies for my delay, which this letter may explain. Yours very faithfully, Ian Malcolm, of Poltalloch." This looked promising, but 12 months went by without another letter arriving from Scotland. A polite reminder was dispatched, but it remained unanswered. The writer then communicated with the editor of the "Oban Times," Argyllshire, who had written to the "Adelaide Stock and Station Journal," setting on foot the notice that appeared subsequent to John Malcolm, a pioneer pastoralist of the South East. The Scottish editor got into touch with Sir Ian Malcolm, who replied to him: "I have found it impossible, after considerable search, to learn anything of the early history of John and Neil Malcolm, my grandfather and great uncle, in South Australia, beyond the fact that they both went there as young men, bought the ranches as young men, bought the ranches, and the cattle always commanded the highest prices in the Adelaide market because of their splendid beef qualities. In 1859 two bullocks, "fatted on the grass of the Murray" were sent to the Adelaide Royal Show, and gained first and second prizes, one beast weighing 1,470 lbs. and the other 1,154 lbs. At one time sheep were also tried, and it was claimed that some of the best sheep in the colony had originated from a line of 50 ewes purchased by John Malcolm from the historical MacArthur flocks in New South Wales. Neil Malcolm appears to have dropped out of the business at a comparatively early date, because, as the years went on, John Malcolm's name was mentioned in the scrappy records practically exclusively. With the advance of agricultural interests Mr. Malcolm found that he had chosen his country only too well, and it was due largely to the fighting spirit of his faithful agent, Sir Samuel Davenport, that his large estate was preserved intact. In 1860 a Select Committee was appointed to investigate the proposal to cut up the big Murray hundred and to throw open the lands as anybody's commonage. Allan McFarlane told this body that he and John Malcolm were entitled, by virtue of purchased land, to run stock within the Hundred of Malcolm, but the Hundred was then fully stocked, and did not depasture more than 20,000 head. Prior to 1847 Dr. McDougall was manager at the Lakes, but in that year he removed to San Francisco, and Davenport took full control. Giving evidence before the Select Committee referred to Sir Samuel said:—"Mr. Malcolm has a claim to protection against sudden and extreme changes in the laws of tenure. Mr. Malcolm, in the last year or two, has made further purchases with the advance of agricultural interests. The purchases have taken place with a legitimate expectation in the mind of the purchaser that the tenure of the Murray runs would not be materially interfered with. Some regard is due to Mr. Malcolm, who both now and from the earliest days of the Colony, has been a large purchaser of public lands in the Hundred of Malcolm. The whole purchase is made with the view of having a permanent property of stock. The purchased land by itself is of no value unless as pasture land; it must feed a certain number of stock, otherwise it would not return him interest for his money. His land has been bought with a view of securing grass for his cattle. Now, a man of this kind, whether he is in the Colonies or an absentee, £30,000, with the expectation that the tenure will not be materially interfered with. The exposure to injury would affect the interest of the country, Mr. Malcolm, although he may be called an absentee, should generally claim in his treatment by the laws of the Colony a little more consideration than many absentee investors, because he was one of the original purchasers of 4,000-acre surveys, and invested money in runs on the Murray many years ago. To that investment, many hundreds of acres have been added, and the property thus held is not much under £70,000." Sir Samuel Davenport went on to say that his principal had imported bulls at a cost of £1,000 each. Was it right that, under a system of commonage agriculture, two or three people should be able to turn out their cows and get the use of these butts? One of the most relentless opponents of Davenport in connection with this question was Sir William Milne, who declared that there had not been a stock holder in the country who had not been obliged to get further back in obedience to the march of agriculture. Of course, the claim that the Malcolm runs were fit only for pasture was all nonsense, but the Select Committee came down on the side of the absentee, who went on his way rejoicing.

In 1873-4 the Malcolm interests at the Lakes were purchased by Messrs. John & T. R. Bowman, and thereupon the properties were devoted almost exclusively to sheep for a long time, Sir Thomas Elder bought the cattle for £30,000 or £10 a head, which was considered a fine price in those days. He transferred them to the Far North, and lost practically the lot. The later history of the Poltalloch and Campbell House estates is too well known in pastoral circles to need repetition here. The name of the original owners is preserved in the Hundred of Malcolm and Point Malcolm on Lake Albert. There was a famous law suit in Mr. C. C. Kingston's time over the Malcolm leases, but this had no connection with theArgyllshire people, who had long since severed their connection with South Australia. John Malcolm is sometimes referred to incorrectly as a Knight. Not his eldest son, however, was created a peer in 1896. Lord Malcolm was twice married, but he died in 1902 without issue, and the peerage became extinct.
Among the first pastoralists to take out 14-year leases from July 1, 1851, was John Bowden, who acquired 107 square miles, at 10/- a mile, at Salt Creek, around Yorketown and Edithburgh, on Yorke Peninsula. His connection with South Australia and its pastoral industry began at a much earlier date. He and his brother Jacob sailed from Gravesend on September 25, 1837, in the ship "Royal Admiral," 413 tons (Captain Grives), and reached Port Adelaide on January 18, 1838. This little vessel carried 208 passengers, including the Sparks family, John Putland, and G. & D. Burford. Jacob Bowden, almost immediately after arrival, set up business as a herbalist in Gilles Street, Adelaide. Loyau's "Notable South Australians" devotes nine lines to his career, and credits him with "many most successful cures," but evidently John Bowden was too far away in the bush to receive any notice at all at the hands of biographers. The latter secured the position of manager of the South Australian Company's dairy on the River Torrens, and the 1844 directory shows him well and truly settled at Kersbrook, where he had 800 sheep, 62 cattle, 1 horse, 13 pigs, 16 acres of wheat, 8 acres of barley, plots of oats, maize, and potatoes, and a fruit garden. In 1908 the author of "Nomenclature of South Australia" made a public appeal for information as to how Kersbrook came by its name. This brought the following response from the late Mr. J. B. Adamson:—"In the early forties of last century John Bowden, at one time manager of the South Australian Company's dairy on the Torrens, had a bullock dray made at my father's yard. By Mr. Bowden's directions I had to paint his name and address on it. He spelt the latter Kesbrook, but afterwards had it corrected by putting an R in the first syllable. His descendants could probably supply the origin." Mr. Jabez H. Bowden, a son of John Bowden, followed up that letter with the intimation that in 1841 his father built a house in the hills, and named it Kersbrook, after a farm in Cornwall, where he was born. Jabez died on June 17, 1909, at the age of 70 years.

Even before taking out the 14 years' lease in 1851, John Bowden

**John Bowden.**
JOHN BOWDEN

had settled on Yorke Peninsula. There are numerous references to him in Alexander Tolmer's description of the pursuit and capture, in 1848, of four desperate bush-rangers wanted in Tasmania on murder and other charges. The criminals had cleared out from Launceston on an American vessel for a whaling cruise off Kangaroo Island. They left her in a boat landed on Southern Yorke Peninsula, and kept along the coast until they fell in with Mr. Bowden, who readily gave them employment. The story was that they had been fast to a whale, which dragged them out of sight of their ship and Kangaroo Island; they were obliged to cut the line, and bore up until the ship was reached. Two other peninsula pioneers, Messrs. T. Giles and A. Weaver, reported the circumstances to Inspector Tolmer, whose suspicions were aroused. He organised the party, set off after the fugitives, and sailed for Oyster Bay (now Stansbury). One of them was arrested immediately on the arrival of the police at Mr. Bowden's hut, and that gentleman himself "seemed perfectly paralysed with fear" when he returned home and found the officers of the law in charge. He was informed that they were seeking the arrest of those convicts and murderers in his employ, whereupon he promised his best assistance to that end. One more was captured on his return for tea, but it was learned that the other two criminals were engaged building a stone house not far from the beach. After the fugitives, and sailed for Oyster Bay (now Stansbury). One of them was arrested immediately on the arrival of the police at Mr. Bowden's hut, and that gentleman himself "seemed perfectly paralysed with fear" when he returned home and found the officers of the law in charge. He was informed that they were seeking the arrest of those convicts and murderers in his employ, whereupon he promised his best assistance to that end. 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PASTORAL PIONEERS OF SOUTH AUSTRALIA.

JAMES ANDERSON.

THIS interesting old character was the son of Robert Anderson, of Hawick, Scotland, a man of distinguished lineage, who lapsed into genteel poverty with the consequent wide dispersal of his large family. James Anderson wisely chose South Australia as the land of his adoption. He arrived by the barque “Winchester” on September 23, 1838, Edward Spicer being a fellow passenger. At least two brothers and one sister followed him—Charles, who afterwards removed to New Zealand, Walter, who perished on Kangaroo Island, and Mary, who married John Hill, boatswain of the old “Buffalo.”

A very early directory shows James Anderson as being located in the “First to Fifth Creeks” district, where he had 30 acres of wheat and barley, 14 cattle and 4 pigs. Then he determined to settle on Eyre Peninsula, where he succeeded the White Brothers at White’s River, north of Port Lincoln. John Tennant took Tallala, and the two of them collected some sheep in the Barossa district, and drove them around Port Augusta and down the peninsula—a courageous enterprise in those days. Mr. Anderson’s first lease was known as Baila, and ever after his brand was “Baila.” He became the owner of Wanilla No. 1 and Wanilla No. 2 runs, his country extending from White’s River to Yalluna. His sheep grazed over what is now the flourishing town of Cummins, and other landmarks in his holdings were Cockaleechie and Point Bolingbroke. Mr. Anderson quickly became prosperous, and showed great enterprise by importing from Germany rams and ewes of the famous Steiger breed. His marriage was a most romantic one. He had come out in 1838 much in love with his Sunday school teacher, who was a good many years his senior. She was a daughter of William Aitchison, of Linhope, Hawick, a breeder of high-class Cheviot sheep. There was an understanding that Mr. Anderson should definitely make his way in life before claiming his bride. She waited 24 years for him, and in 1862 he went back to Scotland, married her, and brought her to South Australia. Mrs. Anderson did not take kindly to colonial life on a remote sheep station, and, after one or two trips to the homeland, she finally induced her husband to settle permanently in Scotland in the early
eighties. He died about 20 years later without issue, and the Eyre Peninsula estate passed to his nephew, Mr. W. E. Goode.

The history of James Anderson would be practically a blank but for his persistent habit of preserving his personal and business correspondence. Mrs. Agnes K. Goode, one of South Australia's best known public women, kindly placed at the disposal of the writer a box full of this correspondence, which throws much interesting light upon the early development of the Port Lincoln pastoral areas, and shows that Mr. Anderson was on the best of terms with the Mortlocks, Tennants, Loves and Haighs, besides many of the early pastoral magnates of the mainland. The difficulty is to compress into one page this gold mine of personal and business correspondence. Mrs. Agnes K. Goode, one of South Australia's magnates of the mainland. The difficulty is to compress into one page this gold mine of personal and business correspondence. Mrs. Agnes K. Goode, one of South Australia's magnates of the mainland. The difficulty is to compress into one page this gold mine of personal and business correspondence. 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PASTORAL PIONEERS OF SOUTH AUSTRALIA.

STEPHEN GEORGE HENTY.

The first white man to ascend Mount Gambier, to view the glories of the Blue Lake, and the first to stock the country in that locality was Stephen George Henty. Despite the fact that Mounts Gambier and Schank have the distinction of being the first part of South Australia sighted and named—that was on December 3, 1800—the district was left to its primal solitude for a further 39 years, when the subject of this memoir came on the scene. The Henty family were born pioneers. The father, Thomas Henty, was a prosperous banker and sheep farmer of Sussex, but his holdings did not offer sufficient scope for the future welfare of his seven sons. Accordingly about 1829 he sent out three of his lads—James, John and Stephen George—to the Swan River settlement, Western Australia. Apparently the money chest was in a healthy condition, because they brought with them a staff of 40 servants of one kind and another 10 horses, 10 head of cattle, and 180 pure bred Merino and South Devon sheep. The results at Swan River were not satisfactory, and in 1831 the trio decided to move on to Van Diemen's Land. In the same year Thomas Henty himself left England for Australia accompanied by his wife and three more sons, Charles, Edward and Frank. He satisfied himself that his boys had done the right thing in quitting Western Australia under the conditions of the day, although the decision to do so had involved the loss of considerable capital. Van Diemen's Land, however, did not please the Sussex sheep farmer any better, and in 1833 he sent his son Edward to visit the South Australian coast. The outward voyage was concluded at Port Lincoln, and the return journey was broken by a call at Portland Bay, Victoria, where a whaling station had been founded. The latest country examined appealed strongly to Edward's pioneering instinct, and soon after reaching the family's temporary home in Van Diemen's Land, he went back to Portland in a schooner commanded by one of South Australia's earliest colonists, Captain John Hart, who, in later years, introduced thousands of sheep to the new province from Tasmania. Meanwhile Stephen George Henty was engaged in winding up
the estate's affairs at the Swan River settlement. He was visited there by his father, who, on the way, had a look at Kangaroo Island and some places in Spencer's Gulf, and finally settled down at Portland where he died in 1839, after having invested £8,000 in the pastoral and whaling industries. The Rev. John Blacket, in a brief history that he wrote of the Hentys family, credits Stephen with being a man of a considerable force of character. His nautical experience was confined solely to the knowledge he had picked up on travel, and yet he navigated a vessel, with his wife and child on board, from King George's Sound, Western Australia, to Portland Bay. Having squared up affairs at Swan River, he was anxious to join the family in Victoria, but there were no colonial lines between these points. Thereupon he purchased a small vessel, but the captain he had engaged was drowned at King George's Sound, and Stephen Henty successfully undertook the return voyage. This was one of many accomplishments that induced Rolf Boldrewood to write: "The Englishman is the best all-round man the earth affords. The Hentys perhaps more completely than any other family which have landed on our shores. What manner of colonists they were! Explorers, sailors, whalers, farmers, squatters, town builders, village makers, merchants, politicians—all these different avocations one or more of the brothers have proved excellence; most of them, indeed, combined in their own person an aptitude for the whole range of accomplishments."

By 1839 the Hentys were well entrenched in the pastoral industry at the back of Portland, and the story of the pioneer stocking of the Mount Gambier country is told authoritatively in a communication which Stephen George Henty forwarded to the Governor of Victoria in January, 1854, and which is included in a book entitled "Letters of Early Colonists to Governor Latrobe." The writer says: "I prepared a party of two men and myself, and took my departure from Merino Downs in June, 1839, steering a direct course by compass for Mount Gambier, which I reached in two days. To those who have not seen Mount Gambier it may seem strange when I say that I ascended it by a very gentle slope, least side, and was scarcely aware of my exact position until I reached the brink of the enormous eastern lake (Blue Lake), a sight I can never forget, it being quite beyond my powers of description. At this time I was uncertain whether this beautiful country belonged to South Australia, or I should have at once applied for a special survey, for at this time I believe no European had ever seen the country but my own party. Under this doubt I determined to rush on further, and examine the coastline as far as Cape Jaffa, and therefore extended our search for 28 days without success, and returned direct to the coast to Portland. We afterwards formed cattle stations at Mount Gambier, of which we were deprived by the chicanery of some unprincipled individuals from afterwards securing a legal title."

The actual stocking of the new country took place at the end of 1840 or the beginning of 1841, and Stephen George Henty remained in occupation until 1845. The first draft of 400 cattle was taken there from the family's Victorian runs by Jim Smeed, Joe Frost, and McKay (a Sydney native), with Paddy Hann, an old soldier, as guides. One of the huts occupied by the party was at the Lakes, and the other at the Cave (now the Cave Reserve, Mount Gambier). Several years later Major Mitchell, the explorer, visited Mount Gambier, and was priding himself on the assumption that he was the first white man to enter the country when he came upon Henty's huts and stores. The two pioneer overland stock expeditions beginning July, 1842, under Perceval, reached in two days. To those who have not seen Mount Gambier (now the Cave Reserve, Mount Gambier-Heywood railway station), it is the coronation of a journey. The ceremony took place on January 14, 1918, and the Old Residents' Association had 150 bronze medals struck commemorating the event and the discovery of the Blue Lake. The portrait reproduced here is a reproduction of a picture of the old fireplace. This was situated on a round knoll, high and dry above the lakes, and hidden in a growth of ferns. A piece of Mount Gambier basalt was set up, and on it was inscribed:—"S. G. Henty, 1839. Henty's Hut, 1841." Appropriately enough the stone was declared well and truly laid by Mr. W. S. Henty, a grandson of Stephen George. He was, at the time, engaged as one of the engineers in the construction of the Mount Gambier-Heywood railway. The event was marked by a memorial service on January 14, 1918, and the Old Residents' Association had 150 bronze medals struck commemorating the event and the discovery of the Blue Lake. The ceremony took place on January 14, 1918, and the Old Residents' Association had 150 bronze medals struck commemorating the event and the discovery of the Blue Lake. The portrait reproduced here was kindly supplied by Mr. E. F. Crouch, whose nephew married a grand-niece of the distinguished pioneer.
THE writer failed to get into touch with any person possessed of first-hand, or even second-hand, knowledge of Malcolm Gillies, whose strenuous endeavours to develop the pastoral industry only landed him in the Insolvent Court “with no estate to divide.” The fact that it is possible to reproduce a portrait of him is due to the wisdom of the late Hon. John Lewis in establishing the picture gallery of pioneers of the north, now in the keeping of the local branch of the Royal Geographical Society. It is presumed that Mr. Gillies came from Scotland, and it is certain that he was one of South Australia’s earliest settlers, because a directory of 1844, in the possession of Elder, Smith & Co., Ltd., shows him as a resident of the Stanley district, and the owner of a modest 20 head of cattle. He was located at Inchiquin, and among those in the same district at the time were: Messrs. George and Charles Hawker, of “Bungurie,” E. B. Gleeson, Eardley Heywood, John Horrocks, J. B. Hughes, James Stein, and Charles Campbell, all of whom have come under notice in these articles. The next thing known about Mr. Gillies is that in 1852 he moved up to the Willochra Creek, where he had as neighbours the earliest members of the Ragless family, and James Loudon, of Yadlamalka. He started operations there with 1,000 head of cattle, and had the use of 190 square miles of Crown lands.

Mr. Gillies’ pastoral career belonged to the easy going old days, when most runs were not fenced and many pastoral leases knew no bounds. He paid up to the Government originally for only 34 square miles of country—£5 10/ rent on 10 miles and £6 on 24 miles, with an assessment of 17/6 per square mile. In 1859-60 he added sheep to his stock, and was
occupied 5,000 head in the following year, although a very dry season had left him with only 300 cattle. Mr. Gillies' sheep had increased to 12,000 in 1863, besides which he had sold 1,470. The recent increase had been brought about, he said, and the lessee must have been feeling well pleased with the outlook until the drought of the mid-sixties struck him with relentless force. With him it started in 1863, and in the following year he began to shorten sail. No sheep died in 1863, but there were scarcely any lambs, and none at all in the next two seasons. At the end of 1865 the run was entirely abandoned, and Mr. Gillies was away for a try with 5,590 sheep, having been ob­ tained 20 years' tenure at 10/ per square mile, without any Exceptions. The lessor had only one herd of 4,000 cattle. He said that at 120 head to the square mile, the property had been over-assessed. Mr. W. J. Peters­ wald, afterwards Commissioner of Police, was secretary of the Royal Commission, which has been re­ ferred to. Even men like Thomas Elder. Peter Waite, and Alexander McCulloch made application for the postponement of their rents pending the result of its inquiry in­ to the condition of the northern runs. In his evidence before the Commission, Phillip Levi indicated that Malcolm Gillies was a “con­ stituent” of his, and added that the drought had cost the latter 4,940 sheep. Levi himself lost 50,000 sheep, exclusive of lambs, besides 10,000 cattle. Charles Bonney, one of the Government valuators, com­ plained that where there were con­ junct holdings, such as Mr. Gil­ lies had, the occupants might be acquainted with the exterior boun­ daries of the whole run, but were rarely able to point out the boun­ daries granted under the several leases. A valuator was thus called upon to locate the exact position of every improvement, and, to a certain extent, had to do the work of a surveyor. From 1861 until 1867 wool fluctuated between 4½d. and 10d. a pound for greasy, and between 1/ and 1/7 a pound for washed.

A long list of insolvencies pub­ lished officially in January, 1867, supplied convincing testimony of the sad straits to which many good men were reduced by the great drought of that period. Malcolm Gillies' name figures in the list, and his liabilities were stated to be £11,153 and his assets £3,448. He was awarded a first-class certificate. Later Mr. Henry McConville had some of his leases, including Par­ donal and Boddington, and that of the worthy pioneer of them. There are several references to Mr. Gil­ lies in Alexander Tolmer's pub­ lished reminiscences. In 1859 the fearless police inspector organised an expedition “to start in opposition to Stuart in the race across the continent,” financing the ven­ ture by mortgaging his property at Norwood, and utilising the £100 voted him by the Legislature for his gold escort services and a smaller cheque given him by Gov­ ernor MacDonnell. He accused James Chambers and John Mc­ Donnell of cheating him out of the promise to give him the post of second in command of one of Stuart's expeditions. When he reached Sleep’s Warrakimbo sta­ tion Tolmer was short of horses, and the following entry occurs in his journal:—“Addressed a note to Mr. Malcolm Gillies soliciting him to aid me by contributing a horse or two for the expedition; he, however, declined.” Three weeks later Tolmer reports having ar­ rived at Gillies’ station, where he obtained refreshment and learnt that Hergott, with horses for him, had passed two days previously. That refers to David Hergott from whom Hergott Springs took its mis­ spelt name.

After the insolvency proceedings Malcolm Gillies drops out of the picture, and a considerable amount of investigation has failed to throw much light on his subsequent ac­ tivities. A search among the re­ cords of the Registrar General of Births, Deaths, and Marriages in­ dicated that he did not die in South Australia. It is probable that he returned to Scotland, and it is cer­ tain that he passed out before 1899, because the files of the “Adelaide Observer” for that year contain the obituary notice of his widow, who died at the residence of her son, the Rev. Ewin Gillies, Free Church Manse, Clachan, North Uist, Scotland, at the age of 68 years. She left six sons and one daughter, Mesdames Alfred Law­ wood (Frewville), Hugh McCallum (Spalding), Thomas Fraser (Birk­ enhead), and Henry Hopping are mentioned as her sisters and Mr. Malcolm McGlashen, Vic­ toria, as a brother. That is 27 years ago, not one of the relatives mentioned was discoverable at the addresses given.

Malcolm Gillies
JOHN and William Benjamin Rounsevell were half brothers. They were the sons of William Rounsevell, who came to South Australia from Tregoning, Cornwall (largely on the advice of Rowland Hill, the apostle of penny postage) by the ship “City of Adelaide” in 1839. The father started his colonial career in the police force, and later established a livery and coaching business, which eventually assumed almost gigantic proportions, including contracts for carrying nearly all the mails in the province. At one time he had more than 1,000 horses in harness. The business was sold to Cobb & Co., the forerunners in South Australia of John Hill & Co., and William Rounsevell purchased from David Randall, for £15,000, the magnificent estate and sheep stud then known as Glen Para, and situated in the Barossa Ranges. He renamed the place Corryton Park, and there successfully acclimatized various kinds of English game. The sons acquired their taste for pastoral pursuits at Corryton Park, and entered at the Colonial and Indian Exhibition held in London samples of pure Merino wool produced by sheep that had been bred from stud stock imported from Tasmania so far back as 1844. Corryton Park carried 3,000 sheep on 2,500 acres, and the stock were grazed on natural grasses only. The average weight of the fleeces exhibited in London was 10 lb. 14 oz. for ewes and 15½ lb. for rams. John Rounsevell represented the district of Light in the House of Assembly for three years in the sixties, and did not seek re-election upon becoming the Government contractor for goods traffic on the South Australian railways, and for the supply of a large quantity of railway sleepers from Corryton Park. He constructed 500 miles of the Transcontinental telegraph line north of Port Augusta, and did all the cartage for a further 600 miles of the line, employing 100 six-horse teams, 100 bullock teams and 100 camels. Always a famous whip, he made a striking figure behind some of the best horses ever seen in harness in Adelaide. During a visit of Burton’s Circus, Walter Burton was announced to drive twelve horses from the Bay Road (now Anzac Highway) through the streets of the city. John Rounsevell, in a spirit of emulation, drove nearly double that number over the same track and created quite a sensation by the skilful way he handled the reins.

Of the many pastoral ventures in which John Rounsevell was interested the most important was Moolooloo Station, comprising 756 square miles of country about 13 miles from Blinman. Originally Moolooloo belonged to James Chambers and William Finke. Both of them died in the early sixties, and John Chambers, as executor of
his brother's will, sold this huge run to Philip Levi & Co. One has the authority of the late Mr. A. G. Downer for saying that Levi and Co. lost £60,000 over Mooolooloo, which, in 1871, was sold at auction to Mr. Rounsevell at a price of £7/12/6 a head for 8,985 mixed sheep and lambs. Later the property was in the hands of the Hon. W. B. Rounsvevell, who had William Ross there as manager, and it was again auctioned room on August, 1878, in the name of W. B. Rounsvevell. It then passed to W. K. Simms at the rate of 19/6 a head for 47,151 sheep, Mr. Simms lost £30,000, and the next owner was Mr. Tenant, who also had a bad time with the station. By 1878 the property had been completely fenced and subdivided with the exception of about 28 square miles, and there was another consignment ready to be lifted. Cowarie cattle were exhibited on Mr. Rounsvevell's hands was Anabama Station, north-east of Lake Eyre, occupying a mansion in Hutt Street, Adelaide. He had served a term in the Mount Crawford District Council, and was also elected to the Adelaide City Council. In 1850 he reappeared in the House of Assembly after a by-election for the district of Gumeracha. In his campaign speeches he was thus reported: "He had been the first to drive a team through Breakneck Gully. The Rounsvevell had so much property in the Gumeracha district that it would take them many years to get out of it. It had been said that the time would come when Gumeracha must be represented by a Rounsvevell, and he thought his time had come." He was not seen in Parliament after 1861, probably being discouraged by the violent and somewhat coarse personal attacks directed at him by the long since defunct "Lantern," the conduct of which at times was characterised by a crudity which he deplores. He died on May 15, 1902, in his 66th year.

William Benjamin Rounsvevell has been described by one of his biographers as a business man, farmer, squatter, wine expert, sportsman, legislator and municipalist. He was proud of proclaiming the fact that he had shot wild fowl within the boundaries of Adelaide, that he saw the first dressed stone building erected in the city, and that he witnessed the pulling of teams and drays out of the bog in the principal streets of the capital. He had a much more distinguished political career than his brother. With one break of six years he sat continuously in the Assembly for 18 years, from 1857 to 1875, and again in the 1880's, when he finally became a member of the Legislative Council, and was also a member of the Royal Agricultural Society. In 1881 he reappeared in the House of Assembly after a by-election for the district of Gumeracha. In his campaign speeches he was thus reported: "He had been the first to drive a team through Breakneck Gully. The Rounsvevell had so much property in the Gumeracha district that it would take them many years to get out of it. It had been said that the time would come when Gumeracha must be represented by a Rounsvevell, and he thought his time had come." He was not seen in Parliament after 1861, probably being discouraged by the violent and somewhat coarse personal attacks directed at him by the long since defunct "Lantern," the conduct of which at times was characterised by a crudity which he deplores. He died on May 15, 1902, in his 66th year.

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Mount Barker, over the site of which Duncan McFarlane once grazed his sheep.

By the close of the year 1841 Duncan McFarlane shared with G. A. Anstey the distinction of being the largest individual stockholder in South Australia, being the owner of 10,000 sheep. He was of no relation to the Wellington Lodge clan. For three years the writer has held the notes now released in the hope that a portrait of this very interesting old-timer would come to light, but the disappointment seems final and definite. Small wonder, because Duncan McFarlane has been in his grave for 70 years, and few people now living have even so much as heard of him. Yet he grazed his sheep over and helped to lay out what is now the important town of Mount Barker. Mr. McFarlane, Captain John Finnis, and Mr. W. Hampden Dutton were the fortunate successful applicants in 1838 for the Mount Barker special survey of 20,000 acres, and forestalled John Barton Hack just in the nick of time. The last-named was chagrined over his failure. He left it on record that Osmond Gilles, first Colonial Treasurer, jubilantly told him that he had lost his chance. Hack accused Gilles of having an interest in the Mount Barker special survey, and of giving a receipt for the purchase money before the full amount had been paid. However, an indignant protest to Governor Gawler proved futile.

