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ARTICLES AND BOOKS ABOUT WESTERN AND SOME OF CENTRAL NSW.

RUSHEEN CRAIG October 2012.

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Contents

THE EXPLORATION AND SETTLEMENT OF THE WESTERN PLAINS.

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Exploration and settlement of the western district of New South Wales. The country covered lies between the Macquarie, Murray and Darling Rivers, west of a line roughly drawn from Minore [just west of Dubbo] to Condobolin.

This extensive region consists mainly of plains, with here and there the stumps of ancient ranges reduced by weathering over millions of years. Some of these ranges, which have undergone folding, are rich in minerals. The plain country contains few streams away from the rivers which form its boundaries, and the lack of water made exploration difficult and retarded settlement. It was one of ths last areas to be settled in New South Wales, and its pioneers deserve a special place in history.

The journeys of Oxley, Sturt and Mitchell along the western rivers are well known, and only passing reference need be made to them here. But these men confined their explorations to the country near rivers along which they travelled. The real exploration of this great waterless tract was carried out by a number of almost unknown individuals. The squatters, or their men, in search of new grass country, were responsible for the opening up and occupation of the western plains. My survey of the district ceases about 1890.

Exploration of the Bogan.

On 13 August 1818, Oxley came across a small stream of water which had its source in a lofty range to the east-south-east of his route. The explorer named this stream Allans Water; later it was found to be the head of the Bogan.

When Sturt was on his way west in 1829 he came across a stream which he named New Year's Creek, and which was the lower course of the Bogan. He mentions the "Bogen" (sic) in his account of the journey, and it is evident he knew the native name of the stream. Sturt also records that he sent Hume to the southward to ascertain "if a descent upon the Bogen district would be practicable" through which he had been informed a considerable river flowed. Hume's report was such as to deter Sturt from attempting to explore the district.

On 20 October 1833, Surveyor-General Mitchell instructed Surveyor Dixon to determine the highest points of land between the Macquarie and the Lachlan, and, secondly, to ascertain how an expedition might be sent to the banks of the Darling by a route which would avoid the marshes of the Macquarie.

Dixon left Wellington Valley on 16 November 1833, and on the 21st was at Palmer's station,

"Morumbaggery" (Murrumbidgeree), [1] and Dubbo. On the 25th he left Minore (Judge Wilde's station), and three days later started southward from the Macquarie, but could not find water and returned. He started from Narrimi (Narromine) on 2nd December, but failed to locate Allans Water. Another attempt was made from Narrimi on 18 December, and two days later Dixon refers to the "Bogen River, 20 yards wide, nearly level with the Banks. . . ." On 28 December he set out for the ranges to the westward, and on 1 January 1834, he returned up the Bogan on its western side.

In a letter dated 15 January 1834, Dixon reported to the Surveyor-General that he had been unable to carry out his instructions. He mentions that on 18 December (when he began his third attempt to reach Allans Water), after travelling 28 miles, he did reach his objective, and traced it for 67 miles downstream. Dixon believed that the Bogan emptied itself into the Macquarie Marshes.

Roderick Mitchell on the Darling.

Roderick Mitchell, son of the Surveyor-General, went to Fort Bourke after a visit to the Balonne River in 1846, and was the first to do so since 1835. By this visit the identity of the Darling and Barwon, which had been a matter of conjecture, was established. The newspaper account of his journey continues [2]:
"Then it became necessary for Mr. Roderick Mitchell to survey the located portions of the Barwon River, settling the boundaries of the runs for a distance of nearly 300 miles downwards, until he found the first hill he had seen for many hundreds of miles. He recognised Oxley's Tableland and became aware of his not being more than 70 miles from Fort Bourke, and, certain of the identity of the Darling and Barwon Rivers, which previously had been a matter of opinion, he mounted his men on fresh horses and made Fort Bourke the second day. At the first halting place he was attacked by blacks. . . . The Fort he found almost entirely burnt down, but the temporary stockade erected by Major Mitchell in 1835 was almost as secure as when erected. . . ."

The news item stated it was singular that the only located parts of the Darling River were those untraversed by any regular explorer, and had been opened entirely by the energies of the stockholders who had occupied the land there.

Exploration of the Country between the Lachlan and the Darling.

In August 1847, Commissioner of Crown Lands, Mayne, referring to the country at the back of the Lachlan and extending to the Darling, said hardly anything was known in this area, which covered about 10,000 square miles. It was believed to be useless owing to lack of water. Only one application had been received for a station in that country. Mayne believed it might be explored in wet seasons. [2a]

Constables Maher and Larkin crossed the waterless country between the Bogan and the Lachlan in November 1850, and followed the latter stream to Lake Walgiers. [3] They crossed a barren plain to the Murrumbidgee and later through to Wellington. Portion of the journey seems to have been through hitherto unexplored country on the eastern edge of the western plains.

A party of seven left Smith's station on the Lachlan in October 1856, to explore the country towards the Darling at a spot never before crossed by a white man. On the second night out the party was attacked

by blacks, and decided to return to the Lachlan. They had travelled about 80 miles, and described the country as open and well watered. [4]

William H. Suttor and a small party crossed the country between the Lachlan and the Darling in June 1857. This journey began from Burrabadimba station on the Lachlan [My comment - near today's Euabalong], about 140 miles from the junction of the Lachlan and the Murrumbidgee. They reached the Darling about 200 miles from its junction with the Murray. For the first 90 miles the country consisted of plains, then low undulating land was crossed. No permanent water was seen, but the whole country was fit for stock. Suttor's party appears to have been the first to explore this country.

Giving evidence from a Parliamentary Committee in 1858, [5] Suttor said a station owner on the Darling had sent cattle to Melbourne, and they seem to have followed the track made by his party. Shortly after Suttor's return, two of his companions left for the Darling with flocks of sheep and a herd of cattle to form stations there.

Up to about 1860, graziers wishing to travel from the Murrumbidgee to the Darling went down the banks of the former river to the Murray which they followed to the junction of the Darling and then went up that stream. The more direct route across country was not used for fear of attacks by blacks, and because it was believed to be waterless.

Late in 1859, a party had left a station on the Lachlan and made its way to the Darling. Water was found in native wells about six feet deep. Some Victorian owners of Darling River stations were said to be contemplating the formation of a road along the route, and it was proposed to erect large iron tanks to store water. [6]

Later in the year, a man named Haverfield and a small party travelled from the Darling at Menindie to Walgiers, on the lower Lachlan, by an entirely new route. Haverfield prepared a report on the country, and a map for his employers, Messrs Jameson [Jamieson] [7] Some 10,000 sheep were driven across this route in 1862.

Occupation of the Country.

Since water was essential for pastoral occupation, it was only natural that settlement developed along the rivers which form the boundaries of the district under discussion. Judge Wylde obtained a "ticket of occupation" for a station named "Minore," just east of Narromine, in 1824, and for at least six years it was the most remote outpost of settlement.

There is a reason to believe that a station was occupied at Narromine by 1833, probably by one of the Suttors. Thomas Raine had a licence for Narromine in 1840. B. Egan occupied Mount Harris on the north bank of the Macquarie in 1839, and Mount Foster was taken up by R. and L. Dulhunty about 1841.

William Lawson held a station at Warren in 1839, and in 1841 Thomas Raine also had a station in the same district.

Occupation of the upper Bogan country began as early as 1835, but in 1840 was banned (see further on in this article). On the Lachlan squatting began at least as early as 1837, in which year Isaac Clements held a licence. John Liscombe took up Condobolin Run in 1838.

Some occupation of the Lower Darling began in 1850, when the district on both sides of the river was taken up for a distance of about 300 miles from the Murray Junction, [8] although it is doubtful whether this occupation continued.

However, it was stated in 1857 that the whole of the land along the course of the Darling had been leased. [9] Next year, a report said that in a short time the lower Darling would be quite as valuable as the lower Murrumbidgee. During the winter many runs had been stocked for the first time, and it had been found that certain parts were particularly favourable for grazing sheep. Some cattle being fattened on the Darling had been sent to Melbourne, and were especially commended for the fineness of their condition. The river was constantly patrolled by water police, so the aborigines no longer had an opportunity of molesting the settlers.

Occupation of the Bogan Country.

The pioneer of pioneers in the Bogan country was William Lee, the well-known Bathurst settler, though it is doubtful if his station was on the plain country. When Major Mitchell was on his way down the Bogan in 1835 he was followed by a couple of Lee's stockmen and saw some cattle. Mitchell was informed that he would meet with another cattle station established by Mr. Pike where the route crossed Goobang Creek. In 1836, James Whelan held a licence for a station on the Bogan. John Corse held Graddle station on the Bogan in 1839, and John Dargin had, in addition to Mungery, a station on the Bogan Plain. F. Hollingsworth took up Gunamba on Duck Creek in 1840.

It is doubtful whether Lee continued in occupation of the station mentioned earlier, but in September 1841, he took up another station on the Bogan called Bulgandramine. When drought compelled him to move further down, the natives at first assisted his men to erect huts, but then turned on them, killing three stockmen. When this was reported, the Mounted Police set out for the Bogan, where they were attacked, but escaped without loss of life. Fifty miles on, the troopers met the tribe which contained the murderers; three of them were killed and three captured. As a result of this affair Lee's licence was cancelled. The Governor stated at this time [10] that in 1840 positive orders had been issued forbidding the formation of stations lower down the Macquarie than 20 miles from Mount Harris, and the ban also applied to the Bogan River. The ban against the occupation of the Bogan country was not lifted until 1858, but in spite of it, in 1843 a man named Gilmore put cattle on Lee's station. [11]

Surveyor Arthur was sent to the Bogan in 1858 to lay a tract of country with a frontage of 200 miles to the river into runs preparatory to its being thrown open to tenders. [12] It was referred to as a splendid grazing country, well watered, as compared with the other portion of the river, and had been for a long time the resort of herds of unbranded cattle. Arthur was dispatched with a party of eight, well armed and prepared for any encounter with the aborigines.

After Arthur had surveyed the country the runs were occupied, but it was found the Bogan district was as liable to drought as other areas in the west. Two hawkers who visited the Bogan in 1866 travelled more than 200 miles down the river and met scarcely a blade of grass; most of the stations visited were deserted. [13]

In 1865 there was scarcely a fence on the Bogan; nothing larger than a horse-paddock was enclosed, and very few, if any, squatters knew their boundaries. By 1875 most of the country had been surveyed, and nearly every holding was fenced in. One of the earliest fencers was John Brown, the owner of a

number of stations, who began to enclose Deruble, after buying it from Mr Strahorn. Brown used a pine rail and two wires, which would keep in cattle, but he did not believe in fences for sheep. [14] He kept his shepherds; but other squatters, who did not share his views, incurred heavy expense in fencing both cattle and sheep runs, and dispensed with their shepherds.

There was a great deal of settlement in the 'seventies, and big holdings accumulated, consisting of from two to eight five-mile blocks and carrying up to 45,000 sheep or 2,000 cattle. [15]

A reporter visiting the Bogan in 1872 wrote: "As I travel I am in the realm of squatterdom. Conditional purchases have long since been left behind. Miles of country are not worth twopence per acre in this quarter; water is wanted on both the frontages, and particularly the back blocks."

By 1875, the once numerous tribe of Bogan blacks had almost disappeared, "the habits and customs of the white man and the great change in their surroundings apparently not agreeing with them. . . . A camp of them is now, I think, not to be found on the Bogan."

The same report claimed that the native dog, the great pest of the Bogan country, also had largely succumbed. His destroyer was the strychnine bait, said to have been brought by Victorian squatters who had taken up stations there. One, certainly, paid for 1,500 dogs' tails in two years, and another for 1,250; but there were some complaints that cattle-station owners would not join in the crusade, which made complete success difficult to achieve. [16]

The Lachlan Backblocks.

Some interest was shown in what was called the Lachlan Backblocks in 1857. Many blocks behind the runs on the river were tendered for at that tie, and exploration between the lower Lachlan and lower Darling had shown that water was to be found some distance to the north of the former river. Much labour had been expended in sinking dams, some of which were lined with zinc to conserve water. [17]

In 1862 a sale of the leases of forfeited runs between the Lachlan and the Darling was held, and good prices appear to have been realised, although it was suggested that the bids accepted were far beyond the real value of the blocks, which were at least 50 miles north of the Lachlan. [18] Apparently, speculation in these pastoral lands had begun.

James Gormly travelled from Hay to Mount Murchison in 1864, and about 50 to 60 miles from Booligal found the Desailly brothers in occupation of open saltbush plains called Mossgiel, where they were making extensive improvements and had about 300 men at work sinking wells, excavating tanks, and erecting fences on their new station. [19]

Large numbers of heavily laden drays were reported to be leaving the Lachlan for the Darling in 1864 and the country between the two rivers which had been reclaimed. [23] Two man named O'Brien and Duff made a successful trip across this country in the same year, and had applied for a very extensive section of it. Survey work was still being done in this district at that time, and Surveyor McCormack had run a line from about twelve miles above the junction of the Murrumbidgee and the Lachlan towards the Darling for a distance of about 112 miles, and another running to a lake near the Darling. Some fine country was located during this survey and next year, when it was reported that the Lachlan back country was being rapidly settled and the marking of a road was suggested. [20]

James Gormly and David Cox left the Lachlan frontage blocks in 1872, and were able to travel some hundreds of miles over country which had neither road nor track. [21] Most of the backblocks were held by speculators who paid £10 rent for each 64,000 acres. Gormly and his partner decided to buy the leases of four blocks - Corongo Peak, and Corongo Peak East, West and South.

Advancing pioneers were opening up new territory in 1875 in the country between Hillston and Bourke, an area which had been looked upon as a terra incognita. By that route some 50,000 sheep had been driven from Bourke to southern markets during the previous year.

In June 1875, a new coach route was established between Bourke and Hillston, a distance of nearly 300 miles. It was stated that this would be the means of opening up an enormous extent of country hitherto spoken of as being uninhabitable. The coach took four days to reach Bourke from Hillston, and the fare was £7. A news item said:
"Until recently this portion was usually referred to as being sterile in nature, but which is now being the resort of the Victorian refugee pastoral tenants and capitalists who are turning the supposed arid desert into fruitful paddocks, by storing up the liberal rainfalls, thereby securing permanent water." [22]

Lack of permanent water was the main reason why the so-called backblocks were not occupied earlier. The men who first tackled this area had to cart water a distance of 20 to 30 miles.

Even as late as 1881 some of the land lying between the Lachlan and the Bogan was still imperfectly known. Despite this, it had all been taken up and it was in demand, and as much as £1,000 was asked for a block five miles square. The country was being fenced and stocked with sheep as rapidly as water could be provided for them. The Government had provided a number of tanks on the main roads, and several hundred tanks were in course of construction by private enterprise, the size of which varied from 5,000 to 20,000 cubic yards. [23] Tank sinking cost about one shilling per cubic yard.

Water Conservation.

The absence of permanent water on the land between the rivers made settlement over wide areas of the western plains hazardous and difficult. Squatters were slow to take up what were termed the "back blocks" - the country away from the river frontages.

Well-sinking between the Lachlan and the Darling began in the 1860's, and in 1865 Peter Tyson struck a splendid supply of water 25 miles north of the Lachlan. It was suggested there were many hundreds of places in similar situations where water might be found. [24]

About the same time, the Willandra Creek, a tributary of the Lachlan 75 miles above Booligal, was deepened at its mouth to admit more water when the Lachlan was in flood.

An article entitled "Squatting Improvements in Northern Riverina," published in 1867, stated that on every run from Dubbo to the Warrego on one side, and on the lower Barwon, dams or wells had been sunk. There had been a three years' drought, ending in 1866, which had warned the squatters that the natural water supply was insufficient for such an emergency, and artificial means of storing the fluid would have to be resorted to on the back-blocks. [25]

The success of various well-sinking experiments encouraged more landholders to put down more, and in most cases they found water at varying depths.

In the early 1860's some dams were thrown across the Bogan, but they were swept away by floods, and replaced later by a better type of structure. By 1884 nearly every station on the Bogan had a dam across the river.

Lack of water on the stock routes made it difficult to move sheep or cattle across country. In 1870 a party was sent out by the Government to sink wells on the track between Wilcannia and Booligal, a distance of 200 miles. That stretch of country had always been difficult to traverse for want of water, and many persons had perished from thirst while attempting to cross it. [26]

The Great Central Scrub.

One curious result of the occupation of the Western Plains country was that it became overrun with pine scrub in the 1880's, and much money had to be spent in clearing it. When the pioneers occupied this land it was lightly timbered and periodic bushfires destroyed the undergrowth. When stock were placed on it they ate down the long grass, and this reduced the number of bushfires, thus allowing the land to become overgrown with pine scrub. By 1887, a block of country about 250 by 200 miles was thus overrun. [27]

The scrub greatly reduced the carrying capacity of the country, and in some cases stations had to be abandoned. In the late 1880's and early 1890's, station owners employed Chinese to clear large areas. A news report in 1898 stated that, during the previous year or two, unemployed had been engaged in clearing land of scrub, and about 100,000 acres of the land were offered to squatters at a rental of from 1/2d. to 4d. per acre. [28] Giving evidence before the Western Lands Commission in 1901, one witness stated that the area cleared by the Crown in the West Bogan district was over 803,000 acres, and this had cost 2s. 9 3/4d. per acre, while lessees themselves had scrubbed about 660,000 acres at a slightly lower cost.

The Rabbit.

Rabbits began to invade the country east of the Darling about 1881, and squatters spent much money in attempting to eradicate them. A report in 1881 stated that, out of 6,000,000 acres inspected in the country between Brewarrina and Cannonbar, 5,000,000 acres were more or less infested. In 1886, the construction of a rabbit-proof fence from Narromine to Bourke was begun in an endeavour to check the onward movement of the rabbits from the west.

By 1890, the rabbit had spread over the whole district. Not only did the pest destroy grass; it also killed edible shrubs, thus depriving sheep of feed in dry times. The owner of Gunbar station stated in 1890 that he had paid for 600,000 scalps in that year. [29]

Darling River Traffic.

For many years the Darling River played an important part in the life of the Western Plains. The river steamers carried the wool and other products of a wide district to Goolwa or Echuca, and brought back stores for the stations and towns which developed. In the early days the majority of the steamers were hawking boats owned by merchant firms. The trade of the hawking vessels declined after the

establishment of towns in the region.

Traffic on the Darling depended on the amount of water in the river. In dry periods, steamers might be stranded for as long as eighteen months. Most steamers were paddle-wheelers, and the best of them could cover up to nine miles an hour. Each steamer towed a barge, and some towed two. The barges varied in tonnage from 100 to 400 tons; the average was from 150 to 200 tons. The steamers carried about 100 tons of cargo in their afterholds, while the forehold was filled with fuel.

When the river was high, the boats did not usually run at night if they were towing. If not, they ran downstream both night and day, and sometimes when working upstream.

The steamers were owned principally in Echuca, Morgan or Goolwa. Six men were employed in manning a steamer, and three were required for a barge. A steamer had to clear £100 a month to make a profit.

Wool could be carried in the late 1880's from Wilcannia to Echuca, nearly 1,000 miles, at £1 per ton, and 17/6 would not be refused if there was any likelihood of another steamer coming along. Even as late as 1890 about 90 boats ran on the Darling. Competition at this stage was very keen, as railways had been opened from South Australia to Broken Hill and to Bourke. As long as the river was navigable, competition with water transit was out of the question. In 1890, at least one Bourke firm used the river to bring up cargo, some of which was invoiced from Sydney. Thus goods which had been carried by sea from Sydney to Port Victor, then to Goolwa, and again shipped to Bourke by river, cost less to transport than material sent by rail from Sydney.

A newspaper man who visited the Darling in 1890 has recorded his impressions of the river:
"From Bourke downwards a homestead might be seen in half a day's steaming, and, as a variation, a road or riverside public house, always near enough to a station 'to keep in evidence chequemen, shearers and other free-handed and thirsty people.' Here and there woodcutters' camps were seen, and at these points steamers loaded fuel.

Occasionally a 'whaler's camp' could be observed, 'the desolate-looking leaguer of an unkempt and thriftless man, gone to shipwreck, and often too misanthropic even to own a dog, living by the produce of a few fishing lines. His hut is made of sacking, and from it he stares at the boat and its passengers." [30]

What impressed the reporter most was the sparseness of the population. There was a great deal more settlement along the lower river than elsewhere, and, as Wentworth was approached, it was noticed that a number of the selections carried crops of oats and wheat for hay.

The Coaching Days.

For many years after settlement began on the Western Plains, access to the country was difficult and involved a slow and unpleasant journey by coach. When post offices began to open in the back country from 1860 onwards, the mailmen carried passengers, and later coach services were established along these routes.

We have an account of a coach journey from Dubbo to Bourke in 1870. [31] The coach, owned by Beresford and Jones, awning-covered, was laden with fruit for Bourke, being still the only means of the town's supply. Fifteen miles from Dubbo the horses were changed, and a quarter of an hour later the

coach was on its way for Timbrebungie, a station thirty miles off, which was reached by midnight.

At 5 a.m. the coach moved off for Warren, forty miles on, where it arrived at noon. The coach road followed the Macquarie on this stretch. At 4 p.m. the vehicle was again on its way over vast plains, where scarcely a tree was visible. In some parts there was abundant myall trees, whose leaves supplied fodder for the coach horses, and also for the cattle of the surrounding district during the drought of 1868, when hundreds of trees had their top branches lopped for fodder. The coach continued along the bank of the Macquarie to Cannonbar, which the weary travellers reached at 2 a.m. At 7 a.m. they moved off again, but before doing so the mailman advised his passengers to take plenty of provisions with them, as they were leaving the "very borders of civilization." After leaving Cannonbar the coach travelled along Duck Creek to Monek, a place which consisted solely of an empty public house. After cooking a meal, the mailman and his passengers camped in the empty building for the night. Next morning they set out at 6 o'clock, and before long crossed the Bogan River on the way to Gongolgon, which was reached on the following day.

Travelling conditions changed but little during the next ten years. A coach passenger early in 1880 gives an account of the trip to Bourke. [32] For some distance beyond Dubbo a public house was passed about every five or six miles. The lands through which the coach passed had either selected or bought by station owners to ensure the approach to the waters of the Macquarie. As in 1870, Warren was reached at 2 a.m.

In the next stage, the coach reached a place called Willaroon, where passengers sought shelter in a clean and comfortable accommodation house kept by one of Cobb & Co's grooms. Here the mail was shifted across the Bogan by a primitive punt to a coach on the opposite side.

During the day's journey to Willaroon the coach passed "the most noted spot on the Bogan, Murdering Swamp." Some thirty years earlier the country was being taken up by the Bogan River Company, and a number of men were set to work to fell timber for a hut and stockyard; they were attacked by natives and nine killed, hence the name.

Willaroon was left at 3 a.m. for Gongolgan, after which Pink Hills, twenty-five miles on, was the objective. The next point reached was Mount Oxley, a distance of twenty-two miles from Pink Hills, at both of which places there was an hotel.

Commenting on the roadside hotels, the narrator wrote:
"The black bottle business is their mainstay . . . it is not what the customer eats, but what he drinks and pays for, or pays for and does not drink, that gets the publican his living. My private opinion is, that keeping a bush public is not the road to Heaven."

In June, 1875, a coach service was established by J. W. Colles to carry passengers and mails from Hillston to Bourke, and scheduled to cover the 292-mile route with four-horse vehicles in 130 hours in winter and 90 hours in summer. The fare was £7. Contemporary comment ran: [33]
"The success of this projection should be looked upon as a colonial gain in assisting to open up the terra incognita hitherto looked upon as 'no man's land' and referred to as a country sterile in nature and practically useless; it is today, through the indomitable perseverance of the leaseholders, being made the haunts of wooly monarchs."

References.

1. Field Book 408, Mitchell Library, Sydney.
2. Sydney Morning Herald, 4 Feb 1846.
3. Bathurst Free Press, 2 Nov 1850.
4. Sydney Morning Herald, 6 Nov 1856.
5. Votes and Proceedings (Assembly), Vol. 111., 1859.
6. Sydney Morning Herald, 10 Mar 1860.
7. Ibid, 31 Aug 1860.
8. Ibid, 23 Apr 1850.
9. Maitland Mercury, 17 Dec 1857.
10. Sydney Morning Herald, 24 Aug 1842.
11. Ibid, 4 Apr 1859.
12. Ibid, 28 Jul 1858.
13. Ibid, 10 Apr 1866.
14. Town and Country Journal, 19 Mar 1870.

15. In 1872
- Dandaloo station was run by Mrs. Martel, widow of Florent Martel, and it carried 5,000 cattle and 3,000 sheep.
- Tabratong (held by J. Lee, of Larras Creek, near Molon) consisted of four five-mile blocks on which ran 9,000 sheep and 120 cattle.
- Currawandra, a West Bogan property, was C. Perks' station.
- Tarangan, on the eastern side of the river, was a five-mile block held by E. Holland.
- Buddabadah East was Ryan's
- And Buddabadah West was J. Balfe's.
- Mungery, on the west bank, was Strahorn's, and Oakes and W. C. McPhillamy both had stations beyond it.
- Wallambillin, West Bogan, consisted of two five-mile blocks and ran about 2,000 cattle.
- On Gilmore's Waterloo station there were 2,000 cattle.
- Ellagalah (T. Harris') had a five-mile frontage to the river, and ran back ten miles.
- Keenan had The Plains station
- And T. Monaghan Nyngan, then a cattle property.
- Box Cowal was John Brown's.
- A. H. McCulloch held Colane station consisting of eight blocks, each five by seven miles, and it carried 45,000 sheep.
- Murrawombi was T. and W. Richardson's, and they ran 25,000 sheep. There were 300 miles of fencing on this run.

In June, 6810 (sic), W. and T. L. Richardson took up Muurrawombi (sic) station on the lower Bogan, and they lived for a time in a tent. From time to time they bought up adjoining stations from Messrs. Crawford, Thomas and others, and by 1874 Murrawombi property consisted of eleven or twelve stations and had an area of about 200,000 acres.

John Balfe held Buddabuddah in 1874. The station was first taken up by the Suttors, and passed through various hands until 1859, when John Corse sold it to Balfe. It embraced eight blocks, which had an area of 128,900 acres and a frontage to the river of six or seven miles.

(See Town and Country Journal, 4 May & 25 May & 18 Aug 1872; 10 Oct & 7 Nov 1874.)

16. Ibid, 25 May 1872, and 15 May 1875.
17. Border Post, 26 Dec 1857.
18. Sydney Morning Herald, 24 Jun 1863.
19. J. Gormly: Exploration and Settlement in Australia, p. 214.
20. Sydney Morning Herald, 29 Aug 1864; Pastoral Times, 10 Sep and 12 Dec 1864; and 6 May 1865.
21. J. Gormly: Exploration and Settlement in Australia, p. 218.
22. Town and Country Journal, 6 Jun and 12 Jun 1875.
23. Ibid, 11 Jun 1881.
24. Sydney Morning Herald, 13 Jan 1866.
25. J. C. Ryrie had sunk a well to a depth of about 200 feet on the Nevertire station and had found water. Christie, who owned a number of stations on the lower Macquarie, had sunk wells or excavated dams, principally on Haddon Riggs, which had a frontage to Marthaguy Creek. That stream was also damned in suitable places. Wells and tanks were sunk on Cruikshank's Weembah station, and John Brown, of Cannonbur, made many improvements in the matter of conserving water.
26. Ibid, 15 Sep 1870.
27. Sydney Mail, 23 Jul 1887.
28. Dubbo Dispatch, 10 May 1898.
29. Town and Country Journal, 16 Dec 1890.
30. Sydney Morning Herald, 26 Jul and 3 Sep and 6 Sep 1890; and cf. Historical Studies of Australia and New Zealand, Vol. 4, p. 340, May 1951.
31. Town and Country Journal, 22 Jan 1870.
32. Ibid, 3 Jan and 17 Jan, and 14 Feb 1880.
33. Sydney Morning Herald, 15 Jun 1875.

MUDGEE AS IT IS (1875)

The Mudgee Times August 10th 1875.

Situation and General Description.

The town of Mudgee (32 deg. 40 min. S. lat.,149 deg. 38 min E. long) in the county of Phillip is a postal and principal township in the electoral district of Mudgee. It is situated on the Cudgegong River, and on the road from Sydney to the north-western districts.

Reedy Creek is distant twenty miles S. W., and Lawson's Creek one mile E., Bocoble mountain stands twenty miles distant, and several other peaks, the principal of which are Mounts Frome, Buckaroo, and Sugar Loaf, lie to the E.W. and S. The nearest towns are- Gulgong, N.W., 18 miles; Cudgegong, E., 22 miles; Rylstone, E., 35 miles; Cassilis, N.,

60 miles; Guntawang, N.W., 16 miles; Cobbora, N.W., 50 miles; Mundoran, N.W.,

70 miles; Dubbo, N.W., 80 miles; and Wellington, N.W., 60 miles.

With Mundooran and the two rising towns beyond, Coonamble and Coonabarabran, distant 160 miles, and 135 miles respectively, there is communication by Cobb and Co's mail coaches twice a week; and to other places by horse and dray. With the metropolis, Sydney, 153 miles S.E., communication is by Cobb's daily mail coach to Wallerawang, 72 miles, the latter being the nearest point to the Great Western Railway line to Mudgee Road.

It may be noticed here that this district is separated from the metropolis by the Blue Mountain range, now crossed by the railway, constructed with consummate skill, in the face of what appeared to be an unsuperable difficulty. The "Zig Zag", by means of which the descent is made from a height of 3490 feet above sea level to 1500 feet, the level of Mudgee, is a masterpiece of engineering, and is one of the "lions" which visitors to Sydney are taken to see.

While referring to the railway we may add, that the importance of this rising district has been so fully recognised by the Government and Legislature, that a surveying party is now exploring, to discover a practicable route for the extension of the line into Mudgee, where there is no doubt that an impetus will be given to the whole of the north-western district, second only to that which the discovery of goldfields did.

Mudgee has a well conducted public hospital, supported by a Government endowment equal in money to public subscriptions. The demand upon it, caused mainly by the adjacent goldfields, have caused the erection of a new and more commodious building, situated in an admirable position, and capable of containing 33 beds, and to be fitted with every modern appliance. Two-thirds of the building, which in all will cost £6,000, are nearly finished.

There are in the town a Post Office and Money-order office, which will shortly be removed from their temporary place to a new post-office being built adjoining the Telegraph Office. The Court House, where the Assizes, Quarter, and Petty Sessions are held, has recently been enlarged and renovated, and from the central position of the town the calendars are generally heavy. The Assizes Court is held every six months, presided over by one of the puisne judges; the Quarter Sessions and District Court, three times a year, are presided over by Alfred McFarland, Esq., and the Police Court is held twice a week, the Police Magistrate, George Warburton, Esq., (who has been superannuated) having presided, assisted occasionally by the following Justices of the Peace - Messrs. G. Rouse, C. C. Cox, Robert Lowe, N. P. Bayly, R.H.D. White, W. R. Blackman, Vivian Cox, S. S. Blackman, Hon. G. H. Cox, Francis Cox, J. D. Cox, C. W. Lawson, C.H. Lowe, Richard Rouse, James Keppie, and E. Tindale. The offices of Registrar, Clerk of Petty Sessions, and Land Agent, are filled by Mr George Leary. The Sherriff's bailiff is Mr Evan Richards, and the Bailiff of the Small Claims Court is Mr H.E.A. Wells. It will be seen by the foregoing that the district is well supplied with all the legal apparatus inseparable from the requirements of a large and populous town.

Of course there is a gaol, now undergoing considerable enlargement, not rendered so much necessary by an increase in the percentage of crime in the district, as by the daily increasing population of the surrounding towns.

The other officials in the town are - Coroner - Mr W. H. Henningham; Returning Officer - Dr. Wilson Ramsay; Commissioners for Affidavits - Messrs. R. Johnson, G. Warburton, G. Leary, L. O. D. James, and H. N. P. Bayley; Licensed Surveyor - W. Anderson. Gaoler - J. Dick; Matron - Mrs Dick. Visiting Justice - G. Warburton.

There are about twenty hotels and public-houses, the principal of which are - the Royal, the Imperial, the Post Office, the Sydney, the Belmore, and the Club House.

RIVERINA (1875)

The Riverine Grazier 4 August 1875.
Published at Hay, NSW.
Transcribed by Rusheen Craig 2001.

The present number of the Grazier is the one of which fifty copies are to be sent to the Commissioners who have charge of the exhibits for the Melbourne and Philadelphia Exhibition. Several of these copies are to be bound into one volume for future reference, so that posterity may be able to form some idea of the people amongst whom, and the country in which each newspaper circulates, at least, so far as the Press will convey that impression.

Our district, has not, it is true, much of a history as yet to record for future generations to ponder over, as it is too young. It cannot be much, if anything, more than five and twenty years since Riverina was taken possession of by the white man, at least the part which lies between the towns of Narrandera and Wentworth, and the Billabong and Darling Rivers. It was almost a terra incognita before that time - inhabited by the black-fellow and his lubra, who found means of living by hunting the kangaroo, opossum, the wild turkey, or some of the other birds with which the country abounds.

Now, how changed. One of the pioneers of civilization returning to visit the country today, and passing down the River Murrumbidgee to the town of Hay, would scarcely credit the evidence of his own eyes when he looks on the large and really splendid residences on North Yanco, Gogeldrie, Kooba, Tubbo, Benarembah, Kerarbury, Toganmain, Groongal, Howlong, Burrabogie, Wardry, Eli Elwah, and Illillawa Stations. Passing the town of Hay, which we venture to say, is the most thriving and prosperous town in New South Wales at the present time, the visitor will find the hospitable dwellings on Mungadal, Wooloondool, Benduck, Canoon, Toogimbie, Pevensey, Nap Nap, Yanga, Canally, and Paika stations.

All these are but types of the homes to be found on the Yanco River, such as Yarrabee, Yamma, Bundure, Yanco, and Coree, or the dwellings of the D'Arcy's, Tyson's, McFarland's, Synnot's, Molesworth's, and Haines on the Lachlan River. The back blocks, as they are called, which a few years ago were regarded as of little value, are now esteemed as of almost equal worth with those on the frontages of the rivers referred to, and on Willurah, Wargum, Nyingay, Warwillah, Yandembah, Moolbong, Mossgiel, Kilfera, and many others, there are large and comfortable residences erected. It is only a just need of merit-when we say that the residence of Mr Peter Tyson, of Corrong, is fit for a prince to dwell in.

These splendid properties afford a rich pasturage and herbage of saltbush and cotton bush, to millions of sheep and cattle, and render a return to their owners of an annual income we should be afraid to guess at. There is not, perhaps, in the habitable parts of the globe we live on, a country so desirable to live in as Riverina, so free from epidemics, so salubrious, so rich in the necessaries and even the luxuries of life, a sky so serene, an atmosphere so pure and a climate so comfortable. True we have a few hot winds during the summer months, the thermometer then reaching 120 degrees in the shade, but

as these are exceptionable and rare occurrences, and serve the purpose of frost and snow in northern latitudes.

Our wants are served by a fleet of steamboats which land their freight at our doors, and ply on the Murrumbidgee from Gundagai down to the junction with the Murray, and carry our wool and produce of all kinds to Echuca or Adelaide. Any stream or waterhole will furnish abundance of fish to us, and we want nothing to make us happy but thankful and content hearts.

We have churches and ministers of all denominations, and thanks to our paternal Government, we are being supplied with the means of education for our children at a nominal rate, while our hospitals supply medical assistance to the sick gratis.

We can build our dwellings if we wish of red gum, box, or pine timber, or make our furniture of boree or the scented myall, which grows plentifully on the banks of our rivers or sandhills which skirt the plains.

