HOW THE SOUTH-EAST WAS HELD:
ASPECTS OF THE QUADRIPARTITE INTERACTION OF
MOUNT GAMBIER, PORTLAND, ADELAIDE & MELBOURNE
1860 - 1917

BRUCE A. FERGUSON

VOLUME II

(Submitted as a Masters Thesis,
School of History, University of Melbourne,
June 1977.)

ERRATA:

Line 7 on page 258 should read -

fact even from herself, yet her eyes were
opened to the unpalatable fact that Mr.
Adelaide's intentions were not honorable. She;

while line 1 on page 260 should read -

obtaining redress in the usual way, two
courses are open for Mrs. Adelaide; to sue
for a proper.
# CONTENTS

<table>
<thead>
<tr>
<th>NO.</th>
<th>A. Appendices</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Value of Imports and Exports at Portland, Victoria, 1857-1867.</td>
</tr>
<tr>
<td>2.</td>
<td>Population of the Southwestern Victorian towns of Portland, Port Fairy (Belfast), Warrnambool and Hamilton, 1857-1921.</td>
</tr>
<tr>
<td>3.</td>
<td>Annual Value of the Portland Borough/Municipality, 1857-1919.</td>
</tr>
<tr>
<td>4.</td>
<td>Subscription List of the West Victoria Separation League.</td>
</tr>
<tr>
<td>5.</td>
<td>Rainfall at Mt. Gambier during 1861, Compared to corresponding averages, 1861-1973; plus annual rainfall, 1861-1920.</td>
</tr>
<tr>
<td>6.</td>
<td>Membership of (a) the Portland Municipal/Borough Council, (b) the Portland Road Board/Shire Council, 1860-1869.</td>
</tr>
<tr>
<td>7.</td>
<td>Text of Petition to Queen Victoria by the West Victoria Separation League, 1862.</td>
</tr>
<tr>
<td>8.</td>
<td>Text and Signature List of the Anti-Separation Petition initiated at Mt. Gambier, March 1862.</td>
</tr>
<tr>
<td>9.</td>
<td>Despatch of May 26, 1862, by Governor Daly of South Australia to the Duke of Newcastle, covering the Anti-Separation Petition.</td>
</tr>
</tbody>
</table>
CONTENTS (Contd.)

<table>
<thead>
<tr>
<th>NO.</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.</td>
<td>Despatch of June 23, 1862, by Governor Barkly of Victoria to the Duke of Newcastle, covering the West Victoria Separation League Petition.</td>
</tr>
<tr>
<td>11.</td>
<td>Despatch of September 20, 1862, by the Duke of Newcastle to Governor Barkly of Victoria, acknowledging receipt of, and replying to the West Victorian Separation League petition.</td>
</tr>
<tr>
<td>12.</td>
<td>&quot;Mr. and Mrs. Adelaide,&quot; the Border Watch leader of May 29, 1863, page 2.</td>
</tr>
<tr>
<td>13.</td>
<td>Government Revenue and Expenditure in the South-East of South Australia, 1857-1862.</td>
</tr>
<tr>
<td>14.</td>
<td>Quarterly South Australian Customs Receipts, 1860-1901, at Robe, Beachport, Port MacDonnell, Penola, South-East Border, and Mt. Gambier.</td>
</tr>
<tr>
<td>15.</td>
<td>Membership and Expenditure Schedules of I. the Board of Main Roads for the District of Mount Gambier, 1866-1875, II. the Board of Main Roads for the District of Victoria, 1875-1887.</td>
</tr>
<tr>
<td>16.</td>
<td>Section I : Population of Horned Cattle and Sheep (including Lambs) in the S.A. County of Grey, 1859/60-1924.</td>
</tr>
<tr>
<td></td>
<td>Section II: Production of Wheat for Grain in the S.A. County of Grey, 1860/61-1923/24.</td>
</tr>
<tr>
<td>17.</td>
<td>Comparative Wealth of Some Southwestern Shires of Victoria, 1867-1914/15.</td>
</tr>
<tr>
<td>NO.</td>
<td>CONTENTS (Contd.)</td>
</tr>
<tr>
<td>-----</td>
<td>------------------</td>
</tr>
<tr>
<td>18.</td>
<td>ON AND OVER THE BORDER, by &quot;Viator&quot;, the Portland Guardian series, February 1893.</td>
</tr>
<tr>
<td>19.</td>
<td>Simplified Statement of Livestock and Merchandise Forwarded and Total Tonnage Received by Rail at Mt. Gambier, 1888/89-1918/19.</td>
</tr>
<tr>
<td>23.</td>
<td>Section I: Numbers and Total Tonnage of Ships Entered Inwards at the South-West Victorian ports of Portland, Port Fairy (Belfast) and Warrnambool, 1859-1915/16. Section II: Numbers and Total Tonnage of Ships Cleared Outwards from the South-West Victorian ports of Portland, Port Fairy (Belfast), and Warrnambool 1859-1915/16.</td>
</tr>
</tbody>
</table>
CONTENTS (Contd.)

<table>
<thead>
<tr>
<th>NO.</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>24.</td>
<td>Petition advocating a Portland railway, as prepared by the Mt. Gambier branch of the Railway League in November 1900.</td>
</tr>
<tr>
<td>25.</td>
<td>Petitions (regarding a proposed Portland to Mt. Gambier railway) formed at a public meeting at Mt. Gambier on April 3, 1909. a. to the Hon. The Commissioner of Public Works, Adelaide; b. To the Hon J. Murray, Premier of Victoria.</td>
</tr>
<tr>
<td>26.</td>
<td>Metric Conversion Tables.</td>
</tr>
<tr>
<td>27.</td>
<td>Bibliography.</td>
</tr>
</tbody>
</table>

B. Maps

1. Australia, showing area of study. 356
2. Broad study area, showing major portion of pertinent railway networks (some now closed). 357
3. Mount Gambier and Portland districts, showing significant road links and major geographical features. 358
APPENDIX 1

Value of Imports and Exports at Portland, Victoria, 1857-67

<table>
<thead>
<tr>
<th>YEAR</th>
<th>VALUE OF IMPORTS (£)</th>
<th>VALUE OF EXPORTS (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1857</td>
<td>164,110</td>
<td>76,474</td>
</tr>
<tr>
<td>1858</td>
<td>106,090</td>
<td>115,833</td>
</tr>
<tr>
<td>1859</td>
<td>78,880</td>
<td>109,770</td>
</tr>
<tr>
<td>1860</td>
<td>105,787</td>
<td>99,928</td>
</tr>
<tr>
<td>1861</td>
<td>87,178</td>
<td>103,505</td>
</tr>
<tr>
<td>1862</td>
<td>47,267</td>
<td>82,593</td>
</tr>
<tr>
<td>1863</td>
<td>34,845</td>
<td>45,912</td>
</tr>
<tr>
<td>1864</td>
<td>50,806</td>
<td>54,077</td>
</tr>
<tr>
<td>1865</td>
<td>19,416</td>
<td>36,474</td>
</tr>
<tr>
<td>1866</td>
<td>25,099</td>
<td>NIL</td>
</tr>
<tr>
<td>1867</td>
<td>20,874</td>
<td>NIL</td>
</tr>
</tbody>
</table>

Sources

VPP, No. 4 of 1858-9; Nos. 11 and 51 of 1859-60;
Nos. 2 and 127 of 1861-6; No. 67 of 1862-3;
Nos 21 and 61 of 1864-5; No. 19 of 1867 (1st Sess.);
No. 2 of 1867 (2nd and 3rd Sess.); and No. 60 of 1868.
APPENDIX 1

Value of Imports and Exports at Portland, Victoria, 1857-1867

<table>
<thead>
<tr>
<th>Year</th>
<th>Imports</th>
<th>Exports</th>
</tr>
</thead>
<tbody>
<tr>
<td>1857</td>
<td>17,000</td>
<td>16,000</td>
</tr>
<tr>
<td>1859</td>
<td>15,000</td>
<td>15,000</td>
</tr>
<tr>
<td>1861</td>
<td>14,000</td>
<td>14,000</td>
</tr>
<tr>
<td>1863</td>
<td>13,000</td>
<td>13,000</td>
</tr>
<tr>
<td>1865</td>
<td>12,000</td>
<td>12,000</td>
</tr>
<tr>
<td>1867</td>
<td>11,000</td>
<td>11,000</td>
</tr>
</tbody>
</table>

- Value
- 17,000
- 16,000
- 15,000
- 14,000
- 13,000
- 12,000
- 11,000
- 10,000
- 9,000
- 8,000
- 7,000
- 6,000
- 5,000
- 4,000
- 3,000
- 2,000
- 1,000
- 0

- Year
- 1857
- 1859
- 1861
- 1863
- 1865
- 1867
APPENDIX 2

Population of the south-western Victorian towns of Portland, Port Fairy (Belfast), Warrnambool and Hamilton, 1857-1921.

<table>
<thead>
<tr>
<th></th>
<th>1857</th>
<th>1861</th>
<th>1871</th>
<th>1881</th>
<th>1891</th>
<th>1901</th>
<th>1911</th>
<th>1921</th>
</tr>
</thead>
<tbody>
<tr>
<td>PORTLAND:</td>
<td>2,706</td>
<td>2,804</td>
<td>2,372</td>
<td>2,265</td>
<td>2,284</td>
<td>2,185</td>
<td>2,367</td>
<td>2,555</td>
</tr>
<tr>
<td>WARRNAMBOOL:</td>
<td>1,594</td>
<td>2,211</td>
<td>3,799</td>
<td>4,839</td>
<td>6,582</td>
<td>6,404</td>
<td>7,543</td>
<td>7,730</td>
</tr>
<tr>
<td>PORT FAIRY (BELFAST):</td>
<td>2,194</td>
<td>2,342</td>
<td>3,485</td>
<td>1,757</td>
<td>1,864</td>
<td>1,990</td>
<td>2,017</td>
<td>1,988</td>
</tr>
<tr>
<td>HAMILTON:</td>
<td>682</td>
<td>1,197</td>
<td>2,349</td>
<td>2,967</td>
<td>3,373</td>
<td>4,204</td>
<td>5,551</td>
<td>5,097</td>
</tr>
</tbody>
</table>

N.B. According to the C/W Census' of 1933 and 1947, the population of Portland was 2,518 and 3,462, respectively.

Sources

VPP No. 1 of 1857-8; No. 1 of 1862-3; No. 2 of 1864; No. 54 of 1872; No. 50 of 1882-3; No. 13 of 1892-3; No. 25 of 1902-3.

Census of the Commonwealth of Australia, 1911 and 1921
APPENDIX 2

## APPENDIX 3

### Annual Value of the Portland Borough/Municipality, 1857-1919

<table>
<thead>
<tr>
<th>Year</th>
<th>(£)</th>
<th>Year</th>
<th>(£)</th>
<th>Year</th>
<th>(£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1857</td>
<td>26,309</td>
<td>1878</td>
<td>18,321</td>
<td>1900</td>
<td>13,635</td>
</tr>
<tr>
<td>1858</td>
<td>25,799</td>
<td>1879</td>
<td>18,843</td>
<td>1901</td>
<td>12,513</td>
</tr>
<tr>
<td>1859</td>
<td>26,018</td>
<td>1880</td>
<td>19,210</td>
<td>1902</td>
<td>12,507</td>
</tr>
<tr>
<td>1860</td>
<td>26,179</td>
<td>1881</td>
<td>19,212</td>
<td>1903</td>
<td>12,523</td>
</tr>
<tr>
<td>1861</td>
<td>23,014</td>
<td>1882</td>
<td>18,714</td>
<td>1904</td>
<td>12,538</td>
</tr>
<tr>
<td>1862</td>
<td>17,847</td>
<td>1883</td>
<td>17,985</td>
<td>1905</td>
<td>12,465</td>
</tr>
<tr>
<td>1863</td>
<td>17,042</td>
<td>1884</td>
<td>17,981</td>
<td>1906</td>
<td>12,451</td>
</tr>
<tr>
<td></td>
<td>(reduced from £17,663)</td>
<td>1885</td>
<td>12,287</td>
<td>1907</td>
<td>12,451</td>
</tr>
<tr>
<td>1864</td>
<td>15,401</td>
<td>1886</td>
<td>12,333</td>
<td>1908</td>
<td>12,529</td>
</tr>
<tr>
<td>1865</td>
<td>14,884</td>
<td>1887</td>
<td>12,376</td>
<td>1909</td>
<td>12,529</td>
</tr>
<tr>
<td>1866</td>
<td>14,955</td>
<td>1888</td>
<td>12,343</td>
<td>1910</td>
<td>12,650</td>
</tr>
<tr>
<td>1867</td>
<td>14,625</td>
<td>1889</td>
<td>12,367</td>
<td>1911</td>
<td>12,650</td>
</tr>
<tr>
<td>1868</td>
<td>13,719</td>
<td>1890</td>
<td>12,473</td>
<td>1912</td>
<td>13,982</td>
</tr>
<tr>
<td>1869</td>
<td>13,664</td>
<td>1891</td>
<td>13,948</td>
<td>1913</td>
<td>14,563</td>
</tr>
<tr>
<td>1870</td>
<td>13,162</td>
<td>1892</td>
<td>14,174</td>
<td>1914</td>
<td>15,085</td>
</tr>
<tr>
<td>1871</td>
<td>12,694</td>
<td>1893</td>
<td>14,312</td>
<td>1915</td>
<td>18,707</td>
</tr>
<tr>
<td>1872</td>
<td>12,585</td>
<td>1894</td>
<td>14,303</td>
<td>1916</td>
<td>18,966</td>
</tr>
<tr>
<td>1873</td>
<td>12,641</td>
<td>1895</td>
<td>13,918</td>
<td>1917</td>
<td>18,879</td>
</tr>
<tr>
<td>1874</td>
<td>12,533</td>
<td>1896</td>
<td>13,852</td>
<td>1918</td>
<td>18,879</td>
</tr>
<tr>
<td>1875</td>
<td>12,761</td>
<td>1897</td>
<td>13,759</td>
<td>1919</td>
<td>18,914</td>
</tr>
<tr>
<td>1876</td>
<td>12,943</td>
<td>1898</td>
<td>13,787</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1877</td>
<td>17,996</td>
<td>1899</td>
<td>13,635</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Sources


2. Victorian Municipal Directory and Gazetteer, Melbourne, assorted years.
APPENDIX 3

Annual Value of the Portland Borough/Municipality, 1857-1919

<table>
<thead>
<tr>
<th>Year</th>
<th>Value (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1857</td>
<td>30,000</td>
</tr>
<tr>
<td>1867</td>
<td>27,500</td>
</tr>
<tr>
<td>1877</td>
<td>25,000</td>
</tr>
<tr>
<td>1887</td>
<td>22,500</td>
</tr>
<tr>
<td>1897</td>
<td>20,000</td>
</tr>
<tr>
<td>1907</td>
<td>17,500</td>
</tr>
<tr>
<td>1917</td>
<td>15,000</td>
</tr>
</tbody>
</table>

Note: The value shows a general decline from 1857 to 1887, followed by a recovery and slight fluctuations until 1917.
**APPENDIX 4**

Subscription List of The West Victoria Separation League, showing amount subscribed, name of subscriber, place of residence, occupation, pastoral holdings (if any), and rank in the League:

<table>
<thead>
<tr>
<th>AMOUNT SUBSCRIBED</th>
<th>NAME</th>
<th>RESIDENCE</th>
<th>OCCUPATION</th>
<th>PASTORAL HOLDINGS</th>
<th>LEAGUE RANK</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Group A</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>£100</td>
<td>E. Henty</td>
<td>Portland</td>
<td>Ex-squatter</td>
<td>Muntham, Connell's Run</td>
<td>President</td>
</tr>
<tr>
<td>£ 50</td>
<td>F. Henty</td>
<td>Portland</td>
<td>Ex-squatter</td>
<td>Merino Downs</td>
<td></td>
</tr>
<tr>
<td>£ 50</td>
<td>Henty (S.G.)</td>
<td>Portland</td>
<td>Merchant/Squatter</td>
<td>Mt. Sturgeon Plains, North</td>
<td></td>
</tr>
<tr>
<td>£ 50</td>
<td>Learmonth (W.) &amp; Co.</td>
<td>Portland</td>
<td>Merchant/Squatter</td>
<td>Ettrick, Tahara, etc. (cm.)</td>
<td></td>
</tr>
<tr>
<td>£ 50</td>
<td>W. McPherson</td>
<td>Casterton</td>
<td>Squatter</td>
<td>Nangeela</td>
<td></td>
</tr>
<tr>
<td>£ 30</td>
<td>C. Croaker</td>
<td>Portland</td>
<td>Merchant</td>
<td></td>
<td></td>
</tr>
<tr>
<td>£ 30</td>
<td>T. Must</td>
<td>Portland</td>
<td>Merchant/Squatter</td>
<td>Argyle (cm.)</td>
<td></td>
</tr>
<tr>
<td>£ 30</td>
<td>W. Rutledge &amp; Co.</td>
<td>Belfast</td>
<td>Merchant</td>
<td></td>
<td></td>
</tr>
<tr>
<td>£ 25</td>
<td>T. McKeller</td>
<td>Portland</td>
<td>Squatter</td>
<td>Croxton</td>
<td></td>
</tr>
<tr>
<td>£ 25</td>
<td>J.N. McLeod</td>
<td>Portland</td>
<td>Ex-squatter</td>
<td>Mount Clay, Castlemaddie (cm.)</td>
<td></td>
</tr>
<tr>
<td>£ 25</td>
<td>R.B. Broughton</td>
<td>Harrow</td>
<td>Squatter</td>
<td>Second Kout Narin</td>
<td></td>
</tr>
<tr>
<td>AMOUNT SUBSCRIBED</td>
<td>NAME</td>
<td>RESIDENCE</td>
<td>OCCUPATION</td>
<td>PASTORAL HOLDINGS</td>
<td>LEAGUE RANK</td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------------------</td>
<td>----------------</td>
<td>----------------------</td>
<td>-------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>£ 20</td>
<td>W. Corney</td>
<td>Portland</td>
<td>Ex-squatter</td>
<td>NA.</td>
<td>-</td>
</tr>
<tr>
<td>£ 20</td>
<td>Crouch (G.G.) &amp; Fethers (J.)</td>
<td>Portland</td>
<td>Merchant</td>
<td>-</td>
<td>(cm.)</td>
</tr>
<tr>
<td>£ 20</td>
<td>E. Dacomb</td>
<td>Portland</td>
<td>Merchant</td>
<td>-</td>
<td>(cm.)</td>
</tr>
<tr>
<td>£ 20</td>
<td>D. Edgar</td>
<td>Harrow</td>
<td>Squatter</td>
<td>Pine Hills</td>
<td>-</td>
</tr>
<tr>
<td>£ 20</td>
<td>T. &amp; J. Finn</td>
<td>1. Portland</td>
<td>Merchant</td>
<td>-</td>
<td>(cm.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Belfast</td>
<td>Publican</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 20</td>
<td>T.E. Richardson</td>
<td>Portland</td>
<td>Proprietor/Editor of Guardian</td>
<td>-</td>
<td>Secretary</td>
</tr>
<tr>
<td>£ 20</td>
<td>J. Robertson</td>
<td>Portland</td>
<td>Ex-squatter</td>
<td>NA</td>
<td>-</td>
</tr>
<tr>
<td>£ 20</td>
<td>P. Scott</td>
<td>Portland</td>
<td>Solicitor</td>
<td>-</td>
<td>(cm.)</td>
</tr>
<tr>
<td>£ 20</td>
<td>W. Ske(e)ne</td>
<td>Portland</td>
<td>Ex-squatter</td>
<td>Plains</td>
<td>-</td>
</tr>
<tr>
<td>£ 20</td>
<td>W. Swan</td>
<td>Coleraine</td>
<td>Squatter</td>
<td>Koonongwootong West</td>
<td>-</td>
</tr>
<tr>
<td>£ 10</td>
<td>T. Boucher</td>
<td>Portland</td>
<td>Miller</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 10</td>
<td>J. Chandler</td>
<td>Portland</td>
<td>Publican</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 10</td>
<td>G. Collie</td>
<td>Portland</td>
<td>NA</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 10</td>
<td>Corner</td>
<td>NA</td>
<td>NA</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 10</td>
<td>E.M. Fowey</td>
<td>NA</td>
<td>NA</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>AMOUNT SUBSCRIBED</td>
<td>NAME</td>
<td>RESIDENCE</td>
<td>OCCUPATION</td>
<td>PASTORAL HOLDINGS</td>
<td>LEAGUE RANK</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------</td>
<td>-----------</td>
<td>-----------------------------</td>
<td>-------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>£ 10</td>
<td>&quot;A Friend&quot;</td>
<td>NA</td>
<td>NA</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 10</td>
<td>J. Haggleston</td>
<td>Portland</td>
<td>NA</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 10</td>
<td>J.B. Hamilton</td>
<td>Apsley</td>
<td>Squatter</td>
<td>Lake Bringalbat</td>
<td>-</td>
</tr>
<tr>
<td>£ 10</td>
<td>J. Hawkins</td>
<td>Portland</td>
<td>Schoolmaster</td>
<td>-</td>
<td>(cm.)</td>
</tr>
<tr>
<td>£ 10</td>
<td>E.F. Hughes</td>
<td>Portland</td>
<td>Proprietor/Editor of Chronicle</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 10</td>
<td>S. Hutchinson</td>
<td>Portland</td>
<td>Merchant</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 10</td>
<td>D. McEarchern</td>
<td>Portland</td>
<td>Merchant</td>
<td>-</td>
<td>(cm.)</td>
</tr>
<tr>
<td>£ 10</td>
<td>H. Smith</td>
<td>Portland</td>
<td>Carrier</td>
<td>-</td>
<td>(cm.)</td>
</tr>
<tr>
<td>£ 10</td>
<td>T. Walker</td>
<td>Portland</td>
<td>Agent</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 8</td>
<td>C. Payne</td>
<td>Coleraine</td>
<td>Publican</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£5 5s.</td>
<td>W. Murray</td>
<td>Casterton</td>
<td>Squatter</td>
<td>Dunrobin</td>
<td>-</td>
</tr>
<tr>
<td>£5 5s.</td>
<td>G. Wilson</td>
<td>Portland</td>
<td>Chemist</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>(M.) Brasch, &amp; (J.) Salenger</td>
<td>1. Portland</td>
<td>Merchant</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. NA</td>
<td>NA</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>J. Clarke, MD</td>
<td>Belfast</td>
<td>Doctor</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>R. Clay</td>
<td>Portland</td>
<td>NA</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>AMOUNT SUBSCRIBED</td>
<td>NAME</td>
<td>RESIDENCE</td>
<td>OCCUPATION</td>
<td>PASTORAL HOLDINGS</td>
<td>LEAGUE RANK</td>
</tr>
<tr>
<td>------------------</td>
<td>---------------------</td>
<td>-----------</td>
<td>----------------</td>
<td>-------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>£ 5</td>
<td>&quot;From J.M.&quot;</td>
<td>NA</td>
<td>NA</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>J. Eyvel</td>
<td>Portland</td>
<td>Merchant</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>C. Grier</td>
<td>Portland</td>
<td>Doctor</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>J.P. Hayman</td>
<td>NA</td>
<td>NA</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>J. Hogan</td>
<td>Portland</td>
<td>Publican</td>
<td>-</td>
<td>(cm.)</td>
</tr>
<tr>
<td>£ 5</td>
<td>E.F. Holmes</td>
<td>Portland</td>
<td>Baker</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>J. Johnstone</td>
<td>Portland</td>
<td>Schoolmaster</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>T. Kean</td>
<td>Portland</td>
<td>Literage Contractor</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>(A.) Lockie &amp; (J.) Watt</td>
<td>1. Hamilton</td>
<td>Saddler</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>£ 5</td>
<td>J. Marriott</td>
<td>Portland</td>
<td>Merchant</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>S. McConaghy</td>
<td>Portland</td>
<td>Publican</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>J. McKay</td>
<td>Lethbridge</td>
<td>Squatter</td>
<td>Moranghurk</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>N. McLean</td>
<td>Portland</td>
<td>Ex-squatter</td>
<td>NA</td>
<td>(cm.)</td>
</tr>
<tr>
<td>£ 5</td>
<td>W.H. Palmer</td>
<td>Warrnambool</td>
<td>Bank-manager</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>£ 5</td>
<td>F.H. Row</td>
<td>Portland</td>
<td>Merchant</td>
<td>-</td>
<td>(cm.)</td>
</tr>
<tr>
<td>£ 5</td>
<td>J. Smith</td>
<td>Portland</td>
<td>Brewer/Squatter</td>
<td>Mackenzie Springs (near Apsley)</td>
<td>-</td>
</tr>
<tr>
<td>Amount Subscribed</td>
<td>Name</td>
<td>Residence</td>
<td>Occupation</td>
<td>Pastoral Holdings</td>
<td>League Rank</td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------------</td>
<td>-----------</td>
<td>-------------</td>
<td>-------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>£ 5</td>
<td>A. Struth</td>
<td>Woodford</td>
<td>Miller</td>
<td></td>
<td></td>
</tr>
<tr>
<td>£ 5</td>
<td>F. Zimmerman</td>
<td>Portland</td>
<td>Tailor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>£10</td>
<td>R. Lewis</td>
<td>Digby</td>
<td>Squatter</td>
<td>Pleasant Hills, Rifle Downs</td>
<td></td>
</tr>
<tr>
<td>£ 5</td>
<td>O. O'Reilly</td>
<td>Casterton</td>
<td>Squatter</td>
<td>Wando, Cashmere, Steep Bank Rivulet</td>
<td></td>
</tr>
<tr>
<td>£2 2s.</td>
<td>R. Osbourne</td>
<td>NA</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>£10</td>
<td>E. Barsby</td>
<td>Portland</td>
<td>Gardener</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>J. Browning</td>
<td>Portland</td>
<td>Schoolmaster</td>
<td></td>
<td>(cm.)</td>
</tr>
<tr>
<td></td>
<td>W. Clapham</td>
<td>Heywood</td>
<td>NA</td>
<td></td>
<td>(cm.)</td>
</tr>
<tr>
<td></td>
<td>J.B. Fitzgerald</td>
<td>NA</td>
<td>NA</td>
<td></td>
<td>(cm.)</td>
</tr>
<tr>
<td></td>
<td>A. Learmonth</td>
<td>Hamilton</td>
<td>Magistrate</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>J.Y. Wilson</td>
<td>Portland</td>
<td>Minister</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group C</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX 4 - FOOTNOTES

1. Information obtained form:

H. White, *The West Victoria (Princeland) Separation Movement, 1861-3* (Honours essay, History Department, Melbourne University, 1956), Appendix IV.


*Portland Guardian*.

*Portland Chronicle*.

2. Group A. is the actual subscription list as given in White H., *op. cit.*, Appendix IV.

3. See Appendix 6, note 2.

4. I suspect that this entry refers to donations/subscriptions canvassed publically on a street corner in Portland.

5. Although White did not indicate as such, this is clearly a pseudonym - as is "From J.M." later.

6. Group B. comes again from H. White, *op. cit.* These are subscriptions/donations not included in the "official" list, but acknowledged in the *Portland Guardian* (namely March 29, 1862, April 17, 1861 and March 6, 1862, respectively).

7. Group C. was again an addition suggested originally by White. It includes those individuals who, while not found in the subscription list, were either members of the League Committee, or had been reported as participants in the meeting of June 17, 1861.
APPENDIX 5

Section I

Rainfall at Mt. Gambier during 1861 by months, compared to the Average (1861-1973).

<table>
<thead>
<tr>
<th>Month</th>
<th>1861</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>4.03&quot;</td>
<td>1.28&quot;</td>
</tr>
<tr>
<td>February</td>
<td>1.30&quot;</td>
<td>1.14&quot;</td>
</tr>
<tr>
<td>March</td>
<td>2.36&quot;</td>
<td>1.41&quot;</td>
</tr>
<tr>
<td>April</td>
<td>6.18&quot;</td>
<td>2.48&quot;</td>
</tr>
<tr>
<td>May</td>
<td>7.79&quot;</td>
<td>3.30&quot;</td>
</tr>
<tr>
<td>June</td>
<td>5.41&quot;</td>
<td>3.81&quot;</td>
</tr>
<tr>
<td>July</td>
<td>6.94&quot;</td>
<td>4.18&quot;</td>
</tr>
<tr>
<td>August</td>
<td>3.16&quot;</td>
<td>3.93&quot;</td>
</tr>
<tr>
<td>September</td>
<td>2.33&quot;</td>
<td>3.01&quot;</td>
</tr>
<tr>
<td>October</td>
<td>3.95&quot;</td>
<td>2.47&quot;</td>
</tr>
<tr>
<td>November</td>
<td>1.45&quot;</td>
<td>1.81&quot;</td>
</tr>
<tr>
<td>December</td>
<td>10.88&quot;</td>
<td>1.60&quot;</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td>55.68&quot;</td>
<td>30.47&quot;</td>
</tr>
</tbody>
</table>

Source

Same for both sections, viz., rainfall statistics published by the **Border Watch** early every month in those issues contemporary to this study.
APPENDIX 5   Section I

Rainfall at Mt. Gambier during 1861 in months, compared to the average (1861-1973).