John Dunn, Senr., in his reminiscences published by the "Mount Barker Courier," says that Duncan McFarlane was originally a sheep farmer in New South Wales, and he and his two partners stocked their country with sheep and cattle brought from Sydney. He adds: "I believe Thomas Walker, who died in Sydney worth £1,500,000, supplied Dutton and McFarlane with the money and stock for the survey, but subsequently foreclosed on the land, and those who purchased it from the syndicate had to get their deeds from him." Prior to that each of the three partners had given Mr. Dunn half an acre of land on which he built his first mill. The latter concludes: "When I arrived Mr. McFarlane had his sheep and cattle station here, and his homestead was on the water's edge (Onkaparinga). He and his flocks passed away to the Tatiara country the season I came to Mount Barker." Before that happened, however, Mr. McFarlane became a man of great influence in the district. Governor Grey spent a night with him in April, 1844, on his way to the South-East with his expedition. The first religious service held in Mount Barker was conducted by a Presbyterian clergyman (Rev. R. Haining), who preached to Mr. McFarlane's employees under a large gum tree, and later had the use of the sheep farmer's ornate barn for a similar purpose.

From the first Mr. McFarlane showed great enterprise in his pastoral operations. He imported 1,000 head of cattle from Sydney overland, and early in 1839 the brig "David Witt" landed at Port Adelaide for him 1,100 ewes of a very superior type from the Port Phillip district, only one being lost on the voyage. The same vessel was chartered for another venture of the same kind. She left Hold-
fast Bay, in ballast, on March 16, 1938, with Mr. McFarlane on board. A strong south-west breeze increased to a gale, the vessel missed stays, and was wrecked at the mouth of the River Onkaparinga at 3 o'clock on a Sunday morning. There we have the derivation of the name Witton Head in that location. All were saved, and the behaviour of the master of the vessel (Capt. Wright) and his crew was spoken of in the highest terms by Mr. McFarlane. In 1841 the latter's improvement at Mount Barker had been described as "a handsome pise dwelling, servants' huts and stock yards."

The village of Hahndorf (now) was established on "a distant part" of Mr. McFarlane's Mount Barker estate, where many German migrants were induced to settle. They paid £7 an acre for their land and up to £20 a head for their cows. J. W. Bull, in his "Early Experiences," says that the Germans were "taken in" by Mr. McFarlane, who also supplied the first sheep that grazed at Hahndorf. The accusation apparently was not a just one, because J. C. Liebelt, one of the old "Zebra" migrants, interviewed in after life, said that the Teutons were able, from their earnings, to pay for the land and stock, and also to refund the money that had been advanced by George Fife Angas.

The writer is indebted to Mr. J. D. Jaenschke, another of the pioneer settlers, testified to Mr. McFarlane's "rigid honesty and integrity of character," and to Mr. D. McFarlane, who was then the only justice of the peace in the south. Mr. McFarlane and his two partners laid out the township of Hahndorf, and the names are perpetuated by McFarlane Terrace, Dutton Place, and Finnis Terrace.

After leaving the Mount Barker district Duncan McFarlane took up 68 square miles of country at Lake Albert, paying 15/ a mile for it. The writer is indebted to Mr. G. G. Hackett, of Narrung, for the following notes: "The original owners or lessees of Narrung, including the cattle, were the South Australian Company. The lease provided stocking conditions, which were not carried out. The result was that Duncan McFarlane decided to put in a claim. He got together a sheep and started down for the locality. He had crossed the Murray at Wellington when the company got a hint of what was likely to happen, and they made a move to head off cattle from some country they held at the Redey Creek copper mine, and started off down to make good their claim to the lease, which included Narrung and Campbell House. The cattle were delayed a couple of days at Wellington through rough weather, and the sequel was that McFarlane reached the spot where Campbell House was at noon, and the South Australian Company representatives passed him at 4 p.m. after he had established camp, journeyed on to where Yalkuri is now located, and set up a camp there. Each party put in a claim for the whole lease, but it was divided, Mr. McFarlane getting a larger area for sheep (Campbell estate). The company secured Narrung." During his occupation of the lakes country Mr. McFarlane suffered severely at the hands of the blacks, who stole his sheep and tied up his shepherds. He freed William Giles (manager of the South Australian Company) on charged to Governor Grey, who agreed to send Inspector Tolmer and a dozen troopers to Lake Albert. The party captured two of the offending blacks, and then McFarlane's overseer (Archibald Johnson) reported to him that Tolmer was afraid of the natives. McFarlane at once proceeded to Adelaide to report the matter to Governor Grey, and Tolmer immediately followed him to vindicate his own conduct at the lakes. The two men met in the Hills, one coming and the other going, and the inspector told Mr. McFarlane he constantly denied the accusation. On reaching town Tolmer reported himself to the Colonial Secretary (Mr. Finniss), and said that he had met McFarlane, who had denied having made any charge against him. "Why, damn the fellow," the Minister is reported to have said, "I was present when he preferred the charge against you. Come with me and I will explain the circumstances of the case." Tolmer suffered no ill consequences from the episode.

Mr. McFarlane also had a run near where Millicent in the South-East is now situated, and where his old overseer (Archibald Johnson) made a start on his own account in the very successful pastoral career that has already been described in these pages. He lost a lot of sheep through disease, and a time he lived at the old York Hotel in Adelaide, and finally retired to a residence near Glen Osmond, where he died on October 27, 1856, at the age of 43 years. His grave is in West Terrace Cemetery.

Reference is made in Captain Francis Davison's old diary (dealt with in the first volume of these sketches) to Mr. McFarlane having two daughters, Mary and Christmas, but there appear to be no descendants of the family now in South Australia. Mr. McFarlane was a member of the committee which, in May, 1841, presented a petition to Governor Gawler praying that prompt measures should be taken to protect overland parties with stock against the aggression of the natives. He also one of the three appointed to make and maintain the Adelaide-Mount Barker road, the cost of which was defrayed by the toll system long since abolished.
HENRY LORENZO SPRIGG.

The Sprigg family came from Wales. The subject of this article (Henry Lorenzo Sprigg) was born there in 1821, and was one of seven sons who came out to South Australia at a time when the most popular form of transport, for passengers and goods, between Port Adelaide and the capital was the bullock dray. At any rate such was the means by which the family made their entry into Adelaide. The voyage was undertaken in the ship "Delhi," 360 tons, Captain Hortin. The vessel sailed from London on August 18, 1839, and dropped anchor at Glenelg a few days before Christmas. Fellow passengers were Messrs. Thomas Hogarth and Walter Duffield, both of whom became well known pastoralists. Thomas Sprigg, the father of the seven boys, settled down at a place he called Glenville, near Cherry Gardens, a locality which was then a forest of native cherry trees that no longer flourish. Early directories credit him with the possession of a considerable number of sheep, cattle and pigs, with John Chambers, the patron of John McDouall Stuart, as neighbor. Henry remained with his father for five years, and then took up country at Morphett Vale, where for 12 years he carried on sheep farming upon an extensive scale. Philip Levi, one of the pioneer pastoral magnates, showed his confidence in the Welshman's ability by giving him the management of the huge Oulnina station in the north-east. Unfortunately for himself Mr. Sprigg subsequently secured a quarter interest in that property. He found himself eventually in the Insolvent Court, where he had no difficulty in securing a first class certificate. The Judge who adjudicated on the case himself lost thousands of pounds on pastoral country adjoining that which Mr. Sprigg had tried to conquer.

When Oulnina was taken up it was the run furthest north-east from Adelaide, and covered 820 square miles comprised in 25 leases. The nearest postal town was the Burra, 110 miles away. The property was stocked up to 30,000 odd sheep, all of which had to be shepherded in flocks generally of 5,000 each. There were only three fresh water wells on the run, all the rest were very brackish, but the sheep thrived. Oulnina's handicap in connection with water supplies necessitated keeping one man and a team of horses constantly employed carting water to the different shepherds' huts. Alfred Giles, the well-known explorer, who married a daughter of Henry Sprigg, was once head overseer at Oulnina, concerning whose shepherds he has written:—"The majority of them were married men, and some with good large families. Wages compared with present-day rates, were wretchedly poor. Married men were paid about £70 a year and were supplied with rations—food,
HENRY LORENZO SPRIGG

tea, sugar and meat, but very little else. The sugar was not even brown, it was black. On the whole these old-time shepherds were a fine class of people, hospitable and kind and cheerfully put up with all manner of inconveniences. Many of the huts contained only one room, and the cooking was done outside generally. For weeks at a time they would see no faces but their own. There were no schools, no amusements, and no news of the outside world. Whatever the weather, when the ration cart arrived each month, or the overseer came to count the flocks. I often wonder what became of all the hundreds of shepherds after the advent of the fenced-in runs. Possibly many of them went on the land.

Henry Sprigg had two brothers with him at Oulina—Samuel Andrew and Peter Benjamin. The following morning one of the out-stations called Taltabooka.

Sprigg was elected President of the Hynam Farmers’ Association. Of 50,000 acres of land almost all the selectors in that locality not more than 6,000 acres remained in 1880 unabsorbed in large estates, and about six of the original selectors still cultivated their land. The rest had either left the district or changed into squatters. As a representative man, with long experience, Mr. Sprigg’s views on the best way to settle the South-East were published in The Age:

"A vast area of the land is only fit for agriculture when grazing is carried on simultaneously. It should therefore be surveyed in large blocks, of, say, 1,000 acres, put up at about 30/ an acre, and allowed to remain open for a year, the price gradually diminishing to £1 an acre. By this time the good land would be picked out, and the balance should be offered or lease for not less than 20 years, with pre-emptive right of purchase. The second-class land should be offered in 2,000 acre blocks to be grazed while the better land is being cultivated. The selector should be allowed in all cases to pay off his purchase money in sums not less than £100 whenever he has cash in hand, as by this means he will be out of the hands of the agents, whose charges for interest often lead to the ruin of the small man, and to the building up of large estates." Mr. Sprigg was a splitter in the daily and south-eastern press on all manner of public topics. Notwithstanding the severe reverses he had suffered he had no room for the pessimist. During the bad times of 1868 he vigorously attacked the Government for carrying out a policy of public service retrenchment as a means of balancing the national accounts. It was like cutting off the hands of a jockey to reduce his weight, he said, and gave the colony a bad name. However severe the depression, natural resources and undeveloped industries still remained, and their exploitation was the best way to restore prosperity.

In April, 1865, Mr. Sprigg and other pastoral lessees petitioned Parliament for the appointment of a commission to investigate the condition of the drought stricken country, and, after receipt of their reports, to "afford such amelioration of the present regulations as will in some measure relieve them from impending ruin." The prayer of the petition was granted, and insolvency overtook Mr. Sprigg before any relief came. He and Mr. Levi had paid 10/ a mile for the vast area of country they held in the north-east, and they had to license the mortification of seeing their flocks repeatedly scattered and mauled by wild dogs. Mr. Sprigg lost everything he had. During the drought that brought him down he could not, for a period of nearly two years, sufficient rain to saturate the soil. On all the runs affected 255,132 sheep perished out of a total stocking of 287,706, and 28,850 head of cattle were lost out of a total of 53,355, these figures not including the last year’s increase of lambs and calves, practically all of which succumbed. In the report of the Commission which investigated the conditions the following paragraph was aimed at holders of big areas such as those leased by Mr. Sprigg:—"We think the country would be turned to better account, and the risk of loss diminished, if it were held in smaller areas, say from 200 to 300 square miles, and managed by resident proprietors. Some of the present establishments comprise vast tracts of country, and these are the cases where the greatest proportion of loss has occurred. In seasons of difficulty it must necessarily be a great tax on the energies of those who have to overlook affairs of such magnitude, and provide for all emergencies that arise." The Commission attributed much of the trouble to the system of buying runs at so much per head of the stock on them, instead of strict regard being paid to the carrying capacity of the country over a variety of seasons.

Mr. Sprigg never went back to the north as a sheep farmer. In 1868 he married Eliza Stannage, the daughter of an English clergyman. He spent 20 years at San Lorenzo, and served for a long term on the South Eastern Road Board. He was a member of the now forgotten Meteorological Society. Mr. Sprigg died at the age of 70 years on August 18, 1892, having four months earlier removed to Kensington Park in completely broken health. He was buried at O’Halloran Hill, where a tombstone records the death of his father in 1857 at the age of 74 years, and of his mother in 1874 at the age of 89 years.

The photograph reproduced here was furnished by his daughter (Mrs. Alfred Giles), now of Kent Town. His grand-daughter, recently deceased, married San Alexander Cockburn-Campbell, Bart, a well known pastoralist in the north-west of Western Australia.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

DR. DAVID WARK.

COMBINING the interests of a pastoralist, physician, and politician, Dr. David Wark was one of the most notable men of his day. Although he passed out 64 years ago there are still quite a number of his descendants in South Australia, but unfortunately they are not in possession of any photographic records of the late doctor. David Wark was born in Ayrshire in 1807, and became a legally qualified medical practitioner at an early age. In the house of Mrs. Mary Wark, his daughter-in-law, who lives at North Adelaide, is a case of instruments with the following inscription:—"Presented to David Wark, Esq., member of the Faculty of Physicians and Surgeons, Glasgow, and lecturer on anatomy and surgery, College St., Glasgow, by his students as a memorial of their great esteem for the intelligent, praiseworthy and highly satisfactory manner in which he has discharged his duty towards them as a teacher, session 1833-4."

A short stay in India as an army surgeon preceded the doctor's transfer to South Australia. First he came out as surgeon superintendent in one of the earliest of emigrant ships, returning to England in the "Buckinghamshire." Permanent set-up a widower, and he brought with the annual show dinner in connection, and one of South Australia's ly identified with primary production in 1838. Dr. Wark was then of the earliest of emigrant ships, and he proposed the toast of "The and Horticultural Society in 1853, association with the Adelaide Agricultural horses and pigs. As chairman of the South Australian Veterinary Association, he was well associated with one of the elders (probably Alexander Lang, because Thomas had not then arrived) in a boiling down establishment at Port Adelaide. He had to use the ferry at Wellington a lot, and was able to exert sufficient influence to get the fees reduced to a point that was considered far too low for the constant wear and tear imposed on the punt. In 1855 the rates were:—Passengers, sixpence a head; sheep, one penny; cattle swum, sixpence for the second 20, fourpence for the second 20, and threepence for all over 40; spring carts, 2/; waggons with springs, 3/; loaded drays, 7/; common carts, 5/; plough, 1/; threshing machine, 3/. The revised scale Dr. Wark was able to secure was as follows:—Passengers, one penny, carriages, sixpence; horses and bullocks, twopence; cattle swum, one penny; sheep, one farthing; goods, one penny per cwt.

In 1857 David Wark got into Parliament as the sole representative of the district of Murray. In the Assembly in 1860 he moved successfully for the appointment of a Select Committee to consider the petition from Messrs. Cooke and Wark alleging that the proposed resumption of large tracts of pastoral lands for the formation of 24 new hundreds along the Murray was at the time, un-called for, and would be of no benefit to the country. The doctor declared that he had sold out of the partnership five years before, and had no pecuniary interest in it. One of the petitioners, however, was his son (Robert Hunter), which was embarrassing, but being the only member for Murray, he could not shirk his duty. The formation of the hundreds of Seymour and Malcolm was what the petitioners objected to particularly. In a vigorous speech Dr. Wark said that since Governor Young had declared certain hundreds on either side of the Murray little or no land had been bought except by squatters, indicating that the country was no good for farming. The Governor had sent a despatch to the Colonial Secretary (the Duke of Newcastle) saying that the pine forests on either side of the banks of the beautiful Murray would soon be replaced with fields of corn waving and green, and that the flats, which at that time looked so barren, would be shortly turned into flourishing dairy stations. Instead of that, Dr. Wark said, there were only vast tracts of barren land which, after winter floods, would here and there throw out...
scattered tufts of green about the size of the Assembly Chamber. The people were not quite such flats as the Murray flats were represented to be. He had never seen either fields of wheat or dairy stations, and only a few blocks had been taken up at an annual rental of 10/- per square mile. The inducements held out to tempt the unwary were very great. In other parts of the colony pasturage was allowed for 16 head of great cattle for every 80-acre section purchased, but the ex-Commissioner of Crown Lands (Sir William Milne) thought to induce people to buy the Murray lands by doubling the extent of pasturage on worse country, and it was proposed to give pasturage for 32 head of great cattle. From his experience he was certain the land was not capable of maintaining one-tenth of that number.

Dr. Wark predicted that starving cattle would be the result of this cutting up movement, and that ill-feeling would spring up between the settlers, who had previously been very accommodating to one another. Stock were so fretted by cattle which had been depasturing on these lands for three years were not ready for the butcher yet, and previously they used to fatten in about a year. The doctor went on to say that his son and Mr. Cooke were beginning to fence in their runs and to erect water-raising machinery, but now their property had been declared commonage. Their neighbors were in the same boat, one of them (Allan McFarlane) having given orders for £1,800 worth of fencing material and water-raising appliances. The declaration of runs into hundreds led to continual bickerings among owners, and impounding, galloping and stockyarding of cattle, which frequently produced starvation. Some had been killed by being kept in a yard three and four days in the hot weather. Asked whether he would make the country pay for the losses of lessees, Dr. Wark said emphatically:—"The sooner the country becomes liable for the payment of all losses sustained through unnecessarily declaring runs into hundreds, the sooner will the Government find out the necessity of first obtaining practical knowledge as to where it is expedient." Sir William Milne, who, as the ex-Commissioner of Crown Lands, had been responsible for the policy to which the petitioners objected, replied sharply to Dr. Wark. He complained of the squatters monopolising the best land, and said that Mr. Cooke had been fined £1 for depasturing in a hundred without a licence. He denied that any of his own mares were going to Mr. Cooke's horses without payment, and repudiated the idea of personal motives or self-interest being behind the declaration of the hundreds. Sir William concluded:—"Messrs. Cooke and Wark have been in possession of their lease for 14 years, and have acquired great wealth by the use of it. The latter has bought land, as he says, to protect his run. He is annoyed because his selfish policy does not turn out to be successful, and because the interests of everyone else are not sacrificed to his own. I say he has no reason to complain. He may sneer at the run, and run it down as much as he likes, and say it is very poor land. I can only say that he and his beasts have fattened on it, and it is very bad taste his making all this row about it. It is the last place where complaints ought to come from." The Select Committee, of which John Lindsay was the chairman, recommended the cancelling of Milne's new hundreds and expressed the opinion that, with the exception of a few small patches, the country in question was adapted solely for pastoral purposes, while the declaration was detrimental to pastoral interests, and conferred no corresponding advantage on other interests. Of course, Sir William Milne's policy prevailed eventually, and present-day developments testify abundantly to the foresight of the man.

David Wark also took an interest in local government affairs, and at one time was chairman of the East Torrens District Council. Before he entered the Assembly as the Murray representative he sought election to the old Legislative Council prior to the days of responsible government. This was at a by-election for East Torrens in 1854, when he was beaten by Charles Fenn. The following appears in "Fifty Years History of Kensington and Norwood," published in 1903:—"An interesting sight was provided on nomination day. The nomination took place on the balcony of the Globe Inn, Kensington, and there at one end could be seen the late Mr. R. I. Stow (afterwards Judge Stow) proposing the candidature of Mr. Fenn, while Mr. J. P. Stow (now the respected Magistrate at Port Pirie) was at the other end of the balcony engaged in a similar duty for Dr. Wark." A terrible affliction overtook the doctor two and a half years before his own demise. His wife died in childbirth, and at the same time he lost three children from Boulogne sore throat; now known as diphtheria. The four bodies were committed to the same grave at one ceremony. The sad incident and the sensation it created are fully described in the Rev. E. K. Miller's "Forty-seven Years' Clerical Life in South Australia."

Dr. Wark died on March 3, 1862, at Alton House, Magill, at the age of 55 years. The old house has since been pulled down. His remains rest in St. George's cemetery. Robert Hunter Wark, his son by the first marriage, died in Brisbane.
KANGAROO ISLAND was settled many years before the mainland of South Australia, but it comes into the pastoral pioneering picture very unobtrusively. At one time it was intended to be the headquarters of the South Australian Company, although that policy was rectified early in the piece. Between the time of its discovery by Flinders in 1802, and the proclamation of the province in 1836, Kangaroo Island received considerable attention at the hands of mariner traders, escaped convicts, runaway sailors and others. One really has no idea of the volume of the activities pursued by these men until one reads the excellent "Notes on the Early Settlers in South Australia prior to 1836," prepared by Mr. H. P. Moore, and published in the proceedings of the local branch of the Royal Geographical Society. Those notes, however, do not record the beginning of the pastoral industry on the island. The people who lived there in pre-proclamation days were more concerned with the trade in sealskins, salt, and wallaby and other marsupial skins. Although wild dogs and rabbits have always been unknown on Kangaroo Island it was not easy to get a start with stock breeding. The natural water supply was precarious, and the land was densely clothed with scrub and entangling creepers, while the drawbacks of isolation have always been keenly felt. Two men who faced these conditions courageously were both Londoners, Michael Calnan and John Wickham Daw, and, as their families inter-married, it is not inappropriate that they should be bracketed together in a pastoral pioneer notice.

Michael Calnan was born in London on December 28, 1827, and thus celebrated his birthday on the same day as the land of his adoption. He was the son of Mr. J. Calnan, who came out to South Australia under engagement to the South Australian Company. Father and mother, three sons and one daughter were included in the somewhat distinguished company that made up the emigrant party on the "Africaine," 316 tons (Captain J. F. Duff), which left London Docks on June 28, 1836, and dropped anchor at Kangaroo Island on November 2 of the same year, or nearly two months before the official proclamation of the province. Among the passengers were Robert Gouger, first Colonial Secretary, Dr. C. G. Everard, John Brown (Immigration Commissioner), John Hallett and James Masters, both pastoral pioneers, and the Kyffin Thomas family, founders of the South Australian press. The Calnans do not appear to have come much into the limelight during the long voyage, because there is no mention of them in the voluminous letters and diary of Mary Thomas, nor in Robert Gouger's published diary. The arrival of the "Africaine" was greeted by the hoisting of a flag and the firing of guns on shore. It was also marked by the sensation associated with the disappearance of two of the passengers, Dr. Slater and Mr. Osborne, who joined a small expedition inland, and were the two members of it who were never seen again. By the way, Dr. A. A. Lendon published recently an admirable history of this old-time tragedy.

Conditions on Kangaroo Island were very unsettled when the "Africaine" arrived, and there were no houses for immigrants, because it was not then known where the headquarters of the South Australian Company were to be located. The barque remained at Nepean Bay for five days, and then slipped across to the mainland. The Calnan family, however, left her at the island, and Mrs. Calnan had the enviable experience of having to sit up all night with only an umbrella for shelter, and with her children nestling to her side. First impressions of the father were de-
Michael Calnan and John Wickham Daw

The story of Michael Calnan and John Wickham Daw is one of adventure and perseverance in the face of the challenges of early South Australian colonial life. Calnan and Daw were both prominent figures in the early history of the settlement, known for their contributions to the development of the region.

Michael Calnan, born in 1822, was a skilled hunter and trader who played a significant role in the early exploration of Kangaroo Island. He was known for his proficiency in catching wallabies and used these animals to find a ready market, which he enjoyed. Calnan was also a respected community figure, known for his ability to engage in conversation and share stories of the early days of Kangaroo Island.

John Wickham Daw, born in 1824, was another important figure in the early history of South Australia. He was a merchant and pastoralist who played a key role in the development of the region. Daw's family, the Calnans, and the Daws were active in the pastoral industry and were involved in various business ventures, including the transportation of goods and the trading of livestock.

Both Calnan and Daw were instrumental in the development of the region, with Daw's father, John Wickham Daw, being a significant figure in the early history of South Australia. His father, Samuel Reeves, was born in London and moved to Kangaroo Island, where he was the first white child born there. Reeves spent his life there, engaging in a variety of occupations, including trading, farming, and trading with the indigenous people of the region.

Daw, the subject of this notice, was a well-known figure in the local community. He was a strong advocate for the opening up of the lands in the region and was a member of the Kingscote District Council for nine years. He was a fine raconteur, able to tell stirring tales of the days when smuggling was rife. Some of the early Kangaroo Islanders used to gain a living by catching and selling wild pigs and shipping them to Adelaide. Whales were then plentiful, and stations were in existence at Flinders Chase and Antechamber Bays.

Daw joined Captain Hart at one of those places. He had six whaleboats built, but omitted to get them registered, with the result that they were seized by the police. Hart bought 12,000 wallaby skins in one line from the islanders and used to find a ready market for them in Sydney, with China as the final destination. American whalers at times anchored in Nepean Bay and traded for wallaby and other skins. Money was always plentiful in those days. Michael Calnan used to boast that he was the first person on Kangaroo Island to purchase a piano. He was able to engage a governess for the education of his children and those of his brother Charles. The coming of the barley grower, however, upset his pastoral operations, and in 1875 he removed to Yorke Peninsula, where he spent the remainder of his life. His wife was the first white child born at Circular Head, Tasmania, where her father, Samuel Reeves, was manager of the Circular Head Company. Later he came to South Australia in the interests of the South Australian Company.

Daw, the subject of this notice, was active in various occupations, including trading and farming, and was a well-known figure in the local community. He died at age 82 years.

John Wickham Daw, his father, and other members of the family were among the 120 passengers who reached South Australia in the barque "Winchester," 383 tons (Captain John Salmon) on September 23, 1858. Edward Spicer, the merchant-pastoralist, and Frederick May and family, of Upper Plains, Mount Barker, were shipmates. Mr. Daw, senior, had purchased in London 1,000 acres of South Australian land for £1,000, and this he called St. Mary's, still a well-known spot on the South Road, where Daw's Road perpetuates the name of the pioneer. He gave the land for the church, rectory and school in the locality. In a report furnished by Governor Grey to Lord John Russell, Colonial Secretary, in 1840, Mr. Daw's crops were described as "very indifferent," and improvements mentioned were a rabbit warren, mud dwelling house, dairy, and stockyards. A step-brother of Mr. Daw (William) owned the land now known as Richmond Park (the home of Pistol for St. Anton) before it got into the hands of John Chambers, one of explorer Stuart's patrons. The St. Mary's farm was sold to B. Herschel Babbage, and in 1860 John Wickham Daw, the subject of this notice, who was born in London, moved to Kangaroo Island, where he entered actively upon the pastoral industry. He settled first at the Bight of the Bay, and remained there for three years, but had discouraging sheep losses. Then he removed to what is now known as Cygnet Park, where he did much better for about 20 years, and finally shifted to Cygnet River, about five miles from Kingscote. Between times he did a lot of prospecting for precious metals in the interior of the island, and is said to have been the first discoverer of gold on it. For a period he managed the Bonaventure copper mine, which was worked with the small capital of £1,500, and which, Mr. Daw contended, was closed down before having been properly tested. He was the first chairman of the Kingscote District Council, and remained a member of that body for nine years. He was a strong advocate for the opening up of the lands contained in the Hundred of Menzies, which were in the hands of six or eight people. Mr. Daw celebrated his diamond wedding in 1907. He was a fine raconteur when old-time memories were the topic. He remembered Colonel Light, the fire which destroyed his office and papers, and his funeral. He helped to solder the leaden coffin, made by his father, in which Light's remains were buried, and retained until his death one of the soldering irons used on that occasion. Mr. Daw died at Cygnet River, on February 21, 1911, at the age of 85 years.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

JOHN AND CHARLES SCOTT.

TATIARA is an aboriginal word signifying “good country,” and it is not surprising that the district came under early notice in the pastoral pioneering of South Australia. Amongst the most prominent of the old-time squatters were John and Charles Scott, who migrated from Scotland in the barque “Catherine Jamiesons,” 317 tons, Captain W. Hutchinson, which arrived on December 7, 1838. Lachlan McBean was a fellow passenger.