No man need go about here without means if he is only willing and able to work, and there is employment for everybody, and good pay for his labor. The complaint is general that laborers cannot be had. There are Government works to be done; municipal and private works also for which no person is offering.

WELLINGTON (1875)

Wellington Gazette and Western District Advertiser
5 August 1875.
Transcribed by Rusheen Craig 2001.

It being the intention of the New South Wales Commissioners for the Philadelphia Exhibition to bind in one volume the papers issued in this colony this week, and to forward fifty of such volumes to various places, we and all other newspaper proprietors have been requested to insert a description and statistical account of our own district, with the idea that the papers will form a volume valuable as an aid to the history of the country, and as a most reliable source of information. In accordance with this request, the following history, description, and statistical account of the district has been prepared
Wellington is situated on the left bank of the Macquarie River, at the junction of the Bell River, in the county of Wellington. It is about 40 miles west of Mudgee, about 100 miles north-west of Bathurst, and about 30 miles south-easterly of Dubbo. Wellington is built on one of those rich alluvial flats which are so numerous along the banks of the Macquarie; it may, therefore, be said to be an agricultural town. It is enclosed, however, by a circle of gold-fields, such as Burrendong, Ironbarks, Stony Creek, and Gulgong, the richness of which as the "potatoe ground" (sic) at Burrendong - have a world wide celebrity. And the Macquarie itself may be said to be an everlasting goldfield, replenished as it is with the gold brought into its bed, and on its banks, by every flood. Its copper mines too, ere long make some noise in the world.

Readers of colonial history are aware that Messrs. Wentworth, Blaxland and Lawson discovered a passage through the Blue Mountains in the year 1813, and that this discovery was followed by an expedition under the direction of Mr. G.W. Evans, deputy surveyor, who penetrated 98 miles beyond

the termination of the journey of the first party, tracing the Macquarie and Lachlan Rivers for some distance. He was, therefore, probably the first white man to set foot in the Wellington Valley. At any rate, in 1817, he accompanied Mr. Oxley in his expedition, when the Lachlan and Macquarie were traced for some hundreds of miles. The first settlement in the Wellington Valley was made about the year 1819. A man who arrived here in 1826 states that at that time a penal settlement had been formed, consisting of about fifty prisoners and 30 soldiers, under the command of Mr P. Simpson. The men inhabited numerous bark huts, but a "government house" and stores had been or were shortly after built of brick. They were situated on and near the spot where Mylecharanes hotel now stands, and the land in the vicinity was cultivated by the prisons, who passed their time mostly in brick making and building and farming pursuits. Mr Simpson was succeeded in 1826 by Captain Brown, who, however, was ordered to India. Captain Brown, in 1827, was succeeded by Lieutenant Stewart, who in 1828 gave place to Mr John Maxwell. It was the month of September of this year, that Captain Charles Sturt, of the 39th Regiment, then stationed in Sydney, arrived in Wellington on his expedition down the Lower Macquarie, when he discovered the Darling and Bogan Rivers. Captain Sturt was accompanied by Mr. Hamilton Hume and Mr. McLeod, surgeon. They were supplied in Wellington with a party of men and provisions, and also with seventeen pack bullocks, broken in for the purpose, and two bullocks to draw a boat slung on a light four wheel carriage. As a matter of fact it may be mentioned that this boat was brought back and stood at the back of government house, where it was allowed to remain unused until it crumbled to pieces.

The condition of the convicts at Wellington at the time must have been extremely miserable. They were badly clothed, and worked almost naked in the sun, with a climate said to be much hotter and more oppressive than now in any ordinary season, and which was especially hot during the drought periods of 1828 and 1829, when, as Captain Sturt said of the neighbourhood of the Macquarie generally, "the vegetable kingdom was almost annihilated, minor vegetation had disappeared, and the largest forest trees were drooping and many were dead. The emus, with outstretched necks gasping for breath, searched the channels of the rivers for water in vain, and the native dog, so thin that he could hardly walk, seemed to implore some merciful hand to kill it". The prison discipline under Mr Simpson is said to have been very severe, but milder under the sway of Mr Maxwell, who provided the men with all the indulgences in his power. Few prisoners escaped, they being afraid of the blacks on one side, and the police on the other. There were few startling episodes in the history of the place at the time. One event only is worth mentioning. A man named Brown principal overseer of the agricultural labourers was "playing" with a black gin, and taking up a pistol which he thought was not loaded, snapped in a cap at her, and blew her brains out. It was quite an accident, but Brown was sentenced to two years in gaol for his carelessness. In favourable seasons, the crops were very prolific, 50 bushels to the acre of wheat (weighing 65 lbs to the bushel) being a common thing, but owing probably partly to continual cropping from the same seed and the recurrence of the droughts, not enough wheat was grown during the first few years of settlement to provide the men with food, and in January 1831, when under the command of Mr. Kinghorn, the prisoners were removed to Bathurst, and the buildings handed over to the Church Missionary Society for the education of the blacks, a few military being left behind for the protection of the mission. The Rev William Watson was the first missionary, and he was afterwards joined by the Rev James Gunther (now of Mudgee) and another gentleman. Some 30 or 40 blacks, mostly children, were continually in the school for a few years, the adults being very shy of receiving instruction.

Toward the latter period of the mission, the numbers were considerably reduced, owing to the dying out of the aborigines in the neighbourhood, as in the case wherever the white man sets his foot. Some of the scholars received a very good education, and there was no doubt great credit due to the missionaries employed, but the mission was not considered a successful undertaking, and the idea was abandoned

about the year 1840, the decision having been advanced perhaps by the decreasing number of scholars obtainable. The Rev W. Watson remained in the district, and continued to educate a number of children at his house, notwithstanding that his salary as a missionary had ceased, though it is probable he received some assistance. Upon the discontinuance of the mission, the government buildings were sold, and the material was used in the construction of various places in the town and neighbourhood.
The land at Wellington had been measured by government for sale, but owing to the representations of the Missionary Society, had not been sold, the clergymen thinking that public houses would be built, and would neutralize all their efforts for the reclamation of the blacks. On the decease of the mission, some of the land was sold, and the foundation of the town laid. Previous to this, however, a large grant of land had been made to Mr J. B. Montefiore. The grant was situated on the opposite bank of the Macquarie, and is the estate now owned by Joseph Aarons Esq. J.P. and known by the designation of Nanima. Out of this estate a few allotments near the river, were sold by auction to various people for building purposes and thus the village of Montefiore came into existence. The grant to Mr. Montefiore was a large one, and with the purchases afterwards made amounted to the magnificent area of about sixteen thousand acres. About the same time, or shortly after, the Rev. W. Watson bought 320 acres on the river, and the Messrs Raymond bought the land now the property of R. T. B. Gaden Esq., Mr. Osborne and Mr R. T. Smith of Neurea., also bought blocks of land.

A wooden building at Montefiore was the first church erected in the neighbourhood. The Rev Mr Watson was the first minister. Bishop Broughton preached in the church several times. The present Metropolitan, Bishop Barker, also preached in it once, but it was found that the roof was too low to allow him to stand upright, and the roof was made higher on purpose for him. This building was pulled down and the material sold a number of years ago.

In the town of Wellington there are now substantially built Episcopalian, Roman Catholic, and Wesleyan Churches. The first two have resident ministers, and the third is visited occasionally by a minister residing in another district.

A private school was established in 1861. In 1862 a public school was built and opened, the attendance of which is now 120.

There is also a Roman Catholic Denominational School, at which the attendance is numerous.
One of the oldest institutions of which modern Wellington can boast is its police establishment. No later than 1859, or 15 years ago, although Wellington could boast of its public house and stores, it was without the necessary adjunct to an Australian township, a lock up. At that time, having been proclaimed a place for holding Quarter Sessions, the government discovered that there was no place to hold them in, all the police business being transacted at the neighbouring town of Montefiore: plans and specifications were therefore prepared and a court house erected by Mr. G. Kennard, when the Court of Quarter Sessions was opened in Wellington by his honour Mr. Justice Dowling and the police business generally was removed from Montefiore to Wellington.

Wellington is connected with the Metropolis (Sydney) by a telegraphic wire, and consequently with most of the chief places in the world. A fine Telegraph and Post Office has been erected some few years. The town also contains a roomy and well built hospital, where patients are treated gratis.
Wellington is one of the finest agricultural districts in the colony. Land of almost unsurpassed richness is to be found on every side. The town of Wellington itself is situated on rich alluvial soil, and the alluvial flats of the Wellington Valley were considered so magnificent fifty years ago that, when it was thought desirable to establish an inland penal settlement ,they were chosen when the whole of the Western Districts were open for selection. It is most probable that bad farming was the prime cause of

the abandonment of the Wellington Valley as a penal settlement, when it was found that the land which had previously yielded fifty bushels to the acre would not return much more than the seed thrown upon it. The result was but to be expected after the usage the land got for a period of eight or nine years, the practice being to grow wheat upon wheat year after year, and to return to the land as seed the very same wheat taken off as a crop. The fact was, the land wanted a change of seed, it being too rich to be exhausted. After land of rich quality has been cropped for a number of years with the same seed, it often refuses to yield more, and is let go out of cultivation by the owner. A very small quality of land was cultivated by prisoners and the cultivation was attempted during one of those periods of excessive drought which have visited Australia and America once in every ten or twenty years. The climate of this part however has altogether changed since the departure of the prisoners; the temperature is far colder than it was. This is probably to be attributed to settlement and the cutting of timber and tall trees which covered the flats. From whatever cause, the fact is the climate of this and other districts has certainly changed for the better. The very land that was abandoned by the first settlers here is now in cultivation, retains its richness, and yields a magnificent crops of all kinds.

In later years the settlement of the country has wonderfully progressed, and land is now being taken up in all directions. Still there is a vast quantity of land untilled and in the hands of Government, and which can be purchased on easy terms. A statistical account of the produce of the county is attached hereto.

The railway will shortly be completed to the boundary of the county, and the line has been surveyed through the county (60 miles) and about 30 miles beyond.

At a rough estimate the county of Wellington contains about 2,400 square miles, or about 1,500,000 acres, of which only 283,731 acres have been purchased from the Crown, leaving about 1,200,000 open for sale.

The county of Wellington, embracing as it does half the Mudgee District, is the most famous county in New South Wales for the production of wool. On the Mudgee side of the county, the names of Messrs Rouse and others are well known, and in the immediate neighbourhood of Wellington, the principal wool growers are Mr. Aarons, Nanima; the Messrs. Bruce, Loombah; the Messrs Ferguson, Neurea; Mr. Furlonge, Murrumbidgerie; Mr. Gaden, Apsley; Mr. Lee, Larras Lake; Mr. Lord, Goonoo; Mr. Lowe, Yamble; Mr Martin, Gunnegalderie; Mr. W. Miller, Mombil; Mr. McKillop, Terra Bella; Mr. Rodda, Mount Arthur; Mr E.. A. Smith, Narroogal; and the Messrs. Veech, Arthuville. By several of these gentlemen has the top price for fine wools been obtained in the London market. The climate of Wellington seems to be particularly adapted for sheep, and it is stated that larger framed sheep and a better growth of wool can be obtained here than in any other part of the colony. Some first-class coarse wooled sheep are also to be found in the neighbourhood, the principal owners of which are Mr J..A. Gardiner, Gobolion; Mr. Dalhunty, Woodhurst; Mr. Aarons, Nanima; and Dr. Rygate, town of Wellington.

Cattle of the highest breeding are also to found in the district in large numbers.
A splendid bridge was erected over the Macquarie River in 1871, at a cost of ten thousand pounds. This bridge is on the main western road to the interior, and is a very necessary work for the passage of stock and vehicles.

Some very large limestone caves exist in the district, which have been visited by persons from all parts of the colony.

The revenue for the last seven months, recorded by the Clerk of Petty Sessions at Wellington, amounts to 5089 pounds, being at the rate of 727 pounds per month. This includes money received from the sale of land.

The whole of the county is remarkably well adapted for the cultivation of the vine. Many persons make sufficient wine for their own use, and a few make wine for sale. Mr. F. Marsh, J.P., has a very nice vineyard, the largest in the neighbourhood. About 20 miles to the west of Wellington is a very large vineyard, known as Eumalga, the property of Mr. J. E. Serisier, J.P., where wine making is carried on to a large extent. Mr D. McKillop, J.P., has a very fine vineyard at Terra Bella, about fifteen miles westerly of Wellington. Mr. W. B. Simpson has a very large vineyard adjoining the town.
Population.

The population of the district of Wellington is estimated at about 11,000.

General Statistics of County, to end of 1874.
Holders of land, 1661.
Land in cultivation, 30,783 acres
Land enclosed only, 121,543 acres.
Purchased land not enclosed, 131,405 acres.
Wheat, maize ,&c, grown in 1874, 344,488 bushels.
Potatoes, 1583 tons.
Hay, 6181 tons.
Wine, 9700 gallons.
Horses, cattle, sheep and pigs, 250,716.
SHEEP - In addition to those before mentioned, the following persons hold the number of sheep set against their names:
E. W. Verner (W. Miller, agent) 12,000;
Messrs. Blunden, 11,660;
F.B. Suttor, 10,000.
R. McPhillamy, 8,800;
J. Sloane, 5,000;
Besides numerous other holders of small quantities.

Births, Marriages, Deaths.
Number registered during the past half year.
Births, 29 males,42 females.
Marriages, 14.
Deaths, 16 males,11 females.

This return is for the Wellington office only, there being another two offices in the district, namely at Hill End, on the opposite border of the county. We are unable to give the number registered there, but it must exceed the number registered here.

Properties in the immediate neighbourhood of Wellington.

Arthurville.
A settlement on the Little River, about 16 miles from Wellington, is known by the name. Numerous farms have been taken up in the neighbourhood. The principal resident is

Mr Michael Veech, who, in conjunction with Messrs R. and P. Veech, own a large number of sheep and cattle and some thoroughbred horses. The Messrs Veech have stations on the Merri Merri Creek and elsewhere.

The Messrs Veech own 18,000 sheep.

Apsley.

One of the most compact properties in the neighbourhood of Wellington is Apsley, the seat of R. T. B. Gaden, Esq, J.P. It is situated at an angle of the Macquarie River, about four miles from Wellington, and consists of some sixteen hundred acres of purchased land, with about five thousand acres of lease attached. On the purchased land are some very nice alluvial flats, which are laid out in small paddocks of lucerne and grass, principally for the accommodation of stud sheep. The present residence is the second erection on the estate, the former one, or "Apsley House", having been unfortunately burnt down, during Mr Gaden's absence in Sydney, where he had gone to bring Mrs Gaden for the first time. In the old building at the time of the fire, were a large quantity of gold family plate, jewellery, &c, which had been sent up in boxes, and the whole of which was consumed. The fire took place on a very hot day, the wind carrying some burning leaves on to the shingles. The new house is erected on a more pleasant spot than the old one, the soil being suitable for a garden and orchard; for, though the old house, being exactly at the angle of the river, gave a fine view over a large sheet of water both up and down, it was situated on a rocky knoll where no garden could be made. A flower and fruit garden have been very tastefully laid out, and an acre or so of vines are in full bearing (principally Hermitage), from which the owner makes sufficient wine for home consumption. The house, garden, outbuildings, and paddocks, present altogether as neat and pretty an appearance as one could wish for. The woolshed is about a mile from the house, further up the river. The sheep consist of about 13,000,which have been closely culled for the last seven or eight years, and which are bred principally from Mr N. P. Bayly's and Mr G. H. Cox's flock at Mudgee. Mr Gaden, we believe, intends to keep his flocks down to this number, believing that ten thousand good sheep well looked after and culled are equal to double the number neglected. He is aiming at superiority, and it will not be his fault if he does not attain it. But while he is of course making every effort to improve his sheep in fineness of wool, length of staple, and density, he is also endeavouring to preserve a large carcase, considering that if the wool is not quite so close, there is a larger surface, and there is a saleable animal for the butcher or for fattening purposes. Mr Gaden's sheep have always commanded a high price.

Fairfield.

This is the seat of Mr H. M. Keightley, Police Magistrate of this district, and is situated on the Bell River, which joins the Macquarie at Wellington. The estate is not of very large extent, but "Fairfield" is acknowledged to be one of the prettiest places in the most lovely valley of the Bell.

Garryowen.

This is the residence of Mr H. Spilbury, and is situated on the Bell River a few miles from Wellington. Mr Spilsbury (sic) has cattle stations "down the river", and a fine herd of cattle, of which he is a capital judge. He is also the owner of some well-bred horses.

Gobalion.

Gabalion, the seat of J. A. Gardiner, Esq., is situated near Montefiore, and, with "The Holmes" another of Mr Gardiner's properties nearly adjoining, contains an area of about 1500 acres of rich agricultural land. The whole is enclosed. The mansion is situated near the bank of the Macquarie River, and is replete with every convenience. Adjoining the house is a well laid out and well stocked garden and vineyard. The house can be seen from a considerable distance, and across the fine cleared and

cultivated paddocks presents a most lovely appearance. Mr Gardiner has the enviable reputation of being the richest man in the district, and he certainly is one of the most liberal. No great quantity of stock is kept at Gobalion, Mr Gardiner having large stations down the Macquarie River, further in the interior. A few pure-bred Lincoln and Leicester sheep are kept, and also a few choice cattle, for which very high prices were given (being of the best blood in the colony) and with which several prizes were (in cattle and sheep) taken at the last Wellington Agricultural Exhibition. The land around Gobalion is of the finest description. An idea of its adaptability for wheat growing will be given when it is stated that a year or two ago 279 bushels of wheat were obtained from a small paddock of four acres. We are not aware that Mr Gardiner has a large quantity of sheep, but he has a large quantity of highly bred cattle (both Durhams and Herefords) of which he is an excellent judge, and the breeding of which is his favourite pursuit.

Among the bulls may be mentioned "Prince Imperial" (cost 170 guineas when a calf) and "Baron Brunswick 2nd" (cost 300 guineas when a calf), both of which bulls are pure descendants from Royal Butterfly the 6th bred by Lieutenant Colonel Towneley, of Towneley Park, Lancashire.

Gunegalderie.

This is the homestead of Mr. W. Martin, the owner of about eight thousand sheep, who to his credit has fought his way upwards against great difficulties. Gunegalderie is situated about 14 miles from Wellington. Mr. Martin has but lately completed a new residence, built at considerable cost. The wool from his sheep realized extreme rates at the recent London sales. Mr. Martin is an experienced breeder of sheep, and will no doubt maintain his present position as owner of some of the best flocks.

Goonoo.

Goonoo is about 20 miles from Wellington and is the residence of Mr. F. Lord jun., J.P., to which is attached a large quantity of purchased land. Mr Lord is the owner of a large number of fine-wooled sheep.

Millbulla.

This is the residence of Mr F. Marsh, J.P. and comprises ten acres in all. About 2 acres is devoted to an orchard, which contains fruit trees of all descriptions in full bearing. About 8 acres are devoted to vines, nearly all of which are in full bearing. There is a large and very choice collection of table grapes, the remainder being wine grapes of the best sorts, from which about 3000 gallons of wine are expected the ensuing season. There is a large quantity of wine already in the cellar maturing.

Mount Arthur.

Mount Arthur is the name of the residence and homestead of Mr James Rodda. It is situated on the right bank of the Macquarie River near Montefiore. Mr Rodda is a sheep owner, having sheep stations some twelve miles to the northward. He has about 14,000 sheep of very superior quality, the wool having realized as high a price in the London market as any other clip in the district. Mr Rodda, being a careful breeder, there is no doubt his sheep will still further improve.

Nanima.

Nanima is the name of a large estate on the right bank of the Macquarie River, opposite Wellington, and embracing the town of Montefiore. It consists of nearly eighteen thousand five hundred acres of freehold land nearly all enclosed, among which are mountain ridges and alluvial flats. It is one of the finest estates in the West. The owner, Mr Joseph Aarons, J.P. has not erected any extensive residence, being content to live in a small cottage which has been built for many years. Upon the Nanima estate about 25,000 sheep of superior quality are grazed, as well as a number of horses and cattle. The

woolshed is of course an important building, and is very large and compact, and is fitted with all the appliances necessary at shearing time. The sheep, as before stated, are of superior quality, especially the young ones, which fact shows that Mr Aarons is breeding in the right direction. The last clip was one of the few that brought the highest price at the late London sales. Mr Aarons has also a considerable number of pure bred Lincoln and Leicester sheep, as well as a flock or two of half breeds, the wool from which brought a very high price in London this year. Mr Aarons took some prizes for long wooled sheep at the late Wellington Show, and again recently at Mudgee.

Upon the estate are also some valuable airedraught horses (among them the well known "Wellington") to the breeding of which considerable attention is paid. The cattle are numerous, some of the best blood in the colony having been occasionally added to the herd. Among the latter is an imported bull "Prince of Wharfdale", purchased a few months ago in Sydney. The Prince was bred by Sir W.C. Trevelyan, Wellington, England, and cost about two hundred pounds in Sydney. The town of Montefiore was originally sold out of this estate, but Mr Aarons is the owner of several houses in that village,as well as other properties in Wellington.

Naragal.
This is another large estate, consisting of about ten thousand acres of freehold land, the property of Mr E.A. Smith. The land occupies an extensive frontage to the Bell River and is divided into numerous paddocks. About seven thousand fine-woolled sheep are kept, besides cattle and horses.

Neurea.
Neurea is a small village about eight miles from Wellington, and contains two inns, a store and a school.

The property of Mr D. A. Ferguson i s here situated. It consists of about 2000 acres of purchased land, and other leased land, upon which about 6000 sheep are depastured. The Messrs Ferguson Bros. have a station "down the river", and have a quality of cattle, and are the breeders of some very fine draught and other horses.

Church of England.

St. John the Baptist's Church, Wellington, is a neat and substantial building, which was erected a few years ago at a cost of £750. It was consecrated by Dr Barker, Bishop of Sydney. The present incumbent is the Rev Charles Vaughan. Churchwardens - Messrs Keightly, Gaden and Forwood. Trustees - Messrs Aarons, Gaden, Simpson and Perkins. The church will accommodate about 110 persons only, but will be enlarged as soon as possible, and will form a handsome cruciform building when enlarged, as contemplated, by the addition of a transepts, chancel, and vestry. There is a commodious parsonage which cost with land, £850.

The church of St James the Less, Ironbarks, is a pretty wooden building, displaying much taste in design, and will seat abut 100 people. It is attached to the ecclesiastical district of Wellington, and is visited by the Rev Charles Vaughan fortnightly.

At Neurea, the school is the property of the Church of England, and during the week is used as a provisional school.

The parish of Wellington embraces an area of 1100 square miles, and includes portions of Lincoln, Gordon, and Bligh.

The number of houses on the church visiting list is about three hundred.

Past Incumbents: The Venerable Archdeacon Gunther; the Rev W. Watson deceased; the Rev A. H. Garvin, deceased; the Rev James Stack; and the Rev F. B. Boyce.

Roman Catholic Church.

Saint Patrick's Church, Wellington, is the most prominent building in town. It is a substantial brick building 65 feet by 28 feet, and cost about 1500 pounds. An additional 350 pounds must be expended on it before it is complete. The Rev James Kelly is pastor of the district. Church Committee - Messrs M. Veech, Jas Clifford, C. Slattery, P. O'Shea, Robinson, O'Brien, P. Crane, P. Reidy, T. Quirk, J. Clements, M. Murphy, and T. E. McLoughlin, with W.F. Wynne hon. sec.

The Roman Catholics in the district of Wellington have subscribed within the past twelve months 460 pounds, - 300 pounds of which have been given for the erection of the School, the remaining 150 pounds for putting windows in the Church, furnishing the Presbytery, and the liquidation of long-standing debts, all of which have now been paid off.

The Roman Catholics of Goodrich have erected a neat little Church which cost £80. It was opened for divine service last September.

The Catholics of Arthurville have also lately erected a substantial building which answers for the twofold purpose of a Church and a School. Its erection cost £50, and it reflects great credit on the residents of Arthurville, who are second to none in the colony in their desire to give the blessings of a good education to their children.

At Goolma the Catholics resident there have just completed a Church which cost £70. Father Kelly held divine service in it for the first time last Sunday week, and on the occasion of his next visit it will be formally opened and blessed.

The Roman Catholics at Ironbarks have some four years ago built a weatherboard Church, which cost about £90.

The average attendance on Sunday is as follows - 200 at Wellington; 40 at Ironbarks; 50 at Goolma Creek; 35 at Goodrich; 20 at Arthurville.

Officials in the District.

Member for the District - Mr J. S. Smith.

Justices of the Peace - The following are Justices of the Peace for the District:
J. Aarons, D. A. Byrne, R. G. Dalhunty; R. T. G. Gaden; E. Kater; J. Lee; F. Lord; A. K. McKenzie; and R. Rygate, Esquires.

Police Magistrate - H. M. Keightley, Esq.
Clerk of Petty Sessions, Registrar, &c - F. Marsh Esq., J.P.
Government Land Surveyor - Mr W. B. Simpson.

Public School - Headmaster - Mr J. W. Turner.
Assistant - Miss S. Geaney
Pupil Teacher - Master Lambert.
Local Board - Messrs Gaden, Keightley, Marsh, Simpson,
W. G. Way(Vertis Stores)

Roman Catholic School - Teacher - Miss Bourke.

Commissioner of Crown Lands - Mr D. A. Byrne.

Newspaper - the only newspaper published in the Wellington District
the Wellington Gazette - printers - Robert Porter and John Kelman.

Sons of Temperance - Division established over 2 years ago.

Postmasters - A. Chrystal (and telegraph)
- Assistant - C. Paul.
Montefiore - D. White. Neurea - Breeze. Lincoln - E. Hoffmiester. Ponto - R.A.???
Ironbarks - S. Landauer. Arthurville - M. J. Hennessy. Burrendong, - E. Campbell. Gillis - S. Gillis.

Agricultural Society - President - Mr R. T. B. Gaden;
Vice Presidents - Messrs J. A. Gardiner and J. Aarons;
Secretary - Mr L. N. Hyeronimus;
Treasurer - Mr W. S. King;
Working Committee - Messrs Arniel, Brien, Breeze, Dulhunty, Ivison, Johnson, Kater, Lord, Lavender, Porter, Rossiter, Slattery, Spilsbury, Stace.

Hospital - Surgeon- Dr. Rygate; Secretary-Mr. Forwood; Matron - Mrs. Miles.

Jockey Club - President - Mr. J. S. Smith; Vice-President - Mr J. A. Gardiner;
Judge - Mr H. M. Knightley;
Stewards - Messrs. Byrne, Dulhunty, Gaden. Gardiner, Hughes, Kater, Lord, Rodda, Simpson, and E. A. Smith.
Treasurer - Mr W. S. King
Secretary - Mr L. Hyeronimus
Clerk of Course - Mr J. Clements

Bank of NSW - Wellington Branch Manager - Mr W. S. King.

Officer in charge of police - Senior Constable Chiplin.

Wellington Common - Trustees - Messrs Luke Hone, chairman.
Thomas Wilson, D. Tait, P. Reidy, and J. Matthews.

Acting Governor of the jail Wellington - Mr Jas. Anderson.

Land Purchases.

Conditional Purchases made during the month of July 1875 .

John MOSTYN, Ironbarks, 102 acres.
Michael HAYDEN, county Bligh, 40 acres.
George DUNKLEY, Burrendong Road, 200 acres.
John CORIGHAN, county Wellington, adjoining MacNamarra's selection, 40 acres
Ed. Jas. CORIGHAN, county Wellington, adjoining Connell's selection, 40 acres.
James LYONS, Ironbarks, Parish of Cooper, 50 acres.
Wm. TOBIN, county of Lincoln, on north side of Mitchell's Creek, 100 acres.
Henry DUTTON, Black Rock, parish Neurea, 40 acres.
Pat. KENNA, parish of Boomey, 80 acres.
Jas. LEONARD, parish of Boomey, 40 acres.
John MOSTYN, parish of Cooper, 100 acres.
Pat KENNA, parish of Boomey, 80 acres.
Sam. BLUNDEN, county of Wellington, 40 acres.
Wm. DOUGLAS, parish Terra Bella, 80 acres.
John HORAN, parish Woollaman, 50 acres.
W. KIFARD, on Three Rivers, 40 acres.
George EBSWORTH, parish Galwadgerie, 320 acres.
Wm. LANDUS, parish Mickettymulgy, 320 acres.
M. WALKER, parish Boduldura, 40 acres.

Total number of acres for the month - 1802.

Approved Claims for Pre-emptive Leases 1875.
The following claims for pre-emptive leases have been Gazetted. The rents must be paid within two months from 30th July, and the renewal of rent for 1876 must be made in the month of September.
Geo. ROUSE - Dubbo, 400 acres, county of Lincoln, on Talbragar River, Dubbo district.
Rent - 12s 6d.

Chas. NOTT - Cobborah, 120 acres, county of Lincoln, parish Bolaro, Dubbo district.
Rent - 10s

Henry LANGBY - Tumbrebongie, 600acres, parish of Narromine, Dubbo district.
Rent - 18s 9d.

M. SLATTERY - Molong, 300 acres, county of Ashburnham, parish Barragon, Molong district. Rent - 10s.

James SULLIVAN - Wellington, 600 acres, county of Bodangera, Wellington district.
Rent - 18s 9d.

R. G. TREWEEKE - Ironbarks, 90 acres, county Wellington, parish of Cooper, Wellington district.
Rent - 10s.

Some Applications for Mining Leases 1875.
Bathurst and Tambaroota Mining Districts
No.....Name of Applicant.....Locality.....Area...Local No.
2888.....WHY Ah and others.....Chinaman's Reef,Ironbarks..7 ac.....68
5279..... SVENSON Frank & others.....Ironbarks.....8 ac....247
5342.....PEMELL James.....Ironbarks.....5 ac....249
5378.....EDWARDS Thomas & others.....Burrandong.....5 ac....253

Some of the Mining Leases Cancelled.
Leases cancelled because lessees failed to execute and take delivery of leases when called upon to do so.

Mudgee Mining District
No.....Name of Lessee.....Locality.....Area.
2108.....DONNELLY, P. & others.....Mitchell's Creek Wellington...5 ac
2110.....JOHNSON, H. B.....Mitchell's Creek Wellington...5 ac

Bathurst, Tambaroota and Turon Mining Districts.
2058.....BOHME,F.....Burrandong Creek.....4 ac
2100.....PEARSON, T. & others.....Ironbarks.....10 ac
2104.....BARR, W. & others.....Stony Creek.....10 ac
2106.....AUSTIN, C.G.....Ironbarks.....10 ac
2107.....McCLYMONT, J.....Stony Creek.....9 ac
2113.....PRICE, R. & others.....Ironbarks.....5 ac
3161.....COLREAVY, B. & others.....Near Burrandong.....2 ac
3162.....KELSO, W. & others.....Near Burrandong.....8 ac
3170.....MOORE, C. & others.....Ironbarks.....10 ac

WILCANNIA (1875)

August 1875.
Transcribed Rusheen Craig February 2003.

At the request of the Philadelphia and Melbourne Exhibition Commission we furnish herewith outline of Wilcannia and surrounding district.

Wilcannia is a newly formed township (1866) situated on the right bank of the Darling River, and is distant from Sydney 550 miles. Its population is rapidly increasing and is now somewhere about 400. An examination of our advertising columns will show definitively the kind and degree of business transacted. In addition there is a public school, Cricket and Jockey clubs, two doctors of medicine and a resident Church of England Clergyman. An uninhabited dwelling is a thing unknown, and mechanics of various descriptions, and hands used to station work, are at a premium all year round.

The climate is healthy, and for seven months out of the twelve, delightful, but in summer time Wilcannia is too hot and too dusty; the water however is as good and as plentiful as can be obtained in any town in the world. The Government has liberally granted the sum of 30,000 pounds to connect

Wilcannia with civilization by means of the electric telegraph, and its present population hope to hear the whistle of the iron horse in the midst of their busy streets.

Meanwhile, imports and exports take place via steamers and barges, a fleet of which numbering twenty to thirty, travel statedly (sic) from and to Victorian and South Australian ports. In this respect Wilcannia is more fortunately located than Bourke, as, month after month, boats are able to reach here when the river is unnavigable higher up.

The town of Wilcannia is encircled by immense pastoral properties, it is the central highway to the southern markets (in time of flood the only one) and is the natural outlet of the trade of some of the richest grazing districts of Queensland, the Paroo, Bulloo, and Wilson Rivers, also, of the new country at Cooper's Creek (the region where Burke and Wills perished) now becoming thickly occupied.
It is evident therefore that a prosperous future awaits Wilcannia, as, prosperous as its best friends could wish it to be. Up the river (90 miles by land, further by water) is Tankarooka, and 70 miles on is Louth, both post villages. From Louth is shipped the copper ore of the Cobar mines, and contiguous is an excellent crossing place for stock.

One hundred miles down the river is Menindie. Menindie maintains a public hospital, a Catholic Church, besides hotels and stores.

Two hundred miles beyond Menindie is Wentworth, a township the same size as Wilcannia, but not so flourishing. Wentworth is not so central as Wilcannia, hence a considerable amount of its traffic has of late diverted into more direct channels.

We must not neglect to mention that 70 miles away is the Great Wilcannia Copper mine.
4 tons of ore from the Great Wilcannia were sent to Adelaide a week or two ago.

The number of Live Stock of the district, as per Government Returns, May 27th, 1875, is, Horses - 1,108. Horned Cattle - 23,277. Sheep - 398,152. Agriculture may be put down "nil" as we import half the vegetables we consume, and all the fruit, and we are likely to continue to do so.

A glance at the people themselves will not, we presume, be deemed irrelevant. In Wilcannia there is no demarkation because of country or creed.

Bridges
Bridges on road Lachlan to Darling at Tallywalka and near Booligal, balance 1874, ... £4,466..
Bridges - Lachlan to Darling, balance in 1874, ... £5,000 .

Jottings Down River.
At a late case tried at Menindie a station manager identified a sheep by ear mark he had made on said sheep when a lamb.

The Jupiter brings a large number of shearers and the Molgewanke cleared out from Goolwa with 50 passengers.

A fine sample of **wheat can be seen growing at Tolarno station** considering the season and the sandhill it is on.

Balranald.

The brickwork of the Catholic Church is finished, when completed it will be a great improvement to the town.

At Spring Hill Mr. Byrne is putting up a new public-house.
Mr. Harrison is building a store close to Clare Station.
Messrs. Granger and Barry also are making great additions to their estate.

Umberumberka Mail.

This new mail service started for the first time on Monday. Until further notice it will leave Wilcannia every alternate Monday at noon, via Menamertie, Tarella, Gnalta, Mootwingee and Mount Gipps, arriving at Umberumberka on alternate Wednesdays 6 pm. Leaves Umberumberka alternate Wednesdays, 6 pm. Mr A.H. Peek is the contractor.

Wilcannia Stock and Station Report, August 1875.

Wilcannia Times 11 August 1875.
The weather since last issue has been alternatively fine and wet.
Stock Passing.
750 store cattle (Hope's) from Para station; in charge of Mr James Cunyngham,
and 750 ditto from same place in charge of Mr Coleman.
Both bound for Cooper's Creek.
- 8000 fat sheep (A. Buchanan's) from Queensland, in charge of Mr B. Jones for Melbourne.
- 6000 wethers and 4000 ewes (Weinholt Brothers) in charge of Mr A.McNeil,
from Malbern Hills station, are now this side of Eulo, destination Victoria, if not sold on the road.

Our Balranald Correspondent says

Shearing has commenced at Tupra, a large number of hands are passing from Victoria for the back blocks and Darling sheds. Weather fine, river rising slowly.
The STOCK items I know of are -
- 5000 fat sheep at Brooke's Lower Turlee under offer to Messrs Dean and Lawton..
- 1300 weathers at Paika under offer to C. B. Fisher.
Both these lots have been inspected.
- 10,000 stores for Lower Turlee station, Mr Elliot in charge.