1861 -----
Average ---
APPENDIX 5 Section II

Rainfall at Mount Gambier 1861-1920

Average (1861-1973)
APPENDIX 6

(A) Membership of the Portland Municipal/Borough Councils, 1860-1869, giving occupation, place of residence and position on separation issue (1861-63) if known†

<table>
<thead>
<tr>
<th>Year</th>
<th>Name</th>
<th>Occupation</th>
<th>Place of Residence</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>1860/61</td>
<td>James Trangmar (Chairman)</td>
<td>Merchant</td>
<td>Portland</td>
<td>Separationist</td>
</tr>
<tr>
<td></td>
<td>William Corney</td>
<td>Ex-squatter²</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>Thomas Finn</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>William Learmonth</td>
<td>Ex-squatter/Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>Duncan McEarchern</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>J. Fethers</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>J.B. Fitzgerald</td>
<td>Ex-squatter</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>1861/62</td>
<td>J. Trangmar (Chairman)</td>
<td>Merchant</td>
<td>Portland</td>
<td>Separationist</td>
</tr>
<tr>
<td></td>
<td>Wm. Learmonth</td>
<td>Ex-squatter/Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>T. Finn</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>G. Collie</td>
<td>-</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>F.H. Row</td>
<td>Jeweller</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>C. Croaker</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>D. McEarchern</td>
<td>&quot;</td>
<td>&quot;</td>
<td>(cm.)</td>
</tr>
<tr>
<td>1862/63</td>
<td>C. Croaker (Chairman)</td>
<td>Merchant</td>
<td>Portland</td>
<td>Separationist</td>
</tr>
<tr>
<td></td>
<td>Wm. Learmonth</td>
<td>Ex-squatter/Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>T. Finn</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>F.H. Row</td>
<td>Jeweller</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>T. Smith</td>
<td>Storekeeper</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>Wm. Corney</td>
<td>Ex-squatter</td>
<td>&quot;</td>
<td>Separationist</td>
</tr>
<tr>
<td></td>
<td>J. Fethers</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>1863/64</td>
<td>Wm. Learmonth (Chairman)</td>
<td>Ex-squatter/Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>T. Finn</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>Wm. Corney</td>
<td>Ex-squatter</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>Name</td>
<td>Occupation</td>
<td>City</td>
<td>Position</td>
<td></td>
</tr>
<tr>
<td>----------------------</td>
<td>--------------------</td>
<td>--------------</td>
<td>------------------</td>
<td></td>
</tr>
<tr>
<td>R.B. Cook</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>J. Marriott</td>
<td>Merchant</td>
<td>Portland</td>
<td>Separationist</td>
<td></td>
</tr>
<tr>
<td>H. Smith</td>
<td>Carrier</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>F.H. Row</td>
<td>Jeweller</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>(cm.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1864/65</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H. Smith</td>
<td>Carrier</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>J. Marriott</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>Wm. Corney</td>
<td>Ex-squatter</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>N. McLean</td>
<td>Ex-squatter/</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Merchant</td>
<td></td>
<td>(cm.)</td>
<td></td>
</tr>
<tr>
<td>Thomas Must</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>T. Walmer</td>
<td>Land Agent</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>J.B. Fitzgerald</td>
<td>Ex-squatter</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>G.G. Crouch</td>
<td>Auctioneer</td>
<td>Portland</td>
<td>Separationist</td>
<td></td>
</tr>
<tr>
<td>1865/66</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T. Must (Mayor)</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>Wm. Cooper</td>
<td>Newspaper</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proprietor</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N. McLean</td>
<td>Ex-squatter/</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Merchant</td>
<td></td>
<td>(cm.)</td>
<td></td>
</tr>
<tr>
<td>Wm. Corney</td>
<td>Ex-squatter</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>H. Smith</td>
<td>House-painter</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>T.E. White</td>
<td>Physician</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>H.E. Brewer</td>
<td>Surgeon</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>Thos. Walker</td>
<td>Land Agent</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>C. Croaker</td>
<td>Merchant</td>
<td>&quot;</td>
<td>Separationist</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(cm.)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1866/67</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T. Must (Mayor)</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>Wm. Corney</td>
<td>Ex-squatter</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>C. Croaker</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>H.E. Brewer</td>
<td>Surgeon</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>Wm. Cooper</td>
<td>Newspaper</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proprietor</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H. Smith</td>
<td>House-painter</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>T.E. White</td>
<td>Physician</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>N. McLean</td>
<td>Timber</td>
<td>&quot;</td>
<td>Separationist</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>J. Marriott</td>
<td>Draper</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
</tbody>
</table>

Note: The occupations and positions are listed for each individual, indicating their roles during the specified years.
### 1867/68

<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
<th>Portland</th>
<th>Separationist (cm.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>T. Must</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>J. Marriott</td>
<td>Draper</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>Wm. Corney</td>
<td>Ex-squatter</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>G. Iles</td>
<td>Baker</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>I. Michael</td>
<td>Storekeeper</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>N. McLean</td>
<td>Timber Merchant</td>
<td>&quot;</td>
<td>Separationist &quot;</td>
</tr>
<tr>
<td>J. Hogan</td>
<td>Publican</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>P. Scott</td>
<td>Solicitor</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>C. Croaker</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

### 1868/69

<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
<th>Portland</th>
<th>Separationist</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. McLean (Mayor)</td>
<td>Timber Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T. Must</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>J. Marriott</td>
<td>Draper</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>G. Iles</td>
<td>Baker</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>I. Michael</td>
<td>Storekeeper</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>Wm. Corney</td>
<td>Ex-squatter</td>
<td>&quot;</td>
<td>Separationist</td>
</tr>
<tr>
<td>J. Hogan</td>
<td>Publican</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>P. Scott</td>
<td>Solicitor</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>C.F. Crouch</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

(B) Membership of the Portland Road Board and/or Shire Councils 1860-1869, giving occupation, place of residence and position on separation issue (1861-63) when known.

### 1860/61

<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
<th>Portland</th>
<th>Separationist (Chr. cm.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Edward Henty (Chairman)</td>
<td>Ex-squatter</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>Francis Henty</td>
<td>Ex-squatter</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T. Finn</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>J.B. Fitzgerald</td>
<td>Squatter</td>
<td>&quot;</td>
<td>Harrow</td>
</tr>
<tr>
<td>T.E. Richardson</td>
<td>Newspaper Proprietor</td>
<td>&quot;</td>
<td>Portland</td>
</tr>
<tr>
<td>Wm. Learmonth</td>
<td>Ex-squatter/Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>J. Hawkins</td>
<td>Schoolmaster</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>T. Must</td>
<td>Merchant</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>W. Douglass</td>
<td>Innkeeper</td>
<td>&quot;</td>
<td>-</td>
</tr>
<tr>
<td>Year</td>
<td>Squatter</td>
<td>Portland</td>
<td>Separationist</td>
</tr>
<tr>
<td>--------</td>
<td>----------</td>
<td>----------</td>
<td>---------------</td>
</tr>
<tr>
<td>1861/62</td>
<td>J. Pearson</td>
<td>Squatter</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Wm. Learmonth</td>
<td>Ex-squatter/ Merchant</td>
<td>Portland Separationist (cm.)</td>
</tr>
<tr>
<td></td>
<td>D. Cameron</td>
<td>Squatter</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>J.B. Fitzgerald</td>
<td>Squatter</td>
<td>Harrow Separationist</td>
</tr>
<tr>
<td></td>
<td>Capt. - Clarke</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>J. Trangmar</td>
<td>Merchant</td>
<td>Portland Separationist</td>
</tr>
<tr>
<td></td>
<td>Edward Henty</td>
<td>Ex-squatter</td>
<td>Portland Separationist (Chr. cm.)</td>
</tr>
<tr>
<td></td>
<td>T. Finn</td>
<td>Merchant</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>A. McDonald</td>
<td>-</td>
<td>Greenhills</td>
</tr>
<tr>
<td>1862/63</td>
<td>T. Finn</td>
<td>Merchant</td>
<td>Portland Separationist &quot;</td>
</tr>
<tr>
<td></td>
<td>J. Trangmar</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>J.B. Fitzgerald</td>
<td>Squatter</td>
<td>Harrow &quot;</td>
</tr>
<tr>
<td></td>
<td>E. Henty</td>
<td>Ex-squatter</td>
<td>Portland &quot;</td>
</tr>
<tr>
<td></td>
<td>Wm. Learmonth</td>
<td>Ex-squatter/ Merchant</td>
<td>Portland &quot;</td>
</tr>
<tr>
<td></td>
<td>H. Barr</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>S. Minogue</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>P. Moore</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>D. McEarchern</td>
<td>Merchant</td>
<td>Portland Separationist (cm.)</td>
</tr>
<tr>
<td>1863/64</td>
<td>Wm. Learmonth</td>
<td>Ex-squatter/ Merchant</td>
<td>Portland Separationist (cm.)</td>
</tr>
<tr>
<td></td>
<td>E. Henty</td>
<td>Ex-squatter</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>T. Finn</td>
<td>Merchant</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>J. Trangmar</td>
<td>Merchant</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>J.B. Fitzgerald</td>
<td>Squatter</td>
<td>Harrow &quot;</td>
</tr>
<tr>
<td></td>
<td>H. Barr</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>F. Henty</td>
<td>Ex-squatter</td>
<td>Portland Separationist</td>
</tr>
<tr>
<td></td>
<td>D. McEarchern</td>
<td>Merchant</td>
<td>Portland &quot;</td>
</tr>
<tr>
<td></td>
<td>J. Black</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>1864/65</td>
<td>T. Finn</td>
<td>Squatter/ Merchant</td>
<td>Portland Separationist (cm.)</td>
</tr>
<tr>
<td></td>
<td>J.G. Clapham</td>
<td>Squatter</td>
<td>Heywood</td>
</tr>
<tr>
<td>Year</td>
<td>Name</td>
<td>Occupation</td>
<td>Place</td>
</tr>
<tr>
<td>-------</td>
<td>-----------------------</td>
<td>------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>1865/66</td>
<td>H. Barr</td>
<td>Squatter</td>
<td>Harrow</td>
</tr>
<tr>
<td></td>
<td>J.B. Fitzgerald</td>
<td>Ex-squatter</td>
<td>Portland</td>
</tr>
<tr>
<td></td>
<td>E. Henty</td>
<td>Merchant</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>J. Trangmar</td>
<td>Squatter/</td>
<td>Portland</td>
</tr>
<tr>
<td></td>
<td>(President)</td>
<td>Merchant</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>J. Trangmar</td>
<td>Squatter</td>
<td>Heywood</td>
</tr>
<tr>
<td></td>
<td>J.G. Clapham</td>
<td>Ex-squatter</td>
<td>Portland</td>
</tr>
<tr>
<td></td>
<td>G.G. Crouch</td>
<td>Auctioneer</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>E. Huxley</td>
<td>&quot;</td>
<td>Forest Inn</td>
</tr>
<tr>
<td>1866/67</td>
<td>J. Trangmar</td>
<td>Merchant</td>
<td>Portland</td>
</tr>
<tr>
<td></td>
<td>(President)</td>
<td></td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>G.G. Crouch</td>
<td>Auctioneer</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>E. Henty</td>
<td>Ex-squatter</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>T. Finn</td>
<td>Squatter</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>J.G. Clapham</td>
<td>Squatter</td>
<td>Heywood</td>
</tr>
<tr>
<td></td>
<td>E. Huxley</td>
<td>&quot;</td>
<td>Forest Inn</td>
</tr>
<tr>
<td>1867/68</td>
<td>J. Trangmar</td>
<td>Merchant</td>
<td>Portland</td>
</tr>
<tr>
<td></td>
<td>(President)</td>
<td></td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>T. Finn</td>
<td>Squatter</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>G.G. Crouch</td>
<td>Auctioneer</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>E. Huxley</td>
<td>&quot;</td>
<td>Forest Inn</td>
</tr>
<tr>
<td></td>
<td>J.G. Clapham (resigned Nov.)</td>
<td>Squatter</td>
<td>Heywood</td>
</tr>
<tr>
<td></td>
<td>C.H. Badnall (elected Nov.)</td>
<td>Storekeeper</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>Wm. Learmonth</td>
<td>Squatter</td>
<td>&quot;</td>
</tr>
<tr>
<td>1868/69</td>
<td>J. Trangmar</td>
<td>Merchant</td>
<td>Portland</td>
</tr>
<tr>
<td></td>
<td>(President)</td>
<td></td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>T. Finn</td>
<td>Squatter</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>Wm. Learmonth</td>
<td>Squatter</td>
<td>Heywood</td>
</tr>
<tr>
<td></td>
<td>H. Kittson</td>
<td>Farmer</td>
<td>Bridgewater</td>
</tr>
<tr>
<td></td>
<td>T.W. Smith</td>
<td>Draper</td>
<td>Portland</td>
</tr>
<tr>
<td></td>
<td>C.H. Badnall</td>
<td>Storekeeper</td>
<td>Heywood</td>
</tr>
</tbody>
</table>
APPENDIX 6 - FOOTNOTES

1. Membership information obtained from election reports in the relevant issues of the Portland Guardian and Directory of Shires and Road Boards in Victoria (when available).
   Residential information obtained from Portland press and various Victorian Directories (see Bibliography).
   Attitude re. Separation Issue (1861-63) obtained from:
   West Victoria Separation League, West Victoria Separation Movement for the Union of Western Victoria and the South Eastern District of South Australia into An Independent Colony, Portland (January 1862).
   The subscription list of the above League was given by:
   White, H., The West Victoria (Princeland) Separation Movement, 1861-3, (Honours History Essay, Melbourne University, 1956), Appendix IV.

2. I. use the term "ex-squatter" in the same sense as White, H., op. cit., i.e., to signify those pastoralists who managed their holdings while residing in Portland.

3. "(cm.)" indicates membership of the permanent committee of the Separation League. Portland Guardian, June 17, 1861. "(Chr. cm.)" in the case of Edward Henty, refers to his position as President of the League.

4. During 1863 both Bodies changed form. The Portland Municipal Council (7 members) became the Portland Borough Council (9 members). Similarly, the Portland Road Board (9 members) became the Portland Shire Council (6 members).
   In each case the 1863/64 members became the interim Council until the first full election under the new arrangements.
APPENDIX 7

Text of Petition to Queen Victoria by the West Victoria Separation League, 1862.

TO HER MOST GRACIOUS MAJESTY, QUEEN VICTORIA, MAY IT PLEASE YOUR MAJESTY,

We, your Majesty's most humble Petitioners resident in the Western Portion of the colony of Victoria, and in the South Eastern district of South Australia, crave to approach Your Majesty in a spirit of the most devoted loyalty.

We would humbly lay before Your Majesty this our loyal Petition praying that we may be graciously secured in the benefits of self government.

We, your Majesty's Petitioners would carefully avoid all ungenerous and unkind remarks on the political difficulties and struggles of any of the young Governments of these Colonies; and it is only in the simple spirit of self-preservation that we now seek release and independence. With profound respect and humility we, at the same time, beg to assure your Majesty, that your Majesty's Ministers and Financial Advisers need not entertain any apprehensions with regard to our ample revenue of self-support in that state of independence for which we now pray.

We, your Petitioners have, for years past, failed to obtain just consideration for our public wants and interests, either from Melbourne on the one side, or from Adelaide on the other.

The Western portion of Victoria which your Petitioners now represent, is occupied by an Agricultural and Pastoral
community, and suffers from being subject to a Gold-Fields class of Legislation, which is so little adapted to its condition or community interests.

That portion of South Australia which your petitioners also represent, is known as the South Eastern district of that colony; and so far divided are the inhabitants of that portion of South Australia from the seat of government at Adelaide, (at least 100 miles of desert land intervening,) that they suffer much from government neglect as to their most moderate requirements.

WE SEEK THEREFORE TO HAVE THESE TWO PORTIONS OF TERRITORY UNITED INTO A NEW COLONY.

We humbly beg permission to state that our Revenue at this time considerably exceeds the Revenue of Port Phillip, (now Victoria) when she first agitated for Separation from New South Wales: that our present Population is nearly equal to that possessed by Port Phillip at the time of her actual Separation; and is double the population of the New Colony of Queensland at the present time; that our area, fairly estimated, exceeds the magnitude, taken individually, of no less than seven of the States of America, which seven are each less than one-fourth of our proposed New Colony; and finally, notwithstanding our remoteness from the seat of Government in Melbourne, and other disadvantages, our Exports exceed our Imports by nearly one-third.

The general outline (subject to your Majesty's gracious decision) of the territory proposed for the new Colony, would be, on the
Vic to ria n sid e , as nearly as possible, a line coinciding with the 143' of East Longitude from the coast to the River Murray; thence westerly along the Murray to about, or a little to the west of the 140' E. Longitude; thence southerly along that line to the coast to the starting point, taking in the ports of Portland, Belfast, Warrnambool, Guichen Bay and Port MacDonnell.

We beg to refer Your Majesty to the published information on this subject, of which a Copy in the form of a Pamphlet accompanies this Petition. From this it will appear, according to the last returns, that the united Revenue of the districts proposed to be erected into a separate colony was £330,000, whilst the amount of public expenditure upon them was only £120,000.

We, your Majesty's Petitioners, in alluding to the large amount of Revenue derived from these Western Districts (to wit £330,000 per annum,) as compared with the very inadequate sum awarded for our many pressing local wants (to wit £120,000), would entreat your Majesty's Ministers not to suppose that any adjustment of our financial cause of complaint would prove at all satisfactory; but to be assured that, with single-minded earnestness, we desire to obtain the Separation prayed for in this Petition.

The area of those districts is about 25,000,000 acres or more. Whole extent of lands alienated 1,250,000 acres. Population last census 60,000. Exports are valued at £677,432. Imports £478,603.
Your Petitioners therefore humbly pray that Your Majesty would be graciously pleased to grant a Separation of the Western portion of Victoria from Victoria, and of the South Eastern district of South Australia from South Australia, and the union of these two into one Separate Colony with an independent Legislative and Executive Government, and (with Your Majesty's gracious permission) under the designation of Princeland. And your Petitioners will ever pray, etc.