The Scott brothers first obtained employment with J. W. Bull, pastoralist and author, who was then running sheep on the River Torrens, near Beechacres. Later they went out to look for country for themselves, and settled on a stream in the Mount Lofty Ranges, which now bears their name—Scott’s Creek. At a place known originally as Sturt’s Station they had 1,300 ewes, 620 wethers and 800 lambs in 1844. In that year Alexander Hutchinson, who had engaged in grazing pursuits on the River Bremer, bought them out and the Scotts took up new country in the Tatiara district, in conjunction with John Binnie and Loudoun Hastings McLeod. Eventually John and George Riddoch were later owners of Cannawigara.

The route to the Mount Alexander goldfields, Victoria, lay through their run, and in 1852 all their white men deserted them, but they kept going with the aid of blacks. It was said of the Scotts that they never rested until their work was done, and their only recreation was an annual visit to the Penola races. John was a man of fiery spirit and great force of character, and Charles was a striking figure standing 6 ft. 2 in. in his stocking soles. In 1852 a Government township was laid out at the Scotts’ woolshed on the suggestion of Alexander Tolmer who was in charge of the gold escorts. It was christened Border-town, much to the disgust of Tolmer, who maintained that the township should have been named after himself. On July 29, 1852 one hundred and twenty allotments in Bordertown were advertised for sale, the locality being described as “near Scott’s woolshed on the overland route from Adelaide to Mount Alexander.” One hundred and fourteen quarter-acre blocks were offered at 50/- each, two larger ones at 55/-, and four of the smallest size at 39/- each.

Cannawigara covered 86 square miles, and John and Charles Scott held it for 15/- a mile. They battled with eventual success against blacks, dogs, and disease. Later John Scott bought a station near Rivoli Bay, and also had an interest in Manuwaukaninna run in the interior. Then he started a stock and station agency at Kapunda which he sold to “Nobby” White. After managing at Mount Brown for Messrs. Morphett and Davenport he bought a property at Wilmington known as “The Gunyah,” and died suddenly at Port Augusta, in his eightieth year, on October 26, 1866. Charles Scott ended his days at “The Gunyah,” having been accidentally drowned. He had lost his sight after contracting sandy blight in Queensland.

The author of “Pioneering Days of Western Victoria” says that Cannawigara Station was once in the hands of Messrs. Young and Lloyd, whose partnership came to an end by the mysterious disappearance of Mr. Young. He started for Melbourne with a mob of fat sheep, taking a shepherd with him. The shepherd reached the market all right and were sold, the proceeds being paid over, it was thought at the time, to Mr. Young. He however, never returned to the station, and it was believed that he had gone off with the money. Years afterwards human remains were found in a hollow log just where the last camp was made before the sheep reached Melbourne. Certain articles which were recovered served to identify the remains as those of Mr. Young, who apparently had been basely murdered by the shepherd. The latter had taken the sheep to Melbourne, and sold them in his master’s name. He was never brought to justice. Soon afterwards Mr. Lloyd sold the station and went into other business. John and George Riddoch were later owners of Cannawigara.

Adjoining Cannawigara was Nangang Station, with the early history of which the MacLeods were associated. It consisted mainly of good
open country, of which Loudoun Hastings MacLeod secured 47 square miles for 15/ a mile and 70 miles for 10/.

It supported 28,000 sheep. The owner was a man of good family, but did not like station life, and he put his brother Frank at Nalang. Loudoun lived mostly in different cities, and died suddenly in Melbourne. The names of Hugh and John MacLeod are also mentioned in the history of this run. Close to the site of the head station is a grave with the following inscription on the headstone:—Erected in memory of John MacLeod, Esq., of Rasay, and Chief of the Clan Torquile, who died June 6, 1860, aged 53. Nalang is now the home of prosperous farmers. John and George Riddoch purchased it in 1878, and in 1880 the Government resumed the property for agricultural purposes. The freehold portion was sold by auction in 1890, together with the newly surveyed township of Nalang in quarter-acre blocks. On the night of July 9, 1852, Loudoun MacLeod was aroused from his sleep by cries of distress from the wurlie of his native servant Jenmy, who had served him faithfully for six years. He found that the occupants of the wurlie had been assailed by ten Glenelg River blacks, who had murdered Jenmy and a 10-year-old boy, and had endeavoured to carry off the former's lubra. There were ten spears in Jenmy's body. MacLeod immediately dispatched a messenger to the Scotts' station, and got into touch with the gold escort. Next morning MacLeod, John and Charles Scott, John Binnie, a police corporal and two native trackers set out after the offenders, and after 35 miles on horseback, came up with five of them on Henry Jones's Binnie run. The blacks tauntingly challenged the whites to fight, and a spirited encounter with guns and spears ensued. One spear passed through MacLeod's hat, and another denuded the bark of a tree where the Scotts were posted. Later three of the natives stood their trial in the Supreme Court, and were sentenced to death—Pot Pouch, alias Teapot, Ballycrack, and Crackingyounger.

John Binnie went to Wirrega in 1846, and held 68 square miles of country for 15/ a square mile. He was a Scotchman and prospered, the run being capable of sustaining 20,600 sheep, besides horses and cattle. The holding included 750 acres of purchased land, and the wool was carted 90 miles for shipment at Robe. Goyder put the valuation down at £666 per annum. Mr. Binnie lost his life as the result of an unusual kind of accident. He had gone to Adelaide to see his wool sold, and a bale slipped out of the stack and fell on him. The injuries received resulted in his death at Parkside on January 6, 1870, at the age of 53. He was buried in West Terrace Cemetery. His name is perpetuated on the map by Binnie's Lookout, an old camping place on the road from Wellington to Bordertown. In 1872 John Binnie's Wirrega run and his wife's Tintinara run were sold to W. G. Loxmoore by G. and J. Bunn.

Under some very tall Tasmanian gums at the old Tintinara Station is a grave, the headstone of which records the death there of William Harding, on July 5, 1874, at the age of 50 years. The original owners of this station were Messrs. T. W. & J. H. Boothby, who had 12,000 sheep and 200 head cattle on this and other leases, totalling 165 square miles. Guy Boothby, the son of the poet, spent part of his early life at Tintinara. He was a son of Thomas Wylde Boothby, who sat in the House of Assembly for two years in the seventies, and was one of the original owners mentioned above. Tintinara was the name of a blackfellow who used to loaf about the hut.

The photograph here reproduced represents Alfred's Flat, in the Tatiara country, in quite a new garb. The vast sheet of water depicted came from south-eastern drains four years ago, and found a passage right up to nearly east of Tintinara. Alfred's Flat is a reminder of Alfred Hack, a son of John Barton Hack, who also had early interests in the Tatiara district. The picture was furnished by Mr. Helling, who said that in a paddock of 70 square miles quite one-third of the area was under water.
SINGULARLY scrappy publicity, in life or death, came the way of William Briggs Sells, although he was one of the most prominent and enterprising sheep breeders of his day. A very interesting clue to his pastoral ups and downs is buried in the Parliamentary Blue Books in the shape of evidence that he gave before an old-time Royal Commission. This is a valuable document as bearing upon the early occupation of the Gawler Ranges, when the dingoes had it their own way before the advent of vermin fences.

Mr. Sells was born at Southwark, Surrey, and transferred to South Australia in the early fifties. A member of the Royal Commission referred to appeared to question the possession by Mr. Sells of practical knowledge of the pastoral industry, whereupon he replied: "I lived in the bush from 1857 to 1877, and had practical experience in the north at Kanyaka, Coonatto, Monpena, and Moralana. I made the Moralana run, and lived there five years." Mr. Sells began his colonial career in the service of Mr. J. H. Angas, and then secured the position of overseer on Coonatto Station. In a similar capacity he was employed subsequently by Mr. J. R. Phillips on the Kanyaka run, having charge of one of the out-stations, and by Mr. I. A. Hantke (sometimes printed Hankey) at Warcowie, a property that passed through many hands.

By this time Mr. Sells had accumulated sufficient funds and experience to start on his own account, and, buying some sheep, he began by establishing the Moralana Station, west of the Flinders Range near Hawker. Immediate success attended his operations there. Nearly all of the vast pastoral enterprise that he exhibited later was carried on in the form of partnerships. Moralana, together with Montecollina near the Queensland border, and Oakden Hills northwest of Port Augusta, was merged into the joint ownerships of Messrs. Sells, A. W. Thorold Grant and Philip Butler, the firm trading as W. B. Sells & Co. The
Oakden Hills country was discovered in 1851 by Messrs. Oakden and Hulkes. They afterwards formed a run there, but were obliged to abandon it on account of the drought. Mr. Sells and his partners lost nearly all their sheep at Montecollina, on the Strzelecki Creek, owing to the influx of rab­id dogs from New Wales. The vermin coming through the gap that had been left in the boundary fence between the States. They put a few cattle on the run hoping to be able to hold it, as a considerable return. That note of des­pondence was struck before the 1897 Pastoral Com­mission's investigation they paid the Government £8,600 in rents, including interest on improve­ments. They totally abandoned the lease for which £2 15/ a mile had been charged, and fought shy of the £2 10/ a mile, but the rents were reduced to £1 17/6. Another drop to £1 13/9 was secured, but the conclusion was forced upon Mr. Sells that his firm was still be­ing "rack-rented." The depart­ment offered a further reduction to 18/ a mile, but the dogs had in­creased so enormously that the figure was considered prohibitive. Mr. Sells was well on the right track when he said: "The only way to overcome the trouble is to let the country and erect vermin-proof fences. That is an experi­ment with a considerable risk at­tached to it. You must have the country at a low rental to enable you to bear the cost of the fences, and also the expense of clearing the country (of vermin) when it is enclosed. We were prepared to undertake the work with our neighbors, but the Government de­clined to offer us terms that would justify doing the work, and we have not done it. We negotiated with the Government for two years, and if they had met us reason­ably the country would have been enclosed and we would have con­tinue to hold it at 7 1/2 a mile." The Government had paid the outgoing lessees of Yardea £7,000 for im­provements, and charged the in­coming lessees £11,125.

On the working of the more easily conducted Wiligena pro­perty, Main, Sells & Co. had paid expenses and made a small profit, and they decided to fence the run. After the general abandonment of the Gawler Ranges country, how­ever, the dogs simply swarmed on to Wiligena, and they had the choice of mutton or rabbits. In 1896 the flocks had been reduced from 42,000 to 5,800, and finally the remaining sheep were removed altogether. That shows the importance of fighting vermin, for Mr. Sells de­clared that he had never had any heavy losses in drought in the Gawler Ranges, he stressed the advisability of holding large areas. When Yardea was at its maximum size, Main, Sells and Co. sent away up to 900 and 1,000 bales of wool in a season. They spent £18,000 in six years in wages and improvements, exclusive of rents, they paid for dog scalps on an average of 300 a year, and they finished up £12,000 to the bad.

After the expiry of the original lease, Mr. Sells and his partners had to pay up to £5 10/ and £2 15/ a square mile for their Gawler Ranges. One of the pieces they had been assessed at twopence per head for sheep, equal to about 8/ a mile. Between 1888 and the time of the Royal Com­mission's investigation they paid the Government £11,000 in rents, including interest on improve­ments. They totally abandoned the lease for which £2 15/ a mile had been charged, and fought shy of the £2 10/ a mile, but the rent was reduced to £1 17/6. Another drop to £1 13/9 was secured, but the conclusion was forced upon Mr. Sells that his firm was still be­ing "rack-rented." The depart­ment offered a further reduction to 18/ a mile, but the dogs had in­creased so enormously that the figure was considered prohibitive. Mr. Sells was well on the right track when he said: "The only way to overcome the trouble is to let the country and erect vermin-proof fences. That is an experi­ment with a considerable risk at­tached to it. You must have the country at a low rental to enable you to bear the cost of the fences, and also the expense of clearing the country (of vermin) when it is enclosed. We were prepared to undertake the work with our neighbors, but the Government de­clined to offer us terms that would justify doing the work, and we have not done it. We negotiated with the Government for two years, and if they had met us reason­ably the country would have been enclosed and we would have con­tinue to hold it at 7 1/2 a mile." The Government had paid the outgoing lessees of Yardea £7,000 for im­provements, and charged the in­coming lessees £11,125.

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JOHN WHITE belonged to the select company of pioneers who were in actual contact with South Australia before its official proclamation as a province. He was present at the historic ceremony under the old gumtree. Nearly 91 years has elapsed since he landed, and the history of a truly remarkable man would have been lost beyond retrieve but for the wisdom of his well known and respected grandson (Captain S. A. White) in preserving old-time papers and documents, the like of which too many less thoughtful colonials have considered fit only for the furnace. It is within the power of the distinguished ornithologist mentioned to make a very valuable contribution to the Archives Department of the Adelaide Public Library. John White came out from London in 1836 possessed of considerable private means, which he had accumulated partly as the result of successful building contracts. One of his ventures was the purchase of a large portion of the Duke of Portland's estate, upon which he erected something like 100 houses. With his brother George he made the voyage to South Australia in the barque "Tam o' Shanter" (Captain Freeman), which reached Kangaroo Island on November 20, 1836, and dropped anchor at Holdfast Bay on December 14 of the same year. A few days later, in company with another vessel, she sailed up the Port Adelaide River, and Colonel Light wrote in his diary:—"It was really beautiful to look back and see two British ships for the first time sailing up between the mangroves." Mr. White was a man of extraordinary foresight and enterprise. He had chartered more than half the cargo space on the "Tam o' Shanter" for his own requirements in the shape of livestock, implements, building materials, such as weatherboards and cement, household goods, provisions and seed of many kinds. He also brought out nine men, several of whom were accompanied by their families. Until he was ready to utilise their services he lent some of them to the South Australian Company for the building of a warehouse at Kingscote.

A very trying setback awaited John White before even he had left the old "Tam o' Shanter." In going up the Port River the vessel stuck on the bar, and much of his cargo had to be sacrificed in order to lighten her. Some of the building material, thus jettisoned, was afterwards washed up on the beach and later collected and brought around the coast to the locality now known as Henley Beach, whence it was conveyed by men upon their backs across a wide swamp and used in the erection of the first house at the Reedbeds, where Mr. White settled. More of his timber was used in the construction of rafts to take the stranded barque's cargo, but some of Mr. White's most precious goods and chattels went overboard and still more were damaged through the water getting into the hold 9 feet deep. Writing to one of his employes who had been left on Kangaroo Island, he said:—"The Governor has only just arrived, and we expect to get to business and on to the land very
shortly. We have landed at a dreadful place, being obliged to lug everything through a bog a quarter of a mile wide to dry ground. I had to pump, in my efforts to save my property, for 46 hours almost without rest, till I was done. We are lying out in the open air almost devoured by mosquitoes and other vermin. The place selected for the town is a beautiful piece of land, fresh water and no vermin, but we shall have to convey all our things eight miles overland. . . .

Don't make the worst of our misfortunes, because if it gets to England it will do a deal of harm, and prevent many intended settlers from coming out." After the landing in the Port River the "Tan o' Shanter" went into a muddy creek, which still bears her name. The Government authorities made the Tasmanian coast at the mouth of the River Tamar, where the Leaks re-appeared, however, and the barque had to come out. . . .

Captain Hindmarsh had intimated that the Imperial Government would not give direction for getting ready the ship of war which was to convey him, and those who were to join him "in the first expedition," until the whole of £35,000 had actually been paid for the purchase of land. Mr. White's original holding at the Reeds100ds consisted of four sections, to which he gave the name of Fulham. He erected the little church there with bricks he imported from England, and its cedar pews, still intact, were manufactured in his own workshop. This chapel was announced as being available for the first denomination that might claim it, certain stipulations as to its use being laid down. Thus it fell to his grandson in 1837:— "Will Mr. White please loan 150 nails, also one large and one small clasp, for the fittings of Government House? (signed) John Hindmarsh." Another quaint document is dated Adelaide, October 11, 1839, and reads:— "Would Mr. White please supply marines with two crows of Government money by Donald Ferguson, who became his overseer. Two of his early managers were Rogers and Butcher. Sheep, cattle and horses were bred in turn, and sometimes all at once, the wool being shipped at Guichen Bay, and the stock marketed in Adelaide after having been swum across the River Murray. A return dated November, 1845, shows that at the time mentioned Mr. White had branded 1,094 cattle at Avenue Range, and in 1849 the number had more than doubled. Subsequently he sold the property to Duncan McRae, who was a partner in some of William Macintosh's pastoral ventures, as described in the first volume of these memoirs. Mr. White also extended his operations to what was known as the Pooge-nook run on the River Murray, which later passed into the hands of John and James Chambers, and there he bred horses, sheep and cattle extensively. His death happened in tragic fashion at the end of December, 1860, at the age of 70 years. The customs yard and draft at Fulham the stock sent from his stations for marketing. On this occasion a mob of horses broke through the yard fence and so severely trampled Mr. White that he became paralysed, and lived for only 24 hours. He was buried in a private vault alongside the old chapel previously referred to.

In 1842 his wife and young family came out to Adelaide in the ship "Taglioni." For a time he was still living at Fulham, at the age of 93 years, when this notice was first published (April, 1827). Other members of his family were Samuel and Charles White, who both made good soldiers, and Mrs. J. F. Mellor, an accomplished and versatile woman, of Fulham. Samuel White's history has been published in booklet form by his son.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

EARLY BURRA MEN.

WILLIAM COCKRUM.

This article is written mainly in honor of the Cockrum family, who were numbered among the earliest identities of the Burra district, and who have been described by a correspondent who knew them well as "fearless, dogged Britshers, stubborn and clumsy, but honest, rugged pioneers that stood four-square to the winds of fortune." They came from Plympton in Devonshire, and reached South Australia on February 19, 1855, in an old man-of-war called the "Nile," a vessel of 763 tons commanded by Captain Sinclair. The father of the family was the patriarchal Gabriel Cockrum, and he had three sons, William, John and Thomas. William was the eldest. He worked on the Burra copper mine and on the Ballarat goldfields. Then he married a daughter of George Hiles (whose story appeared in the first volume of these sketches), and himself became a big operator in the open spaces. Gabriel Cockrum, his son William, and his son-in-law (Mr. Martin) were the original lessees of McCoy's Well run. They sunk the first wells there, but a disagreement occurred among the partners, and it ended in Mr. Martin taking over the property, which eventually he sold to Mr. Hiles. The father then retired to a selection on Cartapo Creek in the Burra district, the country he had, now being included in Mr. Alick Murray's holding. The correspondent mentioned above wrote: "I met old Gabriel Cockrum only once. Many years ago a big bushfire started at Boolborowie. John Lewis hitched his ponies to his trap at the Burra, filled it with fire-fighters, and made straight for Gabriel's little property at the back of Cartapo. There we found the poor old fellow, with his wife, sitting calmly on a rock in the middle of the creek near his homestead, stoically indifferent to the danger around him. He must have been 88 years old then."

After McCoy's Well William and Thomas Cockrum took up Nillinghoo in the north east from Peter and Richard Couch. It had an area of 199 square miles, and generally about 12,000 sheep were shorn. Nillinghoo is now merged into Koonamore, the company owning which paid the Cockrum brothers on the basis of 12/1 per head for 11,027 sheep. Thomas Cockrum had a narrow escape from a watery grave. He visited the Northern Territory in 1875, and was returning in the steamer "Gothenburg," when she was wrecked on the Barrier Reef. Thomas left voluntarily a little party that was clinging to the rigging, and swam to a rock where one of the vessel's boats was cast up, only to find that the bottom was stove in. He returned to the wreck, obtained a piece of canvas, went back to the rock and repaired the boat, which was used in rescuing the handful of the "Gothenburg" survivors. After the Nillinghoo venture William Cockrum bought out Mr. Alick McCulloch's interest adjoining Cartapo, and made the latter property up to about 5,000 acres, equal to grazing about 4,000 sheep. Then he bought from Harry Daw-
son the Caroona run, forty miles north east of the Burra, with 8,000 sheep, the price being £8,000. This property was not too well watered, and Mr. Cockrum spent a lot of money on it. He was also reimbursed, from Messrs. Lists, Shanks & Co. (who had acquired it cheaply from Mr. G. R. Wilkinson, of the National Bank), a small place 10 miles west of the Burra, known as Shafton. There he lived for some years, and then moved to a property he bought from Mr. McCulloch, and which he named Hemerdon.

In 1884 Mr. Cockrum, in conjunction with his brother-in-law, Mr. Thomas H. Pearse, bought from the McBride family that well known station on the Burra Creek called The Gums. It was a wonderful year, and on the different places there were shorn 94,000 sheep. The wool was shipped to Queensland, where he was murdered by natives. Ware and Chapman gained the impression from Mr. McDonald that when the lease fell in they would be able to obtain a renewal for five years on the same terms. When Mr. Goyder’s valuations came out Ware and Chapman were thunder-struck. Their rent and assessment went up to £680 per annum, including improvements, or £108 deducting improvements. A letter of protest went in to the Government, in which the lessees stated:—“We are now astonished to see, by Mr. Goyder’s list that the run is considered capable of carrying nearly twice the number of sheep, which is impossible, and that we are expected to pay nearly fourteen times as much, which, in our case, amounts to confiscation. . . . What he states to be low, bare and scrubby rises are, on the south side of the Burra Creek, known to be about the roughest country in the colony, in fact dangerous to ride over, and, of course, perfectly useless. He gives the area of scrub at about three miles; it is nearer ten.” The lessees proceeded to criticise Mr. Goyder’s report as regards mineral phases, and went on to say:—“While we cannot expect our information from the world in which we are unable to judge, as, having received no information of his visit, neither of us was at home when he called. We have certainly sold sheep, as nearly every squatters does; we have breadcr and bought others, but we deny that we are spelling the country, and can only repeat our former assertion that the run will not carry more than it was formerly estimated to do, namely, 125 to the mile, making a total of 4,250 instead of 7,500.”

Mr. Goyder stuck to his guns firmly when asked to justify his revaluation. He said:—“The information respecting the stock deparstured and stock sold, and the circumstances of the sale, which was effected, was gained from an employee of the firm who accompanied me on my inspection. This person also informed me that the portion of the run west of the Burra Range, or south of the Burra Creek, had been transferred, and was fed over by stock belonging to Duffield and Porter. No legal transfer has, however, been made; consequently it belongs to the run, and has been included in the same. Of this fact the writers make no mention. The country, with ordinary management, can easily be made to carry the stock estimated; even the southern end can be fed over in winter by the carriage of water to the huts. No one can sympathise more with me than do with persons situated like the writers, but I imagine that if they purchased the run from Mr. McDonald on the guaranteed understanding that no additional rent would be charged they have their remedy. I can only commiserate their error. The run, with improvements, is valued by me at £20 per square mile, or 7½d per acre. This I consider a most liberal valuation. What would they have thought of a valuation that amount when lands in the same vicinity, of no better average value and with but an annual tenure, realise £30 to £50 per square mile?” Messrs. Ware and Chapman still were not satisfied, and in 1864 they petitioned Parliament for a Select Committee to enquire into the World’s End valuation. They complained of Mr. Goyder’s remarks as being “evasive, incorrect and altogether unsatisfactory,” and added:—“To be deprived of our substantial buildings in five years by a sudden and unexpected change of policy is both ruinous and unjust to your petitioners, and a great discouragement to pastoral enterprise. In response to this petition many others from dissatisfied pastoral lessees, the Legislative Council appointed a Select Committee. Only half a dozen witnesses had been examined—Ware and Chapman were not among them—when the prorogation automatically closed the enquiry. Soon afterwards the two lessees named said good-bye to World’s End, which had been assailed by drought. They had also conducted a brewing business at Kooringa, and kept an hotel on what is now the site of the Burra Hotel. In 1849 Mr. Goyder became the licensee of the Exchange Hotel, Adelaide, and he died on December 19, 1871, at the early age of 47 years. He had married a daughter of Mr. and Mrs. W. Crawford, who arrived in the ship D’Auvergne in 1839. His surviving sons, Messrs. Boxer and George Ware, are two of the best known men in Adelaide. Edgar Chapman subsequently became a partner with Mr. Simms in a brewing business, and was the owner of a valuable block of buildings in Hindley Street, including the Theatre Royal.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

WILLIAM ROGERS.

It would be easy to confuse this distinguished pioneer with the William Rogers to whom passing reference was made in an article (appearing in the first volume of these sketches) devoted to the Rogers family that did so much for the pastoral development of southern Yorke Peninsula. For a time they were both identified as pastoralists with the same part of the State; they both came out in 1839; and the Christian name of their wives was Ann in one case and Anne in the other. One had a family of four sons and two daughters, and the other a family of four daughters and two sons. The distinction between the two William Rogers, however, is clearly defined. The one who founded Tusmore, a flourishing suburb near Adelaide, rests in St. Matthews churchyard, Kensington, and the other, who lived at Nairne when his namesake was grazing sheep over Tusmore, was buried at North Road Cemetery, near Adelaide.

To talk of “William Rogers, of Sandergrove,” is the best way to identify the subject of the present notice. The “Mount Barker Courier” referred to him at the time of his death as a “strong and stalwart man who at one time possessed property worth £70,000.” He was born in Cornwall in 1818, and arrived in South Australia on July 22, 1839. The earliest reference to him one can find is in the directory of 1844, when he was located at Nairne, and had 10 acres of wheat, 2 acres of potatoes, 2 cattle and 2 pigs. His forte, however, was building and contracting, and while living in the Hills he helped to erect John Dunn’s flour mill at Mount Barker. His brother Joseph (father of Dr. Rogers) joined him in partnership, and they secured and carried out successfully many important public contracts on the South Australian coastline, including the old breakwater at Victor Harbor, the Cape Borda lighthouse, and the Second Valley, Port Noarlunga and other jetties. Joseph died within a week of his brother.

William Rogers’ first venture in the pastoral business was the purchase in conjunction with Richard Livett Landers and Richard Stephens, of Lake Sunday run on Yorke Peninsula. This property covered an area of 47 square miles, for which the lessees paid £90 1/8 a year in rent and assessment, the grazing capacity being 160 sheep to the mile. The wool was shorn and shipped at Oyster Bay (now Stansbury). Mr. Rogers also had a lot of land at Yorke Valley, including the site of what is now the important township of Maitland. Yorke Valley has often been referred to as the richest belt of wheat-growing soil in South Australia, but its true value was not known in Mr. Rogers’ day. The dry and scrubby nature of the country between the grazing areas and the head of St. Vincent’s Gulf prevented the sheep from being driven over in fit condition for the market, and the surplus was therefore disposed of as store stock. Reporting in 1864 upon a group of runs of which
Lake Sunday was the head station, Mr. G. W. Goyder, Surveyor-General, said: “The sheep require to be removed to fresh ground upon other leases every 8 or 9 weeks; if left well away from coast disease. It is extremely doubtful whether stock would live upon this run (Corny Point and White Hut) if not frequently removed. To be shepherded they certainly would not. The only means by which it might be made available throughout the year would be by fencing the run, and turning the sheep adrift, when they would instinctively reject the poisonous grasses, and, camping upon the highest ground at night, escape the malarious exhalations from the low swampy lands, and, perhaps, remain free from disease entirely. In support of this view I may state that I have seen unshorn stray ewes and lambs looking well and in good condition upon lands rank with coarse sandhill vegetation, and upon which it was thought they could not be shepherded at that season without running great risks of losing most of them.” Of course, science and development have long since cured these ills. In any case Mr. Rogers was forced to get out of Lake Sunday, which was one of the first leases resumed under the Strangways Act designed for the promotion of agriculture.