Our Barrier Ranges Correspondent reports

Stock passing the 18th ult - 170 fat bullocks (Bagot's), in charge Mr Woolf.
25th - 4000 fat wethers from Momba, in charge of Mr Seavilla.
Both for Adelaide.
- Mr Whitting has a small mob of store cattle just arrived from Adelaide for his Mundi Mundi station.

The Central Australian says

The weather has been so varied lately that it is somewhat difficult to give any defined report- as it is at one time cold, another wet, and at present we are having back those magnificent days, with cold mornings and nights. The Darling is unfortunately falling here and at Brewarrina; late reports speak of all the higher creeks and rivers in flood, so that in a few days it may all be our pleasant duty to again

have to chronicle a rise in the river here. Steamers of very light draught are still able to come up - the Excelsior, to wit; and though no definite news is to hand about the Lady Daly, it is still possible she may be past the Toorale rocks. Provisions are now at a reasonable price, though the butter still fetches 2s 6d per lb. - a price at this time of the year which is simply exorbitant. It is an evident sign, however that the market is ruled by the demand exceeding supply.

The shearing season is now fairly on its way, the Gunderbooka clip being by this time nearly finished, and the Currawinya shed half finished. Mr Russell Barton commences today, and during the present week the click of the shears will be heard in the Charlton and Toorale sheds. Mr Govan of Milroy will not commence before the 25th inst. Nothing is doing in stock at present here.

The Dubbo Dispatch reports

The weather continues favourable for stock. There have been a few sharp frosts, and a considerable quantity of rain has fallen over the district within the last week; but upon the whole the season is very genial. Lambing proceeds satisfactorily, and the season's clip will in all probability be up to the average, not-withstanding the distressing drought which preceded winter. From whatever cause there appears to be a great lack of carriers this season, and fears are entertained of a difficulty in getting the wool transported from the stations to the sea board. There being no feed on the road between Dubbo and Bathurst, there are very few bullock teams working, and the cost of fodder is enough to deter owners of horse teams from taking to the road at all at present.

A few transactions in Stock noted -

J. C. Tibbits (for W. L. Murphy) reports a good demand for draught horses; also a demand for fat cattle for local consumption and a sale of a small lot for D. M. Killop Esq., to Tuck and Nancarrow; while the demand for store cattle continues very dull.

For store sheep there is some demand, particularly for ewes in lamb; of which class Mr Tibbits says he has this week placed 1200 (J. Aarons owner) under offer.

The 700 Bayly rams from Havilah, mentioned in a former issue, crossed the bridge today in charge of Mr Ball. They are yearlings, among them are some splendid fellows. They are travelling for a market, and a few of them are likely to be placed here (J.C. Tibbits, for W.L. Murphy in conjunction with D.I. Campbell and Co, agents).

John Barry is about to start from Busby Park with about 100 head of mixed cattle, for his run on Cooper's Creek.

The Riverina Grazier reports

Shearing at present is the topic of paramount interest in the Riverina in a few weeks more the click of shears will be heard on most stations.

In Sheep Movements we have to report
- 21st instant - 4300 fat wethers left Alma for Melbourne in charge of W.B. Kelly.
- 22nd - 3550 fat wethers started from Groongal, in charge of Mr L. Milne for Melbourne via Conargo.
- 24th - 4884 fat ewes and wethers left Tupra in charge of Mr Donald M. Callum for Victoria.

- The Hon.William Campbell's fat sheep (about 4000) from Nelyambo for Melbourne were at Mossgiel on the 24th inst. And a flock of 10,000 sheep a day behind them.
- Mr Elliot is on the Hay Common with Mr Brooke's 9000 wethers, en route from Coonapaira to Tapio on the Lower Darling.

The Crossings over the Hay bridge for this week are
- July 21st - 4250 fat sheep, Mr W.J. Reid's from Yancannia, Mr S. Reid in charge.
- 22nd - 6000 fat sheep, Mr P. Tyson's, Mr Skene in charge.
- 27th - 2700 fat sheep, Mr D'Arcy's from his Oxley station.

On Saturday - 262 breeding cattle crossed for Mr J. T. Smith's Gundabooka station on the Darling, among them was a red and white bull four months old, bred by McDougall, and three bulls bred by Mr Lister from imported stock.
Wilkinson, Hann Minchin and Co have sold 250 two tooth rams for Mr J. Weir of Widgiewato to Messrs P.Davis and Co, Naradhun.
The Canning Creek station, at Darling Downs district, with stock, &c, has been sold for £8,100.

ROBERT D. BARTON, "REMINISCENCES OF AN AUSTRALIAN PIONEER", (1917).

Published by Tyrrell's Ltd., Sydney 1917.

If your ancestors were **early farmers at Boree in the Molong/Wellington District** I thought you might be interested in Robert D. Barton's book "Reminiscences of an Australian Pioneer", Published by Tyrrell's Ltd Sydney in 1917.

Robert was born at Boree [16km south of Molong] in 1842, "a pioneer baby of those born 200 miles west of Sydney." He was probably a year or two old before the first clergyman came to that part of the country. This was Mr. Gunther who came from Mudgee, and had a field day of christenings at the Boree woolshed.

Robert's father had been a commander in the East Indian Service, and left that employment when the Service ceased to exist, and was bought out by the English Government. [From the BDMs his father was Robert J. Barton and his mother Emily M. Darvall.] "He was a very bad farmer, absolutely unfitted for such an occupation."

He took up the property of Boree with some £20,000 which he brought out with him, and bought for his holding a number of sheep, cattle and horses, the price of which at that time was very dear. He gave twenty-two shillings and sixpence a head for his sheep (a very poor lot); horses were almost at a prohibitive price, but he succeeded in getting a small number of the best imported mares and a stallion from a neighbour Mr. Kater. A few years after he started his farm, sheep fell to two shillings and sixpence a head, and cattle were almost valueless.

One of the author's earliest recollections was that his father was boiling down his sheep and cattle. This would have been at a loss, the tallow and hides, as well as the wool, had to be carried by bullock-team to Circular Quay, Sydney.

"Can you imagine a household with only assigned servants, with supplies once or perhaps twice a year to last for the season; no neighbours and no doctor for 60 miles; further that my mother never left the station for 20 years; that she educated, clothed and looked after 9 of us." To make things worse, very early on his father had a compound fracture of the leg through having been thrown out of a gig. Dr Curtis, of Wellington (60 miles.), wanted to amputate the leg, but Dr. Machattie, of Bathurst, managed to save the leg, but the father was ever after a cripple.

All the farm machinery, ploughs, harrows, and other material, carts, drays, everything was made on the station out of the trees that grew on the place, and iron, of course, came from Sydney, or rather, England.

As far back as he can remember, his father was the largest grower of grain in the district; though in a very short time, there were numbers of farmers growing grain, and steam mills were established to grind it. As well as he can recollect, the first mill was owned by Captain Raine, who put up a mill 8 or 10 miles out of Orange at a place called Frederick's Valley, though "it is probably not known by that name today any more than the town of Orange would be known by the name it first had - Blackman's Swamp." At first the motive power was wind, but later turned to steam.

There was soon opposition. A steam mill for grinding wheat was erected by Mr. Templer about 6 miles out from Orange. At the same time another mill was built about 20 miles out from Orange - at Caloola - by Mr. Kater. Both Kater and Templer (of Nanama Station close to Wellington) were Barton's uncles, and bought considerable money into the country.

In the early days, when there were no banks in the country, the people who owned stations a long way out, had to pay their labour and expenses in cash. The very fact of this was one reason why bushranging was a profitable employment. After the banks got out, and cheques were used, people like the Bartons were considered too poor to bother robbing.

Also in the early days, there was a great shortage of horses. For some years the mail was carried from Bathurst to Wellington [159km] by a man on foot. This was before Barton was old enough to remember; but he was told often by his mother that she had got packets of needles and thread from the man who carried the mail on his back from Bathurst to Wellington and back.

The scarcity of horses also for station work rendered it necessary for all the cattle work to be done by men on foot, and the rations and shepherds' supplies were taken to the different stations on a pack-bullock, which frequently had to take a trip to Bathurst to bring back some food supplies that were urgently needed. This same bullock was worked at the head station in a water cart, drawing water for household use from the creek, and used to take his load up a steep bank that very few horses of the present day could do. By the time Barton reached 15 or 16 years of age (about 1858), the "whole of Australia" was overrun with thousands of head of horses.

Rations on Boree were supplied to everyone as whole wheat. A man, after he had done his day's work, had to use a small steel mill to grind his flour before he could make his damper, that is, bread made with only flour, water and salt, as there were no hops or baking powder in those days. With the discovery of gold in 1851 there was an exodus of shepherds to the gold fields.

About this time a number of Chinese were brought out on speculation by Captain Towns (one of the greatest pioneer merchants... Owned nearly all Sydney shipping ... Formed a whaling station at

Townsville which place was named after him... Also made money out of importing Chinese labour). People who wanted servants could engage Chinese from the ship for a term of 3 years at a very small monetary wage, with rice and food and some clothes as well.

Barton's father got about 20 of these Chinese men and set them to work grinding the wheat for flour. However this arrangement did not last for long. A Chinaman came one afternoon and told his countrymen that if they broke their agreement they could only be punished by a few months in jail and then they could go to the goldfields and make good wages.

At the age of 12 years Barton went to school at King's School at Parramatta. In going to and from school he rode alone - a boy of twelve to sixteen - across the mountains [about 185 miles] four times a year.

When at home he was engaged in carrying out his father's instructions, and the holidays, especially at Christmas time, were always spent in looking for lost sheep. There were no fences, of course, in those days, not even a paddock; and the shepherds invariably enjoyed Christmas, like any other Christians, with a keg of rum (which was the customary drink in those days), and their sheep were let go where they liked, and "my Christmas was spent, like a heathen, trying to find sheep."

There were now neighbours that they saw each Sunday at the Molong Church. On one occasion he went surreptitously to the annual Molong races to enter a horse for the Selling Race (the person who entered the winning horse got a £10 prize and the horse to be sold for £10; if it bought anything over £10 then the extra money went to the club).

Barton considered that the greatest trouble that the man on the land had was the shifting policy of governments with regard to various holdings. He writes a whole chapter about the failings of the system.

Barton's father had invested £20,000 in Boree. This station was sold 30 years later, including 3,000 acres of purchased land, and with 15,000 sheep, cattle and horses, for just £15,000. Such was the result of 30 years of hardship, and "very similar result was the lot of many of those who brought out any considerable capital to invest in the land of Australia... The successful pioneers have to thank those first adventurers who spent their money in opening up the country; even though NSW is now populated and producing wheat and every other thing making for wealth, for 30 years the produce was not more than sufficient to pay expenses."

BTW The "gentleman" who purchased the station had an advance on the property for about the same or more than he paid for it. He eloped with a lady friend who was staying on the station, leaving his wife on the place. His trunk of clothes, which she thought certain he would come back for, she found was full of bricks, so she was left lamenting.

People Mentioned by Robert D. Barton in *Reminiscences of an Australian Pioneer;* 1917.

Special mention made of the **Molong / Wellington area.**
I have not attempted to list the author's movements.

A'Beckett, Barton's partner, abt.1871 to at least 1877, p.193, p.198.

When partnership dissolved, A'Beckett kept Nellgowrie and Barton took the smaller portion of Conimbia. Free selection had come as far as Dubbo, and the question of whether they should buy the land was the main reason for the partnership dissolution.
See also - Crossing stock over a swollen river.

Aborigines, pp.79-99.
Details of their lives.
To catch emus, an aborigine will arm himself with a spear and lie out on a plain, put up one leg, down again, put himself on all fours, or anything to attract the emu's attention, and they will come wandering round and get so close to him that he can jump up and drive a spear into one before it has time to get away. A method to get the eggs is to surround the nest in a circle drawing closer and closer, pp.219-220.

Adams of Gimmerroy Station near Bingara, p.163.
Bought Whalan Station, passed by Barton on his way to Jacob's station on the Upper Barwon.

Armitage, Fred, of King's School, Parramatta, p.43.

Baker, in Chapter "My friend Baker and others", pp.159-170.
Son of a clergyman in England, B.A. from Oxford, came out to Sydney with a few thousand pounds, losing most of it. Spent the last of his money building a weatherboard theatre up at Muswellbrook on the Hunter. Could not get a company to assist him in performances, so was compelled to write his own one man plays which did well for a time. Venture collapsed when, in one of his plays, a gauze covered "female" held in his arms while he made an impassioned speech, was "shown" to be a man. He became a shepherd on Gurley.
When told by Macansh to get assistance with the store and book-keeping, Burton then promoted Baker to the job.

Barnes, p.78.

Barton, Mrs., author's mother, at Gladesville, Sydney, p.49.

Battye, Mr., Inspector of Police in Bathurst, p.55.

Bellamy, Mr. - See Paterson, p.68.

Bidnam station, bought by Barton in 1905, p.273.

Bodnam, near Charlesville, Queensland, p.78.

Boree station, in 1850's, pp.16-50, p.89.
[I have to reread this section before I can answer the individual questions
I have received.]

Bowman's property, Terrihihi, boundary dispute, pp.139-147.
Managed by Sullivan, on the west of Gurley.
See also Mustering cattle.

Boyd, Ben, p.42.

Very deaf old man who always carried a revolver. Lived with Barton on Gurley. One day he went to Tamworth and brought back a mule.

Cornish, Mr., of Mara Creek - See White Brothers.

Crawford, Mr., Company man on Boree, pp.57-58.

Crossing sheep over a swollen river near Coonamble, pp.191-194.
[Abt.1877] the river rose after a thunderstorm and Barton's 20,000 sheep (that were being brought back by A'Beckett from the Pilliga) were trapped on the wrong side of the river. Not very high but the sheep refused to cross. Failed attempts to build a bridge. The sheep had been brought to the river without serious loss, but during the weeks that they were on the black plain not a vestige of feed did they have, and they became so weak they could hardly drag themselves through the black soil mud. During the weeks that this all took, the sheep were on part of the Coonamble Common. Warnings from the ranger, but he could only impound the sheep by crossing them over the river to the pound on the other side. Then Barton borrowed 4 large waggons to draw across the river, one behind the other; saplings on the guard rails of the waggons and bark on top of them, to form bridge. Still difficulties because wheels kept sinking. Only about 5,000 sheep survived. The owner of the country around the Coonamble Common (who had shared a drink with Barton after it was all over, and who had been given the offer of agistment of any of his stock on Barton's property) took action for trespass for £3,000 damages against Barton. Lifelong enemies.

Cummings, Mr., union organiser, p.233.
Visited Burren where shearers were learning to use machines in 1889 or 1890 and called a meeting; 3 men not members; etc. Cummings was hanged a year later for the murder of a bank manager at Barraba.

Dight, Flo, good rider; surprise party for Barton on Burren, p.217.

Eckford of Malarawah (managed by Alex.Paterson), pp.139-147.
Dispute with neighbour, See Gurley.

Faithful, Mr., p.77.

Fletcher, Manager of Terrihihi Station, p.165, pp.167-170.
When mustering at night, he stalked himself on a leaning limb; died days later after a call from Dr Seegul from Narrabri; getting assistance involved a horse doing 200 miles in 48 hours.

Gardiner, Mrs., of Gobolion near Wellington, p.179.
Bought a horse from Barton for £30 (Barton had ridden 100 miles on the horse starting at 5pm and arriving at 11am).

Gippsland, Victoria, pp.98-99.
Two Aborigines brought down from Athol on the north coast of Queensland by ship to track down the Kelly bushrangers, murdered a man for his rifle, and managed to make their way back to their tribe, finding their way over "three or four thousand miles".

Gog, Matthew, p.56..
Queensland pioneer, partner of Macansh, formerly of Gurley.

18 Terrihihi men came to Gurley to make a night muster of cattle. The only way to get the cattle was at night when they came out of the scrub and had to go 6 or 7 miles across the plain to the creeks for water.

New England area in 1870s was very poor grazing country, p.187.

O'Malley, bushranger who shot, p.72.

Paterson, John and Andrew, p.67.
Their story; married 2 of author's sisters.
Started on Edward Billabong, p.78; p.90.

Paterson Alex., managed Malarawah next to Gurley, p.140.
See Gurley.

Payment and "calibashes", p.159-160.
Everyone, except for Gurley, was paid by orders or "calibashes", drawn on himself by the person paying. The same system was followed in the town. If you took a horse to a blacksmith to be shod, and paid him with a pound note you would receive the change in I.O.U's for various small amounts, drawn by every member of the township, and if he was short of a shilling or two to make up the balance he took down an order book, and wrote an order on himself for the balance. Consequently, as there was silver or pence in circulation, the pence you put in a cheque in paying a man for his work he never received when he cashed it.

Phelps, Mr. - See Headingly.

Properties, others bought by Barton, pp.190-197.
1871 Narrawah station on Nedgarah Creek; small; 6,000 sheep.
1876 Conimbia, adjoining Narrawah, £20,000, 2,000 bullocks, 2 dams.
Called it Nellgowrie.
Agistment on a scrubby piece of Calga called Tirridgerrie.

Raine, Captain, p.33.

Raven, Mr., pp.89-90.
Took up Stainbourne Downs for the Patersons.

Scillicorn, butcher of Bathurst - See Horse Races.

Scrubby Run, p.58, p.89, p.90, p.100.
Property between Lachlan and Murrumbidgee Rivers; took 8,000 sheep through 90 miles of mallee to the Run.

Seegul, Dr., from Narrabri - See Fletcher.

Stainsbourne Downs, near Aramac, p.91.
130km NE of Longreach, Queensland.

Sullivan, manager on Terrihihi, pp.142-145.

Templer, p.33, p.40.
Relative of author; present at stagecoach robbery.

Thistles (Scotch), p.114.
Came to Boree in 1863; found Cowra to Canowindra. In Wellington Valley and Bell River, the thistles so high you could pluck the flowers from the brake seat. They were very good feed, and the country carried more stock than it ever did since. The thistles died and the ground was black as your boot - no sign of vegetation, but the ground was covered with a great deal of the seeds which the sheep managed to find and did well on, and the dried thistle stalks were eaten by the horses and cattle.

Thom, Parson and family, p.36.
First man to cross the Blue Mountains with a bullock-dray. Family of 14 children who were pioneers in the Lachlan and Queensland areas.

Trail, Mr., p.265.
Barton bought a number of Colleroy-bred ewes from him during the drought years 1897-1902, p.265.

Travel Sydney to Wellington area, Gurley, p.101.
11pm boat to Newcastle with single buggy and one horse on board; then by that buggy to Gurley (Railway only to Maitland at the time).

Unions and strikes, pp.230-260.

Webb, Mr., manager of Burren, p.241.

White Brothers of Belltrees, pp.264-265.
During the drought years 1897 to 1902, Barton bought sheep; 5,000 sheep from the White Brothers of Belltrees, and 7,000 from Mr. Cornish of Mara Creek. Out of those sheep, after the rain in 1899, he had only 107 ewes left and 20 lambs; the balance had all gone to Sydney as sheep-skins. From the 7,000 from Cornish Barton only sold 130, and he bought a station called Tooree Vale, in the mountains at the head of the Yarraman Creek, about 20 miles from Cassilis, where he took a number of Burren-bred sheep. The White Brothers offered him more ewes at four or five shillings a head. Barton told them that he had no grass or water, and that he had made a dead loss on those that he had purchased previously. They magnanimously offered to put the ewes in lamb and hold them for Barton till the following April at the same price.

THE OVERLANDERS

The term "Overlander" refers to those men who took stock overland for the settlements of Port Phillip and early Adelaide.

I must apologise for the inadequacy of my notes on this topic. My initial interest years ago had been spurred on by a desire to find out the story of an ancestor, Thomas or John White, who was said to have been speared while taking stock Overland. Mrs. Pannan nee Haynes wrote that her grandfather, Tom White [the father of my "original" Mrs. Byrnes] was speared in the hip while taking stock overland; Sergeant Tom Crossley was said to have been sent to his rescue. I therefore zeroed in on anything to do

with attacks on the Overlanders, sometimes coming in part way through an article rather than copying the whole thing. Sometimes I didn't properly source the information. However I feel that there still might be sufficient material to be of some interest - provided that the reader is well aware that this is not meant to be the whole story. So far I have not found the Tom White I am after. However a report in the Sydney Morning Herald of 25 January 1842 does mention that there was a Sergeant Crossley in the South Australian Police Force in 1842. Rusheen Craig, September 2012.

Three works concerning the **Overlanding of stock** to Port Phillip and to early Adelaide**.**
Charles Bonney . Autobiographical Notes - with 1842-82 additions. And Charles Bonney, *A Pastoral Pioneer,* Ernest Favenc, 1906.
Overlanders, *Victorian Historical Magazine*, Dec 1925.
Overlanders in *Historical Records of Australia*.
- Public Dinner for Hawdon.

Charles Bonney, Autobiographical Notes (Pub. 1921)

With 1842-82 additions.
Proceedings of R.G.S. - SA Branch, Vol 5 (1901-1902)
Mitchell Library QA 923.9 / B
Journal and Proceedings of the Royal Australian Historical Society, 1921.

My summary of the Autobiographical Notes.

Born 31 Oct 1813; first 12 years at Sandon, little village near Stafford in the valley of Trent, of which his father - the Rev George Bonney was vicar. His mother was the youngest daughter of Rev John Knight - the vicar of adjoining parish of Millwich.

Charles was youngest of the family, and living in quiet village 4 miles from any market town. Sandon was on the main road between Liverpool and London.

His father was educated at the Charterhouse and was a Fellow of Jesus College, Cambridge. Do not know how many brothers and sisters he had - he is the youngest.

Two of his father's nephews in the Church - both Archdeacons - Thomas Bonney and Henry Kaye Bonney (author of 'Life of Jeremy Taylor').

His father born 1760, died 1826. Charles was 13 yrs. He left Sandon to live with his brother Thomas, a clergyman headmaster of Grammar School at Rugeley 10 miles from London.

7 years later Charles was appointed as **clerk to Judge Burton in Sydney**. To take up the post he left England on 5 Aug 1834 in a vessel called the *John Craig*. Arrived Sydney 12 Dec (18 weeks).
18 months in Sydney.

Went with friend C. H. Ebden to his station on the Murray near **where Albury now stands**, **400 miles** from Sydney. Charles' **first bush experience.** Ebden wanted to send sheep overland to Port Phillip where some Tasmanian settlers, having taken stock over there, were claiming the land as first occupiers.

Before Charles had spent a week at the station he found himself at **the head of an exploratory party consisting of two station hands and himself**. Crossed where Albury is today. Thought he was the first but later found that Hume had crossed there. Took direct SW course across the ranges and struck **the Ovens R** some miles above the point where the main road now crosses it. Winter of 1836 had been excessively wet so he was unable to cross the Ovens River. He followed the river down and came across the **tracks of Major Mitchell's party** and hastened to catch him in the hope of gaining information about the country between the Ovens and Port Phillip. Tracks led to a point on the Murray now called Howlong - about 20 miles below the station where Charles had started. Mitchell had crossed the river, but Bonney had no boat so **he went back to the Ebden's station**.
Shearing time coming on so Charles could not try again for a few weeks.

On 25 Dec 1836 [yes - Christmas Day] **Charles Bonney** again made a start, having with him this time a bullock dray and a good supply of provisions. At the Goulburn River he waited, as pre-arranged for **Ebden** to follow on his tracks and join him.

Arrived in Port Phillip area 7 January 1837.
Wishing to return to Sydney, Charles went to Launceston because very seldom any direct communication between Port Phillip and Sydney. Had to wait 3 weeks in Launceston before he could get a passage back to Sydney. From Sydney back to Ebden's station.

In **March 1837 Charles started with 10,000 sheep for Port Phillip** - these were **the first sheep taken across to the New Settlement**. The day before his intended departure he received intelligence there was a party with cattle about **a day's journey behind him, under George Hamilton;** and that there were two bushrangers who were in the area who would attempt to rob either Bonney or Hamilton's party. On this journey Bonney **made the track** which afterwards became known as **the Sydney Road** and discovered the fertile district, named afterwards **Kilmore, where he formed a sheep station.**
On his return to his camp from the settlement Bonney found that two of the **bushrangers** accompanied by one of Hamilton's men had visited his camp and induced two of his men to abscond with them. they took as much of the provisions that they could carry. Two of the absconders murdered their companions in the Portland Bay District.

The sheep that Bonney had brought over, with the exception of two flocks, were removed to Mount Macedon, and with these two flocks shortly after the robbery of his camp, he moved to **Kilmore. He remained there until the end of 1837**.

At this time **Joseph Hawdon** was fitting out a party to take cattle overland to South Australia, and stopping at Bonney's station he asked Bonney to join the expedition.

'I eagerly embraced the opportunity of gratifying my love of exploring new country and joined his party at Mitchells' crossing place over the Goulburn River. ***We started on 26 January 1838****, and followed the left bank of the Goulburn.*

We supposed that the Goulburn would take us in a NW direction to the point where Mitchell left it; but it kept trending more and more to the north until to our astonishment we came to the junction with a large river which we immediately recognised as the Murray...
[He continues his story for another 14 pages. This is well summarised by Ernest Favenc - see below.]

"Charles Bonney, A Pastoral Pioneer, Overlanding in the Thirties," Ernest Favenc.

Sydney Morning Herald 23 June 1906 .

There are certain periods in the history of every nation, great and small, which stand out as landmarks; and naturally the interest in these periods, and in the stirring times thereof, is perennial. In our own brief history of settlement the mind of the average reader reverts instinctively to the scaling of the Blue Mountains, the overlanding times of new settlements of Port Phillip and Adelaide, and the "roaring" days of the early goldfields.

One of the leading figures in the old days of overlanding was **Charles Bonney**, whose name at once suggests memories of Sturt, Eyre, Mitchell, Ebden and many of the old pioneers whose names will never die. Bonney must have taken to bush life like the proverbial duck taking to water, for he arrived in Sydney in December 1834, a youth of 22, and after but 18 months town life in Sydney acting as clerk to Judge Burton (an appointment which he came out from England to fulfil), we find him **accompanying his friend Ebden to his station on the Murray**, **where Albury now stands**. "On the journey", writes Bonney, "we had a good deal of talk about the settlement of Port Phillip, which was exciting some attention in Sydney in consequence of some Tasmanian settlers having taken stock over there, and claimed the right to the land as first occupiers. The Sydney Government had sent a police magistrate there about the time **we left Sydney, July 1836**."

"Mr Ebden expressed a desire to send sheep overland to the new settlement and asked me if I would undertake to explore a road across the intervening country. I eagerly embraced the proposal, and before I had been a week at the station ***I found myself at the head of an exploring party, consisting of two station hands and myself."***

This was not a bad beginning for what we should now call an almost green new chum, with 18 months' town experience only at his back. But we must remember that in 1836 Sydney itself had much of the bush about it.

"I selected as my crossing place where Albury now stands. I thought then that I was the first to cross the river at that point, but the name Hamilton Hume was afterwards found cut upon a tree there. ... I took a direct south-west course across the ranges, and struck the Ovens some few miles above the point where the main road now crosses it. The winter of 1836 had been excessively wet and the river being then bank high, I was unable to cross it. Following the river down we came across a newly made dray track going in the direction of the Murray. I knew at once that it was ***the track of Major Mitchell's exploring party,*** *and since I had given up all expectations of being able to cross the Ovens in its flooded state****,*** *I hastened after Major Mitchell's party, in the hope of overtaking it and gaining some information about the country between the Ovens and Port Phillip. The track led to a point on the Murray, now called* ***Howlong****,* ***20 miles below the station from which I had started****."*

A Fresh Start.

This was then **the first attempt at opening a road between here and Port Phillip**, although, owing to the flooded state of the country, it was not then feasible. At any rate Bonney can claim the credit of being **the first private individual to make the attempt, although it was but 20 miles**. Christmas Day of the same year saw him again making a fresh start.

"As shearing time was coming on, I could not renew my attempt to cross the country for some weeks, but on ***December 25 [1836]*** *I again made a start, having with me this time a bullock dray and a good*

supply of provisions, I proceeded by the same route as before to Mitchell's crossing place over the Ovens, and then followed his track for several days, when finding it taking me too far to the westward, I took a more southerly course until ***I struck the Goulburn****. Here I* ***waited until****, as previously arranged,* ***Mr Ebden, following my track, joined me****. Leaving the dray encamped at the Goulburn, Mr Ebden and I set out in search of the* ***Port Phillip settlement, which we reached on the third day****, having made nearly a straight course, being guided for the last few miles by a dray track which we came upon. It was about* ***January 7, 1837*** *when we arrived at the settlement, which then consisted of a few huts, with one newly-erected weatherboard store, conspicuous by its coat of fresh paint among the ruder habitations by which it was surrounded."*

Ebden determined to send some sheep over, seeing that the road had been successfully found, and Bonney went back to bring them over. He returned to Sydney by sea and a quotation from his journal throws an interesting light upon the coastal trade in those days.
"But wishing to return to Sydney before fulfilling this engagement, I went across to Launceston, there being very seldom any direct communication between Port Phillip and Sydney at that time. I had to wait at Launceston three weeks before I could get a passage to Sydney, there being so little trade between the Australian ports."

We find him once more upon the road. In the month of **March 1837 "started with 10,000 sheep for the Port Phillip district**. These were **the first sheep taken across to the new settlement**."
The trip promised to be fuller of incident than the last. They camped on the Goulburn on a piece of country that Ebden thought of taking up, and Bonney went on to the settlement to get fresh supplies.
"The day before my intended departure I received intelligence that there was a party with cattle about a day's journey behind me under the leadership of the late George Hamilton, afterwards so well known in South Australia, and that there were two bushrangers hovering about the party who would probably attempt to rob either that party or mine. In company with one of Mr Hamilton's overseers, I spent the afternoon searching the country round about in an endeavour to find the bushrangers, but not succeeding, had to start the next morning with the drays for the settlement."

"On this journey **I made the track which afterwards became known as the Sydney Road,** and also discovered the fertile district afterwards known as **Kilmore, where I formed a sheep station**."
"On my return from the settlement the first news that greeted me was that the bushrangers, accompanied by one of Mr Hamilton's men, had visited my camp, and induced six of my men to abscond with them. ... I heard nothing of the absconders for some weeks, when one day, returning to my camp in the evening after being out all day on the run, I learned that two of the absconders, named Dignum and Commerford, had visited the camp during my absence, and taken away with them as much provisions as they could carry; amongst other things, **a favourite little gun, which had been made specially for my father** when, from the growing infirmities of age, he was unable to carry his double-barrelled fowling piece. Whilst the bushrangers were robbing the camp the hutkeepers asked them what had become of the seven men who went away with them, to which they replied, in an evasive manner that they did not know."

Another Tragedy,
"After the robbery they proceeded along the overland track towards the Murray, and the next thing we heard of them was that, on arrival at the Murray, Commerford gave himself up to the police stationed there, and confessed that he and Dignum had murdered their seven companions in the district of Portland Bay, to which they had had gone after absconding, and burnt their bodies. They were then taken to Sydney, and Commerford was afterwards sent to Port Phillip, in order that he might be taken to the spot where the crime had been committed, and point out any traces that might remain of the

bodies of the murdered men. He was sent in charge of two mounted troopers and a foot constable, and some charred remains of the victims have been found. They were on the return journey, when Commerford, whilst the two troopers were a short distance away preparing to encamp, seized the constable's musket and shot him dead. Commerford escaped pursuit, and the next heard of him was that he was making his way across to my station to attack me, but calling at a hut on the way, the men at the hut knowing who he was, and hoping to gain a reward for themselves, seized him, chained him to a dray, and took him to Port Phillip. He was then taken to Sydney, and tried, and hanged for murdering the constable. His companion, Dignum, remained in gaol, but as the only witness to the crime was now dead, he could not be tried for murder, but a charge of horse stealing was preferred against him, and, on being convicted of this crime, he was transported to Norfolk Island for life."

"Dignum was an old hand, and according to his own account, had been guilty of all sorts of crimes, and had served sentences in almost all the penal establishments. Commerford was a good-looking young fellow, and passed himself off as a native of the colony, but in reality he was an escapee from a prison ship that was wrecked two or three years before, near Jervis Bay. What the motive of these men was in murdering their companions was never satisfactorily explained. Their own account of it was that the other men, being Englishmen, intended to murder the two, who were Irish, and the latter thought that they would be beforehand with them and attack them whilst they were asleep.
"It is still more difficult to account for Commerford's conduct in giving himself up to the police in the first instance, and then committing the crime which led to his execution. He seems to have been a creature of impulse, and this was exemplified by his borrowing a brace of pistols from me on one occasion to protect himself, as he said, from the blacks, and having, within a day or two of his absconding, returning the pistols to me without my having asked for them.

"The sheep I had brought over, with the exception of two flocks that I had taken charge of, were removed to Mount Macedon, and with these two flocks, shortly after the robbery of my camp, I removed to Kilmore."

With these two flocks Bonney remained at Kilmore until the end of 1837, and then, being still the furthest station outside of the Port Phillip settlement, and in consequence having great trouble in getting and keeping men, he took the sheep in to Mount Macedon.

Other inducements there were. The roving blood of the born pioneer was hot in his veins, and the unknown land was calling loudly. Adelaide had just been formed, and here was a new field to conquer. Joe Hawdon [Joseph Hawdon], an old friend and a noted overlander, was bound with cattle for Adelaide. He stopped at Bonney's station and asked him to join him (just as one might nowadays ask a man to take a walk down George Street). Needless to say, Bonney joyfully agreed. Mitchell's crossing place on the Goulburn River was fixed upon for a meeting place, and the Lower Murray, that had first been awakened from its lifelong slumbers by the splashing oars of Sturt's tired-out crew, was now to be disturbed by the bellowing of cattle and the crack of the drover's whip.

It is noticeable, in view of the assertions lately put forward by the Victorian press, that the rightful name for the Murray should be the Hume, that none of the residents living and travelling on the Murray in the early days ever wrote of a river by that name. In all the letters of the overlanders, both public and private, it is always called the Murray. The name Hume was apparently neither known nor recognised, even by the dwellers around his crossing-place.

The Overlanders, Victorian Historical Magazine, Dec 1925.

The following article **"Notes of an Overland Journey from New South Wales to Adelaide"** appeared in the **South Australian Gazette of 25th January 1840**.

[I have actually seen it in the South Australian Register of 25 January 1840. In this paper it is prefaced by:-
More Overland Arrivals. Last week our old friend Mr. Huon arrived overland from New South Wales on his second trip, with above six hundred head of fine cattle, all of which, he has since sold at satisfactory prices. Mr. Huon came by the southern or Portland Bay route, explored by Mr. Bonney.

Early in the present week **Mr. Howe, accompanied by his brother**, arrived with a splendid herd of 800 cattle, all in good condition. We have been favored by that gentleman with the following exceedingly interesting notes of his expedition, which we publish with great pleasure:-]

The overland party which has just arrived consists of 800 head of cattle - 400 bullocks fit for the knife, and the remainder breeding cows - the property of Mr. Howe.

*"The party **left Mr. Howe's station on the Murrumbidgee on the 14th October [1839],** and left the last station on that river on the 1st November. Owing to the great quantity of sheep already gone this route, the grass was very scarce, and advantage had to be taken of every patch which had been spared by them, which circumstance tended to lengthen the journey considerably. In some instances the cattle got little or no feed for several days together. It is only in the angles of the river where grass is to be found, and when the bends of the river are not extensive, as on the Murrumbidgee, the sheep had nearly bared the ground. The rivers were all high - the Darling was nearly level with its banks, and setting with considerable current towards the Murray, from the waters of which it differed completely in color, - the waters of the Murray being of a white color, whilst those of the Darling were dark, and as the Murray was rising, and the Darling nevertheless flowing into it, it would appear that the Darling was filled with water from its own channels.*

We could not recognise the Rufus, all of the streams we crossed flowing rapidly from the river, especially a broad creek lea?ing into Lake Victoria.