Source
West Victoria Separation League, West Victoria Separation Movement for the Union of Western Victoria and the South Eastern District of South Australia into An Independent Colony, Portland (January 1862), pp. 25-27.
APPENDIX 8

Text and Signature List of the Anti-Separation
Petition initiated at Mount Gambier, March 1862.
(South Australian Archives (S.A.A.). GRG 24/6, 1862, 478½.)

To His Excellency Sir Dominic Daly, Knight, Governor in Chief
of the Province of South Australia.

May it please your Excellency,

We, your Excellency's humble petitioners resident in the South
Eastern district of South Australia, having ascertained
that certain inhabitants of the Western district of the
province of Victoria have formed themselves into an
Association having for its avowed object the Separation
from Victoria of the Western district of that Province,
and the Separation from South Australia of the South
Eastern district of this Province, the whole to be formed
into a separate Colony to be called "Princeland", desire
to record our decided dissent from any such separation and
annexation, as we consider that the proposed separation
and annexation of this district would be most prejudicial
to our interests.

Your memorialists were at first disposed to treat this
movement with indifference, as we considered such a scheme
impracticable; but as the Association has recently sent
into the different townships of this district two paid
Agents for the purpose of obtaining signatures to a
memorial to be forwarded to Her Majesty the Queen, praying
for the separations above mentioned and as we fear that
our silence might be construed into assent with that memorial, we feel it our duty respectfully to request your Excellency to use your influence with the Imperial Government in order to prevent any such Separation as far as South Australia is concerned.

And your memorialists will ever pray so,

254 signatures/marks were attached - as below (information from elsewhere in capitals).

J.C. Lyon Stipendiary Magistrate MOUNT GAMBIER
G.B. Scott Stipendiary Magistrate PENOLA(?)
E. Wehl, JP Surgeon MOUNT GAMBIER
ILLEGIBLE Gentleman -
A.K. Varley Accountant MOUNT GAMBIER
John Goos Mason "
James Hay Mason "
Henry Hale Carpenter "
George Draper Carpenter "
William Sturtzel Mason "
William Wehl Miller "
ILLEGIBLE Baker -
Emil Boehm Mason MOUNT GAMBIER
Peter Hay Farmer "
W. Sinclair Farmer "
William Dawson Carpenter "
William Hay Farmer "
Archibald Hay Farmer -
W.T. Gove Architect MOUNT GAMBIER
W. Gray Bank Manager "
George Shelton Gardener "
Brandshaw Young Segt of Police "
W.B. Towler Inspector of Telegraphs "
B. Long Hotel Keeper "
Alex Smith Farmer "
Thomas Holloway Barman -
<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kenneth McKenzie</td>
<td>Inkeeper</td>
<td>PORT MACDONNEL</td>
</tr>
<tr>
<td>C.G. Doughty</td>
<td>Commission Agent</td>
<td>MOUNT GAMBIER</td>
</tr>
<tr>
<td>Caleb Fidler</td>
<td>Storekeeper</td>
<td>&quot;</td>
</tr>
<tr>
<td>Alex Cunningham</td>
<td>Mason</td>
<td>&quot;</td>
</tr>
<tr>
<td>H. Porter</td>
<td>Tailor</td>
<td>&quot;</td>
</tr>
<tr>
<td>J. Umpherston</td>
<td>Stockholder</td>
<td>&quot;</td>
</tr>
<tr>
<td>H. Brown</td>
<td>Chemist</td>
<td>&quot;</td>
</tr>
<tr>
<td>James Hart</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Henry Smith</td>
<td>Carpenter</td>
<td>&quot;</td>
</tr>
<tr>
<td>Graham Wallace</td>
<td>Storekeeper</td>
<td>&quot;</td>
</tr>
<tr>
<td>Thomas T. Clark</td>
<td>Labourer</td>
<td>PORT MACDONNEL</td>
</tr>
<tr>
<td>C. Linter</td>
<td>Farmer</td>
<td>MOUNT GAMBIER</td>
</tr>
<tr>
<td>Sam Leete</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Joseph Davis</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>William Douglas</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>D. Bottger</td>
<td>Musician</td>
<td>&quot;</td>
</tr>
<tr>
<td>John Douglas</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Walter Douglas</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>James Stein</td>
<td>Poundkeeper</td>
<td>&quot;</td>
</tr>
<tr>
<td>James Byrne</td>
<td>Carpenter</td>
<td>&quot;</td>
</tr>
<tr>
<td>James Smith</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>James G. Pannell</td>
<td>Carpenter</td>
<td>&quot;</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Plasterer</td>
<td>-</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Accountant</td>
<td>-</td>
</tr>
<tr>
<td>John McMasters</td>
<td>Farm-servant</td>
<td>MOUNT GAMBIER</td>
</tr>
<tr>
<td>W.R. Coulthard</td>
<td>Civil Engineer</td>
<td>&quot;</td>
</tr>
<tr>
<td>James A. Blackwell</td>
<td>Merchant</td>
<td>&quot;</td>
</tr>
<tr>
<td>W.H. Harrald</td>
<td>Clerk</td>
<td>&quot;</td>
</tr>
<tr>
<td>John Powell</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Arthur Blakesley</td>
<td>Landowner (PASTORALIST)</td>
<td>&quot;</td>
</tr>
<tr>
<td>Alex McDonnell</td>
<td>Barman</td>
<td>-</td>
</tr>
<tr>
<td>G.E. Cole</td>
<td>Carpenter</td>
<td>MOUNT GAMBIER</td>
</tr>
<tr>
<td>L.W. Woods</td>
<td>Telegraph Stn. Manager</td>
<td>-</td>
</tr>
<tr>
<td>John MacIntosh</td>
<td>Gentleman (SQUATTER)</td>
<td>NARACOORTE</td>
</tr>
<tr>
<td>Broderick Noble</td>
<td>Innkeeper</td>
<td>-</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Stockholder</td>
<td>-</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Squatter</td>
<td>-</td>
</tr>
<tr>
<td>Donald MacArthur</td>
<td>Squatter</td>
<td>NARACOORTE</td>
</tr>
<tr>
<td>Name</td>
<td>Occupation</td>
<td>Location</td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>James Backwith</td>
<td>Mechanic</td>
<td></td>
</tr>
<tr>
<td>Frederick J. Emery</td>
<td>Labourer</td>
<td></td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Labourer</td>
<td></td>
</tr>
<tr>
<td>H. Simpson</td>
<td>Barkeeper</td>
<td></td>
</tr>
<tr>
<td>John McDonald</td>
<td>Inkeeper</td>
<td>MOUNT GAMBIER</td>
</tr>
<tr>
<td>Harvey T. Brooks</td>
<td>Stockholder</td>
<td>ROBE</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Stockholder</td>
<td></td>
</tr>
<tr>
<td>Frederick Hodges</td>
<td>Storeman</td>
<td>ROBE</td>
</tr>
<tr>
<td>Henry Stephens</td>
<td>Storekeeper</td>
<td>&quot;</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Saddler</td>
<td></td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Accountant</td>
<td></td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Schoolmaster</td>
<td></td>
</tr>
<tr>
<td>H.D. Melville</td>
<td>Insp. H.M. Customs</td>
<td>ROBE</td>
</tr>
<tr>
<td>Edward Squire</td>
<td>Telegraph Stn. Master</td>
<td>Robe</td>
</tr>
<tr>
<td>George Sneyd</td>
<td>Innkeeper</td>
<td>ROBE</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Carpenter</td>
<td></td>
</tr>
<tr>
<td>John Bruce</td>
<td>Carpenter</td>
<td>KINGSTON</td>
</tr>
<tr>
<td>Wm. Lawrence</td>
<td>Baker</td>
<td></td>
</tr>
<tr>
<td>George Maber</td>
<td>Innkeeper</td>
<td></td>
</tr>
<tr>
<td>John Caddey</td>
<td>Postmaster</td>
<td>KINGSTON</td>
</tr>
<tr>
<td>Thomas Young</td>
<td>Stockholder (SQUATTER)</td>
<td>GLENORCHY (VIC.?)</td>
</tr>
<tr>
<td>Thomas Knighton</td>
<td>Mail-driver</td>
<td>PORT MACDONNELL</td>
</tr>
<tr>
<td>N. Masters</td>
<td>Stockholder</td>
<td></td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Gentleman</td>
<td></td>
</tr>
<tr>
<td>Wm. Wilson</td>
<td>Carpenter</td>
<td>MOUNT GAMBIER</td>
</tr>
<tr>
<td>Wm. Allan</td>
<td>Innkeeper</td>
<td>COORONG</td>
</tr>
<tr>
<td>James Cunningham</td>
<td>Overseer</td>
<td></td>
</tr>
<tr>
<td>Thomas McCallum</td>
<td>Stockholder</td>
<td></td>
</tr>
<tr>
<td>Wm. Butcher</td>
<td>Licensed Victualler</td>
<td>KINGSTON</td>
</tr>
<tr>
<td>John Smith</td>
<td>Stockholder (SQUATTER)</td>
<td>APSLEY (VIC.?)</td>
</tr>
<tr>
<td>Benj Clarke</td>
<td>Operator</td>
<td></td>
</tr>
<tr>
<td>Robert Denford</td>
<td>Saddler</td>
<td>WELLINGTON</td>
</tr>
<tr>
<td>Joseph Hill</td>
<td>Bushman</td>
<td>&quot;</td>
</tr>
<tr>
<td>James Phillips</td>
<td>Clerk/Accountant</td>
<td>&quot;</td>
</tr>
<tr>
<td>John Burnell</td>
<td>Fellmonger</td>
<td></td>
</tr>
<tr>
<td>John Denford</td>
<td>Gentleman (STOCKHOLDER)</td>
<td>WELLINGTON</td>
</tr>
<tr>
<td>Thomas Hawkins</td>
<td>Bush Carpenter</td>
<td></td>
</tr>
<tr>
<td>James Edwards</td>
<td>Shoemaker</td>
<td>WELLINGTON</td>
</tr>
</tbody>
</table>
G.M.F. Moore
Gentleman