In 1857, when William Bowman left the Finniss, Mr. Rogers secured his fine property near Strathalbyn, and named it Sandergrove after his mother, whose maiden name was Sanders. It is now a well known centre in the south. He was also at one time interested in what is now known as Watulunga Estate, and in the Portee run on the River Murray after the advent there of Eardley Heywood. During his 55 years’ connection with the pastoral industry, Mr. Rogers suffered heavy losses from drought, but he pulled his affairs together with that steadfastness of purpose which characterised his whole life. He had a strenuous political career marked by considerable tribulation. He had the distinction of sitting in the first Parliament under responsible government, but although it assembled first on April 22, 1857, Mr. Rogers did not appear until September 16, 1857, and only through the designation of Mr. F. E. H. W. Krichauff from the representation of Mount Barker. He did not enter the legislature halls again until June, 1864, when the sudden death of the original Allan McFarlane caused another vacancy for Mount Barker. His old love accepted him again in May, 1868, but Mr. Rogers was unseated by the Court of Disputed Returns on account of some irregularity on the part of the deputy returning officer at Milang. John Dunn, Senr., got the seat, but the man prevailed to build his famous old flour mill uprooted the miller on account of bribery practised by the latter’s agents, and Mr. Rogers once more became the elector of Mount Barker. This experience seems to have disgusted John Dunn with Assembly contests and he finished his political career in the Legislative Council. Mr. Rogers entered the Assembly for the last term on February 29, 1872, and then by unseating William Everard in Encounter Bay, the Court of Disputed Returns having proved more irregularities on the part of an electoral officer. From a perusal of the “Hannard” records of those far off days, 1858-73, one would never have thought that William Rogers had experienced the vicissitudes of a pioneer pastoralist. This is what he said on the Assessment of Stock Bill introduced in 1858: “It had been shown that an increase of revenue was required, and no one was better able to bear the demand than the squatters. They had been exempt now from taxation for many years. He could not see the justice of the squatters being allowed to hold the immense territory which they occupied at the nominal rental of £13,000 per annum, while within the limit of the various district councils, including a total area of only 2,887 miles, property was taxed to the amount of £24,000.” He was probably counted in again by his own class when he supported Friday sitting of Parliament, and a limitation of the session to three or four months, so as not to permit legislative work to intrude upon shearing time! Mr. Rogers supported, which was negatived, to impose an inspection fee of not less than 3d. per head on all sheep crossing the border into South Australia. He said that the sheepowners of Victoria caused South Australia great expense, and the flocks coming over the border ate up the feed on their line of route. The settlers of South Australia had to pay a high rent, and yet the grass they paid for was devoured by other people’s sheep. In any case the Government had to employ inspectors to prevent scab from coming over the border. All of Mr. Rogers’ speeches were of the short, paragraphic order, very much to the point, and characterised by a refreshing spirit of independence. He supported, hopefully of course, a proposal to reduce ministerial salaries by 50 per cent., believing that the result would be a whole-some check upon unseemly scrambling for office; he supported the admission of agricultural implements duty free; he advocated the employment of prison labor on public works at Victor Harbor believing that the gaol population should be, as near as possible, self-supporting; and he opposed a grant of £1,000 for repairing the Glenelg jetty, contending that that portion of its big traffic, should be self-supporting. There was a lot of sound common-sense in the make-up of William Rogers of Sandergrove. He would not tolerate John Carr’s motion for a general holiday being proclaimed as a thanksgiving for the bountiful harvest of 1868, and as far back as 1872, he moved for the allocation of £50,000 for road maintenance. Mr. Rogers was a member of the Committee that inquired in 1864 into the question whether the River Murray should be bridged. That Committee recommended the erection of a bridge not to exceed in cost £20,000. Mr. Rogers moved in favor of Wellington being the site for the structure. The voting was even, and the chairman (Sir William Milne) gave his casting vote against Wellington. Therein is discoverable the genesis of the prosperous town of Murray Bridge.

On March 7, 1846, Mr. Rogers married Anne Wright, and their children were: Lady Gordon, wife of Sir John H. Gordon, Mrs. T. R. Bright, Mrs. W. J. Vercoe, Mrs. G. H. Lake, and Messrs. William Sandergrove Rogers, of Viewbank, Finniss, and Edwin Rogers, of Portee and Sandergrove. The eldest son was, in conjunction with his brother, interested for a time in Portee Station, and then entered a connexion with it in his early days, and centred his attention on a property named Viewbank, Finniss. He was recognised in his time as being one of the best “whips” in the colony, and was also an excellent rider and a splendid judge of horse flesh. Edwin Rogers, of Portee and Sandergrove Stations, was the younger son. On leaving college he followed mixed farming at Sandergrove until 1879, when he proceeded to Portee Station, which embraced Swan Reach and Eastern Well on the River Murray, and managed it in conjunction with Sandergrove Estate. Edwin Rogers died on December 17, 1908.

In 1879 the shearing tallies at Portee, Swan Reach, and Eastern Well were 56,000 sheep, from which 999 bales of wool were sent. After his death Portee was purchased by Mr. Fred Tennant, and Sandergrove by Mr. J. V. Lord.

Mr. Rogers died on August 26, 1903, at the age of 85 years.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

The name of Allan Bell, of Dalmeny Park, Mount Barker, together with that of John Frame, is proudly mentioned down to this day as the winner of the gold medal for the best wheat grown at the first great international exhibition, which was held in the Crystal Palace, London, in 1851. In competition with the world it was a signal triumph, and served as one of the finest advertisements anyone has ever given to South Australia.

There appears to be considerable doubt as to who actually was the grower of the winning sample of wheat, as the following extract from the Register of August 5, 1861, shows:

"At a meeting of the General Committee of the Great International Exhibition, over which the Governor (Sir R. G. MacDonnell) presided on Saturday last, the matter of the medal awarded by the Royal Commissioners of the Great Exhibition of 1851 for the best sample of South Australian wheat was discussed. His Excellency stated that it was impossible to ascertain to whom the medal belonged, as there had been seven exhibitors. It had remained during the last nine years in the possession of the Secretary (Hon. S. Davenport), and that gentleman had suggested that it should be mounted and presented to the South Australian Institute."

Allan Bell also occupied a prominent place in the ranks of the pioneer squatters. As with the three Allan McFarlanes conspicuous in the pastoral history of the Central State, one could easily get confused over the individual achievements of three Allan Bells. The subject of this notice was the son of Allan Bell, of Craig Brae, Edinburgh, where he was born in 1817, and he migrated to South Australia with his wife and his son Allan in 1839, the latter having carried on the estates for years after his father had passed. The voyage from Greenock, of five months duration, was made in the barque "Lady Bute," 384 tons, and the vessel arrived on June 18, 1839. The passengers included several other men who made their mark in pastoral development — Edward Stirling (father of Sir Lancelot and Sir Edward Stirling), James and Robert Frew, and Hugh Cameron, the general manager of Captain John Ellis' sheep runs, including Buckland Park, near Gawler, and Benara in the south-east.

Allan Bell spent the first few years of his colonial life in the open spaces that have since developed into the important city of Unley, but he showed the possession of an eye for good country when he settled at Bald Hills, in the Mount Barker district. In 1841 he entered into partnership with James Patterson in general farming pursuits. Later his individuality asserted itself, and he found no serious difficulty in paddling his own canoe. Mr. Bell was a notably good farmer, whose intelligent and thorough methods were bound to be attended by suc-
cess. He paid £1,000 for the 40 acres at Bald Hills, on which the famous gold medal wheat was grown, and the ruins of his old house are still discernible. Naturally he wished to retain the coveted award that his grain secured in London, but as the grain was exhibited in the name of the Royal Agricultural Society of South Australia that body passed the gold medal on to the authorities of the Adelaide Art Gallery, where many thousands of visitors have viewed it. Mr. Bell’s neighbors in those far-off days were John Frame, Friend, Cleggs, John Waddell, John Kain, and Captain Francis Davison, all of whom he outlived. He made a lot of money out of his wheat when the Victorian gold diggings boom was on. John Dunn, the grand old miller of Mount Barker, wrote in his memoirs published by the “Courier” that he once paid Mr. Bell £300 for 300 bushels of wheat, but the consumer got his turn later when the grain had dropped down to 50c a bushel.

On his Bald Hills section he had reaped 60 bushels of wheat to the acre, and he used to think he had done only fairly well when the return was 40 bushels to the acre. Altogether he secured seven gold, silver, and bronze medals for grain entered at international exhibitions, including three in London, two in Paris, and one at Vienna. He was a great supporter of the Mount Barker Agricultural Society, and at one of its shows he was awarded no fewer than 35 prizes for his livestock and agricultural produce.

With the assistance of two sons, Allan Bell entered upon pastoral pursuits with characteristic thoroughness. He imported highly pedigreed Shorthorn cattle, and “Grand Junction,” a bull famous in his day, left a valuable impression upon most of the dairy herds in the hills districts. The “A.B.” brand of draught horses was held in enviable repute, and the blood stallion “Frank” attained more than local fame. Mr. Bell’s principal success in the pastoral industry was won in the country bordering on the River Murray. He was one of the first to stock the areas lying open from the Murray to the Victorian border. In 1856 he took up, mostly on leasehold, the whole of the east side of the river extending from rainbow Bridge to Tailem Bend, with frontage blocks to the stream. The homestead was situated near Thompson’s Crossing, where, in those days, much of the stock had to be crossed by swimming from one side of the Murray to the other.

After the punt was established the spot was called Swanport, and the sheep run was given the name of Thompson. Here the river steamers used to call with supplies for the neighboring settlers and to take in produce for shipment abroad. The principal land communication was by horse and dray, with an occasional call by one of Rounsevell’s mail carts.

James Thompson (who must not be confounded with Robert Thompson, of Caurnamont) had one side of the Murray, and Allan Bell the other. Before the punt came Mr. Bell used to cross his prime sheep in a large boat, and the fat cattle had to swim the stream. The working of the stock at this locality was greatly facilitated by a shoot which the owner of Thornton constructed in three or four weeks at a cost of not more than £50, and which proved very effective. This landing shoot was just shelved down and slabbed across on sleepers. Thompson’s Crossing was once in the running time for the first bridge over the Murray, and Mr. Bell was selected as one of the principal witnesses to appear before the Select Committee which investigated the subject in 1864. He showed commendable difference in giving evidence. “I don’t like to say too much,” he remarked. “I am a little interested about Thompson’s crossing place, and what I say might seem to be personal, but I think the crossing at Wellington will be quite sufficient for the requirements of the colony for some time to come. . . . No doubt a bridge would be a first rate thing if we could get it. The thing is to find the money, I suppose.” At one time Mr. Bell rented the Wellington ferry from the Government before the causeway was completed. He sank his own interests by merely advocating the raising of the causeway in preference to building a bridge. That showed the regard of a shrewd Scotsman for the condition of the public finances.

Another Select Committee that was glad to consult Mr. Bell was the one which investigated the scab in sheep question in 1867. One of his sons had killed two stray scabby sheep in the bush near his own property, and the father himself expressed the slaughtering of some of the 1,350 infected sheep belonging to Messrs. Chisholm and Mason’s flocks. The late Mr. Allan McFarlane had described the incident in these words:—“It was the most shocking sight I ever saw: 1,350 poor sheep weltering in their blood, and the men covered with blood from head to heel. It was enough to make a person turn white undoubtedly a rough way of preventing the spread of the disease.” Notwithstanding that Mr. Bell had been an eye-witness of this terrible carnage, he took a surprisingly light-hearted view of the scab menace. He was more concerned over the toll that the wild dogs were taking of his flocks. The framed copy of the illuminated address which was presented to His Royal Highness on that occasion hung in the residence at Dalmeney Park. Mr. Bell was a foundation member of the Mount Barker Agricultural Society, and a vice-president to the time of his death, which occurred on June 14, 1894, at the age of 77 years. The surviving members of his family at that time were Messrs. Allan Bell, of Swanport, James, of Bordertown, and John, of Mount Barker, Mrs. F. T. Cornelius, Mrs. Donald Gollan, Mrs. J. C. Ferguson, and Mrs. L. L. Barker. Mrs. Robert Lawson was a sister of Allan Bell, and she and her husband rode on horseback from Adelaide through the scrub to the south-east when they took possession of Padthaway Station, now owned by Mr. Allan Bell Lawson. A portrait of the old squatter of Dalmeney Park may be detected in the large photographic group of pioneers hanging in the Adelaide Public Library, which was taken on the occasion of the memorable banquet given in December, 1871, by Emanuel Solomon in the Adelaide Town Hall.

Allan Bell’s remains rest at Mount Barker.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

JOHN HARVEY.

THE life of John Harvey, of Salisbury, was made up of such a variety of activities that it would be difficult to fit him into any particular groove, but he certainly was conspicuous in the ranks of the pastoral pioneers. He has the credit—some people might say the discredit—of having introduced the soursob into South Australia. This was done with the idea of adding a valuable plant to the fodders available for stock. He paid 2/6 for a pot containing a few bulbs purchased at Capetown, and the plant was certainly greatly admired before it wore its welcome out by invading the flower beds of householders. Mr. Harvey was born in Wick, County Caithness, Scotland, and thus was a fellow townsman of Sir Josiah Symon, K.C. His father was a native of St. Helena. At the age of 16 years Mr. Harvey, who had received a good education, set out for South Australia in the ship “Superb” (Captain Shannon), whose passengers also included Allan McFarlane, grandfather of the present owner of Wellington Lodge, Robert Lawson, who afterwards had the Padthaway run, and the father of William Richardson, of Dalveen. The voyage was completed in October, 1839. The “Superb” and the “Palmyra” (on the latter was Miss C. H. Spence, apostle of effective voting) left Greenock on the same night, and dropped their anchors off Kangaroo Island on the same night, yet neither vessel sighted the other during the voyage.

In 1843 Mr. Harvey moved to Gawler, the locality of which was then marked by one house—the Old Spot Hotel, which has since been rebuilt. For 12 months he drove the mail between Gawler and Adelaide, a spring cart being used. Then it occurred to him what a rosy prospect for grazing operations was offered by the fertile plains separating those two places. No person but himself lived on the level area between Dry Creek and Gawler, and the country was all open. There was not a single fence to indicate occupation or ownership. The country was cheap, and Mr. Harvey took up a run stretching from Port Gawler to Mount Torrens. At that time cattle were being introduced overland from New South Wales—5,000 to 6,000 head at a time—and Mr. Harvey agreed to give the drovers the use of his station on the basis that what portion of the herds was not sold within a certain time should become his property. In that way he soon stocked his country, and he also went in extensively for the breeding of horses. Coombe’s “History of Gawler” reports Mr. Harvey as having said: “I saw there was a great country behind Adelaide, and as I was dealing in cattle and horses I thought it would be a fine run, and answer my purposes in all ways, and so it did. There was nothing but Murray traffic through Gawler then. There was plenty of grazing ground, and I used to get horses
JOHN HARVEY

and cattle in Adelaide, fatten them and take them back to town and sell them. I had some thousands of cattle between that and Gepp's Cross, but most of the country was fenced in. I afterwards sold Bassett Town to William Bassett, and it included the site of the railway station." Mr. Harvey was, in fact, the cattle king of his day, being one of the first men of the colony to break in bullocks, the demand in the capacity of judge in the Yatala District Council. At Salisbury on June 22, 1899, at the age of 78 years.  

Mr. Harvey had married Miss Ann Pitman, a cousin of Sir Isaac Pitman, of shorthand fame. She came from Salisbury in Shire, and so the name was grafted on to the map of South Australia at a time when the locality was the first stopping place for teamsters and carters going north from Adelaide. It also proved to be a great battle ground for aborigines. "Salisbury on the Plain," as it was then called, was sold by Mr. Neales on June 1, 1818, the advertisements being being thus described as follows: "At one of Governor Young's dinners His Excellency said to me, 'It appears to me this is a good country, similar to Canada. What do people here, however, is government of local matters in their own hands. I have got copies of the Acts of Canada, where they have the shire system. But the name is nothing, although the principle is are what a young country wants.' I promised the Governor to pay attention to the matter. I got the copies of the Acts into pamphlet form, and showed them to Mr. (afterward Sir Richard) Simms. I was then the only country member in the House. Hanson agreed that it was a good scheme, and after considering the question during recess he introduced a Bill in the following session, and it became law." Mr. Harvey greatly influenced Mr. Strangways to introduce the Bill providing that country should be subject to selection. Mr. Harvey himself his was a great deal of the evils associated with the auction system, which, however, was restored for a time later. Mr. Harvey stumped the country against it. He also accompanied Mr. (afterwards Sir R. R.) Torrens on a lecturing tour throughout the State in an endeavor to educate public opinion on the subject of the Real Property Act and subjected the satisfaction of seeing that important measure adopted by a majority of 13. Torrens said to him one day: "You have had a great deal to do with laying out townships. How do you manage about the titles?" Mr. Harvey replied that they cost more than the land, whereupon Torrens outlined his scheme, and immediately made a copy of it. He was to try at little dinners he gave in Parliament House, and carried the Bill in the face of a storm of opposition. Mr. Harvey claimed that the Yatala District Council was the first body to adopt a regulation recognising joint liability of owners in the cost of divisional fences, a provision that was afterwards incorporated in an Act of Parliament.

Thus in some respects he anticipated the homestead block system. The need for a township soon became evident, and Mr. Harvey had proved the capacity of the plains north of Adelaide for cereal production, and had broken down the prejudice on that point which took hold of many of the pioneers. It was a drover who first influenced him in that direction. Mr. Harvey said to an interviewer three years before his death: "We were breaking in bullocks, the method being to make the animals pull a tree about. The drover thought that was a waste of labor when they could be made to draw a plough. This struck me as sensible, and I experimented. In the end I put in wheat. I gave 9/ a bushel for the seed, and had a splendid crop, estimated at about 30 bushels to the acre. Of course, we had to reap it with the sickle.

When I went to Gawler flour was £100 a ton, and it came down gradually through Mr. E. Solomon introducing rice, which was used instead of flour."

Mr. Harvey not only tilled the plains between Adelaide and Gawler, but he did much to settle people on them. He took visitors to Gawler, and built houses for many who decided to locate themselves there. He laid the foundations of the first stone house erected in the colonial Athens, when pine dwellings had been in vogue. He soon found that the country he had retained out of his run was not extensive enough for the continuance of pastoral operations, and so decided to cut it up into smaller lots and then put them on easy terms of payment. Thus in some respects he anticipated the homestead block system. The need for a township soon became evident, and Mr. Harvey caused Salisbury to be laid out and sold by the Government Auc-
THE populous suburb of Adelaide, called Goodwood, was once grazed and ploughed by the elder of these two pioneers, who was a native of Roxburgh, Scotland, and who disembarked at Glenelg from the ship “Hooghly,” 500 tons (Captain Bayley), on June 19, 1839. King William Street had not then been cleared of gum trees. Samuel Mills, Senr., was accompanied by his wife, his brother Robert, and his sons, Samuel and James. The two elderly brothers had been engaged as masons on the estate of Lord Polworth and they started life in South Australia as building contractors. The first job they had was the erection of the old Tavistock Buildings in Rundle Street, Adelaide, which have long since been demolished. Then they built the United Presbyterian Church in Gouger St., of which the Rev. R. Drummond was the first minister. It is a tribute to the standing enjoyed by the firm to be able to say that the original portion of St. Peter’s College was another of their contracts.

The Archives Department possesses a letter written by Samuel Mills, Sen., on July 18, 1842, to a friend in Berwickshire, which throws light on the conditions prevailing in those early days of the province. He complains of the laxity of friends across the seas in not corresponding, and refers to the great struggle he had after landing from Scotland owing to the smallness of his funds, and the high wages prevailing, laborers commanding 6/ to 8/ a day. He built a house at a cost of £900, and obtained £140 for the first year’s rent. After expressing keen satisfaction at having been able to preserve his credit, Mr. Mills goes on to say:—“We are building as far as 40 miles inland, and thus are enabled to see a good deal of the colony, with the beautiful appearance of grass up to the knees. There are gums 4 to 14 feet in diameter in the hills and valleys, with kangaroos and emus in great numbers. ... Trade in every line has been very dull for a number of months past, and most likely will be for some time to come. Money has almost disappeared, having been literally shipped out of the colony for provisions, &c. Until last year scarcely anything was doing in agriculture. This year, however, we shall be a good deal more than able to supply ourselves, so that for my own part I do not entertain the least fear as to the ultimate prosperity of the colony.” At the time this letter was written the Mills brothers were building a house and dairy for Mr. R. Rankine at Mount Crawford. They quarried their own stone, burnt their own lime, and made their own dampers. In connection with this job Samuel Mills used to walk from Adelaide to Mount Crawford, a distance of 40 odd miles, and got home once a fortnight.

In 1840 Samuel and Robert Mills acquired a large holding at Goodwood, which they cultivated and
grazed under the name of Ravenswood Farm. It included the site of the Goodwood railway station on the Main line. The land was very fertile, and at a dinner held in 1855 in connection with a trial of reaping machines, Samuel Mills declared that his farm had never been manured since the days of Noah's flood, and that it had produced eleven successive crops under those conditions. Robert Mills died in 1855, and Samuel then took his own two shares into partnership. They bought the lease of the run known as Fry's, on the River Wakefield, near Ryhie. It was about 150 square miles in area, and carried sheep and cattle. The name of the station was changed to Metinga, and breeding operations went on continuously until the country was resumed and subdivided. The family liked the locality, and they bought back a number of sections around the homestead, and reverted to wheat production combined with the raising of a few Merinos. Samuel Mills, Senr., died in 1872. Perhaps the greatest disappointment of his life was in connection with the discovery of the famous Moonta and Mills, Senr., died in 1872. Perhaps the greatest disappointment of his life was in connection with the discovery of the famous Moonta and Wallaroo copper mines. Sir Walter Watson Hughes was as good a mine, and a further £2,000 in cash localities of his find in return for a finding favorable to Mr. Mills' son's interests and those of the Rhynie sheep farmer, Samuel Mills. Patrick Ryan, his deposit. In 1863 the last- Sam UEL M ILLS, SENR. Samuel Mills, Junr., and partner in the enterprise in the report and evidence of the 1863 Select Committee referred to, and in Parliamentary Paper No. 77 of 1867, dealing with the litigation, and giving a full list of the colonists originally interested in the venture. Incidentally it is stated in the evidence that Patrick Ryan, the shepherd, died of delirium tremens.

Samuel Mills, Junr., (who was the father of Lady Verco, wife of Sir Joseph Verco, the eminent Adelaide physician) was born in 1835 at Earlston, on the border of Berwick and Roxburgh. The writer has had an opportunity to peruse a statement of his career that he wrote, and which is now in the possession of the Archives Department. Although he was so young when he landed in South Australia with his parents, he had a wonderfully vivid recollection of the days when the province was in its swaddling clothes. He describes a kangaroo and bird shooting venture in which half a dozen of his shipmates took part on the park lands a little south of King William's bridge. Suddenly the party was charged by a bullock that had come overland and was feeding on a small patch of grass. Samuel Mills' uncle picked up the boy and sheltered behind a tree. Harkness pluckily seized a stick, and, calmly awaiting the onrush of the bullock, stepped aside briskly and gave the animal a blow on the nose. It vanished from sight with head and tail in the air. Harkness is described as a most fearless man, who thought nothing of walking through yards of wild cattle introduced from the eastern colonies. He met his death at Strathalbyn, where he settled. Natives had been stealing his potatoes, and one night Harkness went out with a gun to keep watch. In crawling through Adelaide fence the weapon was exploded accidentally, and the owner of it fell mortally wounded.

In 1865 Samuel Mills, Junr., and Messrs. J. G. Coulls and William Hamilton bought the lease of 200 square miles of country from Patrick Boyce Coghill to the east and north of Fowler's Bay, Eyre Peninsula. After establishing a fairly good well of water they got sheep over from Adelaide to make a start, but, through an oversight on the part of Mr. Mills the elder in not paying the rent when due the lease was forfeited, and Messrs. Smith & Co., who were said to have been "on the watch," secured it. Mr. Mills, Junr., says:—"We had to sell a few sheep we had to Smith & Co. While on this country I had to cart all my drinking water from Fowler's Bay, a distance of over 20 miles, and used to send our horses and bullocks, when not carting on the place to Penong, an out-station of the Fowler's Bay run, for water, a distant of about 20 miles, as up to the time we lost the country we had no water that stock would drink. Our allowance of fresh water for washing once a day was one pint for four men, so that it was impossible to keep ourselves particularly free of dirt. We certainly had water on the place nearly as salt as the sea, and the worst stuff I ever tried to wash myself with. In the beginning of 1869 Mr. Mills and his partners bought from Dr. John Forster 150 square miles of country, comprising the Chandara run, out from Streaky Bay, with about 4,000 sheep. A few years later Mr. Mills bought out Mr. Coulls' interest, and continued to carry on for many years. From time to time they added Paraba, Parla Peak, Chilpenda and Walloola, all adjoining Chandara (now being cut up) and making the total holding 500 square miles. Thousands of pounds were spent in well-sinking, fencing and other improvements. Then the firm bought from Joseph Coulls the remaining miles of the Lake Everard country, and invested a large amount of capital in development. On the two properties mentioned up to 60,000 sheep were shorn in one year, but both runs were quit owing to dry seasons, rabbits and wild dogs, the holding on Chandara having been reduced to 4,000 sheep. In 1882 the Beetalo run, comprising about 30,000 acres of leasehold, was purchased from John Reid, and this property carried 15,000 to 20,000 sheep before it was cut up. In 1889 the Toculp Run, which supported 10,000 to 15,000 sheep, was acquired, and was sold in 1905. Thereupon Mr. Mills went into retirement, finding that the long travelling and from stations was too much for him. He married, Elizabeth, youngest daughter of Francis Armstrong, of Fowler's Bay, and died at North Adelaide on September 6, 1916, at the age of 81 years.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

JOHN DISHER AND JACOB HAGEN.

JOHN DISHER

The interests of these two pioneers of the Mount Lofty Ranges were not identical in a partnership sense, but no amount of perseverance in research seems to yield sufficient data for separate notices, and two really notable men would have to be ignored in this series but for the opportunity which a biographical bracket offers.

John Disher was born at Liberton, Scotland, in 1790, and, with his wife and young family, made the voyage to South Australia in the barque "Palmyra," 464 tons, which arrived on November 11, 1839. William Milne, who was afterwards knighted, and chosen President of the Legislative Council, came out under Mr. Disher's wing in the same vessel, and married one of his daughters. Other notable fellow passengers were George Melrose, founder of Rosebank, Mount Pleasant, and John B. and his sister, Catherine Helen Spence, the apostle of effective voting. John Disher did not allow fresh grass to grow under his feet before entering upon vigorous grazing and farming operations. He immediately took up land at Nairne, and within 12 months after landing was the proprietor of 800 sheep. Despite considerable trouble experienced from the depredations of the blacks and the ravages of wild dogs, Mr. Disher persevered, and the South Australian Directory for 1844 shows that in the year mentioned his stock had increased to 1,000 ewes, 800 wethers, 150 lambs, and 50 cattle—quite a big holding for those remote days. There is evidence also that in later years he extended his enterprise to the breeding of cattle on the River Murray, as revealed by testimony given before a Select Committee in 1860. The best picture of John Disher's early days is to be found in John Dunn's "Memories of Eighty Years," published by the Mount Barker "Courier" in 1886. The writer says: "When I first saw it there were only four persons settled where the town of Nairne now stands. My brother Charles, who was a blacksmith, was one. Mr. Hilman, a Cornish carpenter, was another. Mr. Disher, father-in-law of Sir William Milne, was a third. The fourth was a widow, who kept a wayside public house where the District Hotel now stands. Mr. Disher put in the first patch of wheat on this side of Mount Lofty. William Milne, the small boy living with him, had been sent out—so we were told—to learn agriculture. My brother has told me that he has often seen them gathering in the harvests. The team consisted of Mr. and Mrs. Disher and young Milne. They made one band for the three, and laid it flat on the ground. Then each one would cut a handful of the wheat, and carry it perhaps two or three
JOHN DISHER AND JACOB HAGEN.

yards to put it on the band. When enough had been gathered the sack was tied up in orthodox style. My brother, who was an excellent reaper with the round hewing hook, told me he was sure the three could not cut half an acre a day in this fashion. I have said Mr. Disher was the first farmer on this side of the Hills, and it is just possible a German at Hahndorf might have had a few rods of wheat or rye in the previous year. John Clezy afterwards had said Mr. Disher was the first of the children were surviving in 1878, together with 65 grand children, or a total of 199 direct descendents of this grand old pioneer.