At different parts of the river the conduct of the blacks was characteristic; for the first 110 miles below the stations on the Murrumbidgee they never showed themselves, seeing that the party was well armed and knowing (from experience perhaps) the great superiority of our weapons.

From near the Lachlan to within forty miles of the Darling, we found them timid certainly, but quiet and peaceable, and, in many instances, showing a natural politeness and affability which was interesting. Here they in several instances showed our men where the cattle were which they went back to look for, and seemed, indeed, glad when the cows were taken away. They appeared very frightened at the cattle, and, in one instance in particular, a very large bullock having swum the river and walked up to their camp, they waved green boughs to him as a sign of peace, and were not at all at their ease until some men swam over and fetched him back again. It is to be feared that they will soon cease to regard white men as superior beings if they are allowed to come too much about the camps and mix with the men.

The Darling blacks have got proverbially a bad name, but we found nothing in their conduct to justify it. They show more boldness and less fear than most blacks, and single individuals would, on being

beckoned to, fetch the calves which we sometimes killed for them. Knowing, as they do, our weapons to be so much superior to their own, a single individual, placing himself so much in the power of white men, would argue not only great intrepidity, but also little idea of treachery on our part, and, ergo, not much treachery on theirs.

As soon as we arrived near where Mr. McKinnon's shepherd was killed and Mr. McLeod's dray attacked, we found them as shy as on the Murrumbidgee, and no blacks were seen from that place until we reached Adelaide.

On the whole there can be no doubt that when proper precaution is used by parties overland, with cattle at all events, and if single men do not stray away unarmed, they need be no blood-shed on either side.

I cannot close without remarking that the track as laid down by Messrs. Hawdon and Bonney can hardly ever be improved upon, it being generally the most direct, and when not the most direct, certainly the best, line of road."

The Overlanders continued, during 1840, to bring to Adelaide by the Murray route their herds and flocks without anything more serious than occasional brushes with the natives, in which the latter suffered severly. The blacks, however, bided their time. On the 21st April, 1841, all Adelaide was convulsed with the intelligence, quickly magnified that Inman and Field's party had been destroyed and their sheep, over 5,000, dispersed. Actually it was not so bad. From the time of crossing the Darling, the blacks had continually harassed the party, and occasionally succeeded in spearing a few sheep. Inman, who was the leader, had been treacherously speared on the Murrumbidgee, and the barbed spearhead could not be extracted until the actual day of the final conflict. He was consequently *hors de combat*, and the conduct of the proceedings devolved upon Lieutenant Field. Having camped near the Rufus Creek, a large body of natives made their appearance while the men breakfasted. Their presence being unwelcome, they were warned off, and eventually departed, signifying by gestures that they would meet them again. Thus warned, the party furbished up their arms and proceeded. Inman, though very weak, the spearhead having been removed that morning, was so anxious that he mounted his horse and followed the leader Field and his companions. Within 3 miles they found in the scrub three or four hundred natives shouting and striking their waddies, and plainly evidencing their intention to oppose the party's passage. A somewhat military position was taken up; the sheep were rounded up around the dray, on which the footmen were stationed, the horseman protecting the flanks. A frontal attack was made by the blacks, spears and waddies flying in all directions. The fire in return was irregular and ineffectual, some three pieces only being in good order. Shortly they were all surrounded. Two shepherds were speared at the dray and one carried off, and then run through with spears in several places. Shamming dead, he was left on the field, and eventually, in an almost nude condition, reached safety, living seven days on roots and the carcass of a wild dog found at an abandoned native camp. The men, who had fought at best with bad grace, retreated. Field and Inman, the latter quite useless, had to do likewise and yield the day to the blacks. Field went on direct to Dutton's Station, at Mount Dispersion. Inman followed with some of the men, one having no less than seven spear wounds. Field's brother and some more men reached Nicota Springs.

Governor Gawler, immediately upon receipt of the distressing news, dispatched an expedition under Major O'Halloran, who had, at the start, Inspector Tolmer, Dr. Weston, and thirteen men. Leaving Nicota Springs, the party had increased to eighteen constables, with Lieutenant Field all agog to recover his lost sheep, two of the shepherds, a bullock driver, two aboriginals, three bullocks, and 23 horses. Four days were occupied in travelling to McBean's Pound, on the Murray, about five miles

above Blanchetown, and in another day Morgan, or North-West Bend, was reached. The expedition had nearly reached Lake Bonney when a trooper sent in hot haste from Adelaide, brought the disappointing news that the party was ordered to return. Gawler had received news of his own recall and replacement by Grey, and, in addition, having learnt that actually no whites had been killed, apparently considered the rescuing of sheep beneath the dignity of a Government expedition. Field was not of similar views. Breathing ht indignation, he returned to Mount Dispersion to rally to his side his brother stock-owners. The official expedition had occupied from 21st April to 5th May. On the latter day, Lieutenant Field left with a party of a dozen - Messrs. G. C. Hawker, John Allan, James Kinchela, Kenneth Campbell, S. Samuel, J. Jacob and his brother, and five men. The Governor so far relented as to order three mounted and three foot police to accompany them as far, but no further, than the boundary of the colony. This was then interpreted, as Dead Man's Flat, not as far as Overland Corner. By the 13th the party, now ten only in number, five men being left with the dray, reached the scene of the former conflict. Inman's dray was still there, with tea, flour, and tobacco scattered in all directions. Following up some tracks, a large body of natives were seen. They showed fight, and one of the chiefs gave the signal to attack by sticking a spear in the ground and waving his hand. They then gave their war cry, and commenced throwing spears. Field immediately shot one; a volley followed, and at least eight blacks fell. Nothing daunted, they advanced at least 200 strong. Retreat was ordered, when Hawker's horse fell over a log. In protecting him, Jacob's horse was speared, and he had to mount behind Mr. E. Bagot, later of Ned's Corner, who had joined the party. A rally was made on a bit of high ground, but in vain. The blacks, pressing courageously forward, drove the whites still before them. Field was wounded slightly on the forehead, and his horse severely. The party fled, rejoining their cart next day. They had escaped with their lives, but had rescued no sheep. The blackfellows had not been taught their lesson, and, in fact, had received such encouragement that they felt themselves invincible. The unfortunate result was to ensure the almost complete destruction of the next party, Langhorne's, of which an account will be given later. Returning to Adelaide, the account of their failure raised the popular feeling to fever heat, and a large meeting in the Auction Mart demanded that the new Governor, George Grey, take adequate steps to protect the Overlanders and their property, and to punish the blackfellows.

A committee, with Mr. Giles at its head, and including Messrs. Kinchela, Hurtle Fisher, Inman, and Captain Ferguson, presented a memorial to the new Governor, George Grey. In a diplomatic reply, Grey evaded the issue, but accepted the services of civilians as special constables. He, however, laid down the dictum that the aboriginals were subjects of the Queen, and, as such, no war or belligerent actions could be waged against them. To complete the farce, Dr. Moorehouse, the Protector of Aborigines, was ordered to accompany, with some native interpreters, the expedition, which was certainly not punitive. Preparations were elaborate. Numerous contributions were made, including one cask of ale, two cases of gin, and two gallons of rum. The party totalled 68, and included 27 volunteers, 37 police and men, the Protector, and three blackfellows. Major O'Halloran was in command; Messrs. Beaver, Inman, and Ferguson officered the volunteers; the horsemen included Messrs. Berry, Hawker, Langhorne Brothers, Field, Fisher, Barber, Brown, Tooth, Whitpine, Daniel, and Oliver; ...

The Overlanders, The Victorian Historical Magazine, Dec 1925.

... In Eyre's footsteps came Thomas Chirnside, who, beaten by the '39 drought in an endeavour to shift sheep from the Murrumbidgee to Port Phillip, took cattle to Adelaide instead. By the time he reached that town so many were on the way that the price had fallen from £20 to £7, and in bills only at that. Chirnside then settled on the Loddon, a little later shifting to Mount William, on the Hopkins, where he remained until purchasing Werribee. He had trouble from the blacks; the first of a series of encounters, which almost attained the dignity of a war. At any rate, the South Australian Government organized no

less than three punitive expeditions, and there was, at least, one battle, that of the Rufus Creek. Chisholm's party, which followed Chirnside's footsteps, paid the penalty. All the stock were captured by the blacks, and the whole party killed, excepting one man alone. Snodgrass, bringing 1,000 head of cattle for Mr. McFarlane, followed again, and arriving 18th May, lost many stock. He had previous bitter experience of the natives in the overlanding from Sydney to Port Phillip in 1837, being attacked on the Ovens, when Faithfull's men were slaughtered. On his second trip, in November of the same year, he experienced further trouble with the blacks, losing many sheep, but wounding four or five of his tormentors. The Inspector of Police and the Protector of Aboriginals went out to assist him. He was later a Commissioner of Crown Lands and a well-known Victorian citizen, Janet Lady Clarke being his daughter. McLeod and McPherson, Stein, Whyte, and Lieutenant Kessop* brought over about this time flocks and herds purchased in New South Wales and Port Phillip for South Australian owners, notably Dutton and Finniss. The latter had formed one of Charles Sturt's third party.
[* Probably identical with Captain Kirsopp, who, in 1847, commanded the *Juno*, the first steamer to ply between Sydney, Melbourne, and Adelaide. - Ed.]

James Coutts Crawford, in his book *Travels in Australia and New Zealand*, states he left, along with Mr. Coutts, Dr. Anderson's farm, Modbury, Braidwood, in June 1838. They had a boat on a dray, which proved useful to put calves in. The party comprised 9 men, 2 drays, 16 bullocks, and 712 cattle. They were the next along the Murrumbidgee after Sturt and Mitchell. They passed McLeod and McPherson, both stated to be South Australian men and Highlanders. They must have been a long while on the road, or else Crawford's memory was not quite accurate as they did not arrive until well on in 1839. Crawford relates that Holmsford was already settled by German farmers. Coutts did a second trip.

The most extraordinary of all the overland journeys was that of Joseph Hawdon, who, in company with Mr. A. M. Mundy, afterwards Colonial Secretary, started from Ebden's Station, Carlsruhe, in a tandem gig. Leaving on 11th July, 1839, they drove through the uninhabited country of Australia Felix, with as much ease as they might have done through an English park, to the junction of the Murray with Lake Alexandrina (Wellington), crossing that river on 8th August. The journey of 540 miles was accomplished in 27 days, at the rate of 20 miles per day. They followed Bonney's track along the north slopes of the Pyrenees, the, crossing the range, the Hopkins was followed to the Wannon. There they met a shepherd and his flock on Tahara, which S. Winter had just taken up. Henty Brothers had not long taken up the Merino Downs country, Muntham, &c. On reaching the junction of the Glenelg and Wannon, Hawdon writes - "Having now proceeded down the Wannon from its source to the Glenelg, I can safely say that on either side for the whole distance, 100 miles, it is the most beautiful country and the richest land yet seen in Australia - well might Major Mitchell call it Australia Felix." They passed a lake, since called Lake Mundy, and struck through near where is now Penola to the coastline.

Another of the coast overlanders, George Hamilton, later Commissioner of Police in South Australia, gives an interesting description of Melbourne in 1839. Looking from the roof of the house occupied by the lately formed Port Phillip (now the Melbourne) Club* - a house on the present site, which was two stories high and towered above the little cottages round it like a black swan amongst a flock of teal - he saw the Customs House Flat (Flinders-street) submerged beneath the flood waters of the Yarra. The Yarra was grumbling, roaring, and splashing (the Falls) badly towards it. The river was ornamented by the beautiful wattle trees which grew on its banks. They were then bursting into flower, and their golden-tufted blossoms, appearing here and there in large rich masses, mingling with the marble-like trunks of the glorious gum trees which reared their lofty heads amongst them, might have hinted at the golden metal which was then lying undiscovered in the soil. Hamilton was rather partial to clubs, as later he found the Adelaide Club. A start was made from Heidelberg. The party comprised an overseer,

two stockmen, two bullock drivers, a cook, and three assistants. All but two were expirees; the two being immigrants, or "Jemmies," as they were then called. They were the most useless of the lot; their only recommendation was that, if they were dishonest, they had not so far been detected in committing any crime. Hamilton was much disconcerted when calling at Henty's station, Muntham, at meeting Mrs. Henty. His clothes were ragged, and he was in a state of general dirtiness, the very picture of a ragamuffin. He was quickly put at ease, though some relief was experienced in returning to camp, where the dirt and disorder were in keeping with his dirty boots. The Henty hut, or rather cottage, for, though it was built of split gum slabs, it was very well constructed and boasted glass windows and cedar doors, presented with its carpets, curtains, and furnishings the very picture of neatness and comfort. Little incident, beyond picking up some 500 cattle lost by another party, occurred until reaching the Murray, where crossing the cattle raised many difficulties. Finally, they were got across at Wood's Crossing, then first discovered, and now known as Morphet's.

Mr. Watson, son of Colonel Watson of the East India Company's service, brought from the Upper Murray 900 cattle, partly on Mr. Huon's account. McLeod and McPherson brought cattle and sheep. Lieutenant Field, late of the *Rapid*, safely delivered 600 to 700 head of cattle, while for variety the Toole Brothers brought 500 milch cows from the head of the Murrumbidgee. Dr. Sherwin, of the Tasmanian family, Ivre, Mundy, Smyth, E. P. S. Sturt, brother of Charles, Nelson Tooth, and others complete the tally of Overlanders up to 1839. In that year, 4,500 cattle, 150 horses, and 35,000 sheep reached Adelaide by the overland route. In 1840 there was a considerable check to importations, either overland or by sea, and since then an almost complete cessation.

South Australia's flocks started by a few imported from the Cape of Good Hope in 1836, and but few more from Tasmania in 1837. In 1838, 27 boats, mainly Tasmanian, brought some thousands of sheep and hundreds of horned cattle; in 1839, there were no less than 54 arrivals by sea - 45 from Tasmania, 6 from Port Phillip, and 3 from Timor; but in 1840 only three boats carried stock, all from Tasmania. The progress of the colony in live stock was as follows:-
1838: 28,000 sheep; 2,500 cattle; 480 horses.
1839: 108,000 sheep; 7,600 cattle; 800 horses.
1840: 200,000 sheep; 15,000 cattle; 1,060 horses.
1841: 242,000 sheep; 17,000 cattle; 1,650 horses.
1842: 360,000 sheep; 20,000 cattle; 2,000 horses.
Natural increase was now to supplant importations.

Two of the numerous narratives published in many different periodicals are worth transcribing. *The Nautical Magazine** published the following extract from a letter of a naval officer, containing an account of the journey from Sydney to Port Phillip (should be Adelaide)** with the idea of giving its readers some idea of life in the new Australian settlements:-
"In consequence of the great drought and six parties having preceded me with herds of cattle on the same route, I found the greatest difficulty to contend with was a scarcity of food for the cattle, and having started with 700 head, I arrived with only 620, having been obliged to leave the rest too weak to travel, with the exception of those killed for the consumption of my party - twelve persons - and amongst the number knocked up were nearly the whole of the working bullocks (our supplies being carried by two bullock drays), which obliged us to break in others from the herd to fill their places, by no means an easy matter under the circumstances.
"Those circumstances, combined with the trouble and constant attention required in driving a large herd of cattle through new country, admit of but little time for observation. In fact, I always slept in my clothes, had seldom time to take any refreshment between daylight and dark, and was seldom off my saddle during that period, after which came the night watching, in which I took my turn with the men,

dividing the night into three watches, our custom being to collect the cattle up in a circle with fires all round them. ...
* Vol. IX., 1840, p.739.
** as written in the article.
*** Probably Lieutenant Kessop (or Kirsopp).

The Overlanders, Summary of "Historical Records of Australia"
[With my apology for the racist terms and attitude in the report.]
1837.
SNODGRASS - Overlanding from Sydney to Port Phillip was attacked on the Ovens where FAITHFULL's men were slaughtered.
Nov 1837 - SNODGRASS (2nd trip).
Trouble with blacks - 4 or 5 aborigines killed. Many sheep lost. Inspector of Police and Protector of Aborigines went out to assist him.
About this time
McLEOD and McPHERSON, STEIN, WHYTE and LIEUTENANT KESSOP brought stock and herds - purchased in NSW and Port Phillip for SA owners particularly DUTTON and FINNESS.

1839.
THOMAS CHURNSIDE, beaten by the 1839 drought to shift sheep from Murrumbidgee, took cattle to Adelaide instead. By the time he reached Adelaide the price had fallen from 20 to 7 pound because so many on the way. Trouble with blacks.
CHISHOLM - all stock captured by blacks and whole party killed except one man.
SNODGRASS (3rd trip) - bringing 1000 cattle for McFARLANE arrived 18 May, lost many stock.
June 1839 - JAMES CAITTS CRAWFORD and MR COUTTS left DR ANDERSON's farm Modbury, Braidwood (boat on a dray - useful to put calves in), 9 men, 2 drays, 16 bullocks, 712 cattle. They were next along the Murrumbidgee after Sturt and Mitchell. Passed McLEOD and McPHERSON (both SA men and Highlanders). Took a long time because it was well into 1839 before they arrived.
11 July 1839 - JOSEPH HAWDON (most extraordinary journey) and A. M. MUNDY in a tandem gig - to junction of the Murray and Lake Alexandrina - 540 miles in 27 days. Followed Bonney's tracks along north slope of Pyrenees, then, crossing the range, the Hopkins was followed to the Wannon (shepherd and his flock on Tahara - Henty Bros. - Merino Downs, Munthan etc. Junction of Glenelg and Wannon (Whyte Bros country). To coast where is now Penola.
GEORGE HAMILTON - another coast overlander. 9 men. Started from Heidelberg. Henty's station Munthan - a stop. 500 cattle lost by another party picked up.
WATSON - from upper Murray. 900 cattle.
McLEOD and McPHERSON - cattle and sheep.
LT. FIELD - 600 cattle.
TOOLE BROS - 500 milch cows from Murrumbidgee.
DR. SHERWIN, IVRE, MUNDY, SMYTH, E.P.S. STURT (brother of Charles) NELSON TOOTH.
14 Oct 1839 - MR HOWE's station on the Murrumbidgee and last station on that river on 1st Nov. 800 cattle. Saw where McKinnon's shepherd killed and McLeod's dray attacked - no trouble.

Up to the end of 1839 - Overlanded to Adelaide:
4,500 cattle.
150 horses
35,000 sheep.

21 April 1841.
Adelaide learnt of Rufus River attack on INMAN and FIELD's party. H. Inman had been speared prior to this attack - spear being extracted on the day of the conflict. Large body of natives - warned off. 3 miles further on 300 to 400 natives - aggressive actions. Sheep rounded up around the dray. A full frontal attack made by blacks - spears and waddies. The fire in return was irregular and ineffectual- some 3 pieces only being in good order. Shortly they were all surrounded. 2 shepherds were speared at the dray and one carried off and then run through with spears in several places. Shamming dead, he was left on the field and eventually in an almost nude condition reached safety after living for 7 days on roots and the carcase of a dead dog from an abandoned native camp. The men retreated - yielding the day to the blacks. Field went on direct to Dutton's station at Mt Dispersion. Inman followed with some of the men - one having 7 spear wounds. Field's brother and some men reached Nicota Springs.

21 April 1841.
First Government Expedition.
Gov. Gawler dispatched expedition under O'HALLERAN - Inspector TOLMER, Dr WESTON and 13 men (later increased to 18 constables). Gawler recalled and replaced by Gov. Grey. By this time it had been found that no whites had been killed and he thought the collection of sheep beneath the dignity of a government expedition.

13 May 1841.
FIELD, helped by brother stock owners - HAWKER, ALLEN, KINCHELA, CAMPBELL, SAMUEL, JACOB and his brother and 5 men went back to the scene. Aboriginal chief attacked. Field shot one. A volley followed and 8 blacks killed. Undaunted they advanced 200 strong. Retreat of Field's party.

31 May 1841.
Second Government Expedition.
Gov. Grey evaded the issue-permitted civilians as special constables - but aborigines subjects of the Queen therefore they must not wage war against them. Expedition with MOOREHOUSE, Protector of Natives - not punitive.

23 June 1841.
Reached Rufus River. Remains of LANGHORN'S party - man in deplorable state, naked except for shirt and boots. Drays with eleven survivors. Leader MILLER five spear wounds. 700 bullocks on account of Mr. Langhorne (who was accompanying them). Four killed (one body stripped, skull battered, bones of arms and thighs removed, sides opened, vital organs with kidney fat had been removed. Green boughs in the hands.)
Inman's 5,000 sheep traced - 2,000 wantonly speared carcases.

Third Government Expedition.
Inspector Tolman and 18 men scoured the area - directions to avoid bloodshed. Found 8 abandoned canoes. Ambushes failed.

14 July 1841
Retreat to Adelaide (Captured - one Black , who later escaped, and women and children, who were later released.

31 July 1841

Fourth Government Expedition. Protector Moorehouse in charge - 29 whites and 3 natives. Shaw to take over if there is any trouble.

18 Aug 1841
Two days away from area. Natives ready to attack. The 3 natives cleared out in deadly fear.

1 Aug 1841
ROBINSON, WARRINOR, BARKER had left Gundagai with 6,000 ewes, 500 cattle, 23 men, 14 horses and 3 drays.

27 Aug 1841
Government Expedition reached the Rufus River - orders that no one to fire unless the Inspector issues the command. Met party of ROBINSON and LEVI who told them that two miles back on the previous day they had been attacked by 300 natives. 15 blacks had been killed. Robinson thought there would be no more attacks.

Rufus River Massacre.
Government Expedition surprised when a large mob of natives attacked. Drays on banks of the river and men in a line two deep to protect drays. Half an hour later the natives half a mile away preparing to attack. Therefore Shaw preparing to take command after Moorehouse spoke to the natives. Moorehouse went 400 yards towards the natives when three blacks, who had left the Government party three days before, plunged into the water and came to Moorehouse. They said that the Lake people would have the tomahawks, blankets and food at all risks. Moorehouse then went back.

Robinson's men on the east side of the Rufus started firing, and Shaw's (Government party) men followed suit. The natives immediately broke up, the greater part running into the scrub, and about 50 into the water for concealment amongst the reeds. The latter were surrounded and a fusillade maintained for a quarter of an hour. 30 were killed, 10 wounded and 4 prisoners. Robinson was the only casualty on the attacking side.

Bench of magistrates sat. Eyre appointed Resident Magistrate stationed at Moorundi with the captives. Attacks ceased.

Supplies FROM Adelaide; Trouble with the Natives, Nov 1839.

"We are sorry to announce that since our last number, intelligence has reached Adelaide of another encounter with the natives of the Murray. Mr. McLeod, who left Adelaide a few weeks ago, with provisions to meet Captain Finniss' overland party, writes from the encampment twenty five miles from the Murray, on the 5th instant, as follows:-
'It is with feelings of no little regret that I have to acquaint you with the necessity of my falling back five days' journey from where I had reached on the 28th October. On the morning of the 29th, just as we started, Flood and myself in advance, we fell upon an ambush of the blacks, who, rising from the long grass and from behind the trees in considerable numbers, effectively prevented us from proceeding, and attacked us in a most determined manner. Unfortunately we had very few firearms, and those principally ineffective. Those that were serviceable the men were obliged to fall back with, covering the unarmed portion of the party, and protecting themselves from the spears and waddies which were flying about in every direction. After about half an hour's sharp firing, which the natives stood admirably, we drove them from the drays, and finally into the river. ... Two of the men were

struck but not materially hurt. I feel deeply sorry at the want of sufficient firearms and the weakness of the party, as it has so completely frustrated my intention of reaching the Darling by this, as the natives were gathering in great numbers the whole of the 29th and the following day, I considered I was justified in risking the lives of the men and the property on the drays with so inadequate a means of defence; I therefore returned to where I am now encamped. I have sent Flood in, in the expectation of his early return with additional supplies and a few more men, when I will at once proceed towards the Darling, which I hope to make on the 25th inst., which will be somewhere about the time Captain Finnis may be expected to reach there, according to the information I received from Mr. Mackinnon and party. I overtook Mr. Mackinnon's cattle and sheep on the 28th ult., when I found one of the men (the overseer) had been murdered in a most brutal and barbarous manner by the blacks, about seven miles from where we were attacked the following morning; and as it was done in the utmost cold blood, it may afford some idea of the hostile feeling they have, and the treachery used towards the whites.

"The particulars of the attack upon the stock party which we mentioned in our last two numbers, appear to be as follows:-
On the morning of the 21st ult., the blacks drove off about 300 of Mr. Snodgrass's sheep, which had just crossed the river. Mr. Templar was left in charge, having got some assistance, followed the blacks, and succeeded without much trouble in recovering about 250 of the sheep (the natives having partially dispersed), which were placed in charge of Mr. Langhorne, who had just crossed the river to look after his herd of cattle. Shortly after, the blacks mustered to the number of at least two hundred, and advanced towards Mr. Langhorne's party. They were warned to keep away, and some shots were fired over their heads to frighten the, but without effect. The party was therefore obliged to fire a few shots in self defence, and some of the blacks were wounded but none of them killed. Mr. Fletcher then mounted a horse and charged the main body, upon which they fled, but rallied again shortly after, and it was not till he charged them a second time, that the party was allowed to collect their cattle and sheep uninterrupted.

"It appears evident that both of these unfortunate affairs have originated in the covetousness of the native - not from any decided hostility to the whites, but from an avaricious desire to become possessed of property. Their aim in the case was to drive off the sheep, and the other to become possessed of Mr. McLeod's dray, and they saw that unless they were able to m[]ster the the parties who had charge of them, they would be unable to attain their purpose. Parties ought, therefore, to be among the natives in that district, taking care to afford them no inducement to commit depredations on property, and they will also do well not to put much confidence in them, however friendly their appearance may be, as they often obtain by treachery what they could not get otherwise.
South Australian Register, 16 Nov 1839.

Public Dinner for Hawdon.

PUBLIC
DINNER
TO
Mr. HAWDON

_____

A number of persons having expressed
a desire to testify their sense of the spirited
and enterprising conduct of Mr. HAWDON
in bringing CATTLE overland from *New South Wales* to *Adelaide,* it is proposed

THAT A

PUBLIC DINNER

Shall be given to that gentleman, and that a

PIECE OF PLATE

Shall be presented to him in commemoration
of the event, and as a Testimony of the
feeling of the Colonists.
Persons desirous of evincing their sentiments
are invited to record their Names in
a paper left for this purpose at the POST
OFFICE.

_____

N.B. An early day will be fixed for the DINNER,
of which due notice will be given.
Adelaide, 4th May, 1838.

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Printed at the office of the Southern Australian.

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ACROSS THE BORDER. BY "THE VAGABOND" JAN 1885.

The Argus (Melbourne), Saturday 10 January 1885.

These articles would, in due course, have followed those relating to my trips on the Murray, but having been recalled from the Darling to visit Portland prior to the late Jubilee Celebrations, my impressions reporting the Cradle of Victoria, and of Warrnambool, took precedence of the above. - "The Vagabond".

AT WENTWORTH
No. 1.

Australia has produced one man of great genius and unquestioned ability in public affairs. In 1842, when Sir George Gipps was Governor of New South Wales, the "Constitution Act" inaugurated the system of representative government in the colonies by the appointment of a Legislative Council of 36 members, partly elected and partly nominated by the Crown. It has been alleged that for "general ability, for extent and variety of information, for manly eloquence, for genuine patriotism, and for energetic and dignified action, the first Legislative Council of New South Wales has never, outside England, been surpassed in the British Empire." Verily, there were giants in those days! Robert Lowe, who now sits in England's House of Peers, Dr. Lang, the John Knox of the Antipodes, Richard

Windeyer, Charles Cowper, and many others made up a galaxy of talent such as the Parliament Halls in Macquarie-street will never see again.

But amongst them all William Charles Wentworth, native of Norfolk Island, son of high Government official, descendant of Lord Strafford, stood supremely great, a giant amongst giants. Truly a noble man this. He, with six others, first scaled the Blue Mountains in 1813; he went to Cambridge in 1816, he was admitted to the English bar, and wrote a valuable history of New South Wales; a few years afterwards he edited a Sydney newspaper; with tongue and pen he advocated representative government; in 1826 he impeached a Governor; as a legislator he strove to obtain responsible government for the colony, he framed the Constitution of New South Wales, and in 1854 saw the wish of his heart accomplished; he founded Sydney University, and died in 1862 in his 81st year, after a public career which may be said to have embraced the history of Australia. William Charles Wentworth lies by the shores of Port Jackson, in a strange mortuary temple adorned with trophies from heathen Rome. I remember the pleasant pilgrimage I paid thither, and how I mourned the decay of public spirit in the last two decades. Would that a Wentworth could rise now! But the statesman's memory lives green in the hearts of the people, and his name is perpetuated in the important centre at the junction of the Darling and the Murray which I lately visited.

Brave Charles Sturt was the first white man who saw these waters or trod their shores. On 23rd January, 1830, during his celebrated voyage down the Murray to the sea, the gallant explorer passed several hundreds of natives on the right bank, who at first made signs of hostility, but afterwards laid aside their weapons. At this point a junction from the eastward with a river a little inferior to the Murray itself was discovered. Captain Sturt wrote - "The parallel in which we struck it and the direction from which it came combined to assure me that this could be no other than the Darling. To the distance of two miles it maintained a breadth of 100 yards and a depth of 12 feet. Its banks were covered with verdure, and the trees overhanging them were of finer and larger growth than those on the river (Murray) by which we had approached it. The waters had a shade of green, and were more turbid than those of its neighbour, but were perfectly sweet to taste." On the narrow peninsula formed by the junction of the two streams Captain Sturt landed and distributed a few presents amongst the blacks. He had previously seen the Darling, having in March, 1829, discovered its junction with the Macquarie, and followed it down to the present site of Bourke. In company with Victoria's first pioneer (Hamilton Hume), Sturt stood on the high banks of a stream 60 yards wide, "with numbers of wild fowl and many pelicans upon its bosom, and full of fish, while the paths of the natives on both sides showed how numerous they were about it. On tasting its waters, however, we found them perfectly salt and useless to us and to our animals." The explorer named this stream the "Darling", after Governor Ralf Darling - he whom Wentworth impeached. After he passed it again on his return from Lake Alexandrina, the Darling remained in undisturbed possession of the natives until stockmen, driving cattle from Bathurst plains to Adelaide, followed the course of the river. In the second decade after Captain Sturt discovered the Darling, the flocks of the shepherd kings of New South Wales had spread on to its banks. But in 1853, when Sir Henry Young passed up the Murray in the Lady Augusta, the number of sheep on the stations upon the Darling was only estimated at 17,000. Settlement here was in its embryo stage. Euston, now stagnant, was then an important crossing place, and a township possessing a Crown "Commissioner", known as "King Cole", and other government officials. Wentworth was not even in embryo, the only settlers near here being James McLeod, who established a good inn near the junction, and Dr. Fletcher, who had a station some 15 miles off. The locality was known indifferently as the Darling Junction, or "McLeod's".

A friend of mine, still stalwart and energetic in spite of his grey beard, tells me that when in 1852 he swam his horses across the river at the site of Wentworth, there was not even McLeod's hostelry, from

which the weary traveller might take fresh bearings. Stray mobs of travelling stock, and store sheep driven from inland stations to be sheared on the banks of the Murray, and the clip transported to Adelaide, passed here in charge of "old hands." But we read that in 1853 "some of the settlers on the Darling actually meditate the abandonment of their runs in utter despondency at the impracticability of transporting their wool-produce to a port, or even of obtaining the supplies necessary for their subsistence." The nearest ports were in Victoria, and those were the flush days of the gold diggings, when famine prices ruled, as much as 35 shillings being demanded for stabling and feed for a horse!

But Francis Cadell and his band of Argonauts changed all this. Although they did not then know it, they found the real Golden Fleece on the banks of the waters they navigated. The arrival of the first river-borne wool at Goolwa was an era in Australian history. Steam navigation on the river soon afterwards became an accomplished fact, by its peculiarly advantageous position the junction of the Darling and the Murray naturally became the site of a township, an emporium for the river traffic, and depot for the supply of the interior. Although Wentworth was not proclaimed a municipality till 1879, it is now one of the most important inland centres of New South Wales, yearly increasing in commercial prosperity. It is a smart, bright, lively town, and seeing that it may be said to be 300 miles from civilisation, its inhabitants are to be congratulated on having such a pied-a-terre, and also of having made the best of it, and above all on their practice of taking life easily. It is really too hot, however, to be unduly energetic at Wentworth. So, the people as a rule, follow a Roi d'Yvet... existence, making as much money as they can in a quiet way, taking occasional trips to Melbourne and Adelaide to recuperate their health and temper; and although, of course, wild horses will not drag the admission from them, all longing for the day when they can profitably pull up their stakes and quit!

All the people in Wentworth seem asleep when we arrive and haul up alongside a long sloping wharf. It is only 10 o'clock, yet not a light is to be seen in the houses, there is not a wayfarer on the banks. But the line of steamers near us, with flaring fires, sparks flying out of the smoke-stacks, ready to start up stream or down to Adelaide, gives one an extended idea as to the amount of river traffic from Wentworth. As one of these steams past us bound for Wilcannia - and Bourke, if it can get there - the Commodore interchanges queries with the other commander as to some lumber taken up the river more than 12 months back and thrown out on the banks waiting for a "fresh" to enable the boat to transport it on to its destination. It will be seen that in Central Australia there is some difficulty in obtaining building materials.

Two spies are sent ashore by me to examine the land and to obtain supplies, and then we receive a late visit from the Hon. Thomas Cumming, who is here looking after his pastoral interests. Where in the colonies can you go without meeting with Melbourne men and evidence of Melbourne pluck and energy? At early morn there are not many people astir on the wharf as the Britisher and I land and proceed to the hotel. The effects of the climate are perceptible in the manner in which the inhabitants go about their business. The Chinese are the only people who have any bustle in them. "John's" garden on the banks of the Darling is the one green oasis in the place. But one must not superficially judge of the energy of the people. That there is plenty of "go" and enterprise in the inhabitants here is proved by outward and visible signs in the town itself.

A block from the river bank and we are in the main street of Wentworth. A good roadway, broad side-walks planted with shade trees, red-brick houses and stores and white-painted weatherboard cottages, a smart "spic and span" appearance about everything, the surroundings essentially solvent. This is the first impression I get of Wentworth - commercial solvency! I feel that I could lend money freely to any man in the place, and trust the traders with any amount of goods if I was in business. Evidence of 40 shillings in the pound stare you everywhere in the face here, on the barren, sandy banks of a sad, clay-

coloured river, fringrd with mournful-looking trees, an elegant little township has sprung into existence, containing good public buildings, good private houses, and good stores, where every necessary comfort and luxury can be procured. Now, all this enterprise on the part of the inhabitants, who, however, transact their affairs quietly, and do not make any fuss or cackle about the nest eggs they are accumulating. The clean and comfortable Crown Hotel, with its broad verandah and balcony and courteous landlord, is a sign of civilisation most pleasing to meet with. There are only two other hostelries in Wentworth. But there are four places of worship - Roman Catholic, Church of England, Wesleyan and Presbyterian. The liquor sold in the inns is good, and there is also a fine Christian spirit amongst the clergy here. They fight the devil shoulder to shoulder, instead of quarrelling about "isms" amongst themselves. It is with great pleasure that I watch the Wesleyan parson in the house of Father Campion, and see the entente cordiale which exists between them. Four churches for a scattered municipality of 1,000 inhabitants, in a district containing about 2,200, fairly supply spiritual wants. Two banks receive and lend money, and a public school, custom-house, court-house, lock-up, gaol, and police barracks, are other agencies of civilisation. The extensive district is essentially a pastoral one, principally occupied by sheep stations. The last stock returns were 7,580 horses; 33,911 cattle; 2,391,770 sheep; and 953 pigs. Also 723 acres of land are returned as being under cultivation. When and wherever there is a chance of growing a little feed for horses it is taken advantage of.