Walter Burford
Storekeeper

Robert McPherson
Hotelkeeper

ILLEGIBLE
Teller

ILLEGIBLE
Shipwright

Wm. Gordon
Shipwright

George Platt
Shipwright

Henry Mercer
Lawyer

G.V.S. Humes
Blacksmith

James B. Davison
Stockowner

Bernard Shaw
Poundkeeper

William Colman
Miller

ILLEGIBLE
Postmaster

Donald Gollan
Stockholder

Stephen P.H. Wright
Land Agent

Andrew Beswick
Farmer

Henry Johnston
-

John McDonald
Householder

ILLEGIBLE
ILLEGIBLE

Robert Adams
Storekeeper

William Lorimer
Station Manager

T. Earle
Builder

ILLEGIBLE
Overseer

Heinrich Wege
Farmer

John O'Brien
Blacksmith

M. McNamara (X)²
Labourer

William Day, jun.
Labourer

John Day (X)
Labourer

ILLEGIBLE
Farmer

John Whitehouse
Stonemason

ILLEGIBLE
Labourer

James Barry
Farmer

James Sheppard (X)
Labourer

Thomas Mills
Farmer

Robert Kerr
Storekeeper

Patrick O'Brien
Labourer

Dennis McMahon (X)
Stonemason

Henry McCormick (X)
Farmer

James Woodhall (X)
Labourer

WELLINGTON

WELLINGTON

Goolwa

Wellington

Mount Gambier

Mount Gambier

Mount Gambier

Mount Gambier

Mount Gambier

Mount Gambier

Mount Gambier

Mount Gambier

ALLENDALE

ALLENDALE

ALLENDALE

PORT MACDONNELL
<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Isaac Calahan</td>
<td>Labourer</td>
<td>ALLENDALE</td>
</tr>
<tr>
<td>James Robb</td>
<td>Labourer</td>
<td>ALLENDALE</td>
</tr>
<tr>
<td>John Forster</td>
<td>Farmer</td>
<td>ALLENDALE</td>
</tr>
<tr>
<td>Ewen Cameron Forster</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>James Hood</td>
<td>Blacksmith</td>
<td>MOUNT GAMBIER</td>
</tr>
<tr>
<td>R. Hood</td>
<td>Farmer</td>
<td>ALLENDALE</td>
</tr>
<tr>
<td>William Bertram</td>
<td>Builder</td>
<td>&quot;</td>
</tr>
<tr>
<td>George Jeffries</td>
<td>Labourer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Michael O'Brien</td>
<td>Labourer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Charles Walters (X)</td>
<td>Labourer</td>
<td>&quot;</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Labourer</td>
<td>&quot;</td>
</tr>
<tr>
<td>William Day jun (X)</td>
<td>Labourer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Richard Cormack</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Michael I. Day (X)</td>
<td>Labourer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Hugh Whitehouse</td>
<td>Labourer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Jamieson Steele</td>
<td>Farmer</td>
<td>PORT MACDONNELL</td>
</tr>
<tr>
<td>George Little (X)</td>
<td>Carrier</td>
<td>MOUNT GAMBIER</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Labourer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Richard Mills</td>
<td>Farmer</td>
<td>MOUNT GAMBIER</td>
</tr>
<tr>
<td>Emiel Marker</td>
<td>Labourer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Edward Grady (X)</td>
<td>Blacksmith</td>
<td>ALLENDALE</td>
</tr>
<tr>
<td>Walter Williams</td>
<td>Stonecutter</td>
<td>MOUNT GAMBIER</td>
</tr>
<tr>
<td>? Murphy (X)</td>
<td>Labourer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Arthur Weser (X)</td>
<td>Labourer</td>
<td>MOUNT GAMBIER</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Labourer</td>
<td>&quot;</td>
</tr>
<tr>
<td>George Anderson</td>
<td>Labourer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Thomas Sarre</td>
<td>Labourer</td>
<td>&quot;</td>
</tr>
<tr>
<td>James Millard</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Patrick Kelly</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>T. Healey</td>
<td>Farmer</td>
<td>MOUNT GAMBIER</td>
</tr>
<tr>
<td>Edward Hood</td>
<td>Farmer</td>
<td>ALLENDALE</td>
</tr>
<tr>
<td>A. Hood</td>
<td>Farmer</td>
<td>&quot;</td>
</tr>
<tr>
<td>Charles P. Brewer</td>
<td>Stipendiary Magistrate</td>
<td>ROBE</td>
</tr>
<tr>
<td>William Robertson</td>
<td>Squatter</td>
<td>NARACOORTE</td>
</tr>
<tr>
<td>Duncan Robertson, sen.</td>
<td>Squatter</td>
<td>&quot;</td>
</tr>
<tr>
<td>Duncan Robertson, jun.</td>
<td>Squatter</td>
<td>&quot;</td>
</tr>
<tr>
<td>Name</td>
<td>Occupation</td>
<td>Location</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>W. John Robertson</td>
<td>Squatter</td>
<td>KINCRAIG</td>
</tr>
<tr>
<td>Adam Smith</td>
<td>Squatter</td>
<td>PENOLA</td>
</tr>
<tr>
<td>William MacIntosh</td>
<td>Landowner</td>
<td>NARACOORTE</td>
</tr>
<tr>
<td>C. Valentine</td>
<td>Stock Agent</td>
<td>PENOLA</td>
</tr>
<tr>
<td>B.N. Sullivan</td>
<td>Squatter</td>
<td>-</td>
</tr>
<tr>
<td>Thomas Agar</td>
<td>Landowner</td>
<td>NARACOORTE</td>
</tr>
<tr>
<td>D. Lang</td>
<td>Teacher</td>
<td>PENOLA</td>
</tr>
<tr>
<td>James Affleck, William Affleck and William Affleck, sen.</td>
<td>Squatters</td>
<td>NARACOORTE (Kybybolite Stn.) &amp; APSLEY, VIC. (Pleasant Park Stn.)?</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Labourer</td>
<td>-</td>
</tr>
<tr>
<td>Charles Drake</td>
<td>Carpenter</td>
<td>PENOLA</td>
</tr>
<tr>
<td>Neil McFee</td>
<td>Carrier</td>
<td>KINCRAIG</td>
</tr>
<tr>
<td>? Gustavus Reynolds</td>
<td>Storekeeper</td>
<td>-</td>
</tr>
<tr>
<td>Thomas Campbell</td>
<td>Plasterer</td>
<td>KINCRAIG</td>
</tr>
<tr>
<td>Joseph Hosking</td>
<td>Mason</td>
<td>-</td>
</tr>
<tr>
<td>John Mathews</td>
<td>Lawyer</td>
<td>NARACOORTE</td>
</tr>
<tr>
<td>Broderick MacKay</td>
<td>Farmer</td>
<td>PENOLA</td>
</tr>
<tr>
<td>Angus Cameron</td>
<td>Farmer</td>
<td>-</td>
</tr>
<tr>
<td>Lachlan Robertson</td>
<td>Squatter</td>
<td>-</td>
</tr>
<tr>
<td>John Smith</td>
<td>Station Manager</td>
<td>-</td>
</tr>
<tr>
<td>John MacInnes</td>
<td>Squatter</td>
<td>NARACOORTE</td>
</tr>
<tr>
<td>Neil Bentham</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Matthew Pollock</td>
<td>Trainer</td>
<td>-</td>
</tr>
<tr>
<td>A. Young</td>
<td>Squatter</td>
<td>-</td>
</tr>
<tr>
<td>D. McColman</td>
<td>Presbyterian</td>
<td>NARACOORTE</td>
</tr>
<tr>
<td></td>
<td>Minister</td>
<td></td>
</tr>
<tr>
<td>Joseph Pastor</td>
<td>Station Manager</td>
<td>-</td>
</tr>
<tr>
<td>Hugh Bateson</td>
<td>Overseer</td>
<td>-</td>
</tr>
<tr>
<td>Morris Edwards</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Thomas Finn</td>
<td>Labourer</td>
<td>-</td>
</tr>
<tr>
<td>Robert Fraser</td>
<td>Labourer</td>
<td>-</td>
</tr>
<tr>
<td>Robert Marshall</td>
<td>Labourer</td>
<td>-</td>
</tr>
<tr>
<td>Henry Nelson</td>
<td>Labourer</td>
<td>-</td>
</tr>
<tr>
<td>J.S. Watson</td>
<td>Sheep Inspector</td>
<td>PENOLA</td>
</tr>
<tr>
<td>Morris Edwards</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td>Station Manager</td>
<td>-</td>
</tr>
<tr>
<td>George Long</td>
<td>HAWKER</td>
<td>MOUNT BURR</td>
</tr>
<tr>
<td>Alex Gray</td>
<td>Banker</td>
<td>-</td>
</tr>
<tr>
<td>Name</td>
<td>Occupation</td>
<td>Location</td>
</tr>
<tr>
<td>-------------------------</td>
<td>----------------</td>
<td>--------------</td>
</tr>
<tr>
<td>C. Furness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J.E. Kerr</td>
<td>Saddler</td>
<td>COORONG</td>
</tr>
<tr>
<td>M. O'Reilly</td>
<td>Surveyor</td>
<td>ROBE</td>
</tr>
<tr>
<td>J. Jenkins</td>
<td></td>
<td>&quot;</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td></td>
<td>Robetown</td>
</tr>
<tr>
<td>Henry S. Simpson</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John Evans</td>
<td>Storekeeper</td>
<td>ROBE</td>
</tr>
<tr>
<td>Charles E. Kerr</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H.B. Dobinson</td>
<td>PUBLICAN</td>
<td>ROBE</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charles Smith</td>
<td>BUTCHER</td>
<td>ROBE</td>
</tr>
<tr>
<td>George Bennett</td>
<td>CARRIER</td>
<td>&quot;</td>
</tr>
<tr>
<td>Robert Anderson</td>
<td>CARPENTER</td>
<td>&quot;</td>
</tr>
<tr>
<td>Alexander Campbell</td>
<td>Storekeeper</td>
<td>Robe</td>
</tr>
<tr>
<td>Arthur Banks</td>
<td>CARRIER</td>
<td>&quot;</td>
</tr>
<tr>
<td>W.H. Taylor</td>
<td>FARMER</td>
<td>ROBE</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td></td>
<td>ROBE</td>
</tr>
<tr>
<td>John Sudding</td>
<td>Builder</td>
<td>Robe</td>
</tr>
<tr>
<td>George Smith</td>
<td>CARRIER</td>
<td>Robetown</td>
</tr>
<tr>
<td>ILLEGIBLE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thomas Morris</td>
<td>STOCKHOLDER</td>
<td>ROBE</td>
</tr>
<tr>
<td>James Brown</td>
<td></td>
<td>Avenue Range (ROBE)</td>
</tr>
<tr>
<td>James Hayles</td>
<td></td>
<td>Robe</td>
</tr>
<tr>
<td>Robert E. Venn</td>
<td>CLERK</td>
<td>ROBE</td>
</tr>
<tr>
<td>Frederick Cook</td>
<td>Builder</td>
<td>Robe</td>
</tr>
<tr>
<td>Donald MacArthur</td>
<td>STOCKHOLDER</td>
<td>ROBE</td>
</tr>
<tr>
<td>Wm. P. Walker</td>
<td>ACCOUNTANT</td>
<td>&quot;</td>
</tr>
<tr>
<td>Charles Gell</td>
<td>Clerk</td>
<td>&quot;</td>
</tr>
<tr>
<td>Henry Smith</td>
<td>Publican</td>
<td>NARACOORTE</td>
</tr>
</tbody>
</table>

N.B. Names not necessarily in order of signature.
APPENDIX 8 - FOOTNOTES

1. Information obtained from:

South Australian Gazette, January 31, 1861 (pp. 92-93), February 20, 1862 (pp. 155-156) and April 2, 1863 (p. 278), viz. the list of signatories attached to each petition.

The South Australian Register, May 2, 1861, p. 4, viz. names of the members of the Robe Town Rifle Company.

Stevens, G., Stevens' Geelong, Western District and Squatters' Directory of Victoria, combined with Mount Gambier, Port MacDonnell and Penola in South Australia, 1866-67, Melbourne (1866).


Hill, L.R., Mount Gambier ... , Leabrook, South Australia (1972).

2. (X) indicates that these signatories were unable to write their own names. Consequently they made their mark and someone else placed the required name alongside.
APPENDIX 9

Despatch of May 26, 1862 by Governor Daly of South Australia to the Duke of Newcastle, covering the Anti-Separation Petition.

To,

His Grace the Duke of Newcastle K.G.

Government House - Adelaide

26th May 1862.

My Lord Duke,

1. I have the honor of transmitting to Your Grace, the accompanying printed copy of a Memorial from certain Inhabitants of the South Eastern District of this Province, which was presented to me on the 21st Instant, and my reply thereto.

2. I have not yet had an opportunity of visiting that Section of the Province but I have very reliable assurances from my Council and other parties well acquainted with the sentiments of the Inhabitants of this question, which leave no doubt on my mind that the general feeling is as much averse to a separation from this Colony as it is to an Union with the Western district of Victoria.

3. I therefore thrust that H.M. Government will not entertain the project unless some grounds should exist for its adoption with which I am at present unacquainted.

I have etc.

D. Daly.

Source

South Australian Governor's Office. Despatches from Governor of South Australia to the Colonial Secretary, 1860-62, No. 15, May 26, 1862. S.A.A.
APPENDIX 10

Despatch of June 23, 1862 by Governor Barkly of Victoria to the Duke of Newcastle, covering the West Victoria Separation League Petition.

To His Grace, the Duke of Newcastle.

My Lord Duke,

I have the honor to submit a petition from certain inhabitants of the western portion of Victoria, for separation of that District from the rest of the Colony, with a view to its forming together with the South Eastern District of South Australia, an independent Colonial Community.

The case of the petitioners is set out in extenuo, I need hardly say in the most favorable light, in the enclosed pamphlet, which they have published. A map of the proposed new Colony is likewise given, which will materially facilitate the comprehension of their views.

So far as Statistics are concerned, a fair basis for independence is prima facie exhibited; a territory of some forty thousand square miles in extent: a population already numbering Sixty thousand souls: Exports and Imports worth nearly £1,200,000 per annum: and the prospect of a Revenue of over £300,000.

But without stopping to analyse these figures which will probably be hereafter done by my advisers, - or entertaining any doubt that as a general rule local Self Government would conduce to the advantage of the District, I am bound to point out objections which seem fatal to the scheme.
It will be seen, in the first place, that my Executive Council, before whom, in accordance with the Spirit of the Imperial Act 24th & 25th Vict. Cap. XLIV, I formally laid the petition, is entirely adverse to such dismemberment.

Secondly, the great bulk of the residents within the proposed limits, must be either indifferent to - or opposed to the movement. Those in the Mount Gambier District of South Australia openly repudiate any connection with it, as I learn from Sir Dominic Daly [My emphasis]; whilst even as regards the Victorian portion, notwithstanding the nomination of a highly influential Committee at a Public Meeting held in Portland upwards of a year ago, and the appointment of a Secretary, who has been actively engaged in travelling about to obtain signatures, not disdaining "marks" from a large number of persons unable to write, only 1500 adult males are claimed as concurring in the Prayer of the Petition, instead of ten times that number as might be anticipated if anything like a unanimous feeling prevailed. Most of these 1500 apparently live in Portland and its vicinity, the sheet from Belfast the next most considerable town, displaying but four names, whilst I find none from Warrnambool further still to the East, or from the important interior Gold Fields round Mt. Ararat which lie within the boundary claimed.

Thirdly - even if the Government of Victoria did not object to the Separation; and if the inhabitants of the Western District were unanimous in its favor, I do not suppose that your Grace would be prepared to advise Her Majesty's assent to the measure, except with the full sanction and
approval of the Creditors of the Colony, who have advanced Eight Millions Sterling for Public Works on the security of the wealth and unsold land of the entire Territory.

It is all very well in urging the neglected State of the Western District to argue that no portion of the vast sums raised for Railways, Waterworks, etc., has been expended therein, but such an argument has no force as against the Capitalists of the Mother Country who know nothing of political influences of local jealousies here, but look solely to the Acts of the Colonial Legislature as sanctioned by the Crown.

Whilst unable for these and other reasons which it would be tedious to adduce, to recommend concurrence in the prayer of the petition, I yet hope that the attention drawn to the subject in consequence of its presentation will not be destitute of good effect.

Without admitting that the complaints of systematic or intentional neglect could be sustained, it is very probable that as alleged, the interests of the remoter and less populous Districts of the Colony, are occassionally overlooked, whilst those of the Metropolis or the Gold Fields are unduly favored.

Formerly this tendency was obviated to a great extent by the large share of political Representation assigned to the small seaports of the West. Under the Constitution Act, Portland returned two members, Belfast and Warrnambool one apiece, in all 4 out of 60 Representatives: whereas since the population basis adopted in the Electoral Divisions Bill which came into operation in 1859, each returns but one Member or 3 in 78.
Ever since that period accordingly discontent has prevailed especially at Portland, which unfortunately shortly afterwards sustained another reverse from causes quite beyond the control of the Legislature. These were the results of the opening of the new Harbour of Port MacDonnell on the adjacent coast of South Australia, whereby a considerable Export and Import Trade has been diverted from Portland, which used to supply the whole of the Stations in the Mount Gambier District.

From a return sent me by Sir Dominic Daly, the value of this Trade cannot be less than thirty thousand pounds per annum and it is steadily increasing.

With these observations I place the Petition in your Grace's hands and remain, etc.

Sir Henry Barkly.

Source
Victorian Governor's Office. Despatches from Governor of Victoria to the Colonial Secretary. Vol. 4, pp. 659-663, June 23, 1862.
APPENDIX 11

Copy of a Despatch from the Right Honorable the Secretary of State, acknowledging the receipt of a Petition from certain Inhabitants of the Western portion of the Colony, praying for Separation.

Presented to both Houses of Parliament by His Excellency's Command.

Victoria, No. 61. Downing Street, September 20, 1862.

Sir,

I have the honor to acknowledge the receipt of your despatch, No. 63, of the 23rd June, enclosing a petition from certain inhabitants of the western portion of the colony under your Government, praying for a separation from Victoria, with a view to its forming, together with the south-eastern district of South Australia, an independent Colonial Government.

I request that you will inform the petitioners that I have laid their petition before the Queen, and Her Majesty received it very graciously.

You will inform at the same time, that by various Acts of Parliament, and in particular by the Acts 1st and 2nd Victoria, cap. 60, and 13th and 14th Victoria, cap. 59, the territories out of which it is proposed to form a new colony are declared to belong, or recognized as belonging, to the existing colonies of Victoria and South Australia. That Her Majesty has no power to alter the distribution of a territory so made, and that, even had Her Majesty possessed that power, I should not have been able to recommend that it should have been exercised without either the concurrence of the Victorian and South Australian Legislatures, or the proof of an intolerable hardship amounting to political necessity for separation.

You will further observe to them that, under present circumstances, the inhabitants of any districts which are considered to be hardly used would, in my opinion, act wisely in dismissing from their minds all expectations of effecting a
dismemberment of the colony, and in applying themselves to secure a remedy for their grievances through the ordinary constitutional methods which, in a free country, are open to them as to all other men of sense and energy; and that I have no doubt that by a wise choice of representatives, by a fair appeal to public opinion, and, if necessary, by securing themselves enlarged powers of local self-government, any district of Victoria has in its hands the power of protecting itself from injustice.

I have, etc.,
(Signed) Newcastle.

Governor Sir Henry Barkly, K.C.B.,
etc., etc., etc.

Source
VPP, No. 23 of 1862-3. Separation of the Western District.
It is proverbially an ungracious business to interfere between man and wife. But in the present instance the matter has already obtained such notoriety that we violate no confidence, nor overstep the limits of journalism, in bringing it under the notice of our readers. One of those unhappy cases which will now and again occur in the best regulated communities, and for the victims of which there is seldom any lack of sympathy, but no adequate redress, has supplied abundant material for the gossips during the last few weeks. The case may thus be briefly stated. Some years ago, a certain Mr. Adelaide paid his addresses to a pretty heiress named Miss Gambier, and was favourably received. Though he was not particularly handsome, poor as a church mouse, and old enough to be her father, the lady seemed rather proud of her suitor. There is no accounting for tastes. "De gustibus non disputandum," and ladies tastes are proverbially capricious and inscrutable. Mr. Adelaide however, was not wanting in a winning tongue and a pleasing and artful address, qualities which often command success even in men past the prime of life. He of course promised marriage, and though marriage was long in coming, the young lady was regarded as his betrothed bride. He paid her many fulsome compliments, never ceased praising her beauty; and meanwhile not only succeeded in putting off the marriage day, but in getting possession of the bulk of her fortune; and, what is more, in spending it. He replenished his empty purse,
dressed like a London dandy, drove a carriage and pair, and
greatly improved his mansion house and pleasure grounds. All
this had its usual result. Mr. Adelaide became rather reserved
and infrequent in his attentions. Miss Gambier began to discover
she was in reduced circumstances and unable to maintain herself
in a manner suited to her rank. Though wishful to conceal the
fact that Mr. Adelaide's intentions were not honorable. She
found her fortune gone and herself left in the lurch. About
a year ago, a young gentleman of her own age, named John
Princeland, indignant at the treatment she had received and
commiserating her distress, came frankly forward and offered
her his hand. One would have thought she would have jumped
at him. Most persons considered such an offer as a felicitous
chance of escape from her troubles. But alas! there was no
escape; matters had gone too far. She could not, she said,
accept Mr. Princeland's generous offer, for she was now almost
penniless; and besides, he had not obtained the consent of his
parents to marry, for they asserted he was not able to maintain
a wife, and to keep a separate establishment. Straight-way the
jealousy of the old lover was awakened. He came forward and
persuaded Miss Gambier not to listen to any other woer, for he
would marry her himself, give her everything she wanted; and so
led her to the altar with many flattering promises that need
not be specified. But the promises of Mr. Timothy Adelaide
are like pie crust, made for being broken. He proved a most
ungracious husband. His wife was soon left to starve. His
vows of fidelity and generosity were soon forgotten, and if the
unfortunate lady was badly off before marriage, she was much
worse off after it. There was no use in appealing to the seared conscience of the old gentleman; but some months ago she was offered the services of two of the cleverest men in the colony, one an experienced statesman, an another [sic] an accomplished lawyer, who undertook to advocate her cause with her husband, with whom they had great influence, and engaged to see everything put right. It is painfully evident however, either that these gentlemen have not done their utmost to obtain redress for Mrs. Adelaide, or that their influence is not so considerable as was supposed. Nay more; and this is the most painful part of the affair, they have actually sided with the stingy old husband. Instead of converting him, he seems to have made perverts of them. The other day, when he offered her a house, by way of implementing one of his long-deferred engagements, she found it so inadequate, that she appealed to her advocates against the niggard and parsimonious grant. Instead of taking her part, these gentlemen snubbed her, told her she had no reason to complain, and that she should be content with her lot.