G. P. Robinson, of Oakbank, was the manager of the Echunga survey. After the purchase of the land, he had every bit of previous information, began to find the bank very stringent in their requirements. I was informed that the result of the year's operations would be a heavy balance against us. Jacob Hagen, who remained in the colony, demanded security, which he obtained by a mortgage on my interest in the Echunga survey. After the day's work had brought me to my hewing hook, told me he was sure he would have some security on outlying sheep. I proposed that a warrant of attorney should be lodged with the bank as a sort of collateral security. This was unfortunately agreed to by me, and I was then in the power of the bank. The day after a further expression of confidence from the manager, when in town, I was awakened at 2 a.m. by men coming into the yard. They were two Sheriff's officers with the warrant of attorney. They took possession of all the personal property. The result soon became certain. I was forced into the Insolvency Court, and Mr. Hagen, as mortgagee, obtained the equity of redemption of the Echunga estate, which had cost some £17,000, for a very small amount. It then finally passed out of our possession.

Mr. Hagen made a glorious estate out of his Echunga property, enriching it with the best fruits of the south of Europe, and the choicest forest trees and garden flowers. It is singled out for special reference in F. S. Dutton's book on South Australia published in December, 1853. Mr. Hagen's tenants for their good position with the bank, and complete it speedily.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

JOHN FREDERICK HAIGH.

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The distinction of being the first man to import Angora goats and Alpacas into South Australia belonged to John Frederick Haigh, a notable pioneer of the Port Lincoln district. He came out from Yorkshire in 1849, and proceeded immediately to Eyre Peninsula, where he entered into a partnership with William Ranson Mortlock in the Sheringa run, north of Lake Hamilton, a property which carried 8,500 sheep. Mr. Haigh has been in his grave for 60 years, and we would know very little about his early pastoral struggle but for the fact that the James Anderson letters, kindly placed at the disposal of the "Adelaide Stock and Station Journal" by Mrs. Agnes K. Goode, include some correspondence that passed between the Sheringa partners in 1850 and 1851. Mr. Mortlock was at this time staying at the Burra Burra Hotel, Koorina, and Mr. Haigh was domiciled on the run. All the letters reveal the latter in a mood of almost hopeless despondence, and they are eloquent of the great trials that beset the pastoral pathfinders. Writing on May 3, 1850, Mr. Haigh said: "I am perfectly convinced on one thing, and I am sure you ought to be, that sheep farming won't pay. Therefore I am determined to stop before I am completely ruined. After working hard all last year, and conducting things cheaper, it was impossible; we made no money. Damn the sheep; I owe Emmett £25. What the devil am I to do? I think I will cut it. He has actually refused to cash my orders. I have just given an order on Emmett for Swaffer (private account) that will be dishonored. My name is gone here in Port Lincoln if that is the case, and I will sell the blasted sheep (thank God you are paid), pay Emmett, and settle up all losses with you next year, and go home again. Do you suppose, Mortlock, that I would write to Emmett and ask him to let that £25 remain until after shearing? No, I would sooner give my sheep for one shilling a head and pay him that way. What an infernal lie that was about the wool—that I said it was all washed. I never uttered such a word. Oh! he is a second Jack Lamb. Why didn't he go with the broad axe? Old Tom and I returned from making a lambs' station last night. We have just been six days, which is not bad work. I am very unwell, and have been so for the last three weeks. I am not fit to work, but there is such a deal to do that I am obliged to stick to it, but I swear this is the last year. No more! I'll be out of it, and you can stick to it if you like. I begin lambing on the 20th inst. I have sold Smythe 50 wethers for 7/6, to be paid at shearing time. Have I done right? I'll damned soon make some money to pay Emmett, if you are agreeable to sell. So much for 1849. Now for 1850. What do you think we must do this year about washing the sheep? For God's sake write and tell me..."
if I can make it pay, and how. Write immediately and say whether you think to shear in the grease, or half wash it, as I must engage shearers soon. Damn the sheep! Upon my soul, Mortlock, I will drop it. Take what I have counter since I took charge of these sheep. I have worked amongst them now for three years, and I am sick of it, and I want a change, and must have it. If you think proper to let Horne take them at the price you have mentioned, then I am off home for twelve months. Everyone thinks that we are doing a ripping trick, in fact they all think that we are doing better than anybody else. Of course, I don't contradict them, but I wish it were so. You do not like long letters, so I shall conclude by saying that the sheep are all right, with the exception of a few being speared, and about 16 lambs taken by the blacks. I have all the shepherds armed, and I take every precaution that I can think of, but I will be damned if I can help the blasted wretches taking them. Very sink! and Horne have lost more by them than I have. I am going to wash the sheep at Vaux's this year."

Mr. Mortlock vetoed the proposition put up in the foregoing letter, and resolved his partner for his everlasting pessimism. On October 1, 1851, Mr. Haigh again wrote him as follows:—"My Dear Sir, I have just received two letters from you dated August 26 and 27, and previous to my receiving them I wrote you about a bargain with Mr. Horne. Do you approve of it or not? Please write by return post and tell me. In the meantime if Mr. Maurice comes down I will sell the whole lot if possible. How about the run? Why not sell it? Have you got a customer for it, or will you buy my half of it yourself? I shall pull two flocks to go on. Now about the growing business. In writing it would be too tedious to explain matters, as I am determined to see you after shearing, but allow me to say that I have been put to great inconvenience in various ways, which I think might have been avoided by a little forethought on your part; but if it could not then pardon me. I humbly apologise for accusing you of negligence falsely. I want a change for a short time. God knows this is a miserable existance. With kind regards to Mrs. Mortlock, yours truly, J. F. Haigh."

The Sheringa partnership ended by Messrs. Mortlock and Haigh selling the run, with all improvements given in, to Mr. Price Maurice for the sum of £260, consequently we should realise in 12 months nearly £1,000, and still have about 6,500 sheep of our own, and the run our own also. Now, Mortlock, you are not aware, neither can you form any idea, of the difficulties I have had to en-
ONE of the earliest and most interesting documents dealing with the pastoral industry in South Australia is the report of a Select Committee appointed away back in 1843 to investigate the subject of scab in sheep. Eleven pastoralists gave evidence before that committee, and, with the notice now devoted to Joseph Johnson and Charles Mann, the whole of them have received attention in this pioneer series. Just about the time the scab enquiry was put in hand, Governor Grey, in opening the first session of the new Legislative Council, paid a most unusual kind of tribute to the good influence exerted on the community by the agricultural and pastoral industries. He drew attention to the fact that the amount of crime still continued to diminish. "Indeed," said His Excellency, "the whole tenor of the criminal statistics proves that morality and sobriety have been constantly on the increase since the colonists have been actively engaged in agricultural and pastoral pursuits." There had been a voluntary closing of 40 hotels in four years!

Joseph Johnson appears to have been a man of considerable standing in the community. He was a neighbor of John White at the Reedbeds, and called his place Frogmore. The portrait sketch reproduced on this page was made available by the courtesy of the Archives Department from the quaint collection by S. T. Gill entitled "Heads of the People." The original is labelled "Wanted, a Dictionary," and the features have been identified beyond doubt as those of Joseph Johnson, who had been a military captain in the old country, and brought to South Australia with him many traits of an old-fashioned English gentleman. He retained the silk hat, "dressed for dinner," and observed now out-of-date formalities in calling upon friends in the new province. The earliest available records show that he was the proprietor of 1,500 sheep and 200 cattle at Frogmore—a much bigger holding than that of his neighbors, including the Fishers at Lockleys.

We have his own published statement to the effect that he commenced breeding operations in 1840. The "Southern Australian" for October, 1843, records the fact that he was an exhibitor at the livestock show held at that time in Mr. Payne's stockyards, Hindley Street, Adelaide. At a dinner which followed he responded to the toast of "Successful Competitors," and performed the duty allotted to the "croupier," known at similar gatherings to-day as the vice-chairman. In turn, Mr. Edward O. Philcox—whose name endures at Philcox Hill and railway station—proposed the health of Mr. Johnson, and declared that he
did not know “a more public-spirited or a more honest man. Few could fill his place.”

The Select Committee of 1843 chosen to investigate the scab menace comprised of A. M. Mundy, Charles Sturt, T. S. O’Halloran, John Morphett and Jacob Hagen. It was appointed following upon the receipt of a petition asking for the imposition of “more coercive measures” in the administration of the Scab Act passed in the “fourth year of Queen Victoria’s reign.” That statute, by the way, imposed upon stockowners a tax of 10d. on every score of sheep they owned to defray the expense of policing the scab regulations. Apparently that serious impost had not conquered the trouble, for at a time when South Australia boasted 402,000 sheep, with a wool export of 3,000 bales, only the following owners came forward with the declaration that their flocks were clean:—Hawker (2), Bagot (3), J. R. Harris Browne (1), Freeth (1), Jacob, J. B. Hughes, G. H. Watton, E. Peter, James Kirkland, J. T. H. Fletcher, J. J. Oakden, and R. F. Newland. The official finding was that about three-quarters of the sheep in the province were scabby. The candid declaration went forth: “This lamentable state of the flocks is attributable, in many instances, to the wilful neglect of the owners; in others, to the inability of the parties to afford the expensive dressing required for a thorough cure.” Several large proprietorsof sheep had only partially dressed their diseased flocks under conviction of the futility of attempting the medical cure so long as their neighborhoods were infested with scabby sheep, the owners of which made no effort to cleanse them. The Select Committee recommended immediate general dressing of the flocks, and, believing that tobacco wash was absolutely necessary in the mixture—and not so harmful as repeated applications of merely mercurial preparations—the Committee suggested that the duty on sheep wash tobacco should be remitted during the months of December, 1843, and January, 1844. The Committee added: “We have had occasion to draw to the attention of the settlers to the advantages resulting from the cultivation of tobacco for sheep dressing, both on account of the cheapness and the greater efficacy of the native plant, and, under the climate and the soil in many parts of the colony admirably adapted to the production of this article, we earnestly recommend to the settlers and other parties suitably located, to apply themselves to its cultivation.”

Joseph Johnson was thoroughly alive to the menace of the scab evil in sheepfarming, but he told the Select Committee that he was not wedded to the tobacco remedy, believing that corrosive sublimate with a little soft soap, or mercurial ointment, would effect a cure. He said in his evidence: “The process I adopted was to dress the sheep all over with the preparation I named, and the scab was very bad, that is, where the scab appeared in longer blotches, to scratch them with a bit of serrated iron hoop, but not so as to cut deeply into the skin. My opinion is that all that is necessary is so to loosen or break the skin as to apply the medicine close to the live skin. If they are very bad you must scratch; if not very bad I prefer dressing, and when they are short.” Mr. Johnson went on to admit that there were not sufficient clean wethers in the colony to supply the market for the next six months but it was better, he contended, for the owner of ten or more barren ewes of mutton than that a premium for keeping scabby sheep should be given by allowing them to be sold in the market. Sheepbreeders should be thankful for “coercive government measures.” That is the sum total of what research reveals concerning the part played by Mr. Johnson in the pioneering of the pastoral industry. Captain S. A. White says that, after making a competence, the owner of Frogmore returned to England, and there ended his days.

There were two men of the same name Charles Mann, who attracted much attention as a pioneer in early South Australian history. They were father and son. The more brilliant one was the son, a Queen’s Counsel who was a very able lawyer and legislator, and enjoyed more than six years of ministerial office, principally as Attorney General. This notice is concerned only with the father. Charles Mann, Senr., was educated essentially for the legal realm, and he came out to South Australia in the capacity of Advocate General at a salary of £200 a year. The passage was made in the ship “Coromandel” which arrived on January 12, 1837. Fellow shipmates included John Crozier, who went on to Sydney and came overland to Adelaide, and Robert Norton, after whom Norton’s Summit was named. Mr. Mann, Senr., got mixed up in official circles during Governor Hindmarsh’s regime. He was with Robert Gouger when the latter pulled Osmond Gilles’ nose in the presence of Mr. Light, to my knowledge. Since then encroachments have taken place on every side, and, with regard to my own flocks, I am at many points assailed by them.”

The Select Committee recommended the imposition of a tax of twopence per head on every sheep in the province, to be reduced to one farthing on such as might be proved to be clean. The idea was to provide a fund for the maintenance of a salaried inspector, although it was admitted that the rehabilitation of the flocks was more a matter for co-operation among the owners themselves.

Charles Mann did not persevere in the pastoral industry, finding the peculiar handicaps of the day too discouraging. He returned to England, and, after various other posts, held the positions of Master of the Supreme Court, Crown Solicitor, Police Magistrate, and Commissioner of Insolvency. He died in London on January 12, 1841.

Joseph Fisher started the “Southern Australian” in opposition to “The Register.” It is evident that Mr. Mann took to the pastoral industry after his voluntary retirement, for he is recorded to have fought a run on the River Torrens, and grazed 1,700 ewes and 300 wethers, these figures placing him among the biggest holders of his day. He called his station Syleham. There is a legend in Syleham in South Australia that the difference is that Suffolk was his native county. One of the principal grounds of complaint among sheep breeders in these early days was the absence of a proper definition of the boundaries of runs, making eradication of the scab well nigh hopeless. Giving evidence before the Select Committee, Mr. Mann expressed the conviction that the scabbed could be cleared in six or seven months, and strongly advocated that owners of diseased sheep should be compelled to keep at a distance of not less than one mile from clean runs. As soon as one approaches the other must recede, and that is the case of Mr. Anstey and myself. From my own experience I know that scab has increased to an alarming extent since January, 1841. There was scarcely any cause for complaint in 1840, beyond the Light, to my knowledge. Since then encroachments have taken place on every side, and, with regard to my own flocks, I am at many points assailed by them.”
AS William Ewart Gladstone, one of England's most famous Prime Ministers, ever a landowner in South Australia? The question crops up in connection with the history of Neil Black, one of the earliest pastoral identities of the South-East. Humphreys' "Men of the Time in Australia," Blair's "Cyclopedia of Australasia," and Talbot's "History of the South East," all answer the query in the affirmative, but it is possible that the assertion was handed down automatically from one publication to the other. Later the reader will see what a son of the subject of this notice had to say on the point.

Neil Black was born in 1804 at Cowal, Argyleshire, being the son of Archibald Black, a sheep farmer who operated on a large scale in the Scottish county named. Until he reached the age of 33 years Neil Black lived with his elder brother Walter, and acquired a thorough knowledge of the breeding and management of stock. He then determined to visit Australia, and, upon hearing that he was about to emigrate, several of his friends asked that he should take out money to invest for them. Thereupon an agreement was drawn up between himself, A. S. and T. K. Finlay, of Argyleshire, W. Steuart, of Glenormiston, and, so the story goes, William Ewart Gladstone. A partnership on equal shares was entered into for five years, and Mr. Black was entrusted with the management of the joint funds (aggregating £8,000), together with the selection of country, the sole condition being that he should pay cash for everything he bought.

In April, 1839, Neil Black sailed for Adelaide in the "Ariadne," accompanied by Robert Kerr, who afterwards became an inspector of sheep in the western district of Victoria, and died at Penola. Land in South Australia was found to be very dear, due, it was said, to the operations of brokers, and that fact induced Mr. Black to push on to Melbourne, then known as Port Phillip, where, however, he found land prices almost as unreasonable. He next visited Sydney, but was not attracted by the New South Wales country he saw, and so he returned to Melbourne, and took up 43,700 acres in the Portland Bay district within a few miles of Lake Terang. A lot of trouble was experienced with the natives, but nothing would induce the Argyleshire man to part with the choice territory he had secured. He paid great attention to the breeding of sheep, and in 1841 introduced Cotswolds and pure Merinos. He also bought a herd of well bred cattle from Messrs. Watson and Hunter. Additional capital to the amount of £4,000 was obtained from the old country, and The Sisters station was purchased from Claude Farie, and proved a highly advantageous speculation. Its area was 18,400
acres, with a grazing capacity of 4,600 head of cattle. The head station was ten miles south of Mortlake. It adjoined Glenormiston, the original purchase of Neil Black and Co., with its 8,600 acres carrying 3,500 head of cattle. A new leasehold of 25,000 acres was taken, and in the Squatters' Directory for 1849, the firm figured as the holders of 85,600 acres. In 1843 Mr. Black went back to Scotland to see his partners, and the result was a renewal of the partnership for another five years. He took advantage of the opportunity to interview the Colonial Secretary, Lord Stanley, with the idea of enlisting his influence to ensure for Australian pastoralists greater security of land tenure. Nothing resulted from his efforts, which earned for Mr. Black the sobriquet of "Lord Stanley." The nobleman mentioned was an energetic member of the Select Committee of the House of Commons, which investigated South Australia's affairs in Governor Grey's time.

Mr. Black returned to Victoria in 1845, and found that in his absence the affairs of the partnership had thriven wonderfully well. It was at this period that his real connection with the pastoral industry in South Australia started. He purchased Warreanga run, comprising 101 square miles, at 15/ a mile. This property skirted both sides of the Glenelg River, and ran along the coastline from the boundary of the province to MacDonnell Bay. Duncan Buchanan was installed as manager. In after years Buchanan bought Government land on the Punt Road and built Mr. Black a house there, and lived in it for the rest of his life. The Warreanga homestead was situated six miles south-east of Mount Schank. The station was the locality of what is believed to have been the first murder of a white man in the southern portion of the South-East district, the victim being Captain John Breadfoot, of the steamer "John Laidlaw," which ran ashore near Port MacDonnell in 1855. On Warrenga were two shepherds, Crawford and Stevens, both ex-convicts. They yielded to the temptation to piller the cargoes, and then killed the captain. The offenders were arrested, but Crawford escaped, and was never recaptured. Under the conditions of the day Warreanga proved unsuitable, and Mr. Black placed them with 3,000 head of young cattle, which he bought for 11/6 each, and sold two years later at £13 a head to the Victorian goldmining population. He is credited with having spared no amount of money in the improvement of his herds by periodical importations of the very best blood, and in the sales attracted buyers from many parts of Victoria, New South Wales, Queensland and New Zealand. The quality of the Shorthorns that he bred at Mount Noorat, in Victoria, held an exalted place in the estimation of breeders, and at its best the herd, according to Blair, contained as fine a collection of animals as could be found in Australia. Having made things "comfortable" at Warreanga, Mr. Black who had done as much as any of his contemporaries to improve the quality of Australia's flocks and herds, revisited Scotland, then went to sea, and spent two years on the Continent, and married Miss Grace Green-shields Leadbetter, and brought his wife out to Victoria. Shortly afterwards, following upon an initial reverse at the polls, he was elected to represent the western district in the Victorian Legislative Council and retained his seat until death. A further tie with South Australia was represented by the fact that, in partnership with his younger brother Donald, the Hon. Neil Black took up 45 square miles of pastoral country, at 15/ a mile, to the west of Warreanga. This was known as K ongorong, or the Cattle Station, which was managed by Mr. Buchanan in conjunction with the other run. Kongorong was eventually purchased by the Peake-Price Government for £2 15/ an acre, and cut up for closer settlement.

In 1857 Neil Black disposed of his South Australian interests to his cousin (Thomas Steuart Black), and retired from business. He then became the property of Mr. W. J. T. Clarke, Senr., and Mr. E. F. Crouch, of Mount Gambier, who managed it. Mr. Clarke, one of his old partners, wrote to Mr. E. F. Crouch, of Mount Gambier, in June, 1893. He said: "I was often heard tales that the Right Hon. W. E. Gladstone had been a partner in Neil Black & Co. (Warreanga), but I never heard my father say so, and in all the old records that I have looked through (and they are fairly complete) I never saw any word that would justify the rumor in any way. His cousin (Thomas Steuart Gladstone), originally of Liverpool and afterwards of Capenoch, Dum­frieshire, Scotland, was a partner from the beginning to the end of the firm's existence, and I think this must be the basis of the rumor. It is quite true that a nephew of Thomas Steuart Gladstone (a son of Montgomery Gladstone), named Robert, and therefore some fairly close relation of William Ewart Gladstone, was learning colonial experience at Glenormiston, and was unfortunately killed by a fall from his horse. He is buried in the Terang cemetery. At least two of Thomas Gladstone's sons were out here on visits. As far as I know that is the true story of the Gladstone interests in Australia.

After the dissolution of the partnership Neil Black resided at Mount Noorat. In 1867 he entertained the Duke of Edinburgh, who made a short stay at Glenormiston. Mr. Black was the protector and first chairman of the Australasian Association in London.

He died in Victoria in 1880 at the age of 76 years. His son, Mr. S. G. Black, referred to above, is now in England. He also had a seat in the Victorian Legislature for some years.

Efforts to secure a portrait of the subject of this sketch having failed, a photograph is reproduced in this article, showing a view on the Glenelg River, which ran through the Warreanga station, is reproduced on the opposite page.
THE Thyer family began their connection with South Australia within 18 months of its official proclamation, and there are still many descendants here. All that the latter could say about the advent of the members of the pioneer branch was that they "came out with one of the earliest Governors." Patient investigation proved that old Joseph Thyer and his wife and family were among the 230 emigrants brought to these shores by the ship "Pestonjee Bomanjee," 595 tons, (Captain Hill), by which vessel Governor Gawler, who succeeded Sir John Hindmarsh in the vice-regal office, was also a passenger. The "Pestonjee Bomanjee" had a memorable voyage. She left Plymouth on June 11, 1838. Soon afterwards a child developed smallpox, whereupon all hands had to submit to vaccination, while the ship put in to Teneriffe for fumigation. Later a shortage of provisions made it necessary to call at Rio de Janeiro, where an accident caused an extra delay of nine days. An American whaler called the "Hydaspes" was leaving the harbor when she was carried by a strong tide on to the "Pestonjee Bomanjee." An English warship, H.M.S. "Stag," lent assistance to effect repairs, and Holdfast Bay was reached on October 12, 1838.

Joseph Thyer soon after arrival settled in the Mount Pleasant district, and engaged in dairying and farming, although he had been a mason by trade in his native town of High Ham, Somersetshire. His son, James, the subject of this notice, was 11 years old when he entered South Australia with his parents, and he was destined for an experience common to the lot of most of the pastoral pioneers. He started life on his own account as a dairyman and cheesemaker at Eden Valley, whence he shifted to Melrose. Grazing pursuits were combined with more cheesemaking at Melrose, a ready market for the dairy produce being found at the Burra while the copper mine was in full swing. Mr. Thyer would take £100 worth of cheese at a time in a bullock dray to market, and never left his wife without a loaded rifle in the house on account of the menace of the blacks. Considerable prosperity attended his operations, but the temptation to do things on a bigger scale proved his eventual undoing, although, by different methods, others succeeded in the country where he failed.

In the late fifties James Thyer took up the Wabricoola run of 100 square miles, with the head station north west of Teetuppa. In his book "Fought and Won," John Lewis mentions that when he joined the old firm of Liston and Shakes some of the first sheep they purchased were from Mr. Thyer after a big rain, and Mr. Lewis personally travelled them part of the way to their destination. Alfred Giles, the well known explorer, was a great admirer of the lessee of Wabricoola and his wife (nee Hannah Wall, who was
once in the employ of Governor Gawler's wife). He remarked to the writer: "Both Mr. and Mrs. Thyer were persons of sterling character, and were above all things of pioneering with a courage that made them worthy of much more success than came their way in after life. Mrs. Thyer was practically as good with sheep as her husband was. I well remember taking a large flock of sheep from Ananaba to Wabricoola in 1862. Mr. Thyer was not at home when I arrived, but his wife remarked 'Never mind, I will count them with you.' We then took an independent check as they passed from one yard to another, and at the end of a long task there was a difference of only one sheep in our tallies, and I would not say that the mistake was her's. I have further good reason to remember that trip. I had to visit another station, and Mrs. Thyer had volun­tarily offered to replenish my provisions by picking up my flour bag without examining its contents, and upon opening it many miles on my jour­ney I found to my dismay that it contained nothing but a big cheese. Evidently Mrs. Thyer had started to put in the provisions, and had forgotten to complete the job. At any rate I had only cheese to sub­sist on for two whole days, but that is no reflection on her exceeding­ly charitable nature. Another stories are told of Mrs. Thyer's active temperament and her habit of doing two things at once. In her anxiety not to delay a meal she would start saying the grace while大气 was the property. The story of the business relations of the two parties was told by Thomas Drew in giving evidence before the Pastoral Com­mission which sat 30 years ago. It is a story of pioneering with a courage that had been so numerous that it forced him down the hill faster." The area which Drew & Co. took over comprised 43,063 acres of "fringe" country in the Hundreds of Paratoo and Waroonee, and the rent was then equal to about 14-10d. per acre. The improve­ments at this time consisted of one well with a large supply of salt water, the house at the head station, two fresh water wells outside capable of watering 1,000 sheep each, and a very dilapidated fence surround­ing the country. The number of sheep then depastured was about 10,000. So soon as the grass dis­appeared and the stock had to sub­sist on saltbush the salt water proved fatal to them. In Octo­ber, 1896 (a month before Mr. Thyer died) 10,000 sheep were shorn. Of these 3,000 were sold actually for fivepence per head at the Burra. By October, 1897, the sheep had been reduced by death to 4,500. All except a small num­ber were depastured by the next shear­ing, and then followed a period during which the run remained prac­tically unstocked. Wild dogs had become so numerous that it had been found necessary to shep­herd, and the original expense of £256 was proved simply ruinous. Mr. Drew's narrative concerning McCoy's Well continues: "After approach­ing the Commissioner with a view to improvement or abandonment, it was decided to erect a vermin-proof fence around the whole block (72 square miles), and to subdivide it into six or seven paddocks of about 5,000 acres each, and, as fresh water, one saltbush country is essential, to sink five dams so situated as to enable the whole of the country to be utilised. This work is now in progress (1898). The cost of 40 miles of vermin-proof fence at £45 per mile, will be £1,800; 30 miles of subdivis­ional fencing at £6 per mile, £180; five dams with catch­pits and drains at £250 each, £1,250; total £3,230. We estimate the carrying capacity of the run, after these improvements, at 6,000 sheep with fair average seasons, or nearly 90 to the square mile, or seven acres to one sheep. The working expenses are esti­mated as follows: Rental, £256; interest on cost of improvements at 6 per cent., £194; interest at 6 per cent. on cost of 6,000 sheep to restock the run, at 5/- each, £90; working expenses, including wages, £375 total, £770."
ONE has to go back almost to the beginning of the colonisation of South Australia to establish the undoubted claim of Charles Johnston Knight and Francis Grote for inclusion in the gallery of the pastoral pioneers. Except that one worked for the other at some time in his career the two men had nothing in common, and they are linked together now only because the data available will not stretch into two separate notices.