A friend of mine writes - "What glorious things are the post and telegraph. The first, the veins and arteries, sending and receiving solid matter through the whole body corporate of humanity, the other the nerves of the system throbbing thought throughout the universe." On alternate days there is mail communication by coach to Adelaide and to Melbourne and Sydney via Deniliquin. Coaches also run up to Menindie and Wilcannia. As the crow flies Wentworth is about 500 miles west of Sydney and 400 miles north-west of Melbourne. But the length of the postal route in one case is 730 miles, in the other near 600. But by the agency of the telegraph wire we are here in the centre of Australia within coo-ee of the capitals, and drummers and journalists are under the control of their superiors. Greville's Telegram Company send all the most startling items of European and metropolitan news to the local press, and the shepherd on the banks of the Darling can read in the Advocate the account of a dynamite explosion in Russia a day or so before. Whether he is any the better or happier for this information I know not. Sometimes the two Wentworth newspapers must be hard up to obtain a supply of local news for their readers. One of the weekly journals is conducted by an old Argus man, and therefore a new friend; the other by my old friend, Mr. Arthur Nixon, a fellow South Sea roamer, who, as Government agent, trader and planter in the Western Pacific, acquired practical information on many matters which is of little use to him here. "Torrallila" become a married editor and newspaper proprietor is a different man to when living among the skull hunters of the Solomon Islands. We talk sadly of old days, and of his brother Louis, massacred by the natives. I have the latter's signature to a petition impeaching the "policy" of Great Britain in the Western Pacific. Two journals I hold in any place to be a sign of progress and stability. When at a public banquet at Cooktown many years back the two rival editors could not obtain a hearing, owing to the groans and cries of "Chuck him out" from the opposing factions. I pointed this out to the excited citizens. I poured oil, as it were, on the troubled waters by urging each man present not only to take in the paper possessing views coinciding with their own, and support it liberally by advertising therein, but also to purchase the opposition journal, which would usefully keep him au fait with the tactics of his enemies. Then William Pritchard Morgan loquitor, "Old man, I'll never claim you as a fellow Welshman again. You're too canny. You must be Scotch!" I repeat my Cooktown arguments to the people of Wentworth. I hope the majority have a different idea of the aims and ends of journalism than this bushman, who waylays Mr. Nixon in the street with, "I'll have to stop taking one of the papers. Here I've paid for them both for six months, waiting for you fellows to begin fighting. You don't half pitch into each other, and I don't see any chance of you having a real row. You've been getting my money under false pretences."

I must apologise to the most courteous and learned mayor for having left his name and office so far down in the list of social factors at Wentworth. He and a town council rule the place, although a portion of the community does occasionally come under the sway of the very worthy police magistrate, Mr. Love. I am brought before that gentleman on the first day of my arrival; but the interview with him as chairman of my reception committee has no terrors for me. During my varied career I have learned how to reply to an address without breaking down, and to compass the measure of a glass of good champagne without flinching. I thank Mr. Love for his courtesy, and never wish to meet him in his official capacity. He and the bankers head social Wentworth.

The monotony of life here is varied by the inevitable race meetings, and by numerous bazaars, and amateur concerts, and dramatic entertainments in aid of any object likely to call together a crowd. This object is not always one I approve of. For instance, the other day there was a bazaar in aid of the racing club, an institution whose appeal to the public for help in this manner was responded to liberally, whilst at the same time there is no hospital in Wentworth, and the cemetery is in a disgraceful state. The living and the dead, health and decency, are neglected; but Vive le sport! They have a nice new gaol here, with every accommodation for criminals; but there is none for the sick and suffering. A hospital is the greatest want in the district. Squatters, shearers, station hands, rabbiters - all willing to subscribe if the matter were fairly taken up. But there were bickerings as to how this should be done, and so, owing to the narrow minds of a few, the many suffer. When Mr. Dewhurst, banker and J.P., tells me that a short time since, owing to this lack of hospital accommodation, a poor man, whose arm had to be amputated, was committed as a vagrant and sent to gaol to be treated, one does feel indignant. It is to aid such a necessary charity that the amateurs of Wentworth should devote their energies.

Of course there is a cricket club here. The establishment of a gun club is the cause, I suppose, of this shooting gallery being set up in the main street, a form of amusement largely patronised at 3d a shot. Bowling and billiards are the only other recreations except when a stray lecturer orates for one night only at the Mechanics' Institute. There are a few boats on the river, but Mr. Dewhurst is the only man who keeps himself in good training with the oar. He offers me what is considered to be a great treat here, a row over the Murray to Victoria. It will be seen that there is not exactly a whirl of dissipation at Wentworth. Some, indeed, might call it dull. Not I, however. I find a great deal to interest me. The wharf where its line of steamers has special attractions, of a kind quite different to those of Sandridge or Williamstown. Here are the crack South Australian boats, the Gem and the Ruby, substantial and splendid craft, built on American models, with magnificent accommodation for passengers. The cabin of the Gem is adorned with woodcuts depicting some of Lindsay Gordon's poems, and the electric light is used throughout. I remember that the first time I saw this on a steamer was in a river boat trading to Fort Hope, on the Fraser. Better boats than the Ruby and the Gem one cannot travel in. Here are the Blanche, the Prince Alfred, and the Sturt. The latter, principally a cargo boat, trades to Goolwa and is commanded by Captain Pickles, a most estimable *loup de la rivieve* in himself, but principally celebrated in that he owns a dog. And such a dog. Bull terrier, beautifully ugly as my late canine friend "Baby", of Christchurch, dirty, ragged, and torn, showing the scars of a hundred fights. I admire "Boxer". Like all well-bred quadrupeds and bipeds, he loves children, and constitutes himself their champion. When at his home in Goolwa he escorts batches of youngsters to school, and will fly at any one who attempts to lay hands on them. In this connection he cannot understand parental or school discipline. Neither father, mother, nor pedagogue must touch a child when Boxer is by. He has a heart as gentle as a woman's except when challenged by another dog and in the matter of rats Boxer represents to these the day of judgment. If he cannot catch a rat he will pursue it to a hole where there is no other exit, then he just sits down in front and lays siege, never leaving the place until he is persuaded the rat is dead. Boxer often takes a voyage in other boats besides the Sturt when he thinks

they need clearing out of rats. He is as well known in Wentworth as Captain John Egge, and I am very glad he is on a visit here now. Boxer's mission in life to protect children and put down rats is one to be set as an example to many human beings. There are many kinds of rats who prey on society, and suffering childhood is always with us.

Captain John Egge is an institution of Wentworth. He is a storekeeper and trader here on a wholesale scale, and owns the Prince Alfred, which trades up the Darling. This is of the ordinary type of river cargo boats, but it is remarkable for the cleanliness displayed in all its arrangements. The crew are English, with the exception of one Chinese. Captain John Egge is himself a Chinaman. Born on the banks of the Yangtze, he came to Australia during the gold era in 1851. He knew all the surroundings of Melbourne, as he tells me, "before first lailway." Coming up the Murray as part of Captain Cadell's crew, he commenced little by little trading on his own account - became butcher and providore, steamboat skipper and proprietor, and wholesale merchant in all the necessaries of life. Captain John Egge seems to me to be a necessity on the Darling. His large store near the wharf is full of spirits, wines, beer, canned fish, fruits, and meats, and all sorts of notions. He pays as much in a season as £1,800 to £2,000 a month in customs duties, and no man in the Australian colonies has a better credit with metropolitan merchants than Captain Egge. He is satisfied with small profits, and has built up his business and prosperity on that plan. He has given hostages to fortune, and miscegenation has had a happy result in his case. His son, however, has developed Ortonian proportions, and doesn't attempt to work as hard as his father. Captain Egge is of a type of many of his race I have met in China, intelligent, patient, hardworking, honourable. There is no more popular a man on the Murray or the Darling. He plays Nap, and loses his money like a man, which endears him to one section of society. Yearly he he gives a picnic to all the school children of Wentworth, taking them down the river in his vessel. Walking around the town you will hear youngsters cheering in chorus, "Captain Egge is a jolly good fellow." There is no mistake about that. If, seeing him as a boss here, pessimists ask "Is the Caucasian played out?" I reply "When we get such a Mongolian as Captain John Egge in our midst, there are some of my own race whose presence I can dispense with."

Without the Darling Wentworth would not be in existence. This is not a beautiful, but it is a practical river. Its headwaters rising far away in New England ranges and semi-tropical Queensland, it drains a larger area than the Murray, and the people of Central Australia boast that in fair seasons it is navigable for small craft for a distance of 1,100 miles. These fair seasons, however, do not come more than twice in a decade. But 600 miles in a bee line from here I have ate Murray cod on the banks of the Condamine, fish whose progenitors migrated up the Darling into Queensland waters, and who, perhaps, themselves often take a trip to "the Australian Nile." Beyond Wentworth for hundreds of miles, the Darling flows through an uninteresting, unpicturesque country. Vast plains, some of them bare of trees and others thickly covered by lignum, stretch from its banks for miles on either side, and were it not for the tall gum trees that line the river would have been unsuspected by the traveller, unless he actually stood upon its banks. It often presents the appearance of a huge ditch rather than anything else. Weeds in many places cover the water, and no one would suspect that the Darling could by any means develop into the noble proportions it assumes in a good season.

A few figures, however, kindly supplied to me by Mr. Arthur Nixon, will prove the vast importance of the river to Wentworth and the inhabitants of the far western districts. In the year 1883 (a bad season) the value of the imports from South Australia to Wentworth, chiefly by steamers, was no less than £404,322, and from Victoria £54,241, whilst the exports to South Australia reached the respectable sum of £782,552, and to Victoria £72,331. This export and import trade will bear comparison with many a seaport town on the coast of New South Wales, upon which thousands of pounds have been spent by the Government to endeavour to encourage progress and trade, whilst the people of Wentworth, who

are labouring under fearful difficulties in the way of climate and position, can get but a paltry subsidy to aid them in developing the resources of their extensive electorate. Wentworth occupies fourth place in the list of shipping towns of New South Wales. The number of vessels which arrive here from South Australia during the year 1883 was 199, representing a total tonnage of 32,005 tons; and from Victoria 51 vessels, with a total tonnage of 13,093 tons. The number of vessels cleared for South Australia during the same period was 192, with a total tonnage of 30,417 tons, and to Victoria 50 vessels, representing a total of 12,309 tons. Steamers and other craft trading between Wentworth and the Upper Darling are not included in the above figures; only vessels which have entered or cleared at the customs. The total value of imports at Wentworth during 1883 was £458,563; the total value of exports £854,883. Total number of vessels entered - Inwards, 250; tonnage 45,008 tons. Total vessels cleared, 242; tonnage, 42,726 tons.

The return of wool exported from Wentworth for the year 1883 are :- To South Australia - Greasy, 1,288 bales, value £309,339; scoured, 19,489 bales, value £468,218. To Victoria - Greasy, 1,288 bales, value £23,444; scoured, 1,704 bales, value £42,784. The returns to Victoria for 1884 are expected to be far greater. During the last four years 30,069 bales were forwarded from Wentworth to Melbourne. This is a result of a few weks traffic on the Darling during each year; a rise in the waters, "a fresh," and all available steamers are off up the river to get back in time before it is over. Thus from August 24 to September 18, 1884, 68 steamers and 108 barges went up the rver from Wentworth, the value of the cargoes averaging £2,000, and dutiable goods to more than five times that amount went up the river to Wilcannia and Bourke. Stern-wheel steamers - "wheelbarrow boats," as the blackfellows call them - are very useful in the up river trade. There are many small boats belonging to hawkers, who during shearing time visit the most remote stations on the river. Sometimes they buy rabbit-skins, sometimes they deal in chaff, sometimes they smuggle a little. Some have small steam-engines and paddles, others work the paddles by hand crank, taking a tow from a friendly steamer occasionally. Most of the goods disposed of on the river come from Adelaide. South Australian jams and pickles and Simms' beer are to be seen everywhere. Victoria appears to be quite out of the market on the Darling and Lower Murray.

[Some of the figures in the newspaper article are difficult to read.]

SETTLEMENT ON THE DARLING 1887.

Settlement on the Darling.
No.1. By our Agricultural Reporter.
Sydney Mail, June 11, 1887.
(Rusheen Craig, 17 October, 2006.)

It is now nearly half a century since settlement commenced on the Darling. At first it was confined to the frontage, and little or nothing was known regarding the back country - that waterless sandy region stretching to the South Australian border in one direction, and in another to the boundaries of Queensland. Now, however, the back country is settled and stocked in every direction, and in most instances well improved.

Wentworth, which lays claim to be the future federal city of Australia, on account of the situation near the boundaries of New South Wales, Victoria and South Australia, is the first town met with on the Darling. Around it on every side are large estates, farming being done on a very small scale. Many

things mitigate against this last industry - among others the uncertainty of the rainfall, the little knowledge possessed regarding irrigation, and the natural inclination of everyone, except those engaged in mercantile pursuits, to try grazing rather than agriculture as a means of livelihood. The future of Wentworth as an agricultural township will depend greatly on the success of Messrs. Chaffey Brothers, at Mildura, 15 miles off, and at Bookmark, further down the Murray, in South Australia. Great results are expected to follow from the settlement of these hitherto almost sterile areas, and there is no doubt but that Mildura at least will benefit Wentworth.

Amongst the oldest settled families in the district are the Croziers. Several stations in this colony, Victoria, and South Australia, belong to Messrs. William, Arthur, and George Crozier, all of whom have been identified for many years past with the settlement and prosperity of the border country. Mr. George Crozier resides at Moorna, a few miles from Wentworth, and which, together with Bunnarungie, contained [414,340 acres ?? a large ink blot hides the last part of the number and what I presume is the word "acres"] previous to the runs being thrown open to homestead lessees.

Moorna has long been known for the excellence of its stud and flock sheep, these having taken prizes at local and other shows. The wool also has gained high awards at several leading exhibitions. A merino ram named The Owl, artificially fed, took off the grand championship at Wentworth in 1885. This animal cut 17 3/4 lb. wool the same season. Young Mount Stewart, a grass-fed ram, gained the champion prize at Wentworth in 1885, and last year carried off the grand championship against artificially-fed rams. He cut equal to 20 lb.2 oz. for a 12 months' fleece. Three merino ewes, which cut a total of 35 lb., were awarded highest honours at the same show for weight and quality of wool. A ram under one and a half years, grass-fed, secured first prize at the show of 1885, and at last year's show, the Moorna sheep gained, besides those already mentioned, prizes for rams in four sections and for ewes in three of the grass-fed sections.

I had the opportunity of inspecting samples of wool taken from the second stud flock (which consists of 1700), and was greatly struck, after my experience of the Eastern Rivermera and Tasmanian flocks, with its great density, luster, and quality. As the production of sheep in such a hot climate, it reflected great credit on the breeder. With regard to the weight of the fleeces, it must be borne in mind that the seasons 1885-86 were two of the worst experienced in this part of the country, and, therefore, very much against the weight and quality of the wool. Last year none of the stud sheep were artificially fed, and the year previous The Owl was the only animal that received more than ordinary herbage.

At the Philadelphia Exhibition, 1876, Mr. Crozier was granted a certificate of award for merino wool of good staple, quality, and growth, and a bronze medal for four fleeces of combing merino wool of healthy growth, good staple, and superior quality. At the New Zealand International Exhibition, held at Christchurch in 1882, the Moorna wool came again to the front, a certificate award having been gained for a merino ram fleece, and a silver medal for a ewe fleece. The judges' remarks regarding these fleeces were: "Very superior, dense, well-grown, and of a pure pearly clip." Mr. Crozier was also awarded in 1879 a bronze medal at the Sydney Exhibition; in 1881, gold medal at the Adelaide Exhibition; and the same year a gold medal at the International Exhibition, held at Perth, West Australia, while in 1883 a silver medal was obtained at the Calcutta Exhibition.

It is only right to mention, as indicating the splendid quality and the evident care taken in preserving purity of blood in flock, all that the prize-taking sheep were bred on Moorna, and the wool which gained honours was taken from station-bred sheep.

Following up the Darling, we come to Messrs. Ormond and Brooke Brothers, Tapio Station. The homestead is exactly 12 miles from Wentworth, on the main coach road to Wilcannia and Bourke, and the traveller in this direction will never fail to appreciate the custom which has existed for years at Tapio of being handed a cup of tea when the coach pulls up to deliver the mail bags.

Tapio, which consists of 850,000 acres, including 18,000 freehold, has a frontage of 25 miles to the Darling, and 12 to the Murray. A great portion of the river is composed of scrub, mallee, and belar ridges. The vegetation, even in the best parts, is extremely patchy, and is mostly found on the slopes of the ridges and on moist spots on the sandy plains. Great difficulty is experienced in mustering sheep, and it not unfrequently occurs that when a small lot is being driven through the mallee, several hours are lost in getting them over a mile or two of country into open ground.

Together with Mr. Goulburn Brooke and Mr. Ormond jun., I went through a portion of the back country, and after a day or two's experience I didn't wish to see any more of the mallee, blue bush, and roley-poley, notwithstanding that they were interspersed with patches of saltbush. The country whereon the latter grows is, of course, good for pasture. It is simply wonderful how well sheep and cattle thrive on saltbush; but this shrub cannot stand for ever, and in droughts it is frequently eaten so low that recovery becomes impossible. Cotton bush and cuthero bush is also highly relished by the sheep.

There are several dry lakes on Tapio. It might appear rather strange that with all the rain of the past winter and summer these have not held water, but it is only another illustration of the dry and porous nature of the soil of the Darling country.

Of course, the river frontage is well grassed, but the rich land stretches back from the Darling only a short distance. Irrigation, as described in an article some time since, has been done in a small way, and its success should stimulate the owners of Tapio to conduct operations on a larger scale in the future.

Situated on the banks of the Darling, the homestead on Tapio is benefited by the fact of steamers being able to deliver passengers and goods at its very door. It is an old-fashioned house, the greater part being hidden by ivy and other creepers, and the splendid garden - stocked with fruit trees, including oranges and pommelons, and ornamental trees and shrubs - which stretches away on every side, shows that the soil can produce when properly worked and irrigated. Near the homestead, and within a few yards of the bank of the river, are the poultry yard and duck-pond, and regarding this latter an amusing story is told. When forming the poultry yard, Mr. Brooke sen., set an old hand on the station to work at digging the duck-pond. The man laboured steadily for a day or two, when he suddenly inquired for what purpose the evacuation was required. On being told by Mr. Brooke that it was for a duck-pond, the man indignantly refused to do another stroke of work, on the grounds that, as he said, "the river being so near, he wasn't going to encourage any confounded laziness on the part of the ducks." Remonstrance proved unavailing; the man resolutely refused to proceed any further with the work, and Mr. Brooke was perforce obliged to obtain other labour to complete the duck-pond.

Among other improvements on Tapio may be mentioned 600 miles of wire fencing, which cost nearly £50 per mile, and about 350,000 cubic yards of excavation for tanks. The largest tank is represented by 17,000 yards excavation.

Some 40,000 sheep, or barely a sheep to every 10 acres, will give an idea of the carrying capabilities of Tapio, and indeed of nearly the whole of the Darling country. It is rarely that a sheep to 6 or 7 acres can be pasturised in all seasons. And yet in spite of this, in spite of rabbits and wild dogs, rents are raised, and all sorts of difficulties are thrown in the way of the pastoral tenant.

Like the Moorna sheep, those on Tapio display excellent breeding. Every care has been exercised in the culling and classing, so that the studs now possess a good dash of blue blood. The flock was started by Messrs. T. C. Brooke and Co. in 1872, with some of Mr. John Murray's Mount Crawford (S.A.) rams. Four rams and four ewes of Rambouillet breed were next obtained, together with a pure ram descended from the same blood, and purchased from Messrs. Sturgeon Brothers, the well-known breeders of pure sheep in Essex. All these, together with some Wanganella ewes, went to form the stud flock, the progeny of which were kept intact until this year, when a couple of rams from Mr. S. G. Murray's Mount Stewart flock, Tasmania, were added. One of these is grandson of the famous Sanscrit, and the other is almost of equally aristocratic lineage.

Some of the progeny of the Sturgeon ram were placed in the general flock, where the characteristics of the strain - not so much length as density and high quality - are noticeable in a marked degree. The quality, indeed, is above that of most of the Darling flocks. During the past three years over 50 prizes have been secured at the Wentworth Show, including a champion, grand champion, and that for the most successful exhibitor two seasons.

At Deniliquin, the premier sheep show of Riverina, a third and fourth prize and honourable mention were obtained in 1884, and last year at Wentworth Messrs. Ormond and Brooke Brothers were awarded the very handsome piece of plate presented by H. Young and Co., jewellers, of Melbourne, for the best ewe over two and a half years, artificially fed, and a splendid chandelier given by Messrs. Cousins and Harvey, Melbourne, for the champion ewe. First prize for ram's wool was gained at the Wealth and Industry Exhibition, Sydney, in 1885, against such exhibitors as Messrs. H. C. White, Mudgee; Featherstonhaugh, Goorianawa; Mitchell, Tabletop, and others. A medal and diploma have also been secured for six skirted fleece of merino ewes. What with plate, medals and prize cards, a good-size room in the homestead has little space for anything else, while even if the prizes are not taken into consideration, a proof of the excellence of the sheep lies in the fact of the flock having averaged 6 lb.14 ozs. during the past severe season.

It must be admitted that a great deal of the prominence and success which the flock has obtained is due to the energy and thoroughly practical experience brought to bear upon shepherding and wool-growing by Mr. Goulburn Brooke. This gentleman until within the past few weeks has had the active management of Tapio, and his and his brother's contemplated departure for "pastures new" is regretted throughout the entire Wentworth district, where for many years they have been foremost in sporting and agricultural matters, and indeed in everything tending to promote the importance and prosperity of the Lower Darling.

DARLING RIVER [SKETCHES AND] NOTES 1887.

FROM PHOTOGRAPHS BY C. BAYLISS, SYDNEY.

Sydney Mail, 29 Jan 1887
Transcribed 28 October 2006. Updated November 2012. Rusheen.

[Not to be confused with the 1886 Bayliss photographs, shown by Kevin Jeffcoat and Sandra Byron, in their 1991 book, *Down the Darling*.]

It should be noted that the notes below from the 29 January 1887 Sydney Mail refer to the photographs shown in the previous edition of 15 January. The 29 January issue also shows a second group of photographs, which I'll list below. Unfortunately I did not copy the information that went with these second set of photographs.

Views shown in 15 January 1887 edition of the Sydney Mail:

1. Custom-House between South Australia and Victoria (taken from NSW side of the River).

2. Devil's Elbow, River Murray

3. Wharfs at Bourke.

4. Wilcannia Boat Club.

5. Limestone Cliffs, River Murray.

6. Dunlop's Woolshed at Flood-time.

Comments on these views that appeared in the 29 January 1887 edition of the Sydney Mail:-

THE DEVIL'S ELBOW, presumably so called on account of this peculiarly sharp turn in the river presenting some difficulty in the way of navigation, is a picturesque spot. It is formed by a high cliff on the one side of the river, and the stream which here describes an abrupt turn, has scooped a passage close past its base. It would appear as if at one time there had been a different channel from the one through which the main water now flows, but it is not known which of the two present ones was the original channel. At any rate there is now an island covered with growing timber and with - rabbits. These are supposed to have got on the island when as yet there was no flood, the rising water imprisoning them. They were greatly disturbed by the snorting and noise of the steamer and were hopping about their small island home in a state of great trepidation.

The cliffs are only on the side of the river, the country opposite being low. THE CUSTOM-HOUSE between South Australia and Victoria is an unpretentious, almost solitary building. Near it is the residence of the official, the only point of interest attached to the place being that it is the custom-house. Steamers have to stop here for inspection and to be subjected to due formalities, and passengers' luggage to be overhauled, if necessary, to prevent any breach of Customs regulations. The Customs-house is not placed exactly on the border, there being some disagreement as to the exact line of demarcation between the two colonies; it is however sufficiently close for the purpose for which it was intended. The site is well selected, being above highest known flood levels, and a low hill near it, with the expansive reach of the river in front, gives it an air of quiet beauty.
Passing along the river at various points after entering South Australian territory, where the stream widens out - and in some places the Murray does this to an extent of perhaps as much as 300 yards - there are marks or beacons on the shore, or buoys in the channel itself , denoting that at that particular spot the South Australian Government has taken steps to improve navigation of the stream. These measures consist of a row of piles driven from shoreward a certain distance into the river, with the object of confining the current and giving the waters a concentrated force within the limits of a restricted channel, thereby scouring it to a navigable depth.

Some beautiful scenery is passed on the way downstream, the river in places widening out into lake-like expanses, then contracting and flowing through steep channels scoured between beetling cliffs. In one place the vessel appeared to be running off one of these wide expanses of water dead onto a cliff hundreds of feet in height, and it was only when within a few yards of the rock that a very sharp turn to starboard, so sharp that the craft heeled partly over in making it, revealed the river "cribbed, cabined, and confined" in a straightaway course between LIMESTONE CLIFFS, from the hollows of which hundreds of cockatoos rose circling and screeching overhead. These birds have their nests in the hollows and crevices of the cliffs. An interesting feature of the rocks composing these cliffs is that they are the deposits of myriads of fossils. The traveller is in places reminded of the palisades of the Hudson River, which are here represented in miniature, or in the fading light of the evening he may imagine that these curiously formed rocks are so many thousands of mummies looking out from their niches upon the encroaching civilization, looking with the same imperturbable gaze with which for ages they have seen generations passing away, while the mighty river seemed to murmur in an unceasing monotone.

Men may come and men may go,
But I go on forever.
Mr. Baylis (sic) was able by means of the instantaneous process to secure an excellent photograph of some of the more striking of the rocks.

THE WHARF AT BOURKE is a misnomer, for the photograph merely depicts the steamers lying alongside the steep banks of the river. Fortunately for traffic, the banks are steep, so that at almost any part a steamer can lie alongside, and, putting a short plank from her deck to the bank, load or unload. There is to be a wharf at Bourke. It has been long agitated and hoped for with the deferred hope that maketh the heart sick, but at last it is to be. That being the case, one wonders what the structure will be like. There is a fine model, if New South Wales is not above taking the lesson of the wharf at Morgan, low down the Murray River in South Australia. The wharf there is built high enough to be above the highest known flood-levels. It is constructed with succession of landing stages, so that no matter how high or low the river may be the passenger has very little difficulty in stepping from the steamer on to one of the bridge floors, from which he goes by stairs to the top.
The vessels are loaded or unloaded, as the case may be, by means of cranes worked by hydraulic power, and which unload at the rate of 250 bales of wool per hour, swinging the bales into railway trucks lying alongside the wharf. These trucks are not shunted in the New South Wales style, but are run into a "cradle" which is worked by hydraulics and travels directly across from line to line carrying the truck on it. The advantage of this arrangement is manifest, for it does the work faster and without the necessity for employing numerous hands. It is interesting to see so much work done by half a dozen men where under our system double the number, or perhaps even more, would be engaged. But at Morgan the Government has had a wanton disregard of providing employment for carriers et hoc genus omne, run the railway right to the river, not as at Bourke a mile away.

There seems, however, to be a mysterious habit in this colony of placing railway termini where they ought not to be. The fashion was initiated in Sydney by placing the Redfern station a mile from the wharfs. It has been followed at Bourke. The Narrabri railway is not at Narrabri at all, for it stops a couple or three miles out of town, and the memories of travellers along the New South Wales railways will supply numerous similar instances. However, the photograph gives an idea of what the wharf will be like when it has a steamer alongside at high flood level.

It will not be much without the steamer. And this class of steamboat, in the words of the playbills, "must be seen to be appreciated". They are made to carry the largest possible cargo on the smallest possible draught. Some of them are almost like tubs. Here is one 80 feet long and 35 feet wide, and when loaded only draws some 3 feet; yet she will carry 60 or 70 tons of cargo or more, besides towing a couple of heavily-laden barges. No light task this towing of barges in a stream that winds like a snake through the plains. One would imagine that the steamer herself would be unable to steer, with two craft dragging behind her, but the mode is simplicity itself. The steamer has one mast amidships, and to this as a pivot, the tow lines are fastened, so that her steering is not in any way interfered with.

The traffic done by these craft is enormous, as they convey wool, the produce of the stations, down stream, and on return bringing up the station supplies. An estimate of this traffic may be formed from the returns of the Wentworth Customs. The imports into the Colony from South Australia and Victoria for the years 1881 to 1883 inclusive represented a value of £1,283,131; and the exports by river for the same period represented a value of £2,323,037. The greater portion of the trade represented by these figures might be secured to our own Colony by the completion of the promised railway to Wilcannia. It would have the advantage of rapidity and certainty over river traffic, as in the case of droughts, stations have been known to be left with one wool clip on hand until the succeeding clip has been obtained and ready for market.

THE WILCANNIA BOAT CLUB , at Horseshoe Bend, is an example of the spirit of enterprise manifest by the people of that distant township. Wilcannia is 583 miles (711 postal) from Sydney, and has a population of [inkblot]. It possesses a newspaper, a most creditable Athenaeum, a public school (totally inadequate for requirements), and a fine new school building, or rather walls of one, for it has neither floor, roofing, windows, nor doors. The latter is a standing disgrace to the Department, for even after the woodwork could have been obtained, the unfinished building was allowed to remain untouched, although for the want of it , the children in the overcrowded little old schoolhouse were tortured. Not a single shelter-shed for them in the playground, although the thermometer sometimes registered 115 degrees in the shade, and the fierce unbroken glare from the sandy plains induces virulent opthalmia.
A neat Church of England occupies a prominent position; and the spiritual wants of the Wesleyans and Roman Catholics, in addition to the Church of England denominations, are supervised by resident clergymen. The streets are largely tree-planted, giving an air of beauty to the well-laid-out town. There is a hospital on one of the prettiest sites overlooking a reach of the river; but the glory of Wilcannia is its waterways which have been provided by the enterprise and self-reliance of the people themselves. The water is pumped from the river into a large service-tank, which is raised about 60 feet above the surface, and is thence distributed to the town by means of pipes.

DUNLOP WOOLSHED is a place where about 160,000 sheep are shorn annually. A palatial residence, replete with modern appliances for comfort, has been erected by the owner, Mr. Wilson. There are 40 acres of land irrigated here as a wheat paddock; and a fine orchard and garden laid out round the house are also irrigated by means of a 12-horse-power engine, the result being most satisfactory and a complete answer to those who deny the utility of irrigation works in the Western country.

The Views shown in the same 29 January 1887 edition of the Sydney Mail:-

1. Junction of the Darling and Murray near Wentworth.
2. A group of Aboriginals on the River Murray.
3. Camel Train near Wilcannia in drought time.
4. On the Plains between Menindie and Wilcannia.
5. Loading steamers at Wilcannia Wharf, after a rise in the River Darling.
6. Wentworth Wharf, River Darling.

EXPLORATION AND SETTLEMENT ON THE MURRAY AND MURRUMBIDGEE (1906).

By JAMES GORMLY, M.L.C.
Read before the Australian Historical Society, 24th July, 1906
The Australian Historical Society Journal and Proceedings

The contents of this paper chiefly relate to events that have come under my own observations, as far as my memory carries me back, now over sixty-six years, and to what I have heard from early explorers and pioneers.

Near the end of 1844 I was able to ride a horse and assisted to drive stock from the Illawarra district to the Murrumbidgee when my father settled near Gundagai.

Gundagai was at that time the only town on the Murrumbidgee, it being on the overland track from Sydney to Port Phillip. Some time before this a punt had been established as a means of crossing the river. The first settler to reach thus far out were Ben Warby, who formed a station on the north side of the river, opposite the junction of the Tumut, and the Stuckey family.

Peter Stuckey settled at Willie Ploma, close to where South Gundagai Railway Station now stands, in 1829, while his brother Henry took up his residence near the junction of Adelong Creek with the Murrumbidgee. This was the furthest point of settlement when Captain Sturt went down the river in December, 1829.

In 1844 there were ten or twelve wooden houses in Gundagai. Major Joseph Andrews, a retired military officer, erected the first public house, which he conducted in a most orderly way, he always refusing to supply drunken men with liquor. He afterwards bought Kimo Station, where he was resided when I first went on the Murrumbidgee.

Dr. Robert Davison, who in 1840-41 kept a chemist's shop in Wollongong, was the first to open a general store at Gundagai, in 1842, and it was probably then the only general store between Yass and Melbourne.

Before I went to the Murrumbidgee I was residing near Henry Angel, in the Illawarra district, and went to school with his sons. He was one of the men who went overland from Appin to Port Phillip and back in 1824, with Hamilton Hume and Captain Hovell.

When I first knew Angel in the Illawarra district, and often afterwards, I have heard him relate incidents that occurred on that memorable journey, and of the hardships and privations he and his companions had to endure. He was constant in his praise of Hume as a leader, and as a bushman he said Hume could not be excelled.

Angel was one of the most reliable, honest, industrious men I have ever met. He was abstemious, persevering and full of resource; and had a constitution that work, privation, and hardship could not break down. He was active until he was ninety years old, and was able to work nearly to the last. I can well understand what an assistance such a man must have been to Hume, in the many difficulties that

had to be overcome in that expedition, which I consider the most successful ever carried out in Australia, considering the scant outfit available for such a stupendous undertaking.
Of the eight persons who formed the expedition I knew five, and may I say was well acquainted with four of the number, Hume, Angel, James Fitzpatrick, and Thomas Boyd. I had only a slight acquaintance with Captain Hovell. With Hume as leader, and three such men as Angel, Fitzpatrick and Boyd, the expedition was bound to succeed, if perseverance and energy could secures that result.
In 1855, James Fitzpatrick took a flock of fat wethers from his station, Cucumble, to Beechworth, without any assistance, such a feat as I have never seen any man perform. When he sold the flock on the Ovens gold field at a high price he returned to his home with the proceeds of the sale, about £1500 in cash, in his pocket.
The least said about Hovell, as an explorer, the better, for in that capacity he was looked upon as a failure by Boyd, Fitzpatrick, and Angel. These three men always spoke of Hamilton Hume as an excellent bushman and a most capable leader.
One incident I have heard related will give some indication of Hume's bush craft and energy:-
"One night on the journey Hume discovered that he had mislaid his pocket-knife, the only article he had to cut his food with, as well as to use for various other purposes. The loss at the time would cause him considerable inconvenience. He came to the conclusion that he had left the knife at the camp of the previous night, ten miles back. He started in search of the article, walked the twenty miles during the night, and was back with his companions (having found the knife where he expected) by daylight next morning."
In 1844 Angel rented his farm, which was situated near Wollongong, and started for the Lower Murrumbidgee, where he took up and stocked Uardry Station. I remember when he started, he had horse and bullock teams and supplies estimated to last for twelve months, as at Wardry (sic) he would be 220 miles from the nearest store. Angel died at Wagga when he was over ninety. He left a considerable amount of property, which he had accumulated by thrift and industry, to a numerous family. There is now a host of Angels in the Wagga district who seem to be chips of the old block.
James Fitzpatrick took up Cucumble Station, which is situated between Cootamundra and Gundagai, where he resided for many years and became a wealthy man. Besides this property he bought Glenlee estate, near Campbelltown, where he resided during the last years of his life. He, like Angel, was an honest, industrious, energetic man.
Thomas Boyd was not so successful from a pecuniary point of view. He settled at Tumut, where he reared a large family, and all who knew him respected him for his sterling qualities. It was in 1883, when I went to Albury to attend the demonstration and banquet held to commemorate the connection of the New South Wales and Victorian Railway Systems, that I last saw Boyd. Some of his friends at Tumut had brought the old man to the demonstration, and he had the satisfaction of seeing a train cross the river that he had swum, with Hamilton Hume, fifty-nine years before. He died at Tumut in 1887.
The history of Hamilton Hume's life is too well known to need further reference from me. When Hume started for Port Phillip in 1824 his station near Lake George was the furthest outpost, but other hardy pioneers soon went further on.
Henry and Neil O'Brien settled on Yass Plains. Henry was one of the most enterprising pastoralists of his time. Soon after he settled at Douro, near Yass, he formed a sheep station at Jugiong, which was probably the first sheep station on the Murrumbidgee River. He built a shepherd's hut on a knoll overlooking the stream. The place chosen was well situated for defence against the aborigines, which was the reason (I heard O'Brien explain to my father) that he had selected the spot. The old hut was there when I went to the Murrumbidgee. After a few years O'Brien still further extended his holdings; he took a large herd of cattle down the Lachlan, but not finding a suitable place for his stock on that river, he crossed the plains and took up Groongal and Benerembah on the Lower Murrumbidgee. Groongal had a frontage of fourteen miles and Benerembah of seven miles to the river; both stations extended twenty-six miles back.