Now this is really a case of almost unparalleled hardship. It is very difficult to point out a remedy, or to know what course the injured lady ought to pursue. Unable for sheer [sic] poverty to take her place in society, or even to appear respectably dressed, while her husband is living in clover, she has the sympathy of a great and liberal public, even though her own advocates have turned against her. It appears to us that, having apparently exhausted all legitimate means for
obtaining redress for Mrs. Adelaide; to sue for a proper
maintenance before the Privy Council, or, failing that, to sue
for a divorce.

There is an old proverb which says that a man in order to live
in peace, should be born blind, deaf, and dumb. Perhaps for
its own peace of mind the South Eastern District of South
Australia should be in this position. Unfortunately, however,
it is not blind, and it cannot shut its eyes to the injustice
of its Adelaide rulers; unfortunately it is not deaf for it
has heard the tale of its wrongs; unfortunately it is not
dumb, for its cries of redress have at length reached that
great city Adelaide, and sad to relate, roused the ire of one
of the great luminaries of Grenfell-street. The "Chronicle"
of the 23rd May does us the great honor of noticing that we
have a grievance, and takes upon itself, in its own way, to
rebuke us for our arrogance. Really the "Chronicle" does us
too much honor. We scarcely know how sufficiently to appreciate
it. To be noticed in any terms - to be treated to anything
else but silent contempt is a surprise to us. We are thankful
even for being rebuked - and on such a subject too!

The editor of the "Chronicle" has discovered that the
inhabitants of this district are in a state of semi-rebellion
about a privy! And our great contemporary waxes very witty upon
the subject. But we do not wonder that such a theme should
have called into exercise the noblest energies of the Hon. Mr.
Barrow. We do not wonder that his refined and severe taste
should have revelled in its treatment, more especially when inspired by the potent influence of the Hon G.C. Hawker!
Certainly there's no accounting for tastes - and this useful appendage to a household has no doubt more charms to the editor of the "Chronicle" than a palace would have to most other men.

We would however remind the editor of the "Chronicle" that it is the last feather that breaks the back of the camel, and that though the grievances complained of in the remonstrance upon which he comments were in themselves trivial, yet the whole of the treatment which we have received at the hands of the legislature has been thoroughly contemptuous, and that this last piece of scurvy treatment should have awakened the ire of even the patient, long-suffering people of Mount Gambier is not to be wondered at. We only fear they have slumbered too long. Our rulers have extracted almost all they can out of our district, and they can now afford to turn round and treat us with contempt.

The "Chronicle" affects to make light of the Separation feeling. But it exists notwithstanding. Some two or three years ago, when we believed in promises, it was not deemed desirable to separate from South Australia. But now it is different. We realise the fact that we cannot be worse off than we are at present. Our existence and our wants cannot be more ignored than they are. Any change would therefore likely be for the better. We only state a fact when we say that the sympathies of the majority in the district are Victorian - and that they are becoming daily more so - deplorable as the fact
may be. And Government have in great measure to thank
themselves for this state of things. They have had the
moulding of public sentiment and feeling very much in their
power, but they have only managed to estrange it from themselves.
Our public opinion has always been more under the influence of
the Victorian press than the Adelaide - and we fear that even
such wit as the "Chronicle" can shed around us will not change
that influence - our mercantile connection is principally with
Melbourne and not Adelaide. Nature too, has joined us more
intimately to the sister colony than to the one to which we
belong. And the rapacity of Adelaide - which, like some huge
boa constructor [sic], has pretty nearly swallowed us up already
- tends still further to drive our sympathies across the border;
or, to use the elegant phraseology of the "Chronicle", makes
us "long for the flesh-pots of the Victorian Egypt". It is
true we may not obtain separation from Adelaide, but as things
are on there at present, it is none the less devoutly to be
desired notwithstanding [sic]. But let our legislators treat
us fairly, and they will not have to complain of our disloyalty.
If they are not inclined to do so, let them not blame us if we
copy the example of Riverina, and agitate for dimemberment [sic]
from a Government that treats us with utter neglect.

The "Chronicle" invites members of the House of Assembly
to remember our Victorian sympathies, in passing future grants.
But they scarcely need such an incentive. They have hitherto
managed to remember us in such a peculiar way that it will be
hardly possible for them to improve upon it. They have given
us during the past four years "scarcely anything worth speaking of", but - promises. They are heartily welcome to keep them, and we do not object that the "Chronicle" take upon itself the duty of advocating that they do so.
### APPENDIX 13

Government Revenue and Expenditure in the South-East of South Australia, 1857-1862.

<table>
<thead>
<tr>
<th>Section I - Receipts</th>
<th>1857 s. d.</th>
<th>1858 s. d.</th>
<th>1859 s. d.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sale-Crown Lands A.</td>
<td>1,125 15 0</td>
<td>48,326 15 0</td>
<td>85,386 11 0</td>
</tr>
<tr>
<td>Rent-Crown Lands, 14 yrs. leases B.</td>
<td>2,888 11 3</td>
<td>2,393 2 2</td>
<td>2,495 5 9</td>
</tr>
<tr>
<td>Ditto, ann. leases C.</td>
<td>-</td>
<td>171 10 0</td>
<td>61 0 0</td>
</tr>
<tr>
<td>Ditto, on claims D.</td>
<td>21 10 0</td>
<td>43 10 0</td>
<td>348 10 0</td>
</tr>
<tr>
<td>Assess. on stock E.</td>
<td>-</td>
<td>-</td>
<td>6,428 15 10</td>
</tr>
<tr>
<td>Ditto, ann. leases F.</td>
<td>-</td>
<td>-</td>
<td>132 11 0</td>
</tr>
<tr>
<td>Depasturing Licns. G.</td>
<td>-</td>
<td>54 9 0</td>
<td>381 9 0</td>
</tr>
<tr>
<td>Customs Duties H.</td>
<td>3,722 11 1</td>
<td>4,257 4 3</td>
<td>4,177 18 7</td>
</tr>
<tr>
<td>Marine Board I.</td>
<td>-</td>
<td>-</td>
<td>26 0 4</td>
</tr>
<tr>
<td>Fines, Fees and Forfeitures J.</td>
<td>179 1 0</td>
<td>382 10 6</td>
<td>279 9 0</td>
</tr>
<tr>
<td>Licences K.</td>
<td>105 0 0</td>
<td>330 0 0</td>
<td>315 0 0</td>
</tr>
<tr>
<td>Postage L.</td>
<td>346 9 1</td>
<td>458 17 4</td>
<td>544 1 10</td>
</tr>
<tr>
<td>Telegraph M.</td>
<td>143 15 11</td>
<td>523 12 7</td>
<td>796 0 8</td>
</tr>
<tr>
<td>Penalties under Scab Act N.</td>
<td>400 4 6</td>
<td>670 0 0</td>
<td>55 0 0</td>
</tr>
<tr>
<td>Dog Fees O.</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTALS:</strong></td>
<td>8,932 17 10</td>
<td>57,611 10 10</td>
<td>101,427 13 0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A. 1860 s. d.</th>
<th>1861 s. d.</th>
<th>1862 s. d.</th>
<th>Totals s. d.</th>
</tr>
</thead>
<tbody>
<tr>
<td>41,006 3 0</td>
<td>43,406 19 0</td>
<td>45,641 5 3</td>
<td>264,893 8 3</td>
</tr>
<tr>
<td>2,472 5 2</td>
<td>2,096 11 6</td>
<td>1,939 7 7</td>
<td>14,285 3 5</td>
</tr>
<tr>
<td>35 5 0</td>
<td>143 13 9</td>
<td>484 0 0</td>
<td>895 8 9</td>
</tr>
<tr>
<td>1,172 10 0</td>
<td>834 5 0</td>
<td>1,079 5 0</td>
<td>3,499 10 0</td>
</tr>
<tr>
<td>7,423 6 2</td>
<td>7,539 17 10</td>
<td>6,206 8 0</td>
<td>27,598 7 10</td>
</tr>
</tbody>
</table>
### Section II - Expenditure

<table>
<thead>
<tr>
<th></th>
<th>1860</th>
<th>1861</th>
<th>1862</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>£</td>
<td>s.</td>
<td>d.</td>
<td>£</td>
</tr>
<tr>
<td>F.</td>
<td>121 11 1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G.</td>
<td>1,850 0 0</td>
<td>1,162 10 9</td>
<td>321 6 0</td>
<td></td>
</tr>
<tr>
<td>H.</td>
<td>3,822 4 9</td>
<td>5,765 9 0</td>
<td>5,222 4 1</td>
<td></td>
</tr>
<tr>
<td>I.</td>
<td>1 18 11</td>
<td></td>
<td>342 12 6</td>
<td></td>
</tr>
<tr>
<td>J.</td>
<td>293 13 7</td>
<td>392 15 6</td>
<td>566 14 1</td>
<td></td>
</tr>
<tr>
<td>K.</td>
<td>421 5 0</td>
<td>370 15 0</td>
<td>404 10 0</td>
<td></td>
</tr>
<tr>
<td>L.</td>
<td>631 18 0</td>
<td>830 7 7</td>
<td>1,000 13 11</td>
<td></td>
</tr>
<tr>
<td>M.</td>
<td>927 10 11</td>
<td>975 2 1</td>
<td>440 6 7</td>
<td></td>
</tr>
<tr>
<td>N.</td>
<td>50 0 0</td>
<td>118 7 6</td>
<td>37 10 0</td>
<td></td>
</tr>
<tr>
<td>O.</td>
<td>-</td>
<td>211 11 0</td>
<td>254 16 0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>60,229 11 7</td>
<td>64,277 0 6</td>
<td>65,873 1 7</td>
<td>358,351 15 4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>1857</th>
<th>1858</th>
<th>1859</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>£</td>
<td>s.</td>
<td>d.</td>
</tr>
<tr>
<td>Survey and Land Depart.</td>
<td>A. 1,680 0 0</td>
<td>1,680 0 0</td>
<td>1,260 0 0</td>
</tr>
<tr>
<td>Customs</td>
<td>B. 233 0 0</td>
<td>220 0 0</td>
<td>213 15 0</td>
</tr>
<tr>
<td>Marine Board</td>
<td>C. 15 0 0</td>
<td>637 17 1</td>
<td>763 4 9</td>
</tr>
<tr>
<td>Reg. Births &amp; Deaths</td>
<td>D. 70 4 0</td>
<td>70 4 0</td>
<td>70 4 0</td>
</tr>
<tr>
<td>Post Office</td>
<td>E. 1,054 2 6</td>
<td>988 5 0</td>
<td>1,119 1 5</td>
</tr>
<tr>
<td>Telegraph Dept.</td>
<td>F. 799 0 8</td>
<td>1,090 17 6</td>
<td>1,253 4 2</td>
</tr>
<tr>
<td>Med. &amp; Vaccination G.</td>
<td>G. 93 15 0</td>
<td>100 0 0</td>
<td>75 0 0</td>
</tr>
<tr>
<td>Destitute Poor</td>
<td>H. 14 0 0</td>
<td>4 0 0</td>
<td>8 3 11</td>
</tr>
<tr>
<td>Police</td>
<td>I 2,565 7 0</td>
<td>2,581 15 0</td>
<td>2,659 2 0</td>
</tr>
<tr>
<td>Gaols</td>
<td>J. -</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Local Courts</td>
<td>K. 848 19 2</td>
<td>884 11 2</td>
<td>931 0 5</td>
</tr>
<tr>
<td>Circuit Courts</td>
<td>L. -</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>1857</td>
<td>1858</td>
<td>1859</td>
</tr>
<tr>
<td>--------------------------</td>
<td>------------</td>
<td>------------</td>
<td>------------</td>
</tr>
<tr>
<td><strong>Sheep Inspector</strong></td>
<td>£325 12 6</td>
<td>£325 12 6</td>
<td>£325 12 6</td>
</tr>
<tr>
<td><strong>Volunteers</strong></td>
<td>N. -</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Electoral Expenses</strong></td>
<td>188 18 0</td>
<td>189 9 0</td>
<td>58 19 0</td>
</tr>
<tr>
<td><strong>Public Works,</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Buildings, roads</strong></td>
<td>P. 3,270 11 2</td>
<td>4,894 15 10</td>
<td>3,869 16 2</td>
</tr>
<tr>
<td><strong>jetties, etc.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Ditto, Telegraph</strong></td>
<td>Q. -</td>
<td>320 19 9</td>
<td>1,479 3 1</td>
</tr>
<tr>
<td><strong>Lines</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td>11,158 10 0</td>
<td>13,988 6 10</td>
<td>14,086 6 5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>1860</th>
<th>1861</th>
<th>1862</th>
<th><strong>Totals</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A.</strong></td>
<td>£1,400 0 0</td>
<td>2,000 0 0</td>
<td>2,520 0 0</td>
<td>10,540 0 0</td>
</tr>
<tr>
<td><strong>B.</strong></td>
<td>284 10 0</td>
<td>364 5 0</td>
<td>405 19 2</td>
<td>1,721 9 2</td>
</tr>
<tr>
<td><strong>C.</strong></td>
<td>1,765 1 1</td>
<td>1,008 12 8</td>
<td>2,063 14 4</td>
<td>6,253 9 11</td>
</tr>
<tr>
<td><strong>D.</strong></td>
<td>70 4 0</td>
<td>70 4 0</td>
<td>70 4 0</td>
<td>421 4 0</td>
</tr>
<tr>
<td><strong>E.</strong></td>
<td>1,159 10 0</td>
<td>1,633 4 9</td>
<td>2,638 19 0</td>
<td>8,593 2 8</td>
</tr>
<tr>
<td><strong>F.</strong></td>
<td>1,268 5 10</td>
<td>1,455 9 0</td>
<td>816 12 6</td>
<td>6,683 9 8</td>
</tr>
<tr>
<td><strong>G.</strong></td>
<td>45 19 4</td>
<td>100 0 0</td>
<td>145 6 6</td>
<td>560 0 10</td>
</tr>
<tr>
<td><strong>H.</strong></td>
<td>14 10 6</td>
<td>3 0 0</td>
<td>17 2 6</td>
<td>60 16 11</td>
</tr>
<tr>
<td><strong>I.</strong></td>
<td>2,710 2 0</td>
<td>3,292 12 0</td>
<td>3,292 12 0</td>
<td>17,101 10 0</td>
</tr>
<tr>
<td><strong>J.</strong></td>
<td>-</td>
<td>155 4 5</td>
<td>199 12 3</td>
<td>354 16 3</td>
</tr>
<tr>
<td><strong>K.</strong></td>
<td>957 11 2</td>
<td>1,140 7 8</td>
<td>1,295 14 0</td>
<td>6,058 3 7</td>
</tr>
<tr>
<td><strong>L.</strong></td>
<td>-</td>
<td>-</td>
<td>111 8 8</td>
<td>111 8 8</td>
</tr>
<tr>
<td><strong>M.</strong></td>
<td>325 12 6</td>
<td>325 12 6</td>
<td>325 12 6</td>
<td>1,953 15 0</td>
</tr>
<tr>
<td><strong>N.</strong></td>
<td>165 £ 9</td>
<td>165 5 9</td>
<td>165 5 9</td>
<td>495 17 3</td>
</tr>
<tr>
<td><strong>O.</strong></td>
<td>38 1 0</td>
<td>20 0 0</td>
<td>88 15 6</td>
<td>584 2 6</td>
</tr>
<tr>
<td><strong>P.</strong></td>
<td>2,721 10 11</td>
<td>11,922 16 1</td>
<td>12,049 12 1</td>
<td>38,729 8 0</td>
</tr>
<tr>
<td><strong>Q.</strong></td>
<td>84 11 6</td>
<td>309 12 3</td>
<td>1,539 1 5</td>
<td>4,233 8 0</td>
</tr>
</tbody>
</table>

**13,010 15 7**  **24,466 6 1**  **27,745 12 2**  **104,455 17 1**
Source
SAPP, No. 102 of 1863
APPENDIX 13

Government Revenue and Expenditure in the South-East, 1857-1862

Year

1857 1858 1859 1860 1861 1862
APPENDIX 14

Quarterly South Australian Customs Receipts, 1860-1901, at Robe, Port MacDonnell, Beachport, Penola, South-East Border and Mount Gambier.