Charles Johnston Knight was born at Jock’s Lodge, Arbroath, Scotland, in 1822, and in 1843 came to South Australia in the “Arab,” a vessel of 184 tons, commanded by Captain George Nickles. She was described as “a fast sailing brig,” but the voyage from Liverpool occupied 123 days. It was announced that her cargo consisted of “goods specially worthy of the attention of people in the bush.” Mr. Knight appears to have identified himself with the pastoral industry from the time of his earliest contact with the province, despite the fact that when he landed, sheep were in the neighborhood of boiling-down values. If he read the following paragraph which appeared in the press a few days after he landed from Scotland he was not discouraged by it: “Mr. F. H. Dutton is about to move into town a flock of 500 ewes with a view to boiling them down as the first wholesale experiment on the subject of colonial tallow making.” Mr. Knight’s first experience in sheepfarming was at Green Hills east of the Meadows, in the Mount Lofty Ranges, where his uncle, Mr. J. S. Johnston had established himself at least three years before. The latter called his place Turkunga, and in an 1844 record is credited with the possession of 3,500 ewes, 1,200 wethers, and 300 lambs, this holding marking him as one of the big breeders of his day. Mr. Johnston’s pioneering story has, alas, gone down to the grave with him. His Green Hills country was described as “embracing the magnificent and soft verdure of a park; the eye surveys a scene worthy, in its wild luxuriance, to rank with the princely domains of this country.” Among his neighbors were John McHarg and Samuel Reynell. All else that is known about him is that he left the Mount Lofty Ranges and bought a run near Wellington. It is believed that he died in New South Wales. Mr. Knight followed his uncle to the Wellington property, and there gained much valuable experience to help him when the time came to launch out for himself. He next entered the employ of Mr. Francis Grote, who was sheepfarming at Guichen Bay in the south-east. Subsequently he and his brother George Knight acquired some land between Hampden (near Mount Barker) and Strathalbyn, which they farmed with varying success. The partnership was ended in 1856, in which year Charles Knight took up land from the Government between Langhorne’s Creek and Wellington. The native name for the district was Mulgundawar, meaning a backwater, and he adopted it for his estate. In 1875 he re-visited Scotland on holiday bent. Until 1884 Mr. Knight combined sheep breeding with cereal
production and dairy farming. He was proud of the fact that he grew some Cape barley which was malted and used by Mr. H. Lewis, of Macclesfield, in making beer that was sold in Adelaide. In 1884 he started a small Merino stud with purchases from Wellington and Nalpa. Soon after he introduced some Tasmanian blood. Mulgundawar, where cattle were also kept, was about 18 miles from Langhorne’s Creek, and like most of the country around Lake Alexandrina, consists of low-lying flats interspersed with a few hills. The ample timber of the early days is represented now by only scattered sheoaks. The soil is of a light sandy description, which, combined with a good rainfall, produces an abundance of natural grasses. Most of the padocks have a frontage to the lake. With increasing years Mr. Knight gave up the management of the property to his two sons, Joseph and John. The old pioneer died on June 1st, 1885, in the 87th year of his age, and he has the distinction of being the longest-lived of all the men who have been dealt with in this series of articles. Mulgundawar now belongs to his second son, John Knight.

At the time of Charles Knight’s death the writer who conducted the very interesting “Jottings” column in the “Southern Argus” of November 2nd, 1885 (possibly Mr. J. W. Elliott), published the following: “In earlier days Charles and George Knight were very active members of the southern community, and consequent well-known. Most of the padocks have a frontage to the lake. With increasing years Mr. Knight gave up the management of the property to his two sons, Joseph and John. The old pioneer died on June 1st, 1885, in the 87th year of his age, and he has the distinction of being the longest-lived of all the men who have been dealt with in this series of articles. Mulgundawar now belongs to his second son, John Knight.

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THE credit of being the founder of Bowaka station, west of Guichen Bay, has often been given to Thomas Morris; as a matter of fact the distinction belonged to his brother, Henry T. Morris, for many years manager at Anlaby. They were nephews of the first Governor of South Australia, Sir John Hindmarsh. There is also a die-hard story that His Excellency had claims to be numbered among the pastoral pioneers of the province he ruled over. A misapprehension on the point arose probably from the fact that for several years after the opening of the south-east to pastoral occupation the name of John Hindmarsh was bracketed with that of Henry T. Morris in the ownership of the Guichen Bay run. That John Hindmarsh was a son of the Governor, and he remained in South Australia after his father's recall in 1838. The only land ownership in the province, outside of Adelaide town acres, that one can trace to His Excellency is what was designated the “country section” of 134 acres which was laid out later as the town of Hindmarsh. He paid 11/- an acre for it—one shilling less than the minimum price per acre fixed in the South Australian Act—and sold it for a total sum of £1,000. Official correspondence belonging to the period when Mr. G. Milner Stephen was Administrator shows that when the Hindmarsh section was re-surveyed privately it was found that nine acres too much had been allotted to its distinguished owner without his knowledge, and entirely through the fault of the Government surveyors. The latter “openly professed” the practice of giving more than was paid for “in order to be on the safe side,” but declared that the average excess was less than two acres. Happy days of land speculation!

Concerning the Morris family, reference is rarely made to any member besides Henry, whose speech in response to the toast of the pioneers was for many years a feature of the Glenelg banquet on Commemoration Day. His earlier position as Chief Inspector of Sheep also tended to keep him in the limelight. Three brothers, however, followed him to South Australia from their native county of Kent—Thomas, Owen and William. Owen subsequently settled in Victoria. Henry Morris came out with his vice-regal uncle in H.M.S. Buffalo, which arrived at Glenelg on December 28, 1836. Thomas, the subject of this sketch, appeared in 1840. It is idle to claim that Governor Hindmarsh had any practical pastoral partnership with his nephews. Henry Morris was only in his fourteenth year when he landed, and was still at school under the Rev. T. Q. Stow when his uncle finally left South Australia on July 14, 1838. There were no thoughts of Bowaka station then. Stephen George Henty, the absolute stock pioneer of the south east, did not take his cattle to Mount Gambier until 1841, and the rest of the vast district remained practically unknown until the expedition of 1844 was undertaken.
by Governor Grey. The line of route followed by overland parties had passed through country for the most part of an unpromising character and it was generally imagined that the south-east offered little inducement to settlement. Henry Morris, with whom his brother Thomas was associated, and John Hindmarsh, Junr., were drawn well into the boom which followed Sir George Grey's rosy report on the discoveries he had made, and it was in the late forties, nearly ten years after the departure of Governor Hindmarsh, that Bowaka was taken up.

In 1850 Henry Morris threw up his south-eastern interests in order to try his luck on the Californian goldfields, and Thomas Morris acquired from him and his partner the lease of Bowaka. In view of the success which attended subsequent occupation of this country the casual reader may find it difficult to understand why a man should pass up the gold quartz to sheep farming in a safe district, but a knowledge of the conditions that prevailed at the time in question solves the puzzle. Mutton was then down to one penny to threepence a pound, and beef was fetching threepence to fourpence. In 1849 the rent was one shilling and sixpence per square mile, and the total rent and assessment came to £102 1/8 a year. Originally the run was five miles wide and stretched right down the plain, and, in order to make the property more square, Henry Morris had exchanged some of his country for a part of Conmurra, which was then owned by Frederick Vaughan, who afterwards went to Queensland, and was appointed magistrate at Blackall. One-third of the property consisted of rough, heathy hills, and nearly one-third was covered with water during the winter in pre-drainage days. A six-roomed house of stone, with a verandah, was erected. The wool was carted about 25 miles to Robe over roads that were bad in all seasons. Sixty-five thousand sheep used to pass through Bowaka in the first three months of the year on the overland route from Mount Gambier and Victoria. When Goyder made his re-valuations the improvements were down to one penny to threepence a pound, and beef was fetching threepence to fourpence. In 1849 the rent was one shilling and sixpence per square mile, and the total rent and assessment came to £102 1/8 a year. Originally the run was five miles wide and stretched right down the plain, and, in order to make the property more square, Henry Morris had exchanged some of his country for a part of Conmurra, which was then owned by Frederick Vaughan, who afterwards went to Queensland, and was appointed magistrate at Blackall. One-third of the property consisted of rough, heathy hills, and nearly one-third was covered with water during the winter in pre-drainage days. A six-roomed house of stone, with a verandah, was erected. The wool was carted about 25 miles to Robe over roads that were bad in all seasons. Sixty-five thousand sheep used to pass through Bowaka in the first three months of the year on the overland route from Mount Gambier and Victoria. When Goyder made his re-valuations the improvements were set down as being worth £2,250, and it was declared that the property had been considerably over-assessed. In the sixties Thomas Morris added Avenue Flat to his Hindmarsh, acquiring it from Charles Stewart, the name of whose family is perpetuated at a railway station on the Naracoorte-Kingston line. Avenue Flat was only seven square miles smaller in area than the main run, and on the whole block Mr. Morris carried nearly 30,000 sheep, besides a fair number of cattle. He knew the time when he had to depend upon the boiling down works at Robe for the disposal of some of his surplus stock.

While he was at Bowaka, Thomas Morris married a daughter of Mrs. Hutchison, one of the pluckiest among the women pioneers of Australia. She had landed from Scotland at Port Fairy, Victoria, with a large family. Having heard that very good country had been discovered on the Naracoorte plains, the owner, who was a widow, set out on foot with all her family to get there. On the way she was warned to keep within the more settled areas because of the hostility of the blacks. Mrs. Hutchison accordingly made for the coast, brought her family through safely, and eventually built up the Woolmit station. Subsequently she married Mr. Andrew Dunn, and her husband and one of her sons composed the firm of Hutchinson and Dunn, one of the biggest combinations ever connected with the pastoral interests of the south-east. At one time the partners owned nearly all the country from Bordertown to Robe, on which between 60,000 and 70,000 sheep were grazed.

Mr. Morris worked up Bowaka to an excellent proposition, and sold it in 1875 to Hutchinson and Dunn, from whom he bought the Penola run, established by Alexander Cameron, who also founded the town of Penola. The area of the latter property then was about 40,000 acres, and 15,000 sheep were carried on it. Mr. Morris also took over Kalangadoo, which was set down as being worth £15,000, and 30,000 sheep. In 1861 he bought the property for £15,000, and 30,000 sheep. In 1861 he bought the property for £15,000, Stock was increased to 175,000 sheep. In 1877 Mr. and Mrs. Todd were engaged to manage the property. The latter time Mr. and Mrs. Todd were engaged to manage the property.

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At no time in his life did the newspaper press devote much attention to this worthy Irish gentleman, who had big pastoral interests in three States, and much more than an ordinary amount of delving was required to establish anything like a connected narrative. It seems likely that his first introduction to South Australia was in the role of an overlander with stock, for in one of the earliest issues of the long defunct "Adelaide Times" we read: "Mr. D. Power has arrived from the borders with an exceedingly fine lot of fat wethers from the Tatiara, but on his arrival he found considerable difficulty in disposing of them at even a nominal price, yet the flock had been moderately and judiciously driven during the whole journey." Just about the same time (in the forties) Mr. Power is reported to have taken part in a hunt with the Adelaide Hounds. The pack started up a kangaroo, which, after a strenuous chase, was conquered on Francis Grote's holding in the Meadows district. "At the end of the day," the report says, "we observed D. Power, Esq., J. Philcox, Esq., and Messrs. Spriggs, Cook, Malcolm and Vansittart. We hear that the tail of the kangaroo is to be presented for His Excellency's acceptance."

The first record of David Power's connection with South Australia as a ranch owner is in connection with the old and historical Mount Gambier station, afterwards known, from Dr. W. J. Browne's day onwards, as Moorak. This run was originally part of Evelyn Sturt's Compton station, and Sturt sold to William Mitchell of Victoria, for £500. The latter passed it on to Mr. Power in 1851 for £1,500. Mr. Mitchell is thus referred to in Rolf Boldrewood's "Old Melbourne Memories":— "Willie Mitchell was tall, slight, delicate in frame and constitution, cultured and artistic; he was the nearest approach to the languid swell that we in that robust and natural-mannered epoch had encountered. He had been enticed to Australia by one of the Hunters. They had very properly pointed out to him that he could obtain a high interest for his money by investing it in stock, and live like a gentleman at the same time—a point upon which he was decided. He had recently purchased a small but rich cattle run in the Mount Gambier district, where all the water was subterranean, and the cattle had to be supplied by troughs. He afterwards sold this run at a profit, and purchased
Langa-willi from Wright and Montgomery—who never did a bit of good after they sold it—the most perfect place and homestead in the west. Henry Kingsley lived there also for a part of a year before being a guest of Mitchell’s. It was at Langa-willi that “Geoffrey Hamilton,” that immortal work, the best Australian novel, was written. Mitchell was one of those lucky investors who apparently had only to buy a place to make money out of it. He did so at the Mount Gambier station, knowing no more of cattle and their ways than of the habits of the Alpaca. He then bought Langa-willi with 20,000 sheep or so, having the same pleasing ignorance of their tastes and management, held it till after the gold, never did any work himself, spent a largish proportion of his time at the Melbourne Club, and finally sold out at a handsome profit, and departed to England never to return. * When the rest of Compton was cut up Mr. Power added to the area of his run, erected fences, and established wells. One of his fences ran down the north western area of his run, erected fences, and is now submerged to a depth of 20,000 feet. 

Mr. Power’s connection with the wreck of the “Admella” began early in the year of 1859, when Messrs. Fisher and Rochfort, who, in 1862, obtained £25,000 for it from D. O’Brien & J. H. Browne. This does not conclude David Power’s connection with the south east. He established the Avenue station east of Rivoli Bay, with headquarters in what is now the hundred of Mount Muirhead. The area of this property was 125 square miles, and it carried 27,500 sheep. The rent amounted to £66 10/- a year, and the assessment on stock to £245 16/6. Another block of 130 square miles east of Robe was occupied and stocked at a cost of £253 for rent and assessment, but this was soon passed on to Messrs. Palmer, Morphett and Chambers on the basis of 2/6 a head. Still another but much smaller holding was resumed for agricultural purposes by the Government.

During his residence at Mount Gambier, Mr. Power’s name came into considerable prominence in connection with the wreck of the steamer “Admella” at Carpenter’s Rocks, in August, 1859. Messrs. Powers and Rutherford, Melbourne, telegraphed to him as follows: “Waiting in great suspense to know if our friends are saved. Send word the moment you hear.” His wife was in Melbourne. Power has gone to the wreck. I shall let you have the first information. Anne Power.” David Power was indeed, one of the first at the scene of the wreck, and offered the life-boat’s crew on shore £500 to make another attempt to rescue the poor souls who were gradually dropping out of the “Admella’s” rigging. He and Captain J. C. Lyon (Mount Gambier’s Magistrate) furnished a joint report on the disaster, which concluded: “We have not alluded to the horrors witnessed by us each day. Each night and each day had its vicissitudes. We could see them dropping off one by one. It was a sight once seen never to be forgotten, and God grant we may never see the like again.” The Portland Reward and Relief Committee sent Mr. Power a special letter of thanks for his services at the wreck. The sheaf of telegrams that passed through his hands at the time are now preserved in the Archives Department, Adelaide, having been presented by Mr. E. F. Crouch, of Mount Gambier.

In the same year that he disposed of his Mount Gambier property Mr. Power entered into partnership with Samuel Davenport in the establishment of the Finniss Springs run on the road from Nucaleena and in that part of South Australia’s interior his real trials as a pastoralist started. The station had an area of 446 square miles, for which an annual rent of £233 was paid. The great drought of the mid-sixties accounted for 3,327 head of cattle out of the total stocking of 3,574. Values were then about £2 a head, representing a loss of £9,981. In addition it was found that the working expenses had been about £700 a year in excess of the receipts. Messrs. Power and Davenport abandoned Finniss Springs, scouting the idea suggested at the official enquiry into the state of the northern runs that cattle drovers had come over from New South Wales, swept much of their stock over to South Australia, and thus accounted for more shortage than the drought had been responsible for. Neither did they persevere with their lease of 77 square miles of country at Davenport Springs south of Lake Eyre. In 1863 Mr. Power put his brother-in-law, Thomas Glen, into Murbko station on the River Murray, at a cost of £6,500, and later held the station conjointly with Henry Scott. For a lease of 272 square miles an annual rent of £377 8/4 was paid, besides a further £81 13/4 a year for depasturing licences. The maximum number of sheep carried, however, was only 7,736, and in four years the property Mr. Power entered into partnership with had been sold for £7,000 by the Government for pastoral purposes by the Government.

Mr. Power’s death occurred with tragic suddenness on April 18, 1884, at the age of 84. He was the brother-in-law of Thomas Glen, and John McKinley, the explorer, had married daughters of James Pile, of Gawler, and he had come to Adelaide for the benefit of his health and to visit his relations. Mr. Power found himself in the carriage of a Port Adelaide train, when he had intended boarding a train for Gawler. Mr. E. Squire, of the Postal Department, who was a fellow passenger, advised him to alight at Bowden, and make his way across to the North Adelaide station. On reaching the latter station Mr. Power collapsed, and died in the waiting room. A Melbourne doctor’s prescription for heart trouble was found in his pocket. The body was taken to St. Kilda cemetery, near Melbourne, for burial. “A kindly and honorable gentleman” was all about the Melbourne press had to say concerning the deceased. He was a director of the National Bank, and a keen supporter of coursing, being a constant attendant at Victorian meetings. His brother, Thomas Herbert Power, was one of the founders of the firm of Powers, Rutherford & Co., and that brother’s memory is kept green in turf circles by the annual race in Melbourne for the Herbert Power Stakes. His eldest son was the late David Herbert Power, who was born at Mount Gambier, and was manager of Cuthbert station on the River Darling, after having spent 11 years in the gold fields, some of the time in the company of his father. Later Mr. Power, Junr., purchased Wirrilla, which had formed part of the Martinvale estate in South Australia, and did very well as a breeder of high-class Merinos. Lady Grice, wife of Sir John Grice, of Victoria, is a daughter of David Power, Senr.
Abraham Wallace was the founder of Sturt's Meadows station in the Barrier Ranges and of the Elsey cattle run in the Northern Territory—that “nice little place,” so described in Mrs. Aeneas Gunn’s book, “We of the Never Never,” with its front gate 45 miles from its front door. He was a man of amazing determination, who accepted risks more appropriately associated with exploration than with sheep-farming, and the tragic nature of his death did not seem to square with the immensely valuable pioneering work that he accomplished. Mr. Wallace was the first man to take sheep across the Barrier Ranges. He was born in Ireland in 1828, being the son of Jeremiah and Jane Ann Wallace, and came out to Australia twenty years later. He settled at Mount Gambier in 1850, and returned to the south-east again after a visit to the Victorian goldfields. His subsequent and romantic career would now belong to the blank pages but for the existence of a little booklet, entitled “Twelve Years’ Life in Australia (1859-1871),” a copy of which may be seen in the Adelaide Public Library. This literary scrap of 24 pages was published anonymously and without a date. South Australia’s notable historian, A. T. Sanders, alighted on the work, mentioned some of its features in a letter to “The Register,” and appealed for information as to its authorship. The late Hon. John Lewis immediately identified the writer as the wife of Abraham Wallace, and related how he had spent a night with the Irish squatter at a Mingary eating house in 1867. Mr. Lewis also paid a tribute to the wonderful pluck of the woman. It is a big thing to say, but it is questionable whether the annals of the Australian bush reveal a more courageous character among the women pioneers, than was Mrs. Abraham Wallace. Her self-told story is indeed an inspiration. She landed at the Semaphore from the ship “North” in 1859, having left her parents in Somersetshire. That was at the age of 21 years. Her maiden name was Matilda Hill, and she had always been considered a delicate girl, the one member of the family who really should be taken care of. A brother and a sister, who had migrated earlier to Adelaide, met Matilda at the boat, and took her to “Curri Mantel” Valley (Coromandel). Her spelling of other Australian place names is equally faulty throughout the book. Abraham Wallace and Matilda Hill were married in 1861, and spent the first 18 months of their union at Mount Gambier, where they lost their firstborn. It was then decided to make a trek to Queensland. Accordingly, in 1863, off they started in a waggon, equipped with bedding and provisions, fitted up with canvas and green baize to afford privacy, and drawn by a pair of horses. The route from the south-east was to Swan Hill, Talbot’s Pont, Balranald, and Scott’s Back Country, much of
which territory was inhabited by wild blacks. In some parts it was necessary to cut down trees and bushes in order to make progress. After seven weeks' travelling the couple reached Tarcoola station, the first definite halt and the horses were swum over, of them was crossed in a canoe, on account of flooded creeks. One sumed and held up at "Tarloona" Wales for land to purchase, waited opened as a store. He applied to the Government of New South Wales to establish, so he gave up his home to the Barrier Ranges. This was

precisely similar trouble happened at a swollen creek seven miles from Menindie, and was overcome with the help of a first definite halt was made at Mount Murchison, where Mr. Wallace put up a two-roomed house, half of which was opened as a store. He applied to the Government of New South Wales for land to purchase, waited four months for a reply, and was then informed that men were coming to survey the country he wanted. The application appeared so favorably that Mr. Wallace then decided to hawk his stores, first going two hundred miles for a licence, The frail wife was alone in the bush for eight days, and again for four weeks, while the hawking was going on. Two hours after the husband's de- parture, 24 blackfellows appeared at the house, but Mrs. Wallace put on a bold front, and made friends with them. They brought her many present ornaments, and for a week the second child of the marriage was born here but did not survive. Upon his wife's recovery, Mr. Wallace left her alone again for another month, and at the end of that period decided that hawking was not his forte, and that he would continue the journey to Queensland. The remaining stores were sold to "a pioneer from the F. & O." and the waggon was headed into Queensland. After having travelled 200 miles beyond the border it was learned that the Government would not allow stock to cross from any other colony, and so a return was made to Mount Murchison. Another three weeks of soli- tary life followed for Mrs. Wallace while her husband went upstream one month, and at the end of that period decided that shearing the menfolk sustained in- juries to the head, which necessitated the insertion of 24 stitches, and for some time later he was in a delirious condition. There could be only one verdict in the face of such evidence.

The portrait reproduced on this page is taken from the collection presented to the Archives Department by Mr. E. F. Crouch, Mt. Gambier.
PASTORAL PIONEERS OF SOUTH AUSTRALIA.

There was no more picturesque figure in Adelaide in his day and generation than Patrick Boyce Coglin, who had so many irons in the fire that his record of work as a pastoral pioneer has hitherto been lost in the mass of achievement. Many people knew him best as a timber merchant and hotel owner, but in his numerous Parliamentary nominations Mr. Coglin always described himself as a "stockholder." He was born at Ballymote, County Sligo, Ireland, in 1815, being the son of Bartholomew Coglin, of Roscommon. One of his Christian names was the surname of his uncle, Dr. Boyce, who enjoyed a great reputation as a breeder of horses in Ireland. In 1831 the Coglin family migrated to Tasmania, where "Paddy," as he was universally called, was apprenticed to Mr. Biggins, an architect and builder, who is said to have designed and built the principal portion of old Hobart.

In 1836 Mr. Coglin removed to Adelaide in the "Lady Liverpool," and arrived with not more than £60 of capital. It was quite enough for one endowed with such a shrewd head. The young Irishman purchased from the first Colonial Chaplain (Rev. C. B. Howard) the lease of a block of land in Hindley Street, where he established a timber yard. The business flourished almost from the start, and received a great impetus when the Burra copper mine was opened. The Hindley Street ground was too small for the expansion, and Mr. Coglin bought a large block of land in King William Street, where he established a timber yard. The business flourished almost from the start, and received a great impetus when the Burra copper mine was opened. The Hindley Street ground was too small for the expansion, and Mr. Coglin bought a large block of land in King William Street which once knew the old warehouse of D. & W. Murray Ltd., and on which the Commonwealth Bank and the Napoleon Hotel now stand. Mr. Coglin built the first Napoleon Hotel, and became its landlord. He paid only £500 for the whole block, which is worth twice as much as that per foot to-day. About the same time he purchased for the ridiculous sum of £1 5/- a foot the land at the corner of King William and Waymouth Streets opposite to the "Advertiser" offices. It is a tribute to Mr. Coglin's big heart that, after having made this highly favorable deal, he gave a 50 years' lease of the last mentioned property, at a very low rental, to a former employee whom he wanted to start in business, and thus he had only a remote reversionary interest in what proved to be a rapidly improving freehold. He continued to buy land and houses in the metropolitan area, and became a wealthy man.

Early in his South Australian history Mr. Coglin was drawn into the pastoral industry. He started with a modest 100 head of cattle in a locality recorded vaguely in 1844 as "Adelaide and vicinity." Later he advertised for sale some land on the River Para, Gawler, "rent moderate and first year given gratis." His real claim, however,
for inclusion in the gallery of pastoral pioneers is associated with his exploitation of Eyre Peninsula for stock-raising. Scanty as are the records of the early occupation of that part of South Australia, the name of "Paddy" Coglin appears prominently in the picture. He did no good for himself there, but the faith he had in the West Coast, even when it was scarcely out of the hands of the explorers, has been justified abundantly by the splendid development in recent years. He took out leases of 418 square miles of country, stretching far afield from Fowler's Bay, and proceeded to stock it with sheep. The two great factors in retarding the progress of Eyre Peninsula— isolation and the water problem—were beyond the power of Mr. Coglin to surmount, and he was shrewd enough to quit before ruination came upon him. A history of the Yalata station, published in the Geographical Society's bulletin, which appeared in 1873 Mr. Coglin had a race (it was on horseback) with John Murray on the Nullarbor Plains. The truth is that the contest took place in the vicinity of the now thriving township of Penong, and John Murray told the writer that he won it. Messrs. Barr Smith and Swan and Messrs. Hamilton and Mills bought a large area of their West Coast country out of the leases taken up originally by Mr. Coglin, who, during his subsequent Parliamentary career, continually rapped at successive Governments in an effort to induce them to undertake extensive bor­ ing operations for the purpose of water­ing an area of 100,000 square miles of country which he declared to be fit for pastoral or agricultural occupation. He succeeded in having £1,000 placed on the Esti­ mate for that purpose.

Mr. Coglin also established a sheep station in the Rapid Bay district in the south, having as a neighbor his nephew, William Gerrard, the noted sheep farmer and breeder of thoroughbred horses. By a great stroke of fortune a silver-lead proposition was discovered on his run, and the Wheat Coglin mine was floated. Mr. John Tippett, father of Mr. H. B. Tippett, Dalgety's Adelaide livestock salesman, was a "visiting director" of this very promising show. Mr. Coglin sold 5,000 acres of his run to the company for £25,000. The mineral discovery created quite a sensation in speculative circles of the day. The steamer "Eleanor" was chartered to take a party of investors from Glenelg to Rapid Bay. A German band was engaged from Melbourne to lend eclat to the proceedings, and the visitors were put ashore in a boat six at a time, and were received "with great gusta" by Mr. Coglin and mounted on a horse. It was a lucky turn-up for the volatile "Paddy," because at that particular time (1865) the pastoral industry in South Australia was passing through a period of great depression, and the most serious was the outlook that, in the year named, the old Pastoral Association decided, at its sixth annual meeting, to dissolve. The committee of that body issued the following report to members:—"We feel bound to recommend at the annual meeting the dissolution of the Pastoral Association, as we are unanimous in the opinion that the pastoral interest has suffered such serious reverses, and is in such a state of depression—from which it will take years to recover—and the number of members is so much weakened by the disastrous visitation of disease that it would tend to no good to keep up the appearance of what once represented a wealthy and powerful body."

It would be difficult to name another man in the history of responsible government in South Australia who represented more districts in the House of Assembly than did Mr. Coglin. With intervals imposed by defeat at the polls, his political career extended from 1860 until 1887, during which period he was returned by the electorates of Port Adelaide, Light, West Adelaide, Flinders and New­ castle. Legislative Council elec­ tors would not have him, and in 1867 the ratepayers of Adelaide turned down his candidature for the mayoralty, by a majority of 1,205 votes, in favor of that of Mr. Fuller. Nineteen years later he was elected Mayor of Hindmarsh. Throughout his Parliamentary career Mr. Coglin consistently ad­ vocated the claims for legislative encouragement of what he used to term the "squocracy." He even declared he had no objection to land "dummymising" so long as the rent was paid to the Government. He rather spoiled his influence by an eccentricity of speech which really amounted to a language of his own. He coined words that were foreign to any dictionary, and at times his style descended almost to buffoonery, but his sincerity of purpose was never ques­tioned, and he was immensely popular as a statesman and the public. He dispensed unsectarian charity with stealth and extraordin­ ary generosity. Caricaturists of the day made a satisfying meal off his rugged features.