O'Brien was always in the front rank in pastoral pursuits, and was the first to practically demonstrate that at the prices then ruling for fat stock, it would pay to boil them down and export the tallow.
In the years from 1842 to the time when gold was discovered in 1851, I have seen fat bullocks, that, when dressed after slaughter would weigh 10 cwt., sold for less than thirty shillings each; and fat sheep sold at proportionally low rates.
Another enterprising pioneer who settled next to O'Brien on the Murrumbidgee was Frank Taaffe, who took up and stocked Muttama Station, which was one of the largest holdings in the Murrumbidgee district. In the early days of squatting, Taaffe was one of the first to take a mob of his surplus cattle to the new district of Port Phillip for sale. He had just completed the sale and delivery of his stock in 1828 [sic. 1838], when the news arrived in Melbourne, where he then was, about the massacre of Faithfull's men on the Broken River, near where the town of Benalla now stands. Nine out of fourteen of the party were killed.
Several tribes in the Port Phillip district made hostile demonstrations at this time against white settlers. The administrator of the Government in Melbourne had only about twenty police to protect the people, who were scattered over a wide province. He sent dispatches to headquarters at Sydney, urging that some of the military forces be sent over, but communication with Sydney was slow and uncertain in those days, so the scare passed over before assistance could be procured. Luckily the settlers proved equal to protecting themselves.
Taaffe started back alone to his station when the blacks were in their fiercest mood against the white settlers and seemed determined to drive the new-comers back; had he kept on the only track that had been made he would have had to pass the scene of the recent massacres. He kept wide of the road, making a straight course through the forest, he shortened the distance. Although the nights were cold he could not run the risk of lighting a fire as the blacks were keenly on the alert. He kept on travelling most of the nights as well as the days; he had to swim his horse over all the rivers on the way, including the Murray and Murrumbidgee. He reached his home at Muttama, a distance of 300 miles from Port Phillip, in less than four days, a most remarkable feat of endurance for both man and horse. The horse he rode was a fine type of lean thoroughbred, a wiry bay, standing fully sixteen hands high, and from his appearance fit to run for a Melbourne Cup. When Taaffee reached home he emancipated the horse which never worked afterwards. The last I saw of this remarkable animal was thirteen years after, in 1851 (the year gold was discovered), when he could gallop about the paddock where he grazed.
In a letter dated 1st October, 1905, that I received from the late David Reid, who died only in May last, aged 85 (and who had assisted in burying the body of one of Faithfull's party, who were slain by the aboriginals in 1838), the following passage occurs about Taaffe:
"Mr. Taaffe was a true type of the old Irish gentleman, manly and outspoken. I well remember his defence of Hume at Geelong at the dinner given to old Hovell, who was taking to himself all the credit of the expedition in 1824, re the overland trip to Port Phillip. Taaffe did not mince his words, but gave honor where honor was due."
David Reid was a most experienced and capable bushman himself, he always spoke of Hamilton Hume as being the greatest bushman of his time, when he undertook the work of exploration. Few were capable of judging Hume's work as an explorer better than he.
The banquet given at Geelong to Captain Hovell, which David Reid mentions, was one of the chief causes of the bitterness that Hume felt against Hovell during the last years of his life. No doubt Hovell desired to take credit for being the leader of the expedition, to which he had no just claim, so this was resented by all of Hume's friends, who were very numerous. Few could judge better than Taaffe of the part Hume took in the first great overland journey, and I have heard him mention on many occasions, that Hovell, instead of assisting Hume to overcome the difficulties met with on the journey, had caused discontent amongst some of the men and that he was continually trying to persuade Hume and his companions to turn back. Taaffe always asserted that Hume was the best bushman he had met.

Taaffe and my father were old friends in Ireland, where they had gone to school together. When we came to Australia they often met, and I have heard Taaffe relate many of the experiences of his first days on the Murrumbidgee, and of his overland journeys to Port Phillip. Amongst other reminiscences I heard him relate the difficulty he had to get a mob of cattle over the river at Gundagai, his being one of the first mobs to cross there. The river was in flood and there was no punt or boat. When the cattle were got over, he and his stockmen had to swim across the rapidly flowing stream after them, on horseback, one of the men narrowly escaped drowning, being unhorsed in the middle of the stream.

David Reid, who was practically the last of the old pioneers of the southern district, had a most varied and eventful career. In 1838 he left his father's station on the Monaro, with 500 cattle and two years' supplies of provisions in his drays, and set off for the new district of Port Phillip. He went by Yass and crossed the Murrumbidgee at Gundagai; passed Tarcutta (where T. H. Mate had settled the year before), and crossed the Hume at the Albury crossing-place. He took up stations on the Ovens, at Wangaratta. He afterwards extended his holdings to Spring and Reid's Creeks, then on to Yackandandah. Beechworth and all the Ovens goldfields were discovered on his runs.

In 1848 he erected a flour-mill, to be worked by water power, on one of the streams on his station. At that time it was the only mill between Yass and Kilmore, as the steam flour mill put up by the late Hon. Edward Flood and Thomas Hanley at Gundagai was not completed till two years afterwards.

I was gold-mining on Reid's runs in 1852-53 and know that the discovery of gold made his stations almost valueless to him, and reduced him from a rich to a comparatively poor man, yet he was the friend of settlement to his last days of his life. The last time we met was in March of the present year, when we attended the Conference in favour of Closer Settlement, at Corowa. He drove twenty-two miles to the Conference that morning, and moved a resolution in favour of Closer Settlement. That day we had a long talk about the massacre of Faithfull's men, and the part he took in burying one of the bodies, which, after the massacre, had remained unburied for several months.

Few men have lived to see such beneficial progress made in Australia as did David Reid, and few, if any, have done more to advance their country. He died in May last, aged eighty-five years, respected and regretted by all who knew him.

When Oxley went down the Lachlan in 1817, he, at two points of his journey, only missed reaching the Murrumbidgee by a distance of one day's journey. When about half-way down the river he left it and went further south until he was within twenty-five miles of the Murrumbidgee, then he turned and went back to the Lachlan. At his furthest point, when he reached the Reed Beds and thought he had come to an inland sea, he was close to where the Lachlan and Murrumbidgee meet. He, therefore, in not pushing further on, missed discovering the second largest river in Australia.

In 1929 Captain Charles Sturt was instructed to lead a large well-equipped party down the Murrumbidgee to endeavour to ascertain where the waters of that river entered the sea.

In the previous year Sturt, with Hamilton Hume, had explored the Bogan, the Macquarie, and the Upper and Middle Darling. In this expedition Hume had proved to be of great service in tracking the working stock when lost and inrecovering them. Besides, he was the only one of the party who could communicate with the blacks in their own language, and he was on several occasions able to conciliate them when they became hostile. Before the 1829 expedition started, Sturt and the Governor endeavoured to induce Hume to go as second in command, but he could not do so, as he had to attend to his harvest on his farm at Appin.

For the journey of 1829 Sturt secured the services of a young Australian, George McLeay, son of the Colonial Secretry. George McLeay afterwards owned a large sheep station (Toganmain) on the Lower Murrumbidgee.

When Sturt reached Yass Plains Henry and Neil O'Brien gave him some wethers to drive on with his party to be killed for food as required. Besides, Henry O'Brien sent a black boy to guide the party to his station at Jugiong on the Murrumbidgee. By December, Stuart (sic) got down the river on the north side

as far as Kimo Hill, which seemed such a formidable barrier that he crossed the river where Gundagai now stands.
At that point he had reached the end of settlement, and all that was before him was unknown to white men. Ten miles past Gundagai the party crossed back to the north side of the river. When I went to Nangus in 1844, several of the aborigines pointed out Sturt's place of crossing to me, and some told me of the scare the blacks experienced on the appearance of the white men with horses, bullocks and carts. Sturt continued on the north bank of the river until he passed the junction of the Lachlan, when he sent his drays and some of his party back to Wantabadgery, near Gundagai, and he, George McLeay, and some others of the party started down the stream in boats. He had not proceeded far when he found that the Murrumbidgee entered a large stream, which he named the Murray, but which was really the Hume, discovered by Hamilton Hume in 1824. With a wider stream Sturt found no difficulty in proceeding in his boats to Lake Alexandrina at the mouth of the Murray. But the difficulties began when the party had to pull back against the stream. Sturt made a serious mistake when he sent back the drays and provisions from the Lower Murrumbidgee to Wantabadgery for when he got into the Murrumbidgee he met a fresh river and a rapid current. Then the party had to go on short rations, while the toil in pulling against the stream was hard and continuous. The strain was so severe that one of the men went mad through hard work and hunger. Luckily the whole party got safely to Sydney.
This journey practically solved the question of the outlet of the western river system to the sea, which had so long puzzled Australians.
The next important expedition to the Lachlan, Murrumbidgee, Murray and Darling was led by Major Mitchell in 1836. The expedition gave a much better insight into the quality of the land in the interior than any exploration undertaken before. Major Mitchell proved to be a man who carried out explorations in a systematic and searching manner. He had a large party, well equipped, and well disciplined. Each man was allotted his duties and made to perform them, but without unnecessary harshness.
The history of most if not all the expeditions was written by the leaders, but I have known many of the men I have had the privilege of hearing their side of the subject. I must say that many of those I have conversed with were well spoken of by their men.
Mitchell was a man of considerable experience in other lands, having served under the Duke of Wellington as an Officer of Engineers in the Peninsula War. I first became acquainted with Major Mitchell in the early forties, I think in 1842 or 1843, when he began to clear the land on which he afterwards erected that large stone structure which he named "Nepean Towers," I often heard him relate to my father some of the incidents of his journeys, when he spoke with the utmost confidence of the future prosperous progress of Australia.
When speaking to my father I heard the Major give a glowing description of the country on the Murray and Murrumbidgee, and of the western districts of Port Phillip. This was partly the reason why my father soon took his stock to the Murrumbidgee.
The 1836 expedition was chiefly sent out to decide the question whether the river that Sturt found to join the Murray was the Darling, of which he had explored the upper parts at one time, and which Mitchell had explored at another. With this object in view, Mitchell started down the Lachlan in March and followed that river to its junction with the Murrumbidgee, and then went on to the Murray, where he formed a depot. Then with a small party he went to that point on the Murray where Sturt in 1829 found a large river join the main stream. This Mitchell decided was the Darling. Mitchell then returned to his main party and proceeded up the stream past Swan Hill, and then made for the ocean, which he reached near a point which is now the boundary between Victoria and South Australia. Then he followed the coast to Portland Bay, where Henty had settled two years before. He did not go to the new settlement on the Yarra - now Melbourne - but having ascended Mount Macedon he looked through his field glass and thought he saw tents on the shores of Port Phillip Bay. He crossed the Hume below Albury and made for the Murrumbidgee, which he reached about half-way between Wagga and

Gundagai, after having travelled for over seven months; for six months of that time - from when he left the middle Lachlan until the day he reached the Murrumbidgee - he met neither settlement, stock or white man. When Mitchell got back to Sydney the favourable account he gave of the lands he had passed through on the lower Murrumbidgee, the Murray and the new district of Port Phillip (which he called Australia Felix), caused many pastoralists with flocks and herds to make for the new pasture lands.
From the year 1829 onwards settlement on the Murrumbidgee advanced rapidly. The Tompson family took up stations at Mickey's Corner, near the foot of Kimo Hill, in 1830, and in 1832 took up Oura and Eunonyhareenyha, and a few years after took up Narandera Station, which included Bundajerry. In 1831 James and William Macarthur, of Camden Park, stocked Nangus Station with cattle. James Thorn, who resided on the Fish River, sent stock to Wantabadgery, and his brother sent stock to Gobbagumbalin. Jenkins, who then resided at Berrima, took up Tooyal, and his sons, John and Frank, occupied Buckinbong and Gillenbah. Dallas, of Brawlin, stocked Gogelderie. I could mention many others, if I had space, who occupied stations further down the river on the north side.
On the south side of the river Robert Jenkins, of Eagle Vale, near Campbelltown, came next to Henry Stuckey and formed Bangus Station, and John Vardy, of Goulburn, took up Yabtree; then Alexander McLeay had cattle and sheep at Borambola. William Guise, of Gundaroo, had a very large herd of cattle at Cunningdroo. Mrs. Bourke, who afterwards married John Peter, had Gumly Gumly; and Best, of Seven Hills, took up Wagga Wagga. All these stations were stocked in the early thirties, probably 1831-32-33. Below Wagga, John Bray, of Campbelltown, had Berry Jerry; Faithfull's, of near Goulburn, Brewarrina; and Rudd's, of Campbelltown, Wagingoberimbe.

THE BEGINNING OF SILVERTON (WRITTEN 1887).

Brisbane Courier, 27 Sep 1887.
We take the following from a number of stories told by a special reporter of the Sydney Morning Herald who has been visiting Silverton:-

When **German Charlie** - "The King of the Barrier," as he was termed, **kept the little store**, a few years since, on the bank of the Umberumberka Creek, he thought little that it would prove the foundation of the present town of Silverton. German Charlie, whose real name was Charles Carl - had been for several years in business at Mount Gipps, the oldest settlement on the Barrier, before he came to Umberumberka. Purchasing the store and some 40 acres of land from Jack Smith, he selected 80 acres of the land adjoining, and, the mining rush setting in soon after, Umberumberka became a flourishing little centre.

The only other business place at that period on the creek was a **public-house kept by John Stokie**, one of the earliest prospectors of the field, and who, like most pioneers, has not had his share of good luck. Both "pub" and store were built of stone, and are still to be seen on the outskirts of Silverton. The long low-walled and low-roofed store has a semi-businesslike look about it; but the glory of the house of refreshment has departed for ever. Never more will its "long-sleevers" and deep-sinkers" make glad the heart of the brawny miner, and never more can a weary swagman wash down the dust with a "Jemmy Woodser." The licensing laws are imperative as regards the size, convenience, and construction of every hotel, and in these directions Stokie's public-house has been weighed in the balance and found wanting. Now, when a drink becomes an absolute necessity in Silverton, thirsty souls wend their way to Tantram's Saloon, Hamlyn's Shades, or the other nine or ten bars in the town. And yet three or four

years ago more money was taken at Stokie's miserable little bar in a week than is now taken in four weeks at all the hotels in Silverton.

For many years the hamlet - for township it could not be called by any stretch of the imagination - of **Umberumberka constituted the only settlement, with the exception of Mount Gipps**, which also consisted of a store and a hotel, in the Barrier Ranges. In the early days these places, unimportant as they might have appeared to residents of the more populous and better known portions of New South Wales, were not to be despised. They were the **only centres of civilisation** from the Darling on the east to far beyond the South Australian border on the west, and from the Paroo on the north to Wentworth on the south. Their public-houses and post-offices were the sources from which all knowledge of the outside world was obtained. They formed a connecting link with the far-off regions of busy life, and the shearer and boundary rider derived as much genuine pleasure in "knocking down" his cheque in these isolated places as the wealthy woolgrower would in going to see the Melbourne Cup after a successful shearing.

The "chain lightning" and "tanglefoot" consumed in those days throughout the whole of the back country was enormous, and this notwithstanding the despicable quality of the liquor. Drink the people would have at any cost, and it was nothing short of a national calamity if the grog gave out before the arrival of the bullock drays with a fresh supply. Sometimes the teams would be long delayed, owing to the drought or bad roads, and then, indeed, a dark pall overhung the bush public-house. During one of these periods of depression, a traveller, so the story runs, called at a wayside public-house and asked for a nobbler of rum. The liquor handed to him, and which he tossed off at a draught, nearly scalding his throat, and took away his breath. "That's not rum," he gasped; "why, you have given me painkiller," "Dry up, can't you," said the barman, "you don't know when you are well off; why the crowd at the other end of the bar are drinking 'farmer's friend.'" A gentleman whose official duties took him through Umberumberka some four or five years since tells me how, when the coach drew up at Stokie's door, he was particularly struck with the melancholy appearance of the twenty or thirty frowsy-looking individuals surrounding the hotel. Some were leaning gloomily on empty whisky and brandy casks, mourning, in fact, over departed spirits; others lounged uneasily about, and others again, with a mixture of disappointment and dirt on their features, had thrown themselves down at full length beside the house, or out on the sand, but all. as my informant expressed it, were in a "disgrecefully sober condition."

The explanation of this unwonted depression of spirits on the part of the wallaby trackers and sundowners was in reality the absence of spirits. For two whole days not a drop could be obtained. So when the barman suddenly ran out and dived into the "boot" of the coach, abstracting therefrom a small keg of whisky, the contenances of that seedy crowd became suddenly glorified. They fairly gleamed with joy. The holy calm that had reigned before was rudely broken - three hearty cheers were given; glasses and pannikins were quickly handed round, filled and refilled. "Shout" followed "shout," and all through that night the language and proceedings were far removed from the lines of a Young Men's Christian Association meeting.

Some good stories other than the above are told of the straits to which publicans and shanty-keepers in the remote west were put to when the liquor supply fell short, and of the concoctions made to do duty as grog. Of course many of these stories are far-fetched, while others are humorous to a high degree. One of the best is told by German Charlie. A publican called upon him and wanted to buy some rum. "I am shust (sic) out< said Charlie, "but vat for you vant to buy rum, vhy not make it yourself?" "Make it, how?' inquired the publican. "Vye, easy enough," replied German Charlie. "You shust go round to your own 'deadhouse' and the oder 'deadhouses' in de township, and you gathers up all the old dirty shlay

pipes and cigar stumps dat the old boozekins have dropped while dey is havin' a sleep. Dobacco vill do you know, but den dobacco costs money. Vell, you sweeps out de deadhouses, and you puts all de old chlay pipes and cigar ends into a pot and you boils 'em down. Den you adds some plack sugar - ration sugar - the placker de better - and after boilin' for a while you strains off the pipes and cigar stumps. Den you bottles de rum, and mein gott, if after a couple of nobblers of dat stuff the two best friends in the world don't fight, day must be downright gowards."

Another story illustrative of life on the Barrier is told by German Charlie with a grim humour which is simply delicious. One of his borders took ill, and lapsed into an apparent dying state. In the fearful climate of the West illnesses are of short duration, and German Charlie, therefore, at once got a coffin prepared and a grave dug. The man, however, recovered, and on asking for his bill was astounded to see the following items:-
To making your coffin, £1;
To digging your grave, £1;
Demanding an explanation, German Charlie informed him of the circumstances, and finished off by emphatically stating that the account must be paid. A protest on the part of the man that he had not used either coffin or grave, and didn't want them at any cost, was met with the remark, "Vell den, vhy didn't you die." A long argument followed, until at last it was agreed to play Yankee grab as to whether the items should be paid for in full or only 10s. given to fill in the grave. German Charlie, much to his disgust, lost, and so he pocketed the latter sum, remarked, "Vell, it ish a great shame, but that coffin might turn in handy yet - before the season is over."

At the commencement of "the rush" **the police station was represented by a hut, a tent, a tree, or a log**, or all combined. Alderman O'Connell, now the largest property holder in Silverton, was at that period senior constable in charge, a position that was by no means a sinecure, considering the rough material in the shape of persistent law-breakers he had to deal with, and the absence of anything like gaol accommodation. Even, however, among the lawless lot who then infested the Barrier, and who now and again got into O'Connell's clutches, there was **a code of honour** - a sort of *esprit de corps*. On one occasion a prisoner, chained to a tree, was in the habit of slipping his leg-irons at night and dodging up to the nearest public-house, returning immediately he had had a drink and manacling himself. This, although observed by his companions in misfortune, was kept a profound secret until the escapee was observed regaling himself with a "long shandy" by a constable who had strolled unobserved into the hotel. Another prisoner, of a more ingenious turn of mind, who was chained to a thin sapling from which the limbs had been looped, used to climb the tree, slip the chain up and over the top, and then scurry away through the darkness for a nobbler. He would return and retire to rest in like matter; but he, too, was in the end bowled out, although not through any fault of his fellow-prisoners.

EARLY BROKEN HILL, A PROSPECTOR'S REMINISCENCES 1916.

Interview with Mr. J. Lamb.
The Register (Adelaide), Wednesday 26 Jan and Friday 28 Jan 1916

Part One.
The state of affairs at Broken Hill to-day is causing as much excitement as prevailed there in the "Good old days" when the locality was beginning to merge from mulga scrub into one of the biggest

mining towns in the world. **Mr. J. Lamb**, now of Nailsworth, prospecting over that country in 1880, and his **recollections concerning the early days** are remarkably interesting. According to Mr. Lamb, the Broken Hill line of country was first prospected by the late **Patrick Green**, a once well-known Menindie storekeeper, in the sixties. He had a party of men prospecting on it for copper. The prospects in the vicinity of the Alpha mine were not promising enough, and work was abandoned.
The men were then shifted to a show three miles north of Mount Gipps Hotel. This was known as Yellowstone, and was **owned by Messrs. S. Brown and R. B. Pell.** There Mr. Green sank a 50-ft shaft in search of copper. That claim was also abandoned, and nothing was done with Broken Hill until about 1874.
Then Mr. **Charles Nicholls**, the original prospector for silver out of the Barrier, went over from Thackaringa, and pegged out the celebrated No. 3 Block. That was situated between the Sultan and the Round Hill Companies' leases.
A complicated law case arose over the No. 3 Block. First Mr. Nicholls claimed it. Then came **Mr. Brougham**, of Wilcannia. Subsequently Mr. **C. Banham**, a man named **Martin**, and Messrs. **Rawork and Fischer** also entered claims.
Soon after Block 3 had been pegged out, the late Mr. **Charles Rasp** came over and pegged out the original seven blocks of the Broken Hill Proprietary, thinking at first that he had found a mountain of tin.
Then Block 17 was pegged out by Mr. **Otto Fischer**, and was named by him the Cosmopolitan. It afterwards became the property of the Broken Hill North Company.
Several weeks later, Blocks 5, 6, and 7 of the Broken Hill South were leased by **Mr. William Maiden**, of Menindie.
Block 7 of the same company was secured by **Mr. White**, of the same place, and Mr. **Thomas Nutt** pegged out Block 9, which he named the Elizabeth. This is the present site of the Broken Hill Central.
Shortly after the Broken Hill Junction - then known as the Great Northern Junction - was leased by Messrs**. Penglase and Carson**.

A Mountain of Mullock.

"When did you first come in to contact with Broken Hill?" asked a reporter of this much-travelled prospector. "The first I heard of Broken Hill," he replied, "was when we were camped at Purnamoota, then known as the Soakage. The township of Purnamoota had just been suveyed. People were rushing out in hundreds from Silverton to secure allotments, when the Lubra Mine had just been floated - also that wonder of wonders, 'Morris's Blow,' found by Morris and the Nolan brothers.
Those who thought of Broken Hill called it a mountain of mullock that would never pay. I was camped with a gentleman who owned three one-fourteenth shares in it. He would have gladly given the lot for a fiftieth in the Lubra or Morris's Blow or the old Pluck-up Mines.
The first time I saw Broken Hill was when I was sent out with others to mark a tunnel on it in 1874. The owners intended to put a tunnel through the hill, near Rasp's shaft, but the idea fell through, and the sinking of **a shaft** was decided upon. A contract to sink 150 ft. was let to D. McKay and party at £2/5/0 a foot. The shaft had already been sunk 65 ft., in carbonate of lead, by a man named Rosewarne. At that depth, Dan and Jack McKay, Sandy Kemp, and J.. Wiles started in November 1884, and soon sunk to the 100 ft. level. By that time the lode went out of the shaft, and the remaining 50 ft. was sunk in country.
Things went on **slowly** at the hill about that time. Some of the original owners were getting tired of paying calls of about 10/- a week for a fourteenth share. They would have gladly sold for £30 or £40 a share now representing 10,000 shares. So the poor unfortunate fellows had to give up their shares.
The highest assay they could get only gave 16 oz. of silver to the ton, but there was generally a good return of lead. It was no wonder that the owners became disheartened, especially when at that time

wonderful ore was being raised all over the Purnamoota and Day Dream districts and at the newly discovered Mount Gipps Mines, which gave their tens of thousands of ounces to the ton.

Boundary Rider's Luck.

"At this time **Philip Charley**, a boundary rider on Mount Gipps Station, who owned one-fourteenth share in the Hill, came over to have a look at things. In looking over a pile of ore he **came across a little bit of chloride, and on making a closer search found several pieces of carbonate of lead, showing chlorides.**

At this time we were camped at Stephens Creek, about three miles away from the Lubra. On the evening of the day that Charlie found the chlorides a friend of mine, who owned three one-fourteenth shares in the Hill, came galloping up to our camp in a great state of excitement. Throwing himself off his horse he came into our tent, and said:- 'Look at that, boys! I'm in it at last. Just look at that.' He threw a piece of stone on our table. We did look at it, and simply remarked that we didn't see anything out of the way about it - only a bit of carbonate of lead. "Carbonate be hanged,' he replied. 'Don't you see that?' He pointed out the specks of chloride. How we envied him then! 'I guess you ought to be worth a thousand now, old man,' one of us said. 'A thousand, eh! Why, I wouldn't sell out for twice as much. Who knows but what I might get £5,000 for my shares in a year or two?' It made us laugh to hear him talk so 'extravagantly.' But little we knew that **three years later those shares would have a market value of nearly one and a half million pounds!"**

Old Mining Identities.

"Then came development?" queried the pressman. - "Yes! Soon after the discovery of chlorides was known a meeting of owners was held. Mr. **William Jamieson** was appointed manager at £500 a year, and Mr. **Sleep** mining manager. Mr. **Fawcett** was shortly afterwards appointed assayer. We were camped on the Willy-Willyong Creek, near the present site of the Town of Round Hill. **There was not a house of any kind then in Broken Hill."**

Mr. Lamb's reminiscences went on to deal with the laying out of Broken Hill. His account, which will form most interesting reading, must be the subject of another article. [Copied below

Part Two.

"I remember one evening **Mr. Thomas Low came to our camp and said that he had found chlorides** in several places on the surface of the hill," said Mr. J. Lamb to a reporter, continuing his reminiscences of Broken Hill, the first installment of which appeared in the Register on Wednesday. "Of course, this news made things lively. Next morning two or three of us accompanied him to the Hill, and, sure enough, before long one of our party, Jamieson's black boy, Harry, found a slug of chlorides. Subsequently several other pieces were found. We drove into Silverton next morning with a buggy load of specimens. It was the sight of these that first drove the Silverton people wild about Broken Hill. Before going into Silverton Low was smart enough to buy from Charlie Rasp a 1-28th share for £1,000."

Broken Hill's First Business.

"A day or two later," narrated the veteran, "**Mr. John Johns**, a boarding-house keeper, from Silverton, drove up to our camp, and by the bribe of a dozen eggs - a great thing in those days - obtained the sole **right to erect dining rooms on the syndicate's leases.** Thus the first business was started in Broken Hill. But one had to be careful in those innocent days. We found that nine out of the dozen eggs were rotten; the others had a most ancient aroma."

"What a swindle!' interrupted the reporter.

"True!" rejoined Mr. Lamb. **"I have often thought that those eggs were but the forerunners of many other still more rotten swindles!"**

Hard Luck.

"About this time, Messrs. Logan and Downie, who had been prospecting near the Maybell, came over and pegged out the leases known as the Diamond Drill, or the Brisbane Block Company. Mr. Logan had a bit of hard luck before this. It appeared that he had found chlorides in Rasp's shaft a few days before Philip Charley, and that he had written to Brisbane for money, so that he could "buy in." But as there were no telegraph wires or trains in Broken Hill at that time, several weeks elapsed before he got his money. Then the 'cat was out of the bag.' Logan's partner, Downie, had £200 [or £800 - it is difficult to see exactly what is written] in the bank at Silverton, but he wouldn't believe that Logan had found chlorides. So he also was out of it. Shortly after this the Victoria Cross was bought by Messrs. S. Brown and Morgan D'Arcy for £500 from Daniel McIntyre and Daniel O'Connor. A few days later the South Mine was bought from William Maiden of Menindie for £1,000 by Messrs. Jamieson and Keats, the latter only beating my old friend, Charlie Chapple, by a few hours in their race to Menindie to buy the mine, which was soon worth one and a half million pounds. Neither of them knew it. If they had, how they would have flogged those poor horses! Logan and Downie determined to trace, if possible, the Broken Hill lode past the alluvial flats south of the South Broken Hill Company's leases. Being old Victorian miners, and having a fair knowledge of geology, they succeeded in finding the White Lead. People were under the impression that the Pinnacles were the continuation of the Broken Hill lode. I at once pegged out two blocks on the White Lead - one of them was afterwards the Central White Lead, and the other Block 8."

Mulga Scrub and Bulloaks.

"Our camp on Broken Hill," observed Mr. Lamb, "was pitched where Mr. Patten latterly lived. Dan McKay's camp was a few hundred yards away in the direction of the Junction. Mr. Jamieson, the manager of the Broken Hill Syndicate (it was not a company then) was camped on the site of the Block 14 stables. With him were camped Mr. Fawcett (the assayer), young Alf Orman, a well-known cricketer in those days, and the camp cook, Thomas Worth. In close proximity three miners were camped. That was about the entire population of Broken Hill at that time. Standing at our camp one could see on all sides nothing but mulga scrub, except a thick patch of bulloaks in the direction of the Junction. The spot where Argent street now is was thickly timbered with mulga. I once shot an old man kangaroo just about where Finn's Hotel stood.

Delamore's Hotel.

"I remember one evening when sitting round the camp fire, that I saw the blaze of a new camp in the direction of what was subsequently known as **Delamore's Hotel**. As we were only too glad to 'have a pitch and swap news' with any new arrival, two of us worked our way through the mulga, no easy job at night - to the new camp. 'Good evening, mate,' I said; 'Are you going prospectin?' 'Not much, I ain't,' replied the newcomer. 'I busted up my bit of stuff prospectin' at Paddy's Flat out Purnamoota way, so I've taken up my old trade of builder again.' 'Builder, eh? You don't mean to say that you're going to build something here, do you?' 'Yes, I am. I am going to build a hotel.' 'What! we exclaimed, 'You don't mean that?' 'Oh, yes! Straight wire!' 'Who's the galoot that's fool enough to build a hotel here?' one of us asked. 'Why, a coon out Lake's Camp way named Delamore,' said the stranger. You must know old Delly,' said the stranger. Of course we all knew 'old Delly,' What old Barrierite didn't? After having a good yarn with the new arrival we wished him good night, and made tracks for our camp. Sure enough the next morning we could see over the tops of the mulga the white timbers of **the first building in Broken Hill**."

SIDNEY KIDMAN'S STORY IN HIS OWN WORDS (1908).

From Squatter's Boy to Squatter King, The Story of Sidney Kidman.
The Register, 1908.

The story of Mr. Sidney Kidman's life, **as told in his own words** to a "*Register*" representative **in 1908**, is a stirring tale of what a man can do for himself in Australia if he has enough pluck and a fair amount of luck in it.

Early Days.

"I was born at Black Hill, Fifth Creek," he began - "I know all those hills well - on 9 May 1857. I attended Bagent's private school at Campbelltown. Jim Hall was there with me. My father died when I was about six months old.

I left Adelaide in 1871. I bought a horse for £2 10s. and was making for New South Wales. I rode through Kapunda. The horse knocked up when I reached Terowie. I went up with another chap to where the Barrier now is. I lived with the late Mr. McCulloch on Mount Gipps for a year or two and received 10s. per week. I used to run the horses up in the morning, like the blackfellows do. I would do anything. When I asked for a rise they gave me my cheque, and off I went.

I then worked for German Charley, a well-known man in the early days of the Barrier, for £1 per week and looked after his cattle. Then I bought a team of bullocks and went loading from Wentworth to Menindie and Wilcannia. At that time the drought was on, and they were paying £15 a ton for carting from Wentworth to Menindie, and £25 from Menindie to Wilcannia. Mr. William Maiden, the original owner of the South mine - he bought it from his brother-in-law, George White, for £500 - was carting, loading to Wilcannia at £25 per ton. Flour was from from £50 to £75 per ton.

Early Days of Cobar.

"I sold out my working bullocks and went away to Cobar. I had a butcher's shop there, and used to cart copper ore from Cobar to Bourke, on the Darling. At this time Cobar in all directions was open country. There were a number of miners and other people about, but there was no flour, tea, or sugar to be had. I got a horse and went to Condobolin, on the Lachlan. I bought some bullocks and a lot of sugar, tea, and other rations. At Cobar I sold the sugar at 1s. per lb., the salt at 6d. per lb., the small tins of jam at 2s. 6d. each, and the soap at 5s. a bar. I did not know much about trading or I would have bought tons more. I was butchering, and had a section with another man right in where the town of Cobar now is. It was what they called a free selection, and consisted of 140 acres. I have seen water there at 1s. a bucket, and flour £10 a bag and £100 a ton. In the same year flour was £100 a ton at Bourke. I sold the butchering business because I could not get cattle. I had to go to Wynbar [Winbar], a station Mr. R. E. H. Hope recently purchased, buy six or eight cattle, and drive them about 80 miles through the bush. I carried my bullock hides in a bullock waggon from Cobar to Menindie. Oh, that's a long time ago!" Mr. Kidman fell into reverie, from which I had to disturb him.

Back to Adelaide.

"Well, I got a job with my brother George, and came over with a mob of cattle to Adelaide. I received 25s. per week. I was about 22 years old when I returned. When I came of age I got my share of £4000, which was left me by my grandfather. It was £400 or £500. Then I went back to the Darling, bought a mob of horses, and with one man bought them to Terowie, from where I drove them myself. They were a fine lot of horses, and Liston, Shakes, and Co. sold them, and they averaged nearly £20 a head. I

purchased them from George Miller, of Rodan station. I paid no paddocking at Terowie. I just let the horses pick along the roads."

A Fair Start.