From: South Australian Government Gazette.

(Note: 1st quarter ends March 31, 2nd quarter - June 30, 3rd quarter - September 30 & 4th quarter - December 31.)

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Robe</th>
<th>Port MacDon.</th>
<th>Beachport</th>
<th>Penola</th>
<th>S.E. Border</th>
<th>Mt. Gamb.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1860(1)</td>
<td>£1210</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1860(2)</td>
<td>968</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1860(3)</td>
<td>816</td>
<td>4/-</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1860(4)</td>
<td>1542</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1861(1)</td>
<td>870</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1861(2)</td>
<td>787</td>
<td>£ 4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1861(3)</td>
<td>709</td>
<td>360</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1861(4)</td>
<td>1428</td>
<td>152</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1862(1)</td>
<td>1555</td>
<td>561</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1862(2)</td>
<td>672</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1862(3)</td>
<td>415</td>
<td>360</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1862(4)</td>
<td>1121</td>
<td>414</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1863(1)</td>
<td>1421</td>
<td>388</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1863(2)</td>
<td>544</td>
<td>558</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1863(3)</td>
<td>302</td>
<td>595</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1863(4)</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>1864(1)</td>
<td>1032</td>
<td>1453</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1864(2)</td>
<td>505</td>
<td>1453</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1864(3)</td>
<td>458</td>
<td>1090</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1864(4)</td>
<td>974</td>
<td>1178</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1865(1)</td>
<td>832</td>
<td>1048</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1865(2)</td>
<td>480</td>
<td>1687</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1865(3)</td>
<td>520</td>
<td>662</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1865(4)</td>
<td>718</td>
<td>2164</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1866(1)</td>
<td>664</td>
<td>1178</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1866(2)</td>
<td>384</td>
<td>1892</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quarter</td>
<td>Robe</td>
<td>Port MacDon.</td>
<td>Beachport</td>
<td>Penola</td>
<td>S.E. Border</td>
<td>Mt. Gamb.</td>
</tr>
<tr>
<td>---------</td>
<td>------</td>
<td>--------------</td>
<td>-----------</td>
<td>--------</td>
<td>-------------</td>
<td>----------</td>
</tr>
<tr>
<td>1866(3)</td>
<td>£470</td>
<td>£1816</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1866(4)</td>
<td>838</td>
<td>1903</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1867(1)</td>
<td>891</td>
<td>2001</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1867(2)</td>
<td>261</td>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1867(3)</td>
<td>440</td>
<td>1539</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1867(4)</td>
<td>645</td>
<td>2054</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1868(1)</td>
<td>893</td>
<td>1805</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1868(2)</td>
<td>654</td>
<td>2167</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1868(3)</td>
<td>589</td>
<td>1745</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1868(4)</td>
<td>719</td>
<td>1930</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1869(1)</td>
<td>544</td>
<td>1920</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1869(2)</td>
<td>407</td>
<td>2171</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1869(3)</td>
<td>676</td>
<td>2585</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1869(4)</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>1870(1)</td>
<td>363</td>
<td>1942</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1870(2)</td>
<td>320</td>
<td>1889</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1870(3)</td>
<td>370</td>
<td>1723</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1870(4)</td>
<td>327</td>
<td>2428</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1871(1)</td>
<td>219</td>
<td>1835</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1871(2)</td>
<td>358</td>
<td>1851</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1871(3)</td>
<td>262</td>
<td>1161</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1871(4)</td>
<td>475</td>
<td>1658</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1872(1)</td>
<td>316</td>
<td>1441</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1872(2)</td>
<td>278</td>
<td>1981</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1872(3)</td>
<td>504</td>
<td>1347</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1872(4)</td>
<td>584</td>
<td>1725</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1873(1)</td>
<td>261</td>
<td>1938</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1873(2)</td>
<td>366</td>
<td>1987</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1873(3)</td>
<td>237</td>
<td>2126</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1873(4)</td>
<td>196</td>
<td>2451</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1874(1)</td>
<td>215</td>
<td>2163</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1874(2)</td>
<td>94</td>
<td>2640</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1874(3)</td>
<td>222</td>
<td>2404</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1874(4)</td>
<td>232</td>
<td>2964</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1875(1)</td>
<td>122</td>
<td>2503</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1875(2)</td>
<td>181</td>
<td>2929</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1875(3)</td>
<td>184</td>
<td>1951</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1875(4)</td>
<td>166</td>
<td>3404</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

£33 £35
<table>
<thead>
<tr>
<th>Quarter</th>
<th>Robe</th>
<th>Port MacDon.</th>
<th>Beachport</th>
<th>Penola</th>
<th>S.E. Border</th>
<th>Mt. Gamb.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1876(1)</td>
<td>£207</td>
<td>£2423</td>
<td>£33</td>
<td>£25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1876(2)</td>
<td>146</td>
<td>3450</td>
<td>13</td>
<td>na</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1876(3)</td>
<td>195</td>
<td>2521</td>
<td>19</td>
<td>na</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1876(4)</td>
<td>278</td>
<td>2194</td>
<td>18</td>
<td>na</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1877(1)</td>
<td>173</td>
<td>1999</td>
<td>18</td>
<td>na</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1877(2)</td>
<td>194</td>
<td>1959</td>
<td>21</td>
<td>21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1877(3)</td>
<td>192</td>
<td>1731</td>
<td>26</td>
<td>26</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1877(4)</td>
<td>241</td>
<td>2020</td>
<td>42</td>
<td>42</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1878(1)</td>
<td>88</td>
<td>1668</td>
<td>21</td>
<td>21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1878(2)</td>
<td>140</td>
<td>1609</td>
<td>56</td>
<td>47</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1878(3)</td>
<td>169</td>
<td>1737</td>
<td>22</td>
<td>22</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1878(4)</td>
<td>292</td>
<td>1743</td>
<td>38</td>
<td>38</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1879(1)</td>
<td>97</td>
<td>1344</td>
<td>£55</td>
<td>na</td>
<td></td>
<td>49</td>
</tr>
<tr>
<td>1879(2)</td>
<td>82</td>
<td>1642</td>
<td>107</td>
<td>12</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>1879(3)</td>
<td>289</td>
<td>1484</td>
<td>78</td>
<td>32</td>
<td>38</td>
<td></td>
</tr>
<tr>
<td>1879(4)</td>
<td>173</td>
<td>1827</td>
<td>110</td>
<td>na</td>
<td>94</td>
<td></td>
</tr>
<tr>
<td>1880(1)</td>
<td>110</td>
<td>982</td>
<td>64</td>
<td>na</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>1880(2)</td>
<td>76</td>
<td>1558</td>
<td>100</td>
<td>na</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>1880(3)</td>
<td>207</td>
<td>1192</td>
<td>59</td>
<td>na</td>
<td>104</td>
<td></td>
</tr>
<tr>
<td>1880(4)</td>
<td>105</td>
<td>1439</td>
<td>66</td>
<td>na</td>
<td>61</td>
<td></td>
</tr>
<tr>
<td>1881(1)</td>
<td>118</td>
<td>1153</td>
<td>29</td>
<td>na</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>1881(2)</td>
<td>59</td>
<td>1121</td>
<td>41</td>
<td>na</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>1881(3)</td>
<td>238</td>
<td>1046</td>
<td>80</td>
<td>na</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>1881(4)</td>
<td>88</td>
<td>1208</td>
<td>104</td>
<td>na</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>1882(1)</td>
<td>60</td>
<td>1318</td>
<td>81</td>
<td>na</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>1882(2)</td>
<td>21</td>
<td>1013</td>
<td>76</td>
<td>na</td>
<td>34</td>
<td></td>
</tr>
<tr>
<td>1882(3)</td>
<td>232</td>
<td>1411</td>
<td>90</td>
<td>na</td>
<td>53</td>
<td></td>
</tr>
<tr>
<td>1882(4)</td>
<td>79</td>
<td>1493</td>
<td>91</td>
<td>na</td>
<td>52</td>
<td></td>
</tr>
<tr>
<td>1883(1)</td>
<td>153</td>
<td>1301</td>
<td>91</td>
<td>na</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>1883(2)</td>
<td>62</td>
<td>948</td>
<td>111</td>
<td>na</td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>1883(3)</td>
<td>130</td>
<td>901</td>
<td>64</td>
<td>na</td>
<td>29</td>
<td></td>
</tr>
<tr>
<td>1883(4)</td>
<td>42</td>
<td>1062</td>
<td>67</td>
<td>na</td>
<td>41</td>
<td></td>
</tr>
<tr>
<td>1884(1)</td>
<td>111</td>
<td>844</td>
<td>69</td>
<td>na</td>
<td>49</td>
<td></td>
</tr>
<tr>
<td>1884(2)</td>
<td>67</td>
<td>1148</td>
<td>119</td>
<td>na</td>
<td>84</td>
<td></td>
</tr>
<tr>
<td>1884(3)</td>
<td>73</td>
<td>921</td>
<td>61</td>
<td>na</td>
<td>29</td>
<td></td>
</tr>
<tr>
<td>1884(4)</td>
<td>78</td>
<td>1209</td>
<td>151</td>
<td>na</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td>Quarter</td>
<td>Robe</td>
<td>Port MacDon.</td>
<td>Beachport</td>
<td>Penola</td>
<td>S.E. Border</td>
<td>Mt. Gamb.</td>
</tr>
<tr>
<td>---------</td>
<td>------</td>
<td>--------------</td>
<td>------------</td>
<td>--------</td>
<td>-------------</td>
<td>-----------</td>
</tr>
<tr>
<td>1885(1)</td>
<td>£ 72</td>
<td>£1011</td>
<td>£323</td>
<td>na</td>
<td>£ 21</td>
<td></td>
</tr>
<tr>
<td>1885(2)</td>
<td>1</td>
<td>789</td>
<td>156</td>
<td>na</td>
<td>91</td>
<td></td>
</tr>
<tr>
<td>1885(3)</td>
<td>112</td>
<td>725</td>
<td>235</td>
<td>na</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>1885(4)</td>
<td>66</td>
<td>890</td>
<td>430</td>
<td>na</td>
<td>110</td>
<td></td>
</tr>
<tr>
<td>1886(1)</td>
<td>128</td>
<td>582</td>
<td>170</td>
<td>na</td>
<td>168</td>
<td></td>
</tr>
<tr>
<td>1886(2)</td>
<td>7</td>
<td>443</td>
<td>242</td>
<td>na</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>1886(3)</td>
<td>281</td>
<td>538</td>
<td>283</td>
<td>na</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1886(4)</td>
<td>40</td>
<td>599</td>
<td>282</td>
<td>na</td>
<td>82</td>
<td></td>
</tr>
<tr>
<td>1887(1)</td>
<td>98</td>
<td>724</td>
<td>218</td>
<td>na</td>
<td>71</td>
<td></td>
</tr>
<tr>
<td>1887(2)</td>
<td>39</td>
<td>492</td>
<td>190</td>
<td>na</td>
<td>85</td>
<td></td>
</tr>
<tr>
<td>1887(3)</td>
<td>26</td>
<td>515</td>
<td>95</td>
<td>na</td>
<td>56</td>
<td></td>
</tr>
<tr>
<td>1887(4)</td>
<td>31</td>
<td>375</td>
<td>66</td>
<td>na</td>
<td>357</td>
<td></td>
</tr>
<tr>
<td>1888(1)</td>
<td>43</td>
<td>301</td>
<td>86</td>
<td>na</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>1888(2)</td>
<td>8</td>
<td>384</td>
<td>28</td>
<td>na</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>1888(3)</td>
<td>45</td>
<td>454</td>
<td>53</td>
<td>na</td>
<td>115</td>
<td></td>
</tr>
<tr>
<td>1888(4)</td>
<td>49</td>
<td>556</td>
<td>95</td>
<td>na</td>
<td>161</td>
<td></td>
</tr>
<tr>
<td>1889(1)</td>
<td>476</td>
<td>58</td>
<td>58</td>
<td>na</td>
<td>373</td>
<td></td>
</tr>
<tr>
<td>1889(2)</td>
<td>24</td>
<td>508</td>
<td>81</td>
<td>na</td>
<td>199</td>
<td></td>
</tr>
<tr>
<td>1889(3)</td>
<td>32</td>
<td>303</td>
<td>103</td>
<td>(P.O.)</td>
<td>221 £20</td>
<td></td>
</tr>
<tr>
<td>1889(4)</td>
<td>5</td>
<td>330</td>
<td>103</td>
<td>(P.O.)</td>
<td>221 £20</td>
<td></td>
</tr>
<tr>
<td>1890(1)</td>
<td>15</td>
<td>412</td>
<td>106</td>
<td>£ 2</td>
<td>173 29</td>
<td></td>
</tr>
<tr>
<td>1890(2)</td>
<td>23</td>
<td>351</td>
<td>113</td>
<td>3</td>
<td>53 17</td>
<td></td>
</tr>
<tr>
<td>1890(3)</td>
<td>1</td>
<td>196</td>
<td>54</td>
<td>8</td>
<td>83 8</td>
<td></td>
</tr>
<tr>
<td>1890(4)</td>
<td>209</td>
<td>752</td>
<td>3</td>
<td>148</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>1891(1)</td>
<td>25</td>
<td>303</td>
<td>241</td>
<td>12</td>
<td>103 17</td>
<td></td>
</tr>
<tr>
<td>1891(2)</td>
<td>25</td>
<td>303</td>
<td>245</td>
<td>1</td>
<td>294 20</td>
<td></td>
</tr>
<tr>
<td>1891(3)</td>
<td>9</td>
<td>28</td>
<td>355</td>
<td>1</td>
<td>66 19</td>
<td></td>
</tr>
<tr>
<td>1891(4)</td>
<td>2</td>
<td>130</td>
<td>359</td>
<td>1</td>
<td>71 21</td>
<td></td>
</tr>
<tr>
<td>1892(1)</td>
<td>35</td>
<td>149</td>
<td>145</td>
<td>1</td>
<td>55 16</td>
<td></td>
</tr>
<tr>
<td>1892(2)</td>
<td>1</td>
<td>36</td>
<td>195</td>
<td>1</td>
<td>77 24</td>
<td></td>
</tr>
<tr>
<td>1892(3)</td>
<td>2</td>
<td>19</td>
<td>179</td>
<td>na</td>
<td>26 na</td>
<td></td>
</tr>
<tr>
<td>1892(4)</td>
<td>27</td>
<td>38</td>
<td>223</td>
<td>na</td>
<td>74 na</td>
<td></td>
</tr>
<tr>
<td>1893(1)</td>
<td>22</td>
<td>.114</td>
<td>63</td>
<td>na</td>
<td>63 na</td>
<td></td>
</tr>
<tr>
<td>1893(2)</td>
<td>25</td>
<td>206</td>
<td>83</td>
<td>na</td>
<td>83 na</td>
<td></td>
</tr>
<tr>
<td>1893(3)</td>
<td>69</td>
<td>55</td>
<td>55</td>
<td>na</td>
<td>55 na</td>
<td></td>
</tr>
<tr>
<td>1893(4)</td>
<td>9</td>
<td>33</td>
<td>185</td>
<td>na</td>
<td>97 na</td>
<td></td>
</tr>
<tr>
<td>Quarter</td>
<td>Robe</td>
<td>Port MacDon.</td>
<td>Beachport</td>
<td>Penola</td>
<td>Vic. Border</td>
<td>Mt. Gamb. (Stn.)</td>
</tr>
<tr>
<td>---------</td>
<td>------</td>
<td>-------------</td>
<td>-----------</td>
<td>--------</td>
<td>-------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>1894(1)</td>
<td></td>
<td>£ 29</td>
<td>£ 68</td>
<td>na</td>
<td>na</td>
<td></td>
</tr>
<tr>
<td>1894(2)</td>
<td>£ 1</td>
<td>4</td>
<td>126</td>
<td>na</td>
<td>na</td>
<td>£ 46</td>
</tr>
<tr>
<td>1894(3)</td>
<td></td>
<td>70</td>
<td>na</td>
<td>na</td>
<td></td>
<td>41</td>
</tr>
<tr>
<td>1894(4)</td>
<td>1</td>
<td>37</td>
<td>148</td>
<td>na</td>
<td>na</td>
<td>84</td>
</tr>
<tr>
<td>1895(1)</td>
<td>1</td>
<td>11</td>
<td>151</td>
<td>na</td>
<td>na</td>
<td>136</td>
</tr>
<tr>
<td>1895(2)</td>
<td>8</td>
<td>8</td>
<td>32</td>
<td>na</td>
<td>na</td>
<td>124</td>
</tr>
<tr>
<td>1895(3)</td>
<td></td>
<td></td>
<td></td>
<td>na</td>
<td>na</td>
<td>54</td>
</tr>
<tr>
<td>1895(4)</td>
<td></td>
<td>24</td>
<td>106</td>
<td>na</td>
<td>na</td>
<td>38</td>
</tr>
<tr>
<td>1896(1)</td>
<td>2</td>
<td>4</td>
<td>60</td>
<td>na</td>
<td>na</td>
<td>37</td>
</tr>
<tr>
<td>1896(2)</td>
<td></td>
<td>2</td>
<td>153</td>
<td>na</td>
<td>£ 76</td>
<td>na</td>
</tr>
<tr>
<td>1896(3)</td>
<td></td>
<td>1</td>
<td>312</td>
<td>na</td>
<td>107</td>
<td>na</td>
</tr>
<tr>
<td>1896(4)</td>
<td>35</td>
<td>10</td>
<td>152</td>
<td>na</td>
<td>na</td>
<td>£ 77</td>
</tr>
<tr>
<td>1897(1)</td>
<td>6</td>
<td>6</td>
<td>107</td>
<td>na</td>
<td>na</td>
<td>109</td>
</tr>
<tr>
<td>1897(2)</td>
<td>1</td>
<td></td>
<td>232</td>
<td>na</td>
<td>na</td>
<td>66</td>
</tr>
<tr>
<td>1897(3)</td>
<td></td>
<td></td>
<td>187</td>
<td>na</td>
<td>na</td>
<td>433</td>
</tr>
<tr>
<td>1897(4)</td>
<td>2</td>
<td>74</td>
<td>190</td>
<td>na</td>
<td>na</td>
<td>269</td>
</tr>
<tr>
<td>1898(1)</td>
<td></td>
<td></td>
<td>161</td>
<td>na</td>
<td>na</td>
<td>113</td>
</tr>
<tr>
<td>1898(2)</td>
<td>2</td>
<td>1</td>
<td>174</td>
<td>na</td>
<td>na</td>
<td>197</td>
</tr>
<tr>
<td>1898(3)</td>
<td>6</td>
<td>186</td>
<td>na</td>
<td>na</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1898(4)</td>
<td>1</td>
<td>19</td>
<td>217</td>
<td>na</td>
<td>na</td>
<td>216</td>
</tr>
<tr>
<td>1899(1)</td>
<td>1</td>
<td>205</td>
<td>191</td>
<td>na</td>
<td>na</td>
<td>96</td>
</tr>
<tr>
<td>1899(2)</td>
<td>2</td>
<td>70</td>
<td>137</td>
<td>na</td>
<td>na</td>
<td>130</td>
</tr>
<tr>
<td>1899(3)</td>
<td>27</td>
<td></td>
<td>162</td>
<td>na</td>
<td>na</td>
<td>100</td>
</tr>
<tr>
<td>1899(4)</td>
<td>42</td>
<td>223</td>
<td>na</td>
<td>na</td>
<td></td>
<td>166</td>
</tr>
<tr>
<td>1900(1)</td>
<td>1</td>
<td>97</td>
<td>180</td>
<td>na</td>
<td>na</td>
<td>90</td>
</tr>
<tr>
<td>1900(2)</td>
<td></td>
<td></td>
<td>150</td>
<td>na</td>
<td>na</td>
<td>259</td>
</tr>
<tr>
<td>1900(3)</td>
<td>14</td>
<td></td>
<td>278</td>
<td>na</td>
<td>na</td>
<td>203</td>
</tr>
<tr>
<td>1900(4)</td>
<td>3</td>
<td>45</td>
<td>117</td>
<td>na</td>
<td>na</td>
<td>103</td>
</tr>
<tr>
<td>1901(1)</td>
<td>5</td>
<td>31</td>
<td>163</td>
<td>na</td>
<td>na</td>
<td>420</td>
</tr>
<tr>
<td>1901(2)</td>
<td>3</td>
<td>13</td>
<td>141</td>
<td>na</td>
<td></td>
<td>220</td>
</tr>
<tr>
<td>1901(3)</td>
<td>1</td>
<td>31</td>
<td>166</td>
<td>na</td>
<td></td>
<td>291</td>
</tr>
</tbody>
</table>