Mr. Coglin also made a great name for himself as studmaster in racing circles, and one could with ease devote a chapter of his life to his stud at Yalata. He secured a lease of the Old Course (now Victoria Park), promoted many race meetings, and erected a weird looking grandstand that was afterwards rebuilt by the Adelaide Racing Club. His habit was to attend to the grandstand and harangue the crowd concerning the magnificent race they had just witnessed. John Hill, the old Glenelg trainer, used to ride for him down to 6 stone. In Parliament Mr. Coglin tried year after year to carry a motion for the appropriation of £100 of State money as a prize for the Queen's Plate or the Queen's Hundred. He opposed vigorously a proposal to adjourn Parliament over the date of an Interstate football match, but declared that he would not hesitate a minute to agree to an adjournment for a first-class horse race. Advancing years compelled Mr. Coglin to sell his racing stud, and to turn to pastoral industry in South Australia who represented more districts in the House of Assembly than did Mr. Coglin. With intervals imposed by defeat at the polls, his political career extended from 1860 until 1887, during which period he was returned by the electorates of Port Adelaide, Light, West Adelaide, Flinders and New­ castle. Legislative Council elec­ tors would not have him, and in 1867 the ratepayers of Adelaide turned down his candidature for the mayoralty, by a majority of 1,205 votes, in favor of that of Mr. Fuller. Nineteen years later he was elected Mayor of Hindmarsh. Throughout his Parliamentary career Mr. Coglin consistently ad­ vocated the claims for legislative encouragement of what he used to term the "squocracy." He even declared he had no objection to land "dummymising" so long as the rent was paid to the Government. He rather spoiled his influence by an eccentricity of speech which really amounted to a language of his own. He coined words that were foreign to any dictionary, and at times his style descended almost to buffoonery, but his sincer­ ity of purpose was never ques­tioned, and he was immensely popular as a statesman and the public. He dispensed unsectarian charity with stealth and extraordin­ ary generosity. Caricaturists of the day made a satisfying meal off his rugged features.

Mr. Coglin died on July 22, 1892, at the age of 77 years, and was buried in a handsome mausoleum in the West Terrace Catholic Cemetery that cost £1,500. Archbishop Reynolds publicly an­ nounced that a few days before his death Mr. Coglin had renounced Freemasonry in the following words: "I, Patrick Boyce Coglin, J.P., being baptised and confirmed in the Holy Roman Catholic Church, de­ sire to die in the faith of that church, and also desire to con­ demn all that she condemns, and approve of all that she approves. Therefore I renounce all the craft of Freemasonry or secret societies of any kind whatsoever, trusting in the grace of God for the salvation of my soul. I wish my body to be interred in the Catholic Cemetery in my own mother's vault after my soul is taken by my Saviour at death. Witnessed by last, Louisa Coglin, Sister Mary Xavier Coglin." There was an immense funeral.

Croydon and Brompton Park were laid out by Mr. Coglin, whose name is perpetuated by the town of Coglin, the Hundred of Coglin, and four streets in the metropolitan area.
The pastoral industry on Eyre Peninsula was first exploited at a period much later than was the case on the mainland, but those who carved the way were pioneers in the truest sense. Among the most prominent of the earliest men who accepted the task was Archibald Graham Thompson. He was a son of John Thompson, of Glasgow, who arrived in the ship “Dahli” in 1839, settled with his family at Mount Pleasant, and was accidentally drowned in a swollen creek at Tungkillo in 1846. The family retained a property they had at South Rhine, in a locality still known as Thompson’s Flat. In 1856, Archibald G. Thompson and his brother William went to Mount Arden, and were among the first pastoralists to operate in that region. They persevered with the breeding of cattle for five or six years, had a succession of dry seasons, and then gave up the attempt. In 1862 the brothers migrated to Otago, New Zealand, where in 18 months they made enough money on the goldfields to allow of a fresh start in the pastoral business.

Returning to South Australia the brothers took up Weetra station, near Venus Bay on Eyre Peninsula. The station contained an immense scope of very scrubby country of mixed quality, and it took in the Mount Cooper and Mount Hall areas, through which the proposed railway from Capietha to Stokes’s Corner will run. Between 20,000 and 30,000 sheep were grazed. This property was relinquished in favour of the Point Browne station, situated between Carawa and Cape Thévenard, a much smaller proposition supporting about 7,000 sheep. Nine years later this run was sold to Mr. Watson, and the Thompson brothers bought the well known Calca and Talia stations from Dr. J. Harris Browne. Much bigger operations were possible on these holdings, each of which sustained about 14,000 sheep. William Thompson died in 1884, and thereafter his brother Archibald continued to manage both runs until 1887, when Calca was cut up by the Government for closer settlement. Archibald had made his headquarters at Talia. Some of the best of his country including the Pump and Hummocks paddocks, was resumed in 1888, but Mr. Thompson renewed the lease of 63 square miles of Talia, and he also held 19,500 acres under perpetual lease in the hundreds of Tarlton and Murray, including Black Hill that was formerly part of Maryvale station, owned by Messrs. W. A. Horn, Mair and Morphett. In 1907 Mr. Thompson sold 4,000 acres of Talia to John McCracken, and continued to run 6,000 or 7,000 sheep on the balance of the country. His career, highly successful on the whole, was ended by death at North Adelaide in 1918, at the age of 77 years. His sons are still actively identified with the pastoral industry on the West Coast. Two of them still have the much reduced Talia property, and another son (Mr. William A. Thompson)
acquired Chandada, when Messrs. Hamilton and Mills put it on the market. The deal comprised 200 square miles of country, but the negotiations of which now include the Cungena area of 70 square miles, which, however, the vendors threw in without any extra consideration. The stocking was then down to 1,800 head of sheep. Later, Mr. Thompson accepted 13,418 acres of freehold for surrendering the rest of the property, which has since been developed into a prosperous farming proposition. There are now three railway sidings (Poochera, Capie-tha and Cungena) on that part of the holding. Quite recently the Government bought for a closer settlement the 13,418 acres contained in the Chandada estate, which now practically passes out of pastoral history.

Among Archibald G. Thompson's neighbours on the West Coast was William Hosken, whose eldest daughter he married. Mr. Hosken came out from St. Ives, Cornwall, at the age of 24 years, and the direct line of his descendants now live on a property at South Road, which he called Tregenna. He married Miss Broadbelt, whose parents were among the passengers that landed from H.M.S. Buffalo with Governor Hindmarsh in 1836. During the early period of his contact with the new province, Mr. Hosken was in a pastoral partnership with his brother-in-law, Edward Spicer, and they held a large area of country with headquarters at Edwardstown. Their property stretched from Kentish's Corner to Plympton, and also bounded the West Terrace Cemetery. Mr. Hosken sold his interest to Mr. Spicer, and then tried his luck at sheep farming on Eyre Peninsula. The farm was formed at Warranda, with Laura Bay as the head-let. The leases also included Chilundie, Chilperundie and Maddumuckla, the last named area being typical as sheep country. A lot of good money was spent in unproductive deep sinking for water, only one really good well—that at Warranda—being established. This discouraging result kept Mr. Hosken's stocking on the Peninsula down to 2,000 odd head of sheep. However, he extended his enterprise to St. Peter's Island, nearly opposite to Laura Bay, the lease of which was purchased from Mr. W. R. Swan. There is an abundance of water, besides good grass and bush, on the island, which Mr. Hosken stocked up to 3,000 sheep. He started with 500 head, which were taken over from the Peninsula in a big barge that he built for the purpose. On his Peninsula cow stations Mr. Hosken found it necessary to shepherd the stock and fowl from wild dogs, and he also suffered much from the depredations of the blacks, who stole the station stores at every opportunity. He died at Warranda at the age of 65 years from heart failure induced by running after some of his sheep.

Another worthy old-timer of the West Coast was Thomas Cooper Horn, whose land transactions in South Australia can be traced back to January, 1840. The old records give his name as Horne, the final vowel having been added in order to avoid postal confusion with the name of Maryvale. Thomas Horn's connection with the West Coast dates back to the forties. He had 103 square miles of country known as the Kappawanta run, near Lake Newland and east of the hundred of Wright. Venus Bay was the outlet, and there is still a Horn's Lookout on the map as bearing on the eastern side. However, he extended his enterprise to St. Peter's Island, nearly opposite to☩

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If publication of these memoirs had followed the order of their subject's arrival in South Australia, William Loose Beare would have been the very first pioneer to be dealt with. He was one of that select band of 38 immigrants who ventured out in the first vessel chartered by the South Australian Company, a little Falmouth packet of 197 tons called the "Duke of York." His father, Thomas Hudson Beare (a descendant of Thomas Hudson, the portrait painter) was second officer of the company to Samuel Stephens, its first colonial manager, who was also on the "Duke of York." The ship finally left Torbay on April 17, 1836, after having been so much buffeted by storms that she had to put back twice for repairs before the English Channel had been left. The master (Captain R. G. Morgan) was a man of consistent piety, and throughout the voyage prayers were said daily, and religious services were conducted three times every Sunday. Anchor was dropped in Nepean Bay on July 27, 1836, or five months before the official proclamation of the province at Glenelg. There was great competition among the passengers for the honor of being the first immigrant to place foot on South Australian soil, and Captain Morgan decided in favour of the infant daughter of Mr. and Mrs. T. H. Beare, who had their family of three girls and one boy on board. A willing crew manned a boat, and Baby Beare was rowed ashore and finally carried by a stalwart sailor, Robert Russell, who planted her little feet in the wet sand, at a spot known as Beare's Point, amid the cheers of the ship's company. She was accidentally burned to death in 1842, but Russell attained octogenarian age in the land of his adoption. A thanksgiving service was held on shore, and then a township was proclaimed by Samuel Stephens, and named Kingscote after Henry Kingscote, a member of the first board of directors of the South Australian Company. By the way, Mr. Stephens married Miss Charlotte Hudson Beare (an aunt of the subject of this notice). The ceremony was performed on board the schooner, "John Pirie," in Nepean Bay by Captain John Martin, and this was the first marriage solemnized in South Australia. On the first night of the "Duke of York's" stay in Nepean Bay the vessel careened over on her beam ends, through having been anchored too close inshore. There was great alarm among all hands, and the passengers were transferred to the boats and put ashore at 11 p.m. However, the ship righted herself on the making of the tide, and was taken out to deeper water. Among her passengers was Mr. Charles Powell, father of Mr. C. B. Powell, who became manager of Wilpena Station. The "Duke of York" later struck on Keppel Island, off the coast of Queensland, in returning from a whaling cruise. She went to pieces, and two of the crew were killed by natives on landing at Moreton Bay. Captain Morgan was subsequently in the service of the London Missionary Society, and was with the famous missionary, John Williams, when the lat-
ter was murdered at Erromanga.

Although he was only 101 years old on arrival, William Beare helped his father to erect houses at Kingscote with bricks that had been brought from England. He missed the historic ceremony under the old gum tree at Glenelg, being at that time at Rapid Bay, where Boyle T. Finnis, afterwards first Premier under responsible government, was surveying. The Beare family remained on Kangaroo Island for two years, and then settled on the plains of the Beare family remained on the premises, and carried on agriculture and stockraising, having the assistance of his son for eight or nine years. William then went to the family farm at Ooraparinna with his brother-in-law, Francis Duval, and there acquired a considerable knowledge of stock. Netley gave way to Twickenham and there acquired an interesting association with prep-proclamation days was broken.

In 1846 William Beare came under the favourable notice of John Taylor, who installed him as manager of his first sheep station, known as Ryelands, and situated in that position until 1854, when he entered the service of John Hope as manager of Koolunga station, on the Broughton and Roux Rivers, this having been Mr. Hope's first purchase from the Government. In 1856 Mr. Beare was engaged by the Hon. G. C. Hawker to undertake the superintendence of his Bungaree station, and during his regime the famous Merino stud was established. There were 21,000 sheep on the estate in 1856, but 18 years later the number had increased to 90,000 head. Simultaneously with his work at Bungaree, Mr. Beare accepted the general oversight of Mr. Hawker's operations on the Carriewelloo run, north west of Port Augusta, where drought had compelled James Louden, the original lessee, to lower his flag, and where his immediate successors (Saunders, Gleeson and Scott) had also failed. Another of Mr. Hawker's stations which came under the wing of his capable general manager was Paralana, in the Far North, where those great pioneers, James and William Scott, had had the great mortification of seeing a herd of 7,000 cattle almost decimated by drought.

In the early seventies, Mr. Beare left the service of Mr. Hawker, and, in conjunction with Mr. J. W. Gleeson, purchased the Mount Serle and Ooraparinna runs in the face of the rather discouraging earlier history of those properties. Septimus Boord had previously burnt his fingers at Ooraparinna, comprising a large scope of country north of the river, which in average seasons, had carried 6,000 sheep and 1,000 head of cattle, Mount Serle, further north of the other leases, had been in the occupation of Abraham Scott. Adverse seasons soon settled Mr. Beare's pretensions as an independent breeder of stock, and in August, 1877, both runs were advertised, for the first time, for sale by J. H. Parr at White's Rooms, Adelaide. The area of Mount Serle was then 362 square miles, and the leases were due to expire in December, 1888. There were 10,000 sheep on the run, besides 1,800 head of cattle. Ooraparinna covered 239 square miles, the leases expiring in December, 1889, and the stock consisted of 18,000 sheep. Bidding began on the basis of 15/- per head for the sheep, and at 18/- both stations were knocked down to Henry Scott, acting for Thomas White, and the whole of the stock was bought at £5 10/- per head. Delivery was given after the shearing. About 90 miles of sheep-proof fencing went with the properties, which were well abundantly watered. We have it on the authority of the late Mr. A. G. Downer, that Mr. Beare and his partner “lost everything” in this Far Northern venture. Old Oweandina was succeeded by the Mount Serle holding. Mr. Downer also stated that later Henry Scott had Ooraparinna, lost severely over it, and sold it with all improvements to Mr. Mugg for a paltry five-pound note! It is interesting to note that, within a few days of the 1877 auction sale arranged on behalf of Mr. Beare, Messrs. Saunders, Gleeson and Co. offered Angorichina, a run which has been prominently before the public lately on account of the hostility for tubercular soldiers being opened there. Angorichina had ruined Mr. H. C. Swan, and its 150 square miles of country passed to Edward Spicer at 15/- a head for the 13,500 sheep it then carried. In 1852 Mr. Beare left the North, which had not borne so harshly, and took up his residence at “Netley,” Glenelg. During his long residence at Bungaree, he officiated regularly in the Clare Magistrate's Court, and displayed a strong sense of British justice in all his decisions, against which there was never an appeal. He acted as arbitrator for the Government in land controversies. When he was at Ryelands he had the honour of entertaining Lord Salisbury, and of giving the distinguished nobleman an insight into Australian life. After his return to England the marquis sent Mr. Beare an autograph portrait of himself. Mr. Beare was also presented to King George V. when His Majesty was in Australia as the Duke of Cornwall and York. One would have thought that Mr. Beare, with his wide experience of broad acres, had the makings of an ideal legislator, but he was defeated when he sought to represent the electorate of Clare in the House of Assembly. The nearest he got to the marble halls was membership of an old-time railway royal commission. When the boundary was not his only interest, in many years he was one of the respondents to the toast of “The Pioneers” at the Glenelg Mayoral luncheon on Commemoration Day. Gradually his speech dwindled to a mere mumble, audible only to those sitting immediately around him, and eventually he accepted a suggestion that he should commit his thoughts to paper for Town Clerk Bickford to read out to the company. Mr. Beare never missed this opportunity. The “Twenty Eighth” put in a plea for better recognition of the aborigines, and embodied a sentence, as he said on one occasion, “and, if necessary, I would like to see a tax put on every soul, in order that the natives might live the rest of their lives as happily as possible. In early days on the Adelaide plains it was delightful,” he added, “to listen at night to the unstrained laughter of the blacks in their wurlies as they compared, apparently, the method of the white people with their own.” In one of his responses at Glenelg, Mr. Beare said:—“When I landed here, Adelaide was a beautiful open forest, and the banks of the Torrens were lined with magnificent redgums. Parrots and cockatoos were so plentiful that at times a person could not hear himself speak. The plains were covered with an abundance of kangaroo grass, the finest in the world. Nothing that the hand of man has accomplished in the interim can efface from my memory the beauty of this land in its primitive state. I wish that the members of the South Australian Company who laid the foundation of the province could see us to-day to see the results of their work. The trials of the pioneers are forgotten, when we see the flourishing condition of our country.”

Mr. Beare outlived the whole of the “Duke of York's” company, and passed to his rest at Glenelg on July 16, 1910, in his 85th year. His funeral was held in the Anglican cemetery. His wife, who pre-deceased him, was a daughter of George Alston, a pioneer of 1840. Thomas Hudson Beare, a native of Adelaide and Regius Professor of Engineering at the Edinburgh University, is a brother of William Beare.
PADERBORN, a cathedral town in the province of Westphalia, Prussia, was the birthplace of Anton Schlink, who had experience among sheep in the south of Germany before transferring to South Australia some time in the forties. He obtained employment with the Rankines in the Strathalbyn district, and spent part of his time shepherding sheep at Belvidere and on Langhorne's Creek. The old chimney of his hut in the latter district is still standing. Mr. Schlink was one of the few able-bodied men in South Australia to resist the temptation to visit the Victorian gold diggings, but in 1854 he practically cut himself off from civilization by taking a lease of Flinders Island, on the West Coast, about 17 miles out from Port Elliot. In shape this nearly square, each side being from three to five miles in length. Captain Matthew Flinders, in H.M.S. Investigator, was the first white man to visit it (in 1802). In his journal he speaks of his disappointment in not finding water on the island, but the great navigator's search for it must have been perfunctory, because subsequent pastoral occupants always had an ample supply for man and beast. On the south-eastern side springs run out from below the cliffs, and on the north-western side the sandhill country affords water by shallow sinking. Flinders found the beaches abounding in seals, and he mentions the presence of a small species of kangaroo not bigger than a cat. As a matter of fact the marsupial in question was a wallaby much akin to the Kangaroo' Island type.

Mr. Schlink was not the first man to engage in pastoral operations on Flinders Island, although he did much to develop the place. The "South Australian" of August 22, 1845, records that the Messrs. Lechmere and others were removing stock from Thistle Island to Flinders Island, "a very pleasant place, with good grass, wood and water." The same paper mentioned that the people of the "Falco," lately wrecked, were at the same island trying to build another vessel. These settlers left behind them pigs whose progeny had become wild. One ferocious boar, with well developed tusks, gave Mr. Schlink a lot of trouble by killing and maiming his stock, and was eventually captured by natives. There was also a curious species of black and white rabbit which used little burrows when breeding.
but otherwise lived entirely on the surface. Mr. Schlink proved Flinders Island to be an excellent grazing proposition, and he maintained a flock of 7,000 merinos. Isolation was the principal drawback. It was very difficult to get workers to remain there owing to the loneliness of the conditions, and a good deal of reliance had to be placed on the services of the blacks. When it was desired that a vessel should call a big signal fire was lit on a prominent headland called Bob's Nose, so named from the circumstance that the first horse Mr. Schlink had was dubbed Bob, and he used to stand habitually on this headland. The animal lived for 36 years, and then met death by falling down a well. There is a big range of granite outcrops, clothed with sheoak, in the middle of the island, and a prolific growth of the juniper bush in other parts made mustering difficult. Mr. Schlink was greatly helped in the market for his sheep, and he sought to get rid of some of his surplus by stocking the largest of the Pearson Isles south of Flinders Island. The new country presented altogether unsuitable for sheep farming. It was so rough, steep, and scrubby that it was practically impossible to yard the stock, which might be shepherded, and the blacks were as troublesome as wild dogs. They fatally speared the man Beard, after whom Beard's Bay was named. He had put up the hut where he was murdered, and his body was buried on the edge of the bay. From the Widera station, Mr. Schlink shifted to Witera station, near Venus Bay, which he acquired from the Thompsons. There was only a brush woolshed at Witera, but the new owner erected a stone shed capable of accommodating twelve shearers. This old station included a large area of the Mount Cooper and Mount Hall country, very much a character but comprising some of the best mallee areas on Eyre Peninsula. The proposed line from Capietha siding to Calca, as recommended by the Railways Standing Committee, would serve much of the country that was once in Mr. Schlink's hands. At one time Witera was a changing place for the horses employed in the Port Lincoln mail service. Venus Bay, too, has known its lively days. The little store there was once an hotel kept by Robert Symes, but the place took on the aspect of a sleepy hollow when Port Elliston pulled the trade in one direction and Sceales Bay in another direction.

In his interesting book, 'Pioneers of the North-West', Mr. Norman Richardson says that for a few years Yardea was about the only permanent station on the western side of the Gawler Ranges, the majority of the holdings being used principally for winter pasture for stock from runs on the West Coast. Anton Schlink was one of the pastoralists who so directed his operations. In 1868 James Hiern secured a lease of the country now known as Hiltaby (sometimes spelt Hiltruby and Hiltaba) and was brought safely to port. Ten days later the vessel ran out it remained unoccupied for some time Mr. Schlink was in partnership with Mr. W. Oliffe, of Miller's Creek, Meeinderry was disposed of to Mr. W. Olliffe, of Miller's Creek, whence the cattle were removed. The Kokatha station was also leased originally to James Hiern, who, after getting two wells there, sold it to Mr. Schlink in 1876. It is situated between Lake Gairdner and Lake Harris, and to the north of Lake Everard. After the lease ran out it remained unoccupied for many years, and then was taken up by Mr. F. A. Tennant. Mr. Schlink also had Kondulka, or Koondoolka, which had been leased originally by John Dunn & Co. It will be seen that Anton Schlink was in a very large way of business. At one time he was carrying 60,000 sheep, and good luck supplemented his skills without the various properties. Although the distance between the western side of the Gawler Ranges and the West Coast is only 80 to 90 miles, the intervening country included a 30-mile belt of mallee scrub and heavy sandhills. This gave trouble in the transfer of stock, and particularly in the matter of camels. To overcome the latter difficulty Mr. Schlink purchased 13 camels from Sir Thomas Elder about 1875. He paid £75 a head for them, little dreaming that the day would come when camels would be shot like vermin in South Australia. Still they solved the problem of the barrier between the Gawler Ranges and the coast.

Besides being a big pastoralist, Mr. Schlink had considerable shipping interests. He had four sailing vessels engaged in the Eyre Peninsula trade—the Alto, Freebridge, Lady Robinson, and Waratah. The Freebridge sat on her anchor at Port Elliston, and sank with some of Mr. Schlink's livestock. The Waratah, a barquentine, was wrecked on Thursday Island. The Lady Robinson had an extraordinary experience in the vicinity of the Great Barrier Reef. The Queensland coast. Her crew was compelled to abandon her with all the sails set. Ten days later the vessel was found, practically undamaged, sailing about the ocean aimlessly, and was brought safely into port. The steamer Meeinderry traded to the West Coast and the South East in Mr. Schlink's interests. He also had the steamer Helen Nicoll, which was afterwards engaged in the Esperance Bay trade. The Meeinderry was disposed of to Huddart, Parker & Co. At one time Mr. Schlink was in partnership with Captain Heyward. He was very well from a financial point of view. He was able to retire from business in 1883, and thereafter lived at Woodville, where he died on December 26, 1895, at the age of 73 years. His son John (now of Glenunga) had Witera after his father's retirement, and his son William took the management of Kookatha and Hiltaby. Anton Schlink's estate was sold upon his demise, and William went back to Flinders Island, where he was born, and continued the breeding of merinos combined with cereal cultivation. In later years he has come more prominently into public notice as the owner of the Hillslea thoroughbred stud, near Sherina, on Flinders Island. He married a daughter of another well-known pastoral pioneer of Eyre Peninsula—James Thompson, of Witera station.
A PIONEER is not necessarily a migrant from overseas, although admittedly to the latter class have belonged, almost without exception, the men who have come under notice in the present series of "pen portraits." A lexicon definition of the word "pioneer" is "one who goes before to prepare the way," and in that respect John Lewis easily qualified for a place in these pages. He was a son of James Lewis, who landed at Glenelg from England in 1836, assisted in the survey of Adelaide, and accompanied Captain Charles Sturt upon his memorable 1844-5 expedition to the far interior of Australia. John was born at Brighton on February 12, 1842, and left a private school at the age of 12 years to help on his father's farm at Richmond. The somewhat blunt exterior that he carried throughout life was due largely to the fact that he was brought up in a very hard school, and was no index to his true qualities of heart. While still a schoolboy John Lewis had to work as hard as any able-bodied man. At the age of 14 years he ran away from home, and he told the writer that the reason of the breakaway was that his father had given him what the son considered an undeserved slippering. There was plenty of grit and determination in his make-up, and altogether John Lewis was a man who was bound to succeed in life. With only sixpence in his pocket he signed on with a farmer at Bull's Creek, and a few weeks later became apprenticed to a blacksmith at Meadows, earning 5/- a week, and an extra 2/- every other Saturday for burning charcoal. Out of this slender recompense one shilling a week was paid for night schooling. Mr. Lewis next found employment at John Haines's Telowie and Potapa stations, and then he entered the service of James Dodd on the Coorong, getting 10/- a week for colt-breaking and stock keeping. From Dodd he went to Philip Levi as a stockman at Gum Creek, and droving experience all over South Australia followed. One memorable trip was that of taking a flock of sheep overland all the way from Gum Creek to Coffin's Bay on Eyre Peninsula. From Gum Creek Mr. Lewis went to Wirralpa in relief of that old identity, Tom Coffin, and he received the first sheep placed on this station, which had previously been stecked with cattle. A big droving trip with cattle from Mount Margett to Swan Reach preceded an appointment as manager of Oulnina station for the trustees of Philip Levi, in succession to Mr. F. B. Lloyd. Mr. Lewis was always proud of the fact that during his three years at Oulnina the property netted £18,000, and the sheep increased from 26,000 to 36,000.

In 1872 Mr. Lewis took out pastoral country on the Coburg Peninsula in the Northern Territory. A few months before his death he claimed to be the only man alive who had walked from Victoria to Vashon Head, and there will not be many inclined now to emulate his example. His pastoral, prospecting and actual mining experience in the Northern Territory are described at length in "Fought and Won," a nicely illustrated autobiographical book that he published in 1922, with a racy and well deserved foreword by his friend and Glen Osmond neighbour, Ernest Whitington. Interesting as the work is, however, it is not nearly exhaustive of the man's romantic
career. Now that he has gone one can see that it would have been much better if he had turned his notes over to a trained scribbler for amplification in a way that would have done more justice to a fine subject, but in a way, apparently, that did not appeal to John Lewis. The chapter he devotes to the genesis of the great Broken Hill mines is one of the most fascinating contributions ever made to the written history of the Barrier. Dick Horn offered him a fourteenth share of the Proprietary Mine for £40, and another friend induced him to wait the length of selling his shirt in order to secure an interest in the property. Mr. Lewis was down the mine when the first shaft was equipped only with a ladder. Little did he dream that his son Essington was destined to become the general manager of this famous company.

In 1876 Mr. Lewis returned to Adelaide and joined Messrs. Liston and Hughes (Booyoolee), William White Hughes (Booyoolee), William Gilbert, E. E. Vale, John Bagot, James Shakes, John Lewis, and George W. Bagot. In 1906 Messrs. Luxmore, Dowling and Jeffrey were amalgamated with the company, which later was merged into the business of Goldsborough, Mort and Co. Meanwhile possession was taken of those fine premises vacated by the Savings Bank in King William St.

Space considerations permit of only a passing reference to the manifold pastoral ventures in which John Lewis was interested from time to time. His biggest station was Newcastles, covering an area of 3,374 square miles in the Northern Territory. This was stocked with cattle and horses. Mr. Lewis's brothers, Harry and Stephen, were in Newcastles with him originally, and later Sir Sidney Kidman had an interest. For 16 years Mr. Lewis held Dalhousie Springs, north of Oodnadatta, and bred cattle, horses and Angora goats. This property was sold to Messrs. F. and R. Sanderson in 1912.

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PASTORAL PIONEERS OF SOUTH AUSTRALIA.