"That was a good deal!" "Yes; I did well out of that. It gave me a fair start. Then I went away to Bourke, and used to buy horses on the Barwon, the McIntyre, and the Bogan. I bought them to Liston, Shakes, and Co., who used to sell them. I got up to a mob of 320. Horses went down, and I could not sell the last mob, so I turned round and bought another 100 here, and took them all back again and sold them round Wilcannia and in Queensland. When I found I could not sell my horses here, I tendered for the mail from Terowie to Wilcannia, and to where Broken Hill now is. Without putting any horses on I sold the contract to George Raynor for £600, and he sold it to Hill and Co. Owing to Broken Hill breaking out it was one of the most profitable mails Hill and Co. ever had. They charged £5 from Terowie to Silverton, and the coach often used to carry 25 passengers. Hill and Co. made about £6000 a year out of the contract. My idea of getting the contract was to use the horses I could not sell. Then I turned my attention to cattle again, and bought a mob at Kalara, on the Darling. I brought them to Adelaide and lost £100 on them. Still, I thought I would have another try, and I purchased a lot from Oulines, on the Paroo, from Hector Norman Wilson. The late Mr. E. M. Bagot sold them at the old corporation yards, and I lost another £100. There was a bit of a drought, and I went back to Wilcannia and bought 50 tons of chaff at £10 per ton. I was away for about three months, and when I returned I sold it at £30 per ton. I bought 100 bags of oats at 10s. and sold them at £1. The chaff I purchased at New South Wales weight, 2240lb. to the ton, and sold at Adelaide weight 2000lb. In those days chaff was up to £35 per ton, and flour was sold at from £50 to £75 per ton. That was before the railways, of course, and when the people were dependent on the steamers.

A Romance of Broken Hill.

"About this time Broken Hill was beginning to move along. After the drought I went to Cobham Lake, and bought 900 cows and bullocks - all they could muster out of the 10,000 - at £3 per head. I travelled the cattle via Broken Hill, and sold them at the Burra. En route I met Jim Poole, who was partner with David James, M.L.A., sinking a tank at the Nine-mile, which is a few miles from where Broken Hill now is. I gave Jim Poole 10 of the culls for a one-fourteenth share in Broken Hill, and also left 10 bullocks to be broken in. The culls were worth £30. I paid a £6 call to sink Rasp's shaft, the first shaft that ever was sunk on the Barrier. I was going up in the coach from Terowie to Broken Hill, and Harris, a sharebroker, was a passenger. I told him I had a one-fourteenth share in Broken Hill which I would sell for £150, one-twenty-eighth in the Bobby Burns, for which I wanted £250, and a mine called Dunstan's Reef for which I asked £200. In 12 months the Bobby Burns was not worth much; while I was in Queensland they carted Dunstan's Reef into Broken Hill for flux; and Harris sold my one-fourteenth share in Broken Hill to Bowes Kelly and Wetherby for £150, but I received only £100. Bowes Kelly and Wetherby made a fortune out of my share.

After Cattle Again.

"After that little romance I went away into Queensland and bought cattle. I proceeded out on the Mulligan to Sandringham station, which I now own. I entered into partnership with my brother Sackville, and remained so until his death. He was running a large butchering business at Broken Hill, and I used to go out and buy the cattle. I was all through the strike in Queensland, and camped with the strikers at Charleville. I swam the Warrego when it was running a banker. I took a mob of 500 bullocks from Comonigan to Broken Hill, and sold them at 25s. a 100lb. My brother and I went in for dealing. We bought sheep in large numbers, and have had from 50,000 to 60,000 on the road. We worked the dealing in with the butchering.

Then, in addition to the butchering and the dealing, we went in for mail contracting, and James Nicholas was with us on this. We had all the Darling mails. We had the mail from Booligal to Wilcannia to White Cliffs, Milparinka, and Tibooburra, from Tibooburra and Milparinka to Broken Hill, and from Broken Hill through the back country down the Anabranch to Wentworth, and from Wentworth to Pooncarie, Menindie, and Wilcannia, and from Menindie to Broken Hill. For 18 months we carried passengers the 70 miles for 2s. 6d. a head.
We had the Wentworth, Euston, and Balranald mails, and carried passengers 140 miles for 7s. 6d. We ran the mail from Morgan to Wilcannia and back twice a week. Then we had the mails from Farina to Innamincka and Haddon Downs, and from Hergott to Birdsville, also the Cobar and Wilcannia contract.
We had something like 1200 horses working, and were receiving over £22,000 a year subsidy for the New South Wales, South Australian, and Western Australian mails. It was other people tendering and cutting the price that made us sell out our plant and go west, where we ran under the name of Cobb and Co., and drew £10,000 a year. We received £3,150 for 90 miles from Kalgoorlie to Menzies, and £2,200 from Esperance Bay to the Norseman, a distance of 80 miles. We were also running the mails from Southern Cross. It cost us £500 a month for condensed water for 140 horses. Chaff was proportionally dear. At last we fed the horses on equal portions of oats, bran, and chaff. That is the cheapest and best way of feeding horses where cartage is high.
We had all the gold escorts. Here is a photograph of £65,000 worth of gold on the coach travelling from Malcolm to Menzies. I brought horses from MacDonnell Ranges when they were cheap and put them on to our mails. There was no drinking beer and eating peaches in those days. Many a night I have gone to bed hungry and without sufficient blankets. I must confess that I have often lived a lot harder than I needed to. We were still dealing a bit in cattle, horses, and running our butchering business.

Start Buying Stations.

Then we bought a station or two, and at my brother's death I took over the few places we had. I must tell you that my other brother C. N. (Charlie) joined us, and we carried on our dealing and butchering as Kidman Brothers. My nephews and myself still run the business at Broken Hill. I took all the stations and I have been battling ever since and dealing heavily. Sometimes there has been a lot of loss and at other times a big profit. I bought Annandale in the drought at 8s. 4d. a head for the cattle and horses. At the finish of the drought it had 500 cattle left out of 6000, and today it is carrying 20,000 cattle. I bought Carcary station. Before the drought it had 5000 cattle. I reckon it was a record smash in Queensland. I arrived on the station when there was not one hoof left. I paid the hands off and went up the gulf country and bought cattle. I made £40,000 on that trip in dealing. That saved me.

Country Equal to the Area of England.

Ever since I have kept on dealing and increasing the number of cattle till today I own or am interested in 50,000 square miles of country, which is equal to the area of England. These tables will give you an idea of the country I am interested in:-

Country Held by Sidney Kidman in South Australia.

Name of station Sq. Miles Acres.
Mount Nor West 330 sq. mls. 211,200 acres
Clayton 186 sq. mls. 119,040 acres.
Pandie Pandie 313 sq. mls. 200,520 acres.
Coongy 2,818 sq. mls. 1,803,520 acres.
Eringa 1,088 sq. mls. 696,320 acres.
Tankamarrina 123 sq. mls. 78,720 acres.

Russells 98 sq. mls. 62,720 acres.
Mundoudna 828 sq. mls. 529,920 acres.
Macumba 1,634 sq. mls. 1,045,760 acres.
Mount Glason 140 sq. mls. 105,360 acres.
Morgan - sq. mls. 10,000 acres.

Country Held by Sidney Kidman in Queensland.

Annandale 1,267 sq. mls. 810,880 acres.
Dubbo Downs 886 sq. mls. 566,400 acres.
Kaliduwarry 800 sq. mls. 512,000 acres.
Sandringham 3,068 3/4 sq. mls. 1,964,000 acres.
Monkira 1,324 3/4 sq. mls. 847,840 acres.
Palparara 2,566 3/4 sq. mls. 1,642,720 acres.
Noranside 604 1/2 sq. mls. 386,880 acres.
Carandotta 4,030 1/4 sq. mls. 2,579,320 acres.
Rochedale 200 sq. mls. 218,000 acres.
Norley 1,627 1/2 sq. mls. 1,041,600 acres.
Thargomindah 1,117 sq. mls. 711,880 acres.
Bulloo Downs 2,847 3/4 sq. mls. 1,822,560 acres.
Hudderfield 123 sq. mls. 78,720 acres.

TOTAL 20,642 3/4 sq. mls. 13,301,320 acres.

Country Held by Sidney Kidman with Partners.

Vic. River Downs (N.T.) 10,954 sq. mls. 7,010,560 acres.
Austral Downs (N.T.) 800 sq. mls. 512,000 acres.
Carlton Hills (W.A.) 400 sq. mls. 256,000 acres.
Newcastle Waters (N.T.) 3,847 sq. mls. 2,479,360 acres.
Peake Station (S.A.) 4,779 sq. mls. 3,058,560 acres.
Carrapundy (N.S.W.) 200 sq. mls. 218,000 acres.
Homestead leases - sq. mls. 60,000 acres.

TOTAL 21,007 sq. mls. 13,594,480 acres.

In addition I have Mount Poole sheep station, area 700 square miles, and Berlino, 200 square miles, in South Australia. I kept on buying stations when other people would not touch them. Everyone said it would ruin me.

Thousands of Horses.

I have continued to buy stations till I must have over 7000 horses on my places. I own more horses than any other person or firm in Australia. I saw horses were in demand, and I kept buying and breeding till I was able to sell a couple of thousand every year. I sent a mob to Dubbo in 1896 and 100 of them, colts from Queensland made an exceptional average of £28 10s., while the whole mob, including a lot of light horses, made about £18. I sent a mob of store bullocks from Bulloo Downs to Dubbo, and they averaged £9 18s. 8d.. There were about 1000, and that was a record for a mob of store bullocks. I sent 800 to the same market, and they averaged £8 10s. after travelling 1700 miles. The largest distance I have travelled bullocks is 2300 miles.

Making it Pay.
I have had to supply these stations and keep them going, and to make them pay I have had to deal very heavily in cattle. All the while the herds have been breeding up, and I have been increasing the holdings. I own more country and pay more rent on it than any other person or firm in Australia. In 1906 I paid the railways £17,333 and in 1907 £23,313, the most in one month being £3,620, in November. In 1907 I railed something like 11,000 cattle and 1400 horses from Farina. I think that is more than was carried from all the other stations in South Australia. I had on the road last year at one time 20,000 odd cattle. They would be travelling to Sydney, Bourke, Thargomindah, and Broken Hill, some would be going to different stations, others again, would be coming from the Northern Territory, and some would be on the road to Adelaide.

Cattle to Melbourne.
Last year I railed 3200 bullocks from Farina right through Adelaide to the Flemington markets at Melbourne. They had previously travelled from Coongy and other places on the Cooper. This is the first time that any number of cattle had been sent out of this state into Victoria. Some of them made exceptionally high prices.

About horses.
I consider horses are increasing very fast over Australia, especially in Queensland and north of South Australia. They will pay people in Queensland and in the interior to breed, even if they fall in price £5 to £8 per head. Station owners require to breed a sufficient number to supply their stations, and a few extra horses mean cheaper labor. If you want to get full value out of the men they must have plenty of horses to ride. Three men can do more with a good supply of horses than six men can do with insufficient and inferior horses. I consider horses will fall very much in two or three years, and then it will pay a man to breed them. I am breeding from 1200 to 1400 a year.

A Man Can't Go Wrong.
I consider that I hold some of the best pastoral leases. I have long leases and low rentals. With closer settlement and good seasons people are driven out into the interior, and anyone can make the business pay if he has a little capital, because you can get the country so cheap. With the prices ruling, and going to rule, for cattle a man can't go wrong. Of course, I might be wrong, but I certainly don't think so.

A TOUR TO THE SOUTH 1872. THE MURRUMBIDGEE - BALRANALD TO WENTWORTH (1872).

By our special correspondent.
Australian Town and Country Journal, 28 Sep 1872
[Note: Page 17 has an illustration of Yanga House, Lake Waldaira, near Balranald.]
The distance from Balranald to Wentworth is computed to be 140 miles, but I believe they are what are known as stockmen's miles - considerably longer than English ones. Eighteen miles from Balranald, along the bank of the river for a short distance, then through scrubby country and small plains; I came to a splendid sheet of water called Waldaira Lake. It is on the Canally run - part of the station of Messrs. Maguire and Cohen, of Melbourne. Having got a late start from Balranald, it was long after nightfall when I got to Waldaira Lake. I had some difficulty in finding Mr. Preshaw's (the superintendent's) house, though the directions received seemed to be pretty plain. I was hospitably

treated by Mr. Preshaw. At sunrise on the following morning we had a row on the lake in a well-built boat. It was a most enjoyable pull, and the lake, like others in the district, was alive with swans, pelicans, wild ducks, &c. The house, as seen from the centre of the stream, looks most picturesque. Resuming my journey along the edge of the lake, and through ground almost completely inundated for many miles. I travelled slowly all day, and towards evening got to Meilman, Mr. Walker's station, quite wet through. Meilman is a comfortable, well-built residence, on the northern bank of the conjoined rivers, the Murray and the Murrumbidgee. They join 42 miles by the river above Meilman. To the right of the residence the scenery is relieved by what appears like an artificial plantation of those beautiful rich green-foliage pines - all fine, well-shaped trees. Meilman carries about 12,000 sheep, and 5000 head of cattle. The short track to Euston was impassible in consequence of the flood water from the great river, here very wide, having overflowed its banks in many places.

Taking the other route, four miles from Meilman, I came to a fine lake, and at the end of ten miles, to a very magnificent one, called Bennine, which I should judge to be nine miles round. This is the boundary of Mr. Walker's station. Ten miles beyond I come to Euston station, the property of Mr. Taylor, and in charge of Mr. Bertram. There are six runs in connection with this station, embracing an area of 1800 square miles. 700 miles are enclosed by fences. Euston has a frontage of twenty-six miles to the Murray River. The Aboriginal name for Euston was Boonircool. Three miles beyond the station is the small township of Euston. It has 80 or 100 inhabitants. Among the buildings there is a court-house, a post and telegraphic-office, a custom-house, and bond store, two hotels, and a good general store. A court is held at Euston monthly. Mr. R. B. Mitchell, P.M., from Balranald, attends, and the other members of the Bench are P. H. Gell, and W. Walker, Esquires. The post and telegraph office, of brick, is rather a neat building, under the charge of Mr. W. Hammond. Though a building is set apart there was no public school in Euston at the time of my visit. The energetic inspector - E. H. Flannery, Esq. - was, however, making arrangements for the establishment of the school, and had provided a teacher. The Customs department, including bonded store, is under the charge of Mr. John O'Donnell. The leading store is a good general one, owned by Messrs. John Cramsie and Co., and under the immediate management of Mr. L. Gerstman. The principal hotel is the Euston, a capital country inn, built of brick. It is exceedingly well-conducted; good accommodation, including excellent table, civility, and moderate tariff was conscientiously recorded in my pocket-book. Mr. John McDonald is the proprietor.

A fresh horse was kindly placed at my disposal by the host of the Euston, and I was enabled to give my own a rest till I returned from Wentworth - 80 miles. I left Euston at about 7 a. m. The road was through water for the first six miles; then for twelve miles through mallee scrub and small plains. There is a hut near the roadside, eighteen miles from Euston, where the mail changes horses. Two miles beyond is a comfortable store, carried on by Mr. H. F. Hussey. There is a bend in the river here rejoicing in the name of Dinner Time Bend. A few miles further off the road is Tapalin, Mr. John White's sheep station, under the superintendence of Mr. Alfred Cotter. After leaving this station I had a long dreary ride of eighteen miles - through water the greater part of the way, and without a single habitation. The Mallee Cliffs' Hotel was then reached. This so-called hotel is a wretched roadside inn, where the liquor is the worst stuff that I ever tasted, and the food was badly cooked, but the charges were first-class. I was glad to get away in the afternoon and rode ten miles further, or fifty miles from Euston that day. It was jjust nightfall when I got to McFarlane's station, and was most hospitably entertained there. The ride was a long one, and far worse than double the distance over good roads. All short tracks were abandoned in consequence of the rain.

Mallee Cliffs receives its name from mallee scrub, where the Murray waters, coming in contact with a bend in the river, break the banks, which present high cliffs overhanging the stream.

Mallee Cliffs station has an area of 230 square miles, and a frontage of sixteen miles to the Darling. It is owned by M. and R. McFarlane. Mrs. McFarlane was the first white woman on the Darling.

Wishing to reach Wentworth early on the following ay, I started on foot to get to my horse before breakfast. The paddock was a large one, of some thousands of acres. I wandered about for many hours, and once or twice came upon the horse's tracks in the pine scrub, but without finding the horse. I returned to the house disgusted and tired at about ten o'clock. An obliging old veteran, who was on horseback at the station, then started after the horse, and succeeded in finding him after some trouble. It was nearly eleven, when I resumed the journey of thirty-two miles to Wentworth. The first place that I reached was Gol Gol, marked out as a township, ten miles from Mallee Cliffs station. Here the mailman changes horse at the farm of the veteran I have just alluded to. I may mention that the name of the latter is James Petley, and that he is an old navy pensioner, seventy years of age. He served in the first Brazilian war, and was wounded in an engagement there. The vessel to which he belonged was the Ganges, eighteen guns, Sir Robert Waller Otway, commander. From Gol Gol to Wentworth the road is another dreary one - in wet weather particularly. Three-fourths of the ground was under water when I travelled it, and scarcely a habitation to be seen. It was long after dark when I reached the River Darling, and Wentworth on its banks.

Wentworth, before the white man "sat down" on it, was known to the aboriginals under the name of Urumba. . It received its present name in honour of the late William Charles Wentworth, Esq. The River Darling was so called in honour of Governor Darling. The township was laid out by Mr. Adams, in the year 1862 [actually 1858 and 1859 - Rusheen]. The population on the east and west banks of the river was according to the last census 420.

Wentworth is 700 miles from Sydney, 300 miles from Adelaide, and 450 miles from Melbourne. The township is chiefly built of brick, there being no stone available for fifty miles. Many of the buildings are of great size, particularly the hotels, stores, and wholesale warehouses, and bonded stores. The court-house and gaol are badly constructed. The former is a narrow building, and there is a great want of accommodation in it. The gaol is a small coup, having three cells; two of these are twelve by eight, and the third is seven by seven feet. One is used by the police, of whom Senior-sergeant Carter is in charge. W. L. Richardson, Esq., is the resident police magistrate and collector of customs. Mr. Charles G. N. Lockhart is commissioner for Crown lands; Mr. Andrew McClymont, inspector of sheep and cattle; and Mr. G. C. Gillott is the resident solicitor.

The Wentworth post and telegraph offices are in a good building, of brick, having a nice exterior. Wentworth is an important telegraph repeating station. Mr. W. Camper is post and telegraph master for New South Wales; and Mr. J. J. Watson represents South Australia. Mr. Cunningham is the telegraph line inspector.

The Church of England is built of rubble stone obtained from the Murray; and has brick buttresses and quoins. It has only recently been completed. The energetic incumbent, the Rev. Mr. Cocks, came to the district in February 1871; the church committee obtained plans and specifications and served contracts by April, and the foundation stone was laid in May following. The church was built by local labour, and opened on the 24th December of the same year, at a cost including fittings, of £1350. Of this amount only £180 is unsubscribed. This remarkable undertaking, with a population of 420 in town, and 1200 of all denominations, for 150 miles north and south, speaks well of the district. The foundation of the entire building is laid; the nave and porch are completed; and the vestry chancel tower, and spire are shortly to be proceeded with. The total length, from porch to chancel is 83 feet; the length of nave is 55 by 25 feet; the height from roof to floor is 35 feet; and the spire 85 feet. The roof is of Oregon pine, stained and varnished; and its arched arrangement and lofty proportions present a cathedral-like appearance. The cedar pews (Gothic) polished, in keeping with the design of the roof, give the interior a pleasing character. The handsome Gothic cedar pulpit was presented by H. O. McCormack, Esq. The finish of these internal fitting bring out the remarkable independence of some of these townships in the interior of the country; and show that skilled labour is at hand when any work of a superior character is projected. The beautiful stained glass windows were made in Adelaide, and reflect great credit on the designer. The western window is emblematic of the crucifixion, under which is inscribed the words,

"Looking for that Blessed Hope." The contracts for the church were satisfactorily executed by Messrs. Wright and Cummings. In connection with the church there is a Sunday school attended by 90 scholars, and nine teachers, at the head of which is the indefatigable clergyman, Mr. Cocks.
The Roman Catholic Church (the Rev. Father Ryan, incumbent), a brick building on stone foundation, is now in the course of completion. The dimensions of the building are 45 feet by 18 feet; and the spirelet will be 45 feet high. The total cost of the building will be £700. Mr. Webber is the contractor. The foundation stone was laid in the month of June, 1871, by the Right Rev. Dr. Quinn, Bishop of Bathurst. The sum of £120 was laid on the stone. The church was dedicated to St. Francis Xavier. The windows are being prepared by Mr. E. Brooks of Adelaide; and are all the gifts of the members of the congregation. The works are being carried on under the supervision of Mr. Peter A. Dunne as honorary clerk of works.
There is no Presbyterian or Wesleyan places of worship. Services of these denominations are held in the Court-house.
The Wentworth Public School is in a flourishing condition, under the charge of Mr. and Mrs. Thomas Alcock. It is built of brick, and was completed at a cost of £1200. The large school-room is 50 feet long and 14 feet wide; and the class-room is 16 by 16 feet. The number of children on the roll is 84, and the average attendance is 55. Messrs. W. L. Richardson, P.M., W. Crozier. A. McClymont, W. Holding, John Moody, Peter Weltie, and J. T. Smith are the members of the local board.
A fine large building in the principal street (Darling-street) was formerly used as the Commercial Bank, but was closed at the time of my visit. A branch of the Australian Joint Stock Bank has since been opened in the town, under the management of Mr. Kirkman.
There are many fine hotels in Wentworth. One of these, the Crown, which I put up at, is excellently conducted by Mr. W. Gunn. The spacious building is of brick, containing nearly 30 rooms, beside a fine billiard-room fitted with two tables, &c. Large brick stables are at the rear. Mr. Gunn is the owner of several steamers, the finest of which is the Queen. He had the pleasure of entertaining Prince Alfred, on board this steamer, in Lake Alexandrina on his visit to Adelaide, and for this he received a special acknowledgement. Another good hotel is the Royal, carried on by Mr. Felgate. It is a large brick building, having a most artistic exterior. The rooms here are also very spacious, and well-constructed; including capital billiard-saloon, and concert-room. The stables are also very good. Among the other hotels are the Wentworth, the Race-course, and the Duke of Edinburgh.
The stores and warehouses, on a par with the hotels, are also remarkable for their size - greater than any other in Riverina. Near the Crown are the fine brick stores of Mr. E. Geyer. Huge departments of drapery, grocery, ironmongery, open and in bulk, are here; and Mr. Geyer also includes the business of chemist and druggist with his other branches of trade.
Another large store having a brick front, though a galvanized iron building, is under the management of Henry Williams, as executor of the late Mr. James Price. A very large stock of goods is also kept here. Opposite the Crown is a third large brick store, formerly carried on by Mr. Stone, but now about to pass into the hands of Mr. Williams.
On the wharf reserve there are a large number of buildings, amongst which are the long-room of the Custom-house; the Bonded and the Free stores; and the wholesale stores of Mr. W. Gunn, of the Crown Inn.
In the afternoon of the day following my arrival, Mr. Richardson drove me about the suburbs of the town, and I had an opportunity of seeing a piece of wasteful expenditure of public funds in the shape of a number of embankments crossing lagoons, which in flood-time are submerged by river water. The unsatisfactory character of the "improvements" is not the only complaint, for a greater evil is that the work is left unfinished; and that the town approaches, consequently, well-nigh impassible. After inspecting this, Mr. Richardson drove me to the junction of the Darling with the Murray River, half a mile below the town. The scenery here is rather picturesque, although flat. The two large rivers move along for some distance with only a narrow strip of forest between them; and when they do meet, the

waters of the Darling being slightly coloured show that they do not mix, but the two bodies glide along side by side for about half a mile. The combined rivers at the junction, are 500 yards across.

DESERTED VILLAGES OF THE WEST, BY E. B. DOW.

Their Blighted Hopes.
The traveller in the Western District must needs be impressed - or depressed - by the number of ruined buildings that he sees by the wayside. If we are to judge blighted hopes by the ruins that dot the landscape from south to north, surely nowhere else has Nature dealt so harshly with a man in his efforts to wrest a livelihood out of the soil.

One is certainly impressed by the wonderful optimism that must have fired our pioneers when they dumped down homesteads and villages, shanties and hotels, in seemingly impossible and certainly unsuitable locations; and then the feeling of depression comes when the ruins tell the tale of mistakes, of changing seasons, of the encroachment of sand, of the decay of mining activities, and of the ever advancing speed of modern transport.

Everyone knows Silverton, a mushroom township which quickly took on an internal solidity of structure as evidenced by its massive Government buildings. Strange! isn't it, that the only surviving structures are the church and the gaol. If you weren't addicted to the first, you eventually drifted to the other place.

It was in 1876 that Don McLean and Charlie Mickle found some silver-lead ore at Thackaringa, and left some samples in John Stokie's hotel, thus attracting the attention of Paddy Green, of Menindee, when he happened to be passing through. This was the beginning of Silverton, and also the beginning of its end, for the discovery of the ore sent the prospectors further afield, and in a few years the huge mass of the Broken Hill threw its shadow over everything else in the district, and within a short ten years Silverton had sprung up, blossomed, and gone to seed. And where are the men who made Silverton? Passed and gone, their names almost forgotten; but surely they deserve some recognition from this generation for whom they pioneered the way. Silverton now reminds one of Goldsmith's "Deserted Village" striving to retain some of its one-time respectability although sadly isolated and lonely.

Let us take a trip from Broken Hill along the Great North Road and see if we can gain any inspiration from the past, or hope for the future from the sights that are to be seen along this main arterial outback highway. [This is the road that goes directly north from Broken Hill towards the Queensland border.]

"Old Mount Gipps"

"Old Mount Gipps" is the first landmark of any importance, and our thoughts go back to 1866, when pioneer pastoralists pushed out into the unknown, followed by the footsteps of Charles Sturt, the first white man to set foot in this country. The Mount Gipps run consisted of 1400 square miles, quite a respectable area, and was joined by the Kinchega holding, extending 70 miles from the river, so that the pastoralists were not stinted in those days before closer settlement - that later was to be blamed for soil erosion and desolation - had started to extend its clutching hands over the landscape. Mt. Gipps homestead was established on this site in 1871, and Bill Lake and his brother were the stonemasons who built so solidly and well. The local Y.M.C.A. has lately honored Bill by placing a tablet on his

grave, a tribute richly deserved, for he left behind him much evidence to prove that he was no jerry builder, but an honest master of the craft.

Amalgamation of properties led to the abandonment of this site in 1895, and old Mt. Gipps took on the garments of desertion and decay.

Albion Town.
At about 19 miles out, a small village named Albion Town sprang into existence when wolfram was having its boom, but today nothing remains to mark the spot. The last vestige of any building has completely disappeared and our only memory is of a tragedy: a lodger was burnt to death when the hotel was destroyed by fire in 1896.

Yanco Glen.
An hotel still stands here to regale the traveller and Sturt gave the name, not to the pub, but to a waterhole a few miles down the creek.

Continuing northwards an occasional mail-change is seen, and [blanked out] my companion on this trip that the next item of any note would be the village of **Euriowie**. There was a little moonlight, but even daylight on the return journey failed to reveal any significant sign of this once prosperous village. In 1887, with the discovery of tin in the vicinity, Euriowie boasted two banks, several stores, and the ubiquitous police station (there must have been an abnormal percentage of "bad men" in those early days), but today its glory has departed and Euriowie is like Nineveh and Tyre, but rather less so. Another year or so and even the old tins will be covered with sand and Euriowie will be but a name. But Mt. Euriowie will stand forever. "Pintipal" of the native, with the gash of the grand geological unconformity splitting its abrupt northern face into two distinct colorings.

Sturts Meadows are away to the right of us, but the meadows have never been very prominent and Sturt was never near the place. The holding was taken up in the "Seventies" by Abraham Wallace, and he ranks among the pioneer pastoralists of this country with Conrick, of Nappa Merri, in 1871, Bartlett, of Mount Sturt, and others.

Fowler's Gap.
At 70 miles we reach the gap where Fowler's Creek cuts its way to Lake Bancannia basin. Fowler was a young chap knocking around with Ernest Giles and W. H. Tietkens in the "Sixties," and his name is carved in Burke's Cave with the date 1869. I don't know who he was, but he has left his name behind him with this important creek.

Fowler's Gap Hotel, which by the way, is not now an hotel in the liquid sense, stands by the roadside waiting to welcome the traveller, and in the slower days of horse coaches, camel teams, and bullock waggons, was a happy stopping place, and the for-runner of our broadcasting stations, where the word's news was eagerly collected and distributed far and wide.

Bancannia.
At 92 miles the fire-twisted ruins of the once famous Bancannia Hotel were found, another favorite stopping place, on the shores of the lake, a huge shallow depression that collects drainage from many miles of surrounding country. The hotel was burnt down in August of last year, and now the whole place is deserted, the speed of modern transport having marred the strategic importance of the site. Amidst the depressing loneliness there was one pleasing feature, for leaning against a wall, awaiting the mail coach, was a Winchester rifle and a bag of cartridges, addressed to Tibooburra. The owner was

evidently quite confident that this most cherished outback possession would reach its desired destination, and one's thoughts turned to the gaol at Silverton and the "bad old days." Now we are in the present good days when men are honest and mails and goods can be left at lonely mail boxes without risk of molestation. Such things are a wonderful tribute to the integrity of the bush people who must, of necessity, trust to the honesty of other travellers, and whose trust is seldom misplaced.

The northern end of the lake, where every wind moves the sand capping from the gently rolling ridges, is a happy hunting ground for the archaeologist. Here, indeed, is a truly **deserted village, once occupied by thousands of blacks**, but now, but now given over to solitude. Their wurlies have long since gone, but their camp fires and stone implements remain to tell us of the busy hunting and fishing days of these people.

Iduna Park.

We left the main road at Wonominta Creek and took a track leading north-west through a treeless plain that was once called Iduna Park. It sounds as if a new chum Englishman settled down here originally and had visions of transforming the place into a reflection of his homeland with beeches and copses and spinneys, but he certainly failed in his attempt.

The track led us into pine-topped sandy ridges, plenty of them, and we suddenly came on a deserted homestead named, very appropriately, **"Box Hole."** A lonely carpenter was doing some "improvements" to the place in compliance with some wise provision of the Western Lands Act, but we felt pity for the poor chap who took to be boxed up in that hole. The house was on a sandhill, and the sandhill was in a house. Nuff said!

Yarramurtie Bore was the next scene of desolation, and by this time we were longing for something to cheer us up a bit. Amid one time signs of activity there was a steam boiler and engine for pumping from the well, but these were showing signs of decay for want of use. Perhaps the water had turned salt or maybe there was no stock left to use the water if it were pumped, but it was sad to see these improvements lying idle and deteriorating with lack of something to do.

Boullia.

Passing Lake Boullia, where Sturt camped in 1844, we came to Boullia homestead. (Note the modern touch in the spelling of the name). Here was a bright spot in an otherwise dreary land, and the well-laid-out buildings and modern plant surrounded by a pleasant garden and a plantation of native trees, was a tribute to the energy and forethought of Mr. Albert McClure and his sons. Here in the city we are learning that the desert can be made to blossom like the rose, and Boullia is an illustration of what can be done along these lines with a little care and attention.

Mount Arrowsmith.

Looming to the west is a rugged line of low hills, the Mt. Arrowsmith Range, but on approaching the homestead we found a disappointing contrast to the place we had just left. Once it boasted a stone house and garden, but the property got into other hands whose motto was "profit and more profit," and no attention was given to beauty and comfort.

A line of wood and iron rooms on a sandy waste, provides the accommodation for a bachelor manager who is expected to wring profits out of the soil, surrounded with as much discomfort and ugliness as it is possible to imagine.

The place is typical of others in the "Corner" which have passed into the hands of large companies, soul-less monopolies, "whose god is their belly," and these deserted villages bear silent, but eloquent testimony to the character of the owners.

Very many years ago the Mt. Arrowsmith country must have been much different to what it is today. Soil erosion has silted up the creek as in many other parts of the west. Just about here the dead waters of Wonominta Creek have been cut off by sand drift and now flows in the opposite direction to what they did some years ago within the memory of the settlers, and there is further definite evidence.

Along one of the tributaries of Mt. Arrowsmith Creek can be found **abundant traces of a deserted native village.** The old camp fires occur in hundreds, while stone flakes and chippings are in countless thousands, and in this particular area they occur more thickly than in any other place that I know. Many spear heads can be found and the flakes are more highly finished, and the numbers point to a very long occupation of the site, which must have provided more water than is now available. The creek has a flat and shallow sandy bed, but in past ages must have contained large sheltered holes to supply the number of natives who have resided here permanently or gathered for periodical ceremonials.

[Native] Stone Designs.

In addition to the ordinary signs of native occupation, there occur several interesting designs laid out in small stones on the clay pans. Some of these have been destroyed by stock and weather, and the complete design cannot be followed, but others are almost intact, and the photograph [shown with the newspaper article] illustrates two adjacent patterns or "yards" as they are locally called. These are, without doubt, ceremonial grounds, but one can only make a wild guess as to their use and symbolism. Inquiries are being made from some of the older natives along the North Coast, and they may be able to elucidate much of this stone cultural mystery unless, of course, that the two districts were entirely separate in their beliefs.

This site is truly a deserted village, and although all signs of habitations have long since decayed, the stone implements, camp fires, and playgrounds remain to remind us of this ancient civilisation. Whether they lived at this spot or only visited it on special occasions one will never know, but it certainly was an important centre in the life and ceremonial of the aboriginal race.

The pioneer white man really spelt the doom of the black man, and while we honor him for forcing his way into inhospitable country, we oft forget the black brother who lived and worked out his own salvation in probably the most harsh environment of any country of the world.

We turned away with regret from the ruins of the native village. Burnt hotels and rusting pumps can be renewed, but here was an example of native culture which, once destroyed, can never be replaced. If the area were fenced, it would be protected from wandering stock and for all ages it would stand as an example of native art.

Magnetic Hill.

Mount Arrowsmith is the highest range of hills and was visited by Sturt in 1844. He found it to be magnetic and it was at first called Magnetic Hill, and then it was named after Arrowsmith who drew the maps for publication in Sturt's narrative.

We saw pictures of petrified trees in the ranges, but time did not permit us to make the necessary deviation, as it was several miles "across country."

Pine Forests.
Travelling south on the home turn we again got into the pine ridges, the country that was the cause of much worry to Sturt in his northward journey. The almost endless succession of low sandy ridges with the thick growth of pines made the passage of his teams and waggons very difficult; and the constant turning and winding to dodge the trees made the use of the compass monotonously irksome.

Packsaddle Creek led us out of the pine forests to a different class of country, and we reached Pinpira Lake with **Pinpara homestead** close by. (Why another change in spelling?) This lake, I think, was another of Sturt's camping places, but the records of this part of his trip are obscure and one cannot trace his course with certainty.

The track soon led us on to the open spaces of the Coko Range, an alternation of sandy wastes and gibber-strewn rises, but even here an occasional selector was waging an apparently unequal warfare with nature. Let us hope that away from the track there were grassy slopes and saltbush flats, where the sheep could find something to eat. Evidently the day of the pioneer is still with us, for there are always men ready to take up this type of country and "give it a go," in the hope that a succession of good seasons will turn the wheel of fortune in their favor.

Other Pioneers.
And there is still another type of pioneer who gets very little recognition in these times - **the mail driver and the big truck driver.** The mails must get through and so, wet or dry, the mail man plugs along, and if he gets bogged and is a couple of days late on arrival there is no waiting for the roads to dry. The mails are waiting and this hero of the outback starts out again, into the mire and slush, knowing full well on many occasions that he has Buckley's chance of getting through.

His job is to be on the roads whether the creeks are running or not and on to the road he goes. It must take tons of pluck to drive into bad weather ahead with the certainty that a night will have to be spent in the cabin or on the open plain.