WILLIAM ROBINSON

I t is particularly gratifying to be able to retrieve the life story of William Robinson, who did much for the early pastoral development of South Australia, but was practically ignored by the biographers of his day. His father Thomas Robinson, was a tenant farmer in Lancashire, Lord Derby being his landlord. Exactly when the son travelled to the antipodes cannot be stated. Unless a person was a cuddy passenger he was apt to be overlooked in the earliest shipping lists, but Mr. Robinson certainly saw Adelaide in its most primitive garb. He first came into public prominence in the roaring days of the stock overlanders. He left Gundagai, on the River Murray, on July 1, 1841, with 6,000 ewes, 500 cattle and 14 horses for Adelaide. There were 26 men in his party, and the equipment was carried in three drays. All the men were well armed in consequence of the terrible experiences which had befallen Messrs. Langhorne and Inman's parties at the hands of the blacks, who murdered four whites and hopelessly scattered 5,000 sheep. As the time approached for Mr. Robinson's arrival in Adelaide great apprehension was felt by his friends concerning his safety, and Governor Grey was appealed to in the matter of affording protection. Despite the heroic and enterprising nature of the work which these overlanders were engaged in, the cold and indifferent official reply to the request was worded thus:—"It appears that Mr. Robinson was aware of the dangers he was to encounter, and voluntarily withdrew himself beyond the portions of this continent where British law can be enforced, determined at all hazards to force his way across, and this in a matter of private adventure, not of public utility." John Ellis, of Buckland Park, protested strongly to His Excellency, and urged him to "save to the province not only a number of enterprising individuals, but a valuable importation." Philip Levi, who became a pastoral magnate, was with the party, and Mr. Ellis had an interest in the stock. Eventually the Governor authorized the dispatch of twelve foot police, and Mr. Ellis with his own means made up the force to a strength of 29, and granted supplies sufficient for the whole for nine weeks.

The inevitable scrap with the natives came. Mr. Robinson's party, who had been scrupulously careful in their relations with the blacks, were attacked on August 20, 1841, on the Rufus, one mile below Langhorne's Ferry, the enemy numbering quite 300. The relief party joined the overlanders on the following day, and, in consequence of further menacing signs, the whites proceeded to teach the natives a severe lesson. A spirited but one-sided battle ensued, in which the casualties among the negroes, as officially recorded, were 30 deaths, ten wounded, and four prisoners. James C. Hawker says in his reminiscences that later when he resided on the River Murray, and mastered the language of the aborigines, he learned that the number of deaths was much larger than 30. Mr. Robinson was wounded in an arm. The affair created a great sensation when news of it reached Adelaide, and Governor Grey ordered an inquiry to be conducted by justices of the peace chosen from some of the
leading colonists of the day. The result was a complete exoneration from blame of Mr. Robinson and all those associated with him. There followed the establishment of Edward John Eyre at Moorundee, and the survey of the Murray. Mr. Murray, and Edward Stephens. All the magistrates who sat in judgment on the case were Captain Charles Sturt, Matthew Moorhouse, Protector of Aborigines, who was with the relief party, justified the slaughter of the natives.

James C. Hawker further states in his reminiscences that in the same year that the attack was committed by my party towards the aborigines on the River Wakefield, which was attacked by natives on December 15, sixteen sheep being killed. He had done this in company with George C. Hawker northwards with the object of taking up the Bungaree country, but Mr. Hawker, who left his sheep with his brother Charles, got there first. Then Mr. Robinson selected, with excellent judgment, a considerable scope of country on the Hutt and Hill Rivers and near Mount Bryan, some of it in partnership with C. J. F. Campbell and near Mount Bryan. Just about this time seven other flockmasters had petitioned the Legislative Council protesting against the clause which rendered them liable to the heavy duty of £50 for any scabby sheep from one spot to another, even to the washpools, particularly as the fines went into the pockets of informers, thus leaving the door open to malice. There is no doubt that Mr. Robinson was the first owner of Hill River Station, later made famous by the operations of C. B. Fisher and J. F. Campbell. His occupation of it is shown by official records to have dated back to August, 1844, in which year he had 840 sheep and 2,500 wethers, a holding which marked him out as quite one of the biggest sheepfarmers of his day. On October 28, 1846, "The Register" published a story that Mr. Robinson had got 10d. to 1/3d. a pound for his wool. The statement opened as follows:—"We furnish, as it is our duty to do, a report of the last Easter sales which were held at Encounter Bay and between five and six miles wide. The stock consisted of 24,644 sheep, 680 horses, and 277 head of Shorthorn cattle. The intention was to subdivide the estate and sell it at public auction. A very large sum of money was spent in bringing the enterprise under the notice of the public, and, in view of Hill River's reputation as an agricultural and pastoral proposition, it was expected that the land would sell like hot cakes, especially as it had been surveyed in handy blocks ranging from 70 to 5,000 acres. There was a surprising lack of competition, however, and the auction completely collapsed after only 14,298 acres had been disposed of, the prices ranging from £2 15/ to £5 7/6 an acre.

After leaving Hill River, Mr. Robinson took up country in the Encounter Bay district. So long as his land abutted on Port Elliot, and the sobriquet "Encounter Bay Bob," became attached to him. Subsequently he proceeded to New Zealand to spy out the land there, and, acquired and named the choice Cheviot Hills estate, in the Canterbury district, which was purchasable at something under £1 an acre. Mr. Robinson removed permanently to New Zealand, except for a holiday visit to England. He had one son, who died in infancy and four daughters, four of whom married. Mr. Robinson carried on sheepfarming in the dominion with great success. Cheviot Hills was a beautiful property, laid out in English grasses, which the new owner was one of the first in New Zealand to grow. A lot of Australian gums and English trees were also established satisfactorily. After his death the daughters and sons-in-law did not want to carry on the property, and in 1898 submitted to the Government taking it under the Land Taxation Act. The 84,755 acres comprised in the estate was cut up into farms of 50 to 500 acres, and the success of this subdivision gave a great fillip to closer settlement in New Zealand. One of Mr. Robinson's daughters (Lady Campbell) bought the Cheviot Hills homestead, together with 5,000 acres of the land.

For many years Mr. Robinson represented Canterbury in the Legislative Council of which he was a life member. One of his sons-in-law is Sir F. H. D. Bell K.C., Crown Solicitor at Wellington and a son of Sir F. Dillon Bell, some time Speaker of the New Zealand House of Representatives and later Agent General in England. In the dominion "Encounter Bay Bob" became known as "Ready Money" Robinson, because of his habit of loaning cash for everything he purchased. He was a fine looking man, and a good whip. Horseracing afforded an outlet for a lot of his wealth. One of his best friends in South Australia was Mr. E. W. Hawker, M.A., of East Bungaree, who stayed at Cheviot Hills as a guest so far back as 1878. There was a Robinson days in the Hill River district eighty years ago, but the name has fallen into disuse.

Mr. Robinson died at Christchurch on September 9, 1889, at the age of 75 years.
George Brooks, who died on October 23, 1926, at the age of 77 years, may have been regarded as an old colonist rather than a pioneer, but there was a general desire that his long and useful connection with the pastoral industry should not be overlooked in these pages. His father (Joseph Brooks) was, however, a pioneer in every sense of the term. The latter came out to South Australia from Worcestershire, England, in the ship "Eden" in June, 1838, with his wife and two children. Fellow passengers were Phillip Levi, who became a pastoral magnate, and Charles Beck, the merchant. Disembarkation was made at Holdfast Bay, the passengers being lowered in baskets into boats and rowed ashore. Although Joseph Brooks had a little capital with him, he decided to take the first position offering upon arrival. A powerfully built man, he attracted the notice of a flour miller, from whom he accepted an engagement. The miller secured a cottage for him about three-quarters of a mile away. The employer was struck by the ease with which the Worcestershire man could handle bags of wheat and flour, and one day said to him:—"I know you are a powerful man, Brooks, and if you can carry to your home a bag of flour without putting it down for a rest I'll give one to you." As flour was then worth 30/ a bag, the offer was readily accepted, and the donor walked alongside his burly employee to see that the conditions of the wager were complied with. At the end of the journey Mr. Brooks said:—"I will turn around and carry the bag back to the mill again if you will give me another," but the miller discreetly declined to take the challenge further. Another example of Joseph's strength was his habit, when in the mill, of gripping a bag of wheat by the ear between his teeth and carrying it thus from one position to another. A proper appreciation of these feats of strength is helped by the remembrance that bag weights were much heavier in the pioneer days than they have been since legislation on the subject was passed.

After working for a few months in the Port Adelaide flour mill Joseph Brooks started a lime kiln at Nailsworth, and did a flourishing business. He then removed to Gumeracha, where he acquired a section of land, and it was there that George Brooks (third son and the subject of this article) was born on November 19, 1849. Chain of Ponds Creek ran through the property, on which there was a rich black flat, with reeds growing thickly several feet high. The previous owner had attempted cultivation by means of two horses and a single furrow plough, but the dense growth of reeds completely beat him. Joseph Brooks dug the flat with a spade and grew potatoes on it. A very heavy crop was obtained in the first year, and the produce was carted to Adelaide by bullock dray and sold at £30 a ton.
A man of considerable resource, Mr. Brooks, Senr., made the furni-
ture for his house out of sheoak trees, which he cut down in the
hills. Naturally the furniture was exceptionnally heavy, but George
Brooks insisted that he had seen his father repeatedly grip in
his teeth the dining room table, and lift it clear of the floor. Another
favorite amusement of his was to lay three or four of his sons on
the floor, put a strap around the lot, place the end of it between his
teeth and carry the boys around the room while they kicked their
hardest.

A tempting offer was made for the Gumeracha property, and Mr.
Brooks sold out. He bought two sections of land between the Skilly
and Hoyleton, and transported his family by bullock dray to the
north. He was able to give them only £5 between them, but they
had the position of the family finances, and cleared a good deal of land.

Mr. George Brooks next took up a small hold­
ing of 140 acres near Port Wakefield. He had a fair run of success,
cutting the crop early for hay, which used to realise between £3 10/ and
£4 a ton. For a while he was con­tent to take up leasehold areas, and
did a vast amount of grubbing and clearing on the holdings. Eventu­
ally he became the holder of 8,000 acres in the district, where he re­
mained for about 20 years. As an indication of the extent to which
land values have increased, he stated that one farm which he pur­
chased about 30 years ago for 30/ an acre, near Kulpura, was sold for
£18 an acre, the owner having made sufficient money to retire.

Mr. Brooks' first real venture in the pastoral industry was when he
purchased Moorowie station, on Yorke Peninsula, from William
Fowlie. It consists of 16,500 acres of freehold. He held this
property for about five years, when he passed it on to his sons, who in
the depression of 1914-15 took toll of half the herd. The writer
was on his way to Birdsville in 1916, and has a vivid recollection of
the depression created by a sight of the bones of those 10,000 head of
cattle spread wide over the Queensland border properties. In that year also about 3,000 sheep were actually lost at
Buckland Park. As a result of this disaster George Brooks and his son
had no cattle to sell for two years, but a good recovery was made in
time. From Mr. Tom Ragless they bought Lake Letty, near Marree,
for a trucking depot. The place, however, was badly watered, and
they got out. The reliability of the Queensland border properties was
greatly improved by the success of deep boring for water. Practically
George Brooks' last purchase, in
the joint names of his wife and himself, was Oulnina Park, near
Mannashill, from James Terry, and there about 7,000 sheep were
grazed.

Mr. Brooks had a great name for integrity, and was respected, especially in stock and station
circles. It used to be said that no one ever left his employment voluntarily. Some of his em­
ployes stuck to him for upwards of 20 years, others he provided for,
and others again he assisted to
start on their own account. When he went to live at Wattle Park he became an enthusiastic bowler and
banjo player in the local cricket club. He was a keen motorist, and one of
the first men in South Australia to own a motor car—a single cylinder
affair controlled by a tiller in place of the conventional steering wheel,
with which machine he had weird experiences. Mr. Brooks is sur­
vived by a widow (nee Miss F. M.
Morrison, of Medindie, his second
wife), three sons, and four
daughters. The sons are all engaged in the pastoral industry and
are—Messrs. George W. (Bo­
conoc), Edmund A. (Buckland Park),
and Herbert A. (Noola, New South
Wales).
In research work of the kind that has been encouraged by the "Adelaide Stock and Station Journal" during the last four years many blanks and disappointments are encountered. Rarely is effort entirely unrewarded, but too often the delving and the prying lead to a sideways ending, with the story only half told. That is the position with regard to the group of pioneers who now come under notice. One meets them and leaves them at the halfway house, so to speak. It would have been fitting to devote a whole page to the pastoral endeavor of John Weatherstone, but he passed out more than 30 years ago with practically no publicity, and all efforts to trace any descendants in South Australia have failed. The portrait now reproduced was kindly lent by the local branch of the Royal Geographical Society from the precious collection donated to that body by the late Hon. John Lewis, C.M.G.

The early pastoral history prepared by the late Mr. George Downer in 1897 dismisses John Weatherstone in one grim sentence—"In Leigh's Creek and Finniss Springs Weatherstone lost everything." With his brother James and his father, known as "Sandy," he reached South Australia from London on June 19, 1839, in the ship "Hoogy," on her first voyage to these shores. The father came out in charge of a bull for the South Australian Company. It is recorded that all hands on the "Hoogly" were called to the deck to witness kangaroos jumping about on Kangaroo Island. Samuel Mills, Senr., was a fellow passenger. Then all is a blank until we read that John Weatherstone stocked the Leigh's Creek run with sheep, and the Finniss Springs run with cattle, and was starved out of both properties by the drought in 1865. Finniss Springs was a huge station, "on the road from Nuc-calcena," covering 446 square miles, with the nearest post office 160 miles away. Glen, Davenport, and Power were the succeeding lessees, and they did no better than the pioneer occupier. The Leigh's Creek run had an area of 81 square miles, and was taken up by Messrs. Smith and Russell after John Weatherstone's failure. A gazetteer of 1867 describes it as being "unstocked after the late drought." It was originally occupied in 1857. It is fitting that Mr. Weatherstone's name should be perpetuated in the geographical nomenclature of the State. He and Mr. Bunn discovered Lake Weatherstone, a sheet of water of considerable area lying 35 miles north-west of Beltana. Alfred P. Burt (corporal of police) mentions having visited it when he was out looking for B. Herschel Babbage. Mr. Weatherstone died in August, 1896.
Another pioneer of 1839 was Alexander Stewart, who arrived with his wife by the barque “Fairfield,” 434 tons. This vessel sailed from Liverpool on November 1, 1838, and was six months and four days on the voyage. Previous voyages had occupied in that time 46 passengers, including Mr. and Mrs. Inglis and their eight children, Mrs. W. Rankine and six children, and Mr. Tom Coward, afterwards a well known Adelaide identity. Mr. Stewart was first mate on the “Fairfield,” and on one occasion took the ship into Sydney during the captain’s illness. He decided to throw in his lot with the pioneers of South Australia, and secured his discharge, from the vessel. He first received an appointment in the Survey Department, which at that time was doing a lot of work in the Murray and south-west. Many stirring experiences came the way of the party to which Mr. Stewart was attached, and on one occasion he was left for dead on the River Murchison by a blackfellow who had wounded him. He quit the service of the Government, and took on contracts to supply and cart timber for the construction of bridges. Then he secured some farm land on the Para River east of Gawler, and as a sideline cut timber goods between Adelaide and the Burra during the copper mining boom. In 1831 he and his eldest son (William Alexander) went overland to the Bendigo gold diggings. They succeeded so well that Mr. Stewart, Sen., was able on his return to start sheep farming at Mungibbie, near Terowie, in association with Messrs. Hiles, Dare and Chewings. When the parting came Mr. Stewart took up Tualkilly, north-east of Mungibbie. It is a name not readily to be found on present-day topographical maps, but “Stewart’s Old Station” and “Stewart’s Well” plainly mark the squating place of this pioneer, who, according to the late Mr. Downer, lost everything. The run falling into the hands of Messrs. Elder and Waite. He next took up Meredey, near Black Rock, a property comprising 122 square miles, on which 9,470 sheep were grazed. This was before the days of fences, and all the stock were shepherded by white men. During the drought of the sixties Mr. Stewart was forced to apply to the Government for a postponement of his rent, and eventually he was driven out of the pastoral industry by the harsh seasonal conditions. He took a lease of the old White Hart Hotel, Aberdeen, and subsequently built the Bendigo Hotel at the same place. Upon his retirement from business he lived with his daughter, Mrs. J. G. Terry, who is now a resident of Glenelg. He was a prominent Freemason, holding at different times all the offices in the Burra Lodge, and was instrumental in helping to bring into existence the Union of the group of towns around the old copper mining centre. Mr. Stewart died at Glen Osmond on Christmas Day, 1902, at the age of 82 years. Really more should be known about James Logan, especially as he was a brother-in-law of Sir James Boucaut. He was one of the very early men in the north, but eventually moved to New Zealand after a two years’ visit to the old world. There are still a number of his descendants in the dominion, but they know nothing of his Australian pastoral career. Mr. Logan was born at Haxton Mains, Thelso, Scotland, on November 25, 1816. He left South Australia finally in 1860, and his name would be practically forgotten were it not that he was in the Burra district we have Logan’s Creek (on Kooowie Estate) and Logan’s Gap. The list of the first pastoralists who obtained leases for 14 years from July 1, 1851, mentions Mr. Logan as the occupier of a property comprising 93 square miles east of Browne’s Hill, Hundred of Whyte, and of 57 square miles at Rocky River, Crystal Brook. Thus he was in a large way, and must have taken with him to the grave some interesting early pastoral history. He paid 10/- and 15/- a square mile for his country. Alexander McCulloch purchased the famous old Gottlieb’s Wells Station from James Logan. The diary of C. W. Stuart makes frequent reference, in 1837 entries, to a Mr. Logan who occupied a responsible position with the livestock owned by the South Australian Company. Another elusive story is that of William Pinkerton. Away back in 1840 he had considerable holding of sheep, cattle, horses, and pigs at a place he called Studley on the River Torrens. The name Studley occurs in four counties of England, and it is a fair inference that Mr. Pinkerton hailed from the old country. In 1843 he took up pastoral country near the site of Quorn, and that is the reason why the name Pinkerton Plains occurs on the map to-day. The same pioneer was grazing 1,200 ewes and 600 wethers in the Light district, and Pinkerton Flat, a fertile plain about the centre of County Gawler, is a reminder of his pastoral occupation. There is reason to believe that he is identical with the Pinkerton who had a station at Wedge Hill, Eyre Peninsula. John Hamp, who had his head cut off by natives and placed in a camp oven, was his hutkeeper. Mr. Pinkerton was one of the earliest members of the South Australian Agricultural Society. He judged the pigs at the Adelaide livestock show in October, 1845, and won a prize for the best milch cow. The following year he proposed the toast “Unsuccessful Competitors,” gave his prize money back to the society, and advised all those inclined to keep “pitiﬂous complaints” to themselves.

Impenetrable obscurity appears to have largely covered up the history of the pioneer pastoral en­deavor of Messrs. E. S. and W. S. Peter. In one of John Lewis’ addresses to the Royal Geographical Society they are briefly men­tioned as the owners in 1840 of 18,000 sheep on the River Broughton, and this fact stamps them as being among the biggest squatters of their day. In March of the same year they advertised for sale in Adelaide 10,000 sheep “of the celebrated flocks of Messrs. Icely and Co., now on their way over the western ranges.” The stock were to be “sound and free from disease, neither influenza nor catarrh having been known in the Bathurst country.” The advertisement con­cluded:—“To gentlemen wishing to purchase fine-walled sheep such an opportunity may never again occur.” The name of Peter again crops up in an 1844 record of County Light, 7,500 ewes and 3,600 wethers having been depas­tured on a station known as Emu Lodge, with headquarters on the River Gilbert. The Peters also established a run in the locality where the burra copper mine was afterwards discovered by John A. Hill, who came out to South Aus­tralia in the “Africaine” in November, 1838, mentioned in one of his speeches on Commemoration Day of 1902, that he was a discharged employment from the Messrs. Peter on their Burra run. He was the man who could have lifted the veil concerning the career of these two enterprising men. He knew the time when a sheep’s head was a luxury for which the consumer in Adelaide paid half a crown. He re­marked:—“Meat was rather scarce at times. On one occasion a ship’s cow died, and the men, seeing a chance of making a few pounds, butchered the animal and dished it out as fresh meat. Nobody appeared to suffer, but the colonists appeared to suffer, but the colonists
THE letters J.P. after his name, signifying that he was a Justice of the Peace, were probably of greater significance to James White than to any other man ever enrolled on the Commission of the Peace in South Australia, but that is getting ahead of one's story. James White, popularly known as "Nobby" White, was a native of County Meath, Ireland. He arrived in South Australia in 1845, and the first employment he received was in the capacity of overseer at Captain C. H. Bagot's run, Koonunga, also known as Bagot's Head Station, which had been formed near Kapunda a few years earlier. That position was retained until 1851, when Mr. White succumbed to the lure of the Victorian gold diggings. He was absent in the neighbouring colony for about 12 months, and experienced much more than the average luck in the search for the precious metal. Upon returning to South Australia Mr. White took the first step in the accumulation of broad acres for which he became noted throughout the land, his first purchase being at Bagot's Gap. Besides devoting attention to agricultural pursuits "Nobby" White went in largely for pastoral enterprise on his own account, and the "Kapunda Herald" said that he was "ever on the alert for the satisfaction of his desire to add to his lands," of which at the time of his death, he owned many thousands of acres in the Kapunda district and many other parts of the colony. In addition he held no fewer than 21 pastoral leases covering an area of 1,386 square miles, for which the rent was only £379 a year. These were not all stocked because the total number of sheep grazed on the area indicated was, according to an official return, only 14,859 head. Mr. White disposed of his squatting interests only a few months before his death in 1890.

For many years Mr. White was also connected with the auctioneering and agency business in Kapunda, and for a considerable period he conducted nearly the whole of the sales of livestock in the district, while a big proportion of the land in the neighbourhood for miles around passed through his hands. Originally he had as a partner Mr. W. Brewer, and then he joined up with a nephew, Mr. W. G. Goodchild. The personnel of the firm was altered later by the admission of Mr. (afterwards Sir) Jenkins Coles, and it traded as Coles and Goodchild. The next change was when Mr. Coles' place was taken by Mr. J. F. Duff, formerly manager for the firm at Kooringa. Throughout all these changes Mr. White retained a large interest in the business, which he carried on himself after the death of Mr. Goodchild until finally, in January, 1890, it was taken over by Elder, Smith and Co., Limited. Mr. White experienced many ups and downs in political life. In 1871 he was elected to the House of Assembly for the district of Light as a colleague of James Pearce. A dissolution brought on another
election in December of the same year from Mr. White's seat was wrested from him by Mountfort L. Conner. In 1875 the division of Light was privileged to return three members, and "Nobby" found himself political barren. He formed an association with David Nock and Randolph I. Stow. He rejoined until in 1881, when Sir Jenkin Coles came on the scene, and Mr. White had the mortification of being at the bottom of the poll. The defeat was repeated in 1884, nor would the electors of the Legislative Council have him when he offered his services four years later.

It would appear that Mr. White fell into political disfavour through charging of blackmailing, a reproach which was brought against him in connection with the auction system of disposing of what were once called the waste lands of the Crown. Persons desirous of securing land at reasonable prices were sometimes under the necessity to pay others who frequented the auction room a commission not to bid against them. "The Register" described it as a "rascally proceeding," but there were plenty of men indulging in the practice, which went on unchecked until in 1865 a Parliamentary Select Committee was appointed to investigate the matter. One paragraph of the Committee's proceedings, which was subsequently omitted from the report, read: "In the prosecution of your Committee's inquiries as to the practice of giving bribes to prevent competition at the land sales they have been met by the refusal to answer questions, and in the few cases that have been fully disclosed the land agent concerned was invariably Mr. White, who is also a member of this colony." William Scott, a stockholder, gave evidence that he had retained agents to keep the so-called "land sharks" quiet. At first the fee was £1 a section, and later sixpence an acre. He had paid commissions to James White, of Kapunda, not to bid. He added: "It has been carried on by him to a very large extent. I believe that on one occasion he was paid commission by several parties on the same day." No remedy for the abuse was suggested by the Select Committee, and the enquiry was entirely abortive.

The trouble all broke out again in 1876, when Mr. White was accused of having attempted to blackmailed the Hon. Alexander Hay, and had to defend an action for £4,000 penalties under the Frauds at Waste Lands Sale Act, 1869. The nominal plaintiff was Nathaniel Hailes, the well-known auctioneer whose counsel vigorously defended him against an accusation of being a common informer. The case was tried by Mr. Justice Stow and a jury, and a verdict for £1,800 was returned against Mr. White. The money, however, was never paid, because the Full Court reversed the decision on the technical ground that the Frauds at Auction Act applied only to sales of land in fee. The Bonhomney generation, however, took such a strong view of the case that they removed James White's name from the Commission of the Peace. In the following year the Colomby district elected the member for Light to his J.P.-ship, whereupon a number of lay magistrates tendered their resignations. The matter was threshed out in the Assembly when, in July, 1877, Mr. Playford moved a vote of no-confidence in the Colotn Government, one of the grounds for his action being the fact that Mr. White had again been restored to grace. There was an extraordinary acrimonious debate, during which Mr. White said he was no more a land shark than Mr. Boucaut, one of his severest critics, was a law shark. One version of the case was that the lease of a block of land at North West Bend, 960 acres, was put up for auction by the Government. It was specially valuable because of a well that was on it, and it was of the utmost importance to Alexander Hay that he should have this block, because it adjoined the North West Bend run which he had purchased shortly before from Mr. Armatage. A piece of land possessed by Mr. Hay, 25 miles in area, had previously belonged to Mr. A. Shannon, and Mr. White asserted that he had originally been in treaty for it, when Mr. Armatage's manager stepped in unfairly and secured it. It was alleged that Mr. White subsequently offered to refrain from bidding against Mr. Hay for the precious well if he were allowed to have the 25 miles of country and Shannon's block at a fair price as a consideration. Mr. Boucaut insisted that Mr. White had endeavoured to get money from Mr. Hay by a transaction that was dishonest at common law.

Mr. White's version of the affair was that he went to Mr. Hay in the auction room and said there was a piece of country adjoining the North West Bend run which was his own which he was particularly desirous of possessing. It was bounded on three sides by his (Mr. White's) land and on one side by Mr. Hay's country. He had long known the time when this particular lease would expire, and he was prepared to go in and purchase the lease, together with the well on it. He proposed to pay Mr. Hay all that the piece of land cost him, besides the value of the fencing, which was of no use to himself. If that was blackmailing then he did not know what blackmailing was. Mr. Hay asked him whether it was money or commission he was wanting, and he replied neither, but that he wanted this piece of land, which was a matter of interest to him, as he was losing his sheep. Many people, Mr. White declared, did similar things. One of them recently he had met Mr. Duffield who wanted to buy 40 bullocks, and they agreed to buy a lot together and divide them. Mr. White went on to say that he had been 23 years dealing in land, and that hundreds of 200,000 acres had passed through his hands. He had let it out. He rode up and down the country, where he saw men whom he had placed upon the land, and every industrious and sober man among them was now wealthy. That was the result of his "land sharking." Mr. Hay in a letter to the press gave a categorical denial to Mr. White's assertions, but the Colotn Government survived the no-confidence motion. "The Register" was relentless in its opposition to the member for Light. "He, a legislator," said "The Register," "was a jury of his countrymen guilty of a fraud against the law, and although that verdict has been reversed on a technical ground the offence against public morality and the breach of the spirit of the law remain altogether unpurged." The "Advertiser" was equally outspoken, and the gloves were off in other quarters. Mr. White's club subscription was refused ostensibly because its renewal was tendered a few days late, and Governor Musgrave omitted to invite "Nobby" to a Parliamentary dinner that he gave. Later Mr. White was invited by the speaker of the Assembly to join in entertaining His Excellency, but the first named replied that "Anthony Musgrave" had insulted his district by not inviting him to the dinner, and that he would not entertain him nor sit at the table with him. Mr. White had plenty of friends in the House as well as hostile critics, and "The Lantern" asserted that he was not so black as he had been painted. Anyhow, he carried his J.P.-ship to the grave.

Mr. White died at St. Kilda, near Melbourne on August 20, 1890, at the age of 70 years, while on a holiday visit to Melbourne. His remains were brought back to Kapunda and buried in the Church of England cemetery. Canon Whiting officiated at the grave. Mr. White's second wife (the widow of Professor Read) survived him, and his nephew (James Wharton White) subsequently represented the district of Light in Parliament for six years. The picture reproduced on page 263 is from a cartoon published in the old "Lantern" showing Mr. White in a pugnacious mood. His features are well represented.