The truck driver, carrying stores to the outback and returning with the wool, is built with the same stuff, but he is not bound so much by a time table. We met one of these chaps beyond Bancannia, or rather, I should say, we got the rear view of his legs protruding from the bonnet of his big truck. After extracting himself he informed us, with a smile, that "she wouldn't go," but the mail was due along soon and they might have a spare thingamybob on board. If not, his mate was somewhere behind him and he would bring one "out." Out from where? We were one hundred miles from Broken Hill. His was the true Scout spirit; he met his difficulties with a smile, and was quite prepared to wait for something to turn up. He was another of the pioneer heroes of the outback, these men who, single-handed, spend their lives on the lonely roads, carrying the amenities of the cities to the furthest outpost.

Their's is a life of which we smug dwellers in the city know little, but which deserves our highest praise for its loyalty and unfailing endeavor to win through against all odds. Of such stuff is the pioneer made.

WELLINGTON VALLEY AND TOWN OF WELLINGTON (1921).

H. Selkirk (Fellow).
Journal and Proceedings of the Royal Australian Historical Society, Vol. VII. Part III. Sydney 1921.

The locality known as Wellington Valley was discovered by Lieutenant John Oxley, R.N., Surveyor-General of New South Wales, on the occasion of his expedition to the River Lachlan in 1817, when he was accompanied by Surveyor G. W. Evans as second in command, while Allan Cunningham, the King's Botanist, was also attached to the party.

Leaving Bathurst **on April 20, 1817, Mr. Oxley** proceeded to the Lachlan, the course of which he traced downwards until his party became hopelessly involved in extensive reedy marshes, which presented such a formidable obstacle to his progress, that after much loss of time he determined to abandon the river and make for the southern coast. Foiled in this attempt by the scarcity of water and character of the country to be passed through, together with the loss of some of the horses, Mr. Oxley returned to the Lachlan, which he struck at a point considerably lower down than he had left it. Finding his course again impeded by swamps, and supplies running low, he decided once more to leave the river and strike across country easterly towards Bathurst.

On August 18, 1817, John Oxley, in his fine, precise hand, makes the following pathetic entry in his field book:-
The sun rose upon the finer morning or more delightful weather ... Short as our present ration is, it would be quite impossible to reduce it further, and I cannot expect even upon the most direct course to reach Bathurst in less than ten or twelve days.
Written in pencil just one hundred and four years ago, the writing, though faint, is still easily decipherable, and one can scarcely peruse that yellowed page without feeling a lump in one's throat. Truly, "there were giants in those days," and modest as they were great, for in editing his journal for publication, Oxley strikes out those tragic phrases, as being unnecessary to his story.

On August 19 the wearied explorers entered a fertile and extensive valley, of which Mr. Oxley enthusiastically writes:-
Imagination cannot fancy anything more beautifully picturesque than the scene which burst upon us, the breadth of the valley to the base of the opposite gently rising hills was between three and four miles, studded with fine trees upon a soil which for richness can no where be excelled, its extent north and south we could not see ... In the centre of this charming valley ran a strong and powerful stream, its bright transparent waters dashing over a gravelly bottom, intermingled with large stones, forming at short intervals considerable pools in which the rays of the sun were reflected with a brilliancy equal to that of the most polished mirror. I would have been content to have found this to be the Macquarie River, and at first conceived it to be so; under this impression I intended stopping on its banks for the remainder of the day, and then tracing up the stream southerly. While we were waiting for the horses to come up, we crossed the stream, and wishing to see as much of the country on its banks northerly during the remainder of the day as possible, I proceeded down the stream and had scarcely rode a mile when I was no less astonished than delighted to find that it joined a very fine river coming from the E.S.E. ... this, then, was certainly the long sought Macquarie, the sight of which amply repaid us for all our former disappointments. Different in every respect to the Lachlan, it here formed a river equal to the Hawkesbury at Windsor, and in many parts as wide as the Nepean at Emu Plains ... the river running through the valley was named Bell's River in compliment to Brevet Major Bell of the 48th Regiment, the Valley, Wellington Valley.

At the confluence of these two streams the party rested, and determined their position as in latitude 32 degrees 32 minutes 45 seconds south and longitude 149 degrees 20 minutes east.

One can enter into Mr. Oxley's feelings, when, on the eve of leaving Wellington Valley, he writes under the date August 22:-
Among the other agreeable consequences that have resulted from discovering the river in the second Vale of Tempe, may be enumerated as not the least, the abundance of fish and emus with which we have been supplied. Swans and ducks were also within our reach, but we had no shot.

On August 23, the party started on its return journey to Bathurst, travelling on the western side of the Macquarie River, and arriving at its destination in safety between 8 and 9 p.m. on August 29, after running completely out of provisions and depending entirely on the dogs for such game as they could run down (*vide* Oxley's Published journal, and Field Book 132 Department of Lands).

When, in 1818, Mr. Oxley conducted a second expedition into the interior with the object of tracing the Macquarie River downwards, he again visited Wellington Valley, but meanwhile, in anticipation of this expedition, a Depot had been formed there, and it was at this point that he actually took charge of his party and made his start. After leaving Bathurst, accompanied by Dr. Harris on May 28, 1818, Mr. Oxley made the following entry in his journal:-
We at first kept nearly upon the track pursued by us on our return from the first expedition in August last, but on approaching Wellington Valley, keeping a little more to the westward, we avoided much of that steep and rugged road which we had complained of. The country being quite open, the vallies (sic) and flats good, the hills limestone rock, we did not meet with the slightest interruption, and I arrived at the Depot on June 2, where we found the boats etc. in perfect readiness for our immediate reception.

On the 4th the horses and provisions were taken across the river on the north side, and on the 6th the expedition started.

In the course of an expedition from the vicinity of Moss Vale, with Bathurst as its objective, **Surveyor James Meehan, on May 8, 1820**, struck the Macquarie River about five miles above Wellington. Imagine that he was below Bathurst he proceeded to trace the river upwards, but on the 11th, evidently concluded he was mistaken, as his field book reads:-
Returned in order to trace the river down to the Bathurst Road ...

On the 12th he reached and camped at the spot where he had first struck the river, and on the following day, proceeding down stream, records by a marginal note in his field book,
Met some old huts and stones, which I think since, to be the Wellington Vale.

The huts and stones referred to by Meehan were no doubt the remains of Mr. Oxley's Depot of 1818 previously referred to.

Continuing his course down the Macquarie, Surveyor Meehan on May, 15, reached the vicinity of the confluence of the Little River with that stream. At this point he realised how completely he was out of his locality and decided to retrace his steps.*

In 1823 a settlement was established at Wellington Valley, to which were sent a number of better class prisoners known as "Specials." The *Sydney Gazette* of January 30, 1823, announces that,
Percy Simpson Esq., Lieutenant in the Army, lately from England, is appointed Commandant of the new settlement.
This office, by letter dated February 9, 1823, to the Colonial Secretary, reports that on January 30 with his wife and party, he arrived at Bathurst where he had been delayed in consequence of a difficulty in securing the services of a competent guide to point out the route to Wellington Valley. Finally

Lieutenant Simpson's difficulties were happily solved, as indicated by the following extract from a document in the Chief Secretary's office, being "The Humble Memorial of John Blackman," written in 1823:-
Your Excellency's Memorialist has been employed as Chief Constable at Bathurst during the last four years, has been at various times during the said period with the Commandant and others, considerable distances in the interior of the Colony, and in the month of February last, discovered a road and escorted the luggage and drays to Wellington Plains on the establishment of that settlement.

Further allusion is made to this matter by John Blackman, who in a letter to the Colonial Secretary dated February 27, 1830, writes:-
I received from Sir Thomas Brisbane in reward for public services as Chief Constable at Bathurst and for the discovery of a cart road to Wellington Valley, an Order for eighty acres of land at the back of my original grant in that district.

The "Order" referred to, dated November 14, 1825, was ultimately honored by the issue of a grant of sixty acres at Kelso, dated March 19, 1844, and known as "Kelso Farm."

In a personal interview with the Surveyor General in 1843, Blackman, referring to an earlier period, alluded to his return from an expedition with Mr. Oxley, which would point to his having accompanied that gentleman on his exploration of the Macquarie in 1818 (letter Surveyor General to Colonial Secretary June 8, 1843).

The *Sydney Gazette* of February 27, 1823, reports that:-
Mr. Simpson had safely reached his destination, having travelled in his gig all the way from Bathurst, by which route only one bridge would be necessary.

Lieutenant Simpson, in writing to the Colonial Secretary March 1, 1823, from Wellington Valley, states that he arrived safely on February 24, having left Bathurst ten days previously, and had selected a most eligible site for the future settlement, where he had at once started ploughing. He further mentions that the aborigines who are not numerous, seem friendly and well disposed towards the settlement. The Aboriginal name for Wellington Valley is given as "Binjang," and for Bell's River "Molla." The efforts of the superintendent at this stage were chiefly directed to agriculture, and excellent crops of wheat and maize were obtained, while tobacco was also successfully grown.

The *Sydney Gazette* of April 14, 1825, reports that the Wesleyan Missionary Society had sent Mr. John Harper, "a pious young man," to Wellington Valley, where, while ministering to the aborigines, the spiritual needs of the prisoners were not to be neglected, though any interference with the latter in secular matters was to be carefully avoided. This Mission received the patronage and assistance of Sir Thomas Brisbane, though he refused an application for a grant of ten thousand acres, pending some practical results. Little or no success having been achieved by the Wesleyan Mission, it was abandoned in 1826 and Mr. Harper transferred to Twofold Bay.

The Military and Convict Establishment at Wellington Valley was carried on until 1831, when the *Sydney Gazette* of January 15 announces that the establishment is being broken up, and the settlement is only to be made use of in the future as a stock station.

In 1832 the Church Missionary Society established a Mission to the Aborigines under the charge of the Rev. J. C. S. Handt and Rev. William Watson, who with their wives, arrived at Wellington Valley October 3, 1832, where they opened a school for the natives on a "considerable tract of land" assigned

by the Governor for the use of the Mission at the confluence of the Bell and Macquarie Rivers, *vide* report on Mission to the Aborigines, printed in *Votes and Proceedings of the Legislative Council*, 1834.

A formal notification, reserving for the use of the Aboriginal Mission the land assigned by the Governor, appears in the *Government Gazette* of June 4, 1834, p. 338.

In an account of a visit to Wellington Valley in 1835 by James Backhouse, the Quaker Missionary, it is mentioned that:-
The best of the Government houses was occupied by two missionary families.
This would evidently have been the building indicated as "Government House" on the plan of the settlement catalogued W.1165, Department of Lands.

In the following year Handt was removed from Wellington Valley to take up similar duties at Moreton Bay, and was superseded by the Rev. James Gunther, who was also appointed as minister in charge at Wellington Valley, where he remained until appointed to the incumbency of Mudgee in 1841, *vide Town and Country Journal*, January 3, 1880.

The Governor having decided to establish a town at Wellington Valley, personally communicated his views to the Surveyor General, who by letter dated December 29, 1838, instructed Assistant Surveyor Ogilvie to furnish a suitable design for subdivision of town allotments at the confluence of the Bell and Macquarie Rivers.

Mr. Ogilvie having transmitted his plan of a design for a township, the Surveyor General forwarded it March, 21, 1839, for the Governor's approval, reporting at the same time that there was not likely to be much demand, but that the sale of allotments would enable a few tradesmen to secure freeholds, and that £2 per acre would be sufficient upset price.

The proposed township having been designed on part of the land set apart for the use of the Church Missionary Society, a protest was lodged with the Executive Council against the proposal, the missionaries suggesting as an **alternative, a site at "Newry" (or Newrea**) about seven miles up the Bell River, as suitable for the purpose in view. The Surveyor General having been called upon to report on the new proposal, instructed Mr. Ogilvie, June 22 1839, to ascertain whether a site equally eligible with that originally proposed could be found within a distance of not less than three or more than eight miles from the buildings occupied by the missionaries and suggesting "Newry" as a possible site.

By letter of August 13, 1839, the Surveyor General informed the Colonial Secretary that Mr. Ogilvie, having inspected, reports that the only site in any way suitable is at "Newry," which though neither so central or well adapted for the object in view as that at first selected, is still not ineligible. The matter having been brought before the Executive Council, it was held that the arrangement with the Church Missionary Society should not be departed from, and that the site of Newry should be adopted. The Governor concurred in this decision and the Surveyor General was so advised September 23, 1839.

In 1840, the Governor, Sir George Gipps, and Lady Gipps, in making a tour of the Bathurst District, visited Wellington Valley, where on November 11, an address of welcome was presented. His Excellency in the course of his reply said:-
I have directed that a town may be immediately laid out and allotments brought to sale at 'Nurea' on the River Bell, to which the Police Establishment, now at Wellington, will as soon as possible be removed ... a village would have been established some time ago, nearer to the Mission, but for the

apprehension that was raised of it being injurious to that institution. (Sydney Morning Herald, November 23, 1840).

On the occasion of this visit the **Governor personally approved of a design for the village of "Newrea"** by an endorsement dated November 10, 1840, on a plan prepared by Assistant Surveyor Davidson, who was at the time engaged on the survey. This plan is now in the custody of the Department of Lands, Catalogued N.1125. Two copies were subsequently prepared by the Surveyor General, one for the deposit in the office of the Colonial Secretary, and the other for the information of the local Bench of Magistrates. This was followed by formal notification in the Government Gazette of March 19, 1841, of the "Township of Nuria." The spelling of the name appears to have been a clerical error, as from the date of survey onward the accepted officila spelling has been "Newrea." This village has little more than a nominal existence, and was **finally cancelled by gazette notice of July 9, 1898**.

In the year 1844, evidently in anticipation of the withdrawal of the Church Missionary Society from Wellington Valley, the Rev. W. Watson made application for a section of land for use in connection with the Aboriginal Mission, which inferentially he proposed to carry on independently of the Church Missionary Society. This land was eventually located at a point on the Macquarie River known as "Black's Fall' (or "Blake's Fall"), about three miles and a half above the confluence of the Bell. This arrangement was made on the distinct understanding that the land was to be held on sufferance only, and solely for the purposes of the mission.

On May 20, 1845, the Rev. W. Watson was formally licensed by the Bishop of Australia as Minister in charge at Wellington Valley.

On July 1, 1845, the Colonial Secretary informed the Surveyor General, that the Bishop of Australia having intimated to him that the stock belonging to the late Mission was to be sold in a few weeks, the land formerly held by the Mission would then be resumed by Government, with the exception of the section of which Mr. Watson was to have the use. By letter dated July 12, the Colonial Secretary informed the Surveyor General that the Rev. Dr. Cowper, having intimated to him that the lands and buildings hitherto occupied by the Church Missionary Society would be vacated about September 1, Mr. Wright, Commissioner of Crown Lands, had been directed provisionally to take charge of them.

On the withdrawal of the mission from Wellington Valley, the Colonial Secretary by letter of November 26, 1845, directed that the land vacated by the late mission be now brought forward for sale or lease in the ordinary way. The question of the establishing a town at the confluence of the Bell and Macquarie Rivers was also re-opened, with the result that Mr. Ogilvie's original plan, W.1049, was again laid before the Governor and Executive Council December 17, 1845, and formally approved. This action was followed by **notification in *Government Gazette* of April 24th, 1846, of the "Village of Wellington."**

By letter dated June 29, 1846, from the Colonial Secretary, the Rev. W. Watson received authority from the Governor to remove his Mission Station from the Government buildings to the land which had been allotted for that purpose on the Macquarie River at "Black Fall" (or according to plan W.27, 1527, "Blake's Fall").

The Government buildings having been vacated, the question of their disposal was raised by Assistant Surveyor Davidson, who was at this time engaged in measurement of allotments for sale. He pointed out that they were fast falling to decay and the materials being stolen, but that if offered for sale there would be a ready demand from persons who contemplated building. By letter dated February 2, 1847,

the Surveyor General reported that he had directed Mr. Davidson to prepare an inventory of the materials with a view to offering them for sale after advertisement at Bathurst, unless it were decided to sell them with the land on which they stood.

Evidently in 1847, the Rev. W. Watson made some effort to secure a title to the land which he had been permitted to use for mission purposes, as by letter of April 29, 1847, the Colonial Secretary informed him that the Governor, though he cannot allow him the land he desires, in connection with his mission, fully sympathises with his efforts to improve the moral and religious conditions of aborigines, and therefore authorises the payment of £50 per annum in aid of the mission at "Blakefall," subject, however, to his feeling assured that results warrant its continuance.

The **first Land Sale at Wellington took place on December 9, 1846** [1], when suburban portions 1 to 6 were purchased by **Mr. W. Armstrong**, and **the next day** the following town allotments were sold:-
Allots 9 to 13, of Section 3 - to **Nicholas Hyeronimous** [2]**.**
Allots 11 to 12, of Section 11 - to **John Maughan.**
Allots 13 and 14, of Section 11 - to **John Morrissey**.
Allot 1, of Section 12 - to **W. R. Davidson**.
Allots 1 to 4, of Section 13 - to **W. W. Armstrong**.

Note:- The sale of allotments 13 and 14, Section 11, **to John Morrissey was cancelled** and deposit forfeited, but the allotments were again offered June 17, 1847, and purchased by Morrissey.

Apparently the results of **Mr. Watson's missionary efforts were not such as to secure the continuance of Government assistance**, for on October 12, 1855, **he purchased at auction 320 acres at "Blake's Fall**," being part of the "section" he had been permitted by the Governor to occupy, on which were situated his improvements.

* Vide "Exploration between the Wingecarribee, Shoalhaven, Macquarie, and Murrumbidgee Rivers," a paper by R. H. Cambage, F.L.S., read before the Society July 26, 1921.

1. **My Comments**:-
It may seem to be stating the obvious but I will still point out that only that land that was offered for sale could be purchased. Even though all the Town Land might be surveyed, as I have found in the 1860 Town Land Sale in Wentworth, not all that land, even if it was already occupied, was offered for sale. The Sydney Morning Herald of 11th November 1846 announced:-
Government Gazette: At eleven o'clock, of Wednesday, the 9th December, the following portions of land will be offered for sale by public auction, at Colonial Treasury, Sydney, at the upset price affixed to each lot respectively. Deposit ten per cent. [includes]
Wellington - Parish of Wellington
[Sale item 30] -Allot 1 of Section 14 - 2 acres, near Wellington.
[Sale item 31] - Allot 2 of Section 14 - 2 acres and 1 rood, same place.
[Sale items 32 to 35] - Allots 3, 4, 5, and 6 of Section 14 - 2 acres and 2 roods each, same place.
Upset price £3 per acre.
[This I would assume to be the six portions of land purchased by Mr. W. Armstrong.]

The Sydney Morning Herald of 16th November 1846 announced:-
Government Gazette: At eleven o'clock of Thursday, the 10th December, the following Town Allotments will be offered for sale by public auction, at the Colonial Treasury, in Sydney, at the upset price affixed to each lot respectively. Deposit ten per cent. [Includes]

Wellington
[Sale items 19 to 52] - 2 roods each.
Section 11 - Allots 8 to 10, and 15 to 17.
Section 3 - Allots 9 to 12.
Section 11 - Allots 11 to 14.
Section 12 - Allots 1 to 4, and 11 to 14.
Section 13 - Allots 1 to 4, and 11 to 14.
Upset price £8 per acre.
[So 35 Town Allots offered for sale. Only 13 sold.]
Rusheen Craig, September 2012.

2. [Further information on Mr. Hyeronimus is provided in *the Portland and Normanby General Advertiser* of 16 July 1860 from the Sydney Morning Herald:-
Death of Mr. Hyeronimus, M.L.A.
The Legislative Assembly adjoined out of respect to the memory of Mr. Hyeronimus, who died the same day, at his town residence. The deceased gentleman had long suffered from an affection of an artery, and this disease of an artery, and this disease, which was aggregated by an attack of influenza and bronchitis, terminated his existence amidst great suffering. Previous to his decease, Mr. Hyeronimus, who was aware his case was hopeless, and was resigned to his fate, made the proper dispositions with regard to family of eight children, and up to the last moment retained the use of his faculties. This gentleman was a Belgium by birth, and emigrated about the year 1840 to this colony, where he followed squatting and mercantile pursuits with a good deal of success. He represented in Parliament the district of Wellington, for which he was returned quite unsolicited. Whilst in the Assembly he was a silent member, and generally voted with the Government in power. We understand the widow and family of the deceased are left in very comfortable circumstances.

The Sydney Morning Herald of 6 April 1861 reports the sale of Hyeronimus' estate, giving the name of his main property as Graway Station:-
The Graway Station, on the Macquarie River, has been sold by the executors of the estate of the late N. Hyeronimous, Esq., together with the herd unmustered (supposed to be 2000 head), for the sum of £5400; Messrs. Cruikshank and Cornish being the purchasers.]

NOTES ON THE SETTLEMENT AT WELLINGTON VALLEY (FROM 1823) 1934.

James Jervis, A.S.T.C.
Journal and Proceedings of the Royal Australian Historical Society, Vol. XX. Part IV. Sydney 1934.

These notes may be regarded as supplementary to the paper on this subject by the late Henry Selkirk (Fellow), in Part 3, Vol. VII., of the Society's Journal.

A letter of instructions concerning the establishment of a settlement was addressed to Lieutenant Percy Simpson by the Colonial Secretary on January 1, 1823.

Lieutenant Simpson was required to proceed at the earliest opportunity to Bathurst. On arrival there, a **dozen milch cows** were to be supplied and **a flock of forty sheep** under the care of experienced stockmen together with as much wheat as his teams could transport. A guide competent to conduct him

to the confluence of the Bell and Macquarie Rivers would also be provided at Bathurst. (Apparently the **guide** was **John Blackman, Chief Constable of Bathurst**.)

On the way to Wellington Valley, Simpson's instructions required him to "take pains personally to examine as far as you are able on each side of the line of your March for the purpose of forming as accurate an opinion as possible whether a road could be carried with greater advantage, by any other line than that which you are then pursuing. If you think this practicable, the Empty waggons on their return are to be required to explore it."

When the expedition reached its destination a position was to be chosen for the new settlement, "the nearest that health will permit to the confluence of the two rivers," but so that it would be above flood level. Land was to be put under the plough as quickly as possible and sown with wheat. An equal trial was to be given to each of the seed wheats with which Lieutenant Simpson was supplied. This is of interest, as **it is the first experiment in wheat growing in the West.**

With regard to the erection of **huts for the convicts** who accompanied Lieutenant Simpson, he was to consider whether it would be easier to form them of bark or of sods connected with plaster, as was done at Bathurst. Stockyards were to be erected as quickly as possible to prevent loss of stock.

Convicts were to be issued weekly seven pounds of meat and twelve pounds of wheat, with as much milk as could be spared. **Hours of labour** were to be from daylight till eight a.m., with a break of one and a half hours for breakfast; work was then to continue until twelve noon, when one hour was allowed for dinner, and labour was to proceed until sunset.

The labour of part of the convicts was to be devoted to the erection of a commodious Commandant's house, which has to be placed in such a situation that the future streets of the new settlement might diverge from it as a focus. No doubt this building was erected, and is the structure shown on Plan W 1165, Department of Lands. A member of the Wilkes' United States Exploring Expedition who visited Wellington Valley in 1839 reports that several small brick buildings had been erected, and in 1835 James Backhouse mentions a Government House.

On Sunday mornings convicts were to bathe, and then to be mustered for divine service, which was to be conducted by Lieutenant Simpson.

Every effort was to be made to prevent the importation of spirituous liquors. Overseers were strictly prohibited from striking convicts, but Lieutenant Simpson was empowered to inflict corporal punishment, not exceeding fifty lashes.

Friendly relations were to be established with the natives of the district, who were to be rewarded with presents of wheat, tomahawks or fish hooks for apprehending convicts, or straying cattle.

A further letter was addressed to Major Ovens requesting his zealous co-operation in the matter. He was to choose the necessary drivers, ploughmen and tradesmen, including two persons accustomed to digging canals. These men were to be selected in consequence of their good behaviour, and the time spent at the settlement was to be reckoned as double service when the matter of issue of Ticket of Leave was to be considered. The seed wheat to be issued was to include grain from the Derwent, County of Argyle, and from the County of Cumberland.

Mr. Oxley, Surveyor-General, was the bearer of a letter, dated February 10, 1823, addressed to Lieutenant Simpson at Bathurst. The Surveyor-General promised his assistance, and also the help of Surveyor McBrien in rendering Lieutenant Simpson's line of march "easy and perspicuous." The letter informed him that by taking a west course he would eventually bring into view "a remarkable Hill named Mount Lachlan." The course was then to be changed to north-west by half-west, which would bring the expedition to the confluence of the two rivers, and the site of the new settlement. The letter concluded by expressing the confident hope that the settlement would be successfully established under the auspices of Lieutenant Simpson.

The little expedition safely reached Wellington Valley, and lost no time in establishing itself. Despite the fact that the convicts were "specials," life at the Valley did not run as smoothly as had been hoped. In September, 1823, rumours reached the Governor, Sir Thomas Brisbane, that a regular plan had been organised by the convicts to bring about an abandonment of the settlement. Lieutenant Lawson, Commandant at Bathurst, was instructed to proceed to Wellington to investigate. Although many long miles separated Wellington Valley and the nearest settlement, convicts were not deterred from escaping, and a letter to Lieutenant Simpson, dated September 10, 1824, refers to a list of nineteen runaways.

BUSHRANGING ON THE DARLING (1869)

South Australian Register (Adelaide), 15 Jan 1869.

The subjoined letters were received by the down mail, and give full particulars of the recent bushranging outrages and mail "stick-ups" in the Darling Districts:-

Wilcannia, 8 January 1869.
The Middle and Lower Darling has not until very recently been considered a good place for the professional operations of the bushranger. The "get-aways" from off the river to any other locality on account of the scarcity of water are few and far between, and it does not present the ready means of escape when hotly pursued which these gents admire; consequently, with the exception of a half-cranky shepherd who some 18 months back turned out and stuck up a few huts and the Nelyambo Station, we have not been troubled much. A change has come over the scene, and bushranging close to hand is no longer to be doubted. Some few weeks back two desperadoes were chased by the Bourke and Queensland police down the Paroo to within a short distance of our township; their tracks were then lost, and the troopers returned up the Paroo. The bushrangers had stuck up an inn on the Warrego, shot Constable McCabe, and one of them in return received several shots in his arm and shoulder. One of the bushrangers was known to be Redford, and the other gave his name as "Thunderbolt,: but such was not the case.

When the trackers gave up the pursuit it was considered pretty certain that the robbers had made in for the river, and were some days ahead of their pursuers. This has since proved to be correct. However, they for a time kept quiet, and no clue was got as to their whereabouts; but this last week or so they have come out again, and we hear of them in different directions - one on the Upper and one on the Lower Darling - sticking up and robbing the mails and stations, stealing horses, and engaging in other little depredations too numerous to mention. Last week the one who stuck Field's and Acre's stations up put the super. in handcuffs until he gave his word of honour as a gentleman that he would not try to

molest or capture him, who lay reading a novel whilst the stockkeepers were sent out to ride in all the horses for him to take his pick from. He was captured by the Bourke Police in the Gundabooka Mount, about 25 miles back from the river, and 30 from Bourke. Although not Thunderbolt, as he represented himself, he was one of the two who shot McCabe, and the one who was wounded in the arm and shoulder. He is not likely to trouble us again if he gets his deserts.

We then hear of the second bushranger in the Lower Darling stealing Fletcher's racehorse Eustace, McPherson's Jackey, sticking up the Menindie and Adelaide mail via the Barriers, and, on Monday last, the down and up Darling mails, opening all the letters and taking charge of all cheques, &c., he considered to be good (for he appears doubtful in these hard times of some of the squatters' cheques); and he cooly informs the mailman that he shall look out for him as he returns today. We heard of him within a short distance of our township the night before last; and unless our police fall in with him, I should not be surprised if he paid our banker a visit, as he regretted exceedingly he was not made aware of a parcel of specie which came by mail for the Bank a fortnight since, or he would have saved the banker the trouble of counting it over to see if it was correct.

I last evening had some conversation with a gentleman, Mr. Duncan McRae, manager of Toorule (sic) Station, who was a passenger by the up-mail on Monday last when stuck up below Menindie, and who has furnished me with the following particulars:- The up and down Darling mails meet near Brook's station, about 50 miles below Menindie. On Monday last the bushranger Redford, described as a man of about 5 feet 11 inches, stout build, clean-shaved face, small eyes, pug nose, reddish hair, small face, projecting eyebrows, receding forehead, armed with a revolver, surprised "Tom," the mailman, and demanded the mails, which were accordingly handed over; and after the ceremony of opening all the letters and pocketing all the cheques, &c., he duly returned the bags to the driver, who then complained that as there was no one but themselves present he might be suspected of opening the bags, and asked Redford to get someone as a witness, which was done by Redford getting Mr. Brooks to see and witness that he was the party who stuck up and robbed the mail. He then rode after the up mail, which had started, overtaking it about six miles below the cliffs. "Bail up!" was the first notice of his presence; and the revolver held a few inches from Mr. McRae's head made resistance useless. A demand for his money, watch, &c., was instantly made; and as regards some cheques, &c., given to him, he stated he had been waiting some days for Mr. McRae, expecting he would have with him the proceeds of a lot of sheep, sold at Wentworth, and was annoyed when he found that it had been remitted to Melbourne from Wentworth. He told McRae that he knew him to be a good fellow, and would therefore not hurt a hair on his head, and, to show that he had confidence in him, handed over his revolver for him to look at, stating that it was the one that McCabe was shot with. He then insisted on McRae acting as his clerk in opening the letters, and reading over the names and the amounts, remarking, on seeing the Bank stamps on many of the cheques, that what with the drought, and low prices of wool and carcase one half of the squatters' money was no good. He made McRae smoke a cigar with him, and was very communicative, informing him, amongst other things, where he would find a good saddle planted in a hollow tree about five miles below Toorale Station, which he left there on account of having to shoot his horse. "Friars Grey." He rode on to the Cliff Inn with them, made McRae shout for all hands, and afterwards did the same himself.

On after leaving the house after dark he rode round the place several times in a circle, extending it further off each time, until they could not distinguish in which direction he had gone; but on the following night he was seen to look into the open bedroom window of the Menindie Hotel, and on the following morning had breakfast, and bought some clothing at Rogers's Tintinallogay Hotel, forty miles above Menindie, and paid for what he obtained with one of the cheques he took from McRae. A large amount of cheques and notes was seen in his possession. He called the evening before last at

Billilla Station for rations, 25 miles below our township, and will no doubt stick up today either the down river or Booligal mail, which his mate had not the courage to do, on seeing Mr. James Tyso, a passenger, in the cart, who he mistook for Sergeant Clorey, of the Bourke police, who afterwards took him prisoner at Gundabooka. Our police are out in search of him, and I hope it will not be long before he is in safe keeping with his mate, for it keeps us in a continual state of excitement and uncertainty, and causes us a very considerable amount of loss and inconvenience in having our letters opened and contents abstracted. I hear of many instances in which parties, if they had any pluck about them, could have secured these fellows by either knocking them down or shooting them with their own weapons, or, at all events, by giving timely notice and assistance to the police; but many appear afraid of being known to have any hand in attempting their capture, and, if anything, assist them in making away from the police by giving them their best horses, and not reporting it to the police. Such is life on the Darling and bushranging in New South Wales. In Victoria or South Australia they would not run a week.

Menindie.
A Correspondent writes:-
I hasten to inform you of the robbery of the Wentworth mail to this town both on the down and up trips by the bushranger Redford. I do so in the hope that your journal will by my comments bring under notice what we have hitherto failed to do by direct communication with our own authorities - viz., the defective state of the Police Department on this river. New South Wales sends up to a town like Menindie a couple of police troopers; and having done so much I have no doubt that the head of the department writes the name of that town down in red ink as one that ought not to trouble or come under his notice for at least five years. This is what any old resident of the Darling is bound to suffer; for the troopers, once sent up, are left to their own inclinations, and it remains with the men themselves whether they will do their work or shirk it. I am glad that I can affirm that there are police officers on the river who are not afraid of that work, while at the same time I think there are others on whom the monthly visit of an Inspector would confer a material benefit, so far as the public is concerned. Menindie of the present day is not the Menindie of of ten years ago, a fact that our Government cannot be brought to understand - that is, when we ask them for anything. I do not know whether at that period the Darling was ever visited (I mean quarterly) by an Inspector, if so, how it is that while everything else on the river has been progressing the police alone should retrograde? We never see one of those officials now.

You will learn the particulars of the robbery of the down mail ere this reaches you. There is quite a panic here amongst the business men and others, and from what I hear some are supposed to have lost, namely, Mr. A. Rossoleo alone having remitted over £800. Under our verandah you hear of acceptances and cheques, &c., as having been posted by that mail from all quarters. There was only one passenger besides the driver in the mail, due at Menindie on the 7th instant - Mr. McRae, of Tooralle. When about four miles from the cliff a horseman rode up, and presenting a pistol at the driver's head, told him to bail up, and sung out, "Now then, Mr. McRae, jump out, I have been waiting for you for the last three days; hand me out you money." Mr. McRae got down and handed Redford his pocket-book, requesting, as a favour, that after he had taken whatever money was in it, he would return the book to him on account of private memos. Redford, after looking over it, asked where was the money he had got for the sheep sold in Wentworth, and upon being told that it had been sent to Melbourne, seemed very much disappointed, and told McRae that he made sure of getting it on him. He then ordered the mailbags to be thrown out, and proceeded quietly and deliberately to cut them open, and sort those letters he thought likely to contain money, but it was evident that he could not read writing, for he called to McRae to come nearer to him, and be his clerk, saying, "I'll have a gentleman clerk for once in my life," and handed him a cheque, and asked him whether he thought it was any good. Strange to say

McRae saw that it was a cheque of his own going from one Bank to another. Redford asked what was the meaning of the stamp in the middle of it, and McRae told him it was a dishonored cheque. Whereupon he was throwing it away, when McRae asked him to allow him to put it back in the envelope. He kept McRae reading letters and cheques for over an hour, and took his word that cheques bearing the Bank stamp were dishonored ones, and remarked that what with the low price of wool and the dry season, all the squatters were going insolvent. Having asked the driver if he had any money, he said, "Yes, silver." He told him to put it back, as he did not want to rob him. He then began to search the parcels in the coach, asking the owners' names, and their probable contents. Coming to a carpet-bag, and hearing that it belonged to a trooper stationed at Pooncare, he took it out, and told the driver that there would be a better man in the clothes in half an hour than ever was in them before. He then told McRae to hold the ribbons while, Moodey, the driver, picked up the letters and put them back into the mail bags.

He told them they might go, saying, "I'll pull you up before you get to the Cliffs Inn; I'm going to stop there tonight." He left them, taking the trooper's carpet-bag. He again got up to the mail within 200 yards of the public-house, Brithew's (sic) Mallee Cliffs Hotel, and riding up to the door, told every one in the house to come out onto the verandah, and then sung out for McRae to shout for all hands, telling him that if he had no cash his name was good. After getting McRae's drinks he ordered every one into the house again, getting off his horse, asked the landlord to bring a feed for his horse. He tied his horse to a post, came inside, sat down, had some dinner, and made himself quite at home, telling everyone that he was not afraid there. He played cards and shouted drinks, and said that the police were a lot of muffs, and that he could have shot Sergeant Carter [or Carler?] as he rode by when he was hiding only that he did not care about attempting it, as Carter [or Carler?] was the only man he was afraid of. He said he was at the Mannum Races, and that he would have stuck up the whole town if he had only another revolver; and that he had lost his opera-glass on the course, and as yet there had been no one to claim it. After stopping about six hours he got his horse, and after galloping round the house disappeared; but before he went he entered the driver's bedroom and shook hands with him, and bid him good night.

The thermometer is 112 degrees in the shade.

Our Wentworth letter of January 12 says:- I am happy to report that the Darling mail arrived tonight without having a visit from the gentleman who saved us the trouble of opening our letters last week, and some of us the trouble of counting our remittances for that week.