In translating the preceding values into graph form full years have been used in preference to quarter years as the basic time unit. This was done not only to shorten the work but also
to facilitate comparison between the stations. Secondly, observation of the major difference in revenue between the coastal and inland stations brought the conclusion that each group would best be set out on a separate graph.

FOOTNOTES
1. Relevant issues missing from collection of State Library of Victoria.
2. ibid.
APPENDIX 14 - Graph A

Annual Customs Revenue at the South-Eastern Ports 1860-1901

Port MacDonnell
Beachport
Robe
APPENDIX 14 - Graph B

Annual Customs Revenue at South-East Border Stations

South-East Border
(Later Victorian Border)

Mt. Gambier
APPENDIX 15

Section I. Board of Main Roads for the District of Mount Gambier. 1866-1875.

N.B. Despite its title this board administered road construction and road maintenance throughout the whole of the settled South-East (see expenditure schedules below).

A. Board Membership

Ormerod, George. Robe. 1866-1869. Chairman 1866-68.  
Smith, Adam. Naracoorte. 1866-1872. Chairman 1868-?  
McKenzie, S. Penola. 1866-?  
Crouch, William A. Mount Gambier. 1866-?  
Fidler, Caleb. Mount Gambier. 1866-?  
Tilley, Thomas. Gillap. 1869-?  
Robertson, William. Moy Hall. 1872-?  
Riddoch, John. Penola. ?-1873  
Riddoch, George. Penola. 1873-?  

Sources: SAPP 1867 (No. 30), 1868-9 (No. 15), 1869-70 (No. 17), 1870-71 (No. 16), 1871 (No. 19), 1872 (No. 37), 1873 (No. 37), 1874 (No. 27), 1875 (No. 34) - na see below, and 1876 (No. 62).  
S.A. Gazette April 29, 1869, December 5, 1872, May 1, 1873, July 16, 1874.

B. Expenditure Schedules. 1866-1875

<table>
<thead>
<tr>
<th>Year</th>
<th>Pt. Mac.</th>
<th>Penola</th>
<th>Robe - Penola</th>
<th>Robe - Penola</th>
<th>K/stn Kingston</th>
<th>K/stn Nara Salt Creek</th>
</tr>
</thead>
<tbody>
<tr>
<td>1866</td>
<td>£17951</td>
<td>£1275</td>
<td>£2118</td>
<td>-</td>
<td>-</td>
<td>£714</td>
</tr>
<tr>
<td>1867</td>
<td>12497</td>
<td>6022</td>
<td>5118</td>
<td>£211</td>
<td>-</td>
<td>6022 £832</td>
</tr>
<tr>
<td>1868</td>
<td>5079</td>
<td>597</td>
<td>441</td>
<td>2063</td>
<td>£269</td>
<td>348 63</td>
</tr>
<tr>
<td>1869</td>
<td>6981</td>
<td>2463</td>
<td>292</td>
<td>-</td>
<td>260</td>
<td>285</td>
</tr>
<tr>
<td>1870</td>
<td>10126</td>
<td>2314</td>
<td>1455</td>
<td>8</td>
<td>422</td>
<td>268</td>
</tr>
<tr>
<td>------</td>
<td>--------------------------</td>
<td>----------------</td>
<td>--------------------------</td>
<td>--------------------------</td>
<td>------------------</td>
<td></td>
</tr>
<tr>
<td>1871</td>
<td>£8320</td>
<td>£1771</td>
<td>£1787</td>
<td>-</td>
<td>£1118</td>
<td></td>
</tr>
<tr>
<td>1872</td>
<td>8175</td>
<td>2400</td>
<td>409</td>
<td>£ 45</td>
<td>£ 41</td>
<td></td>
</tr>
<tr>
<td>1873</td>
<td>7802</td>
<td>5476</td>
<td>2936</td>
<td>450</td>
<td>167</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>b</td>
<td>310</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>1874</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1875</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5569</td>
<td>2581</td>
<td>483</td>
<td>452</td>
<td>353</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>42</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>842</td>
<td></td>
</tr>
<tr>
<td>Total:</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Sources: SAPP, as shown above.

N.B. 1875 (No. 34) not contained in collection of the LaTrobe Library, State Library of Victoria, Melbourne.
Section 2. Board of Main Roads for the District of Victoria, 1875-1887.

N.B. As its title indicates, this Board administered road construction and road maintenance in that region of the South-East which corresponded to the Adelaide Assembly electorate of Victoria.

A. Board Membership

Crouch, William A. Mount Gambier. 1875-1887.
Gardiner, Robert. ? 1882-1885.
Glen, George. ? 1886-1887.
Overhue, Heinrich C. Frederich. ? 1877-1887.
Riddoch, George. Penola. 1875-1878?

Sources: SAPP 1876 (No. 62), 1880 (No. 29A), 1883-84 (No. 29) 1886 (No. 29 & 29A) and 1887 (No. 29).
S. A. Gazette July 8, 1875, May 24, 1877, May 1, 1879, June 26, 1879 and March 11, 1886.

B. Expenditure Schedules. 1875-1887

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1875/6</td>
<td>£3003</td>
<td>£151</td>
<td>£84</td>
<td>-</td>
<td>£724</td>
<td>-</td>
<td>£203</td>
</tr>
<tr>
<td>1876/7</td>
<td>5167</td>
<td>187</td>
<td>17</td>
<td>-</td>
<td>5713</td>
<td>-</td>
<td>1598</td>
</tr>
<tr>
<td>1877/8</td>
<td>4585</td>
<td>147</td>
<td>-</td>
<td>-</td>
<td>1995</td>
<td>-</td>
<td>1213</td>
</tr>
<tr>
<td>1878/9</td>
<td>6213</td>
<td>171</td>
<td>682</td>
<td>-</td>
<td>5900</td>
<td>-</td>
<td>2446</td>
</tr>
<tr>
<td>1879/80</td>
<td>5439</td>
<td>224</td>
<td>538</td>
<td>£69</td>
<td>1405</td>
<td>£1160</td>
<td>2190</td>
</tr>
<tr>
<td>1880/1</td>
<td>4730</td>
<td>198</td>
<td>533</td>
<td>1084</td>
<td>-</td>
<td>1964</td>
<td>1314</td>
</tr>
<tr>
<td>1881/2</td>
<td>5524</td>
<td>263</td>
<td>710</td>
<td>1670</td>
<td>-</td>
<td>1383</td>
<td>1053</td>
</tr>
<tr>
<td>1882/3</td>
<td>5280</td>
<td>516</td>
<td>667</td>
<td>2084</td>
<td>-</td>
<td>2539</td>
<td>1177</td>
</tr>
<tr>
<td>--------</td>
<td>----------------</td>
<td>--------</td>
<td>--------</td>
<td>-----------</td>
<td>---------------</td>
<td>----------</td>
<td>-------------</td>
</tr>
<tr>
<td>1883/4</td>
<td>£4216</td>
<td>£303</td>
<td>£1087</td>
<td>£1004</td>
<td>-</td>
<td>£2284</td>
<td>£845</td>
</tr>
<tr>
<td>1884/5</td>
<td>2602</td>
<td>241</td>
<td>223</td>
<td>916</td>
<td>-</td>
<td>993</td>
<td>787</td>
</tr>
<tr>
<td>1885/6</td>
<td>1555</td>
<td>14</td>
<td>122</td>
<td>343</td>
<td>-</td>
<td>528</td>
<td>798</td>
</tr>
<tr>
<td>1886/7</td>
<td>1654</td>
<td>-</td>
<td>1</td>
<td>230</td>
<td>-</td>
<td>410</td>
<td>382</td>
</tr>
<tr>
<td>Totals</td>
<td>49968</td>
<td>2415</td>
<td>4574</td>
<td>7400</td>
<td>15737</td>
<td>11201</td>
<td>14006</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Mt. Gambier -</th>
<th>Plate's Hill Rd.</th>
<th>Penola -</th>
<th>Penola -</th>
<th>Penola -</th>
<th>Penola -</th>
</tr>
</thead>
<tbody>
<tr>
<td>Punt²</td>
<td>1875/6</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>1876/7</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>£2262</td>
</tr>
<tr>
<td></td>
<td>1877/8</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>557</td>
</tr>
<tr>
<td></td>
<td>1878/9</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>3108</td>
</tr>
<tr>
<td></td>
<td>1879/80</td>
<td>£77</td>
<td>£480</td>
<td>£131</td>
<td>£40</td>
<td>1475</td>
</tr>
<tr>
<td></td>
<td>1880/1</td>
<td>3430</td>
<td>1097</td>
<td>4243</td>
<td>1420</td>
<td>468</td>
</tr>
<tr>
<td></td>
<td>1881/2</td>
<td>1567</td>
<td>309</td>
<td>1690</td>
<td>609</td>
<td>423</td>
</tr>
<tr>
<td></td>
<td>1882/3</td>
<td>2145</td>
<td>2539</td>
<td>3080</td>
<td>976</td>
<td>547</td>
</tr>
<tr>
<td></td>
<td>1883/4</td>
<td>434</td>
<td>594</td>
<td>1892</td>
<td>343</td>
<td>424</td>
</tr>
<tr>
<td></td>
<td>1884/5</td>
<td>841</td>
<td>311</td>
<td>781</td>
<td>102</td>
<td>609</td>
</tr>
<tr>
<td></td>
<td>1885/6</td>
<td>661</td>
<td>120</td>
<td>430</td>
<td>100</td>
<td>276</td>
</tr>
<tr>
<td></td>
<td>1886/7</td>
<td>112</td>
<td>87</td>
<td>275</td>
<td>10</td>
<td>239</td>
</tr>
<tr>
<td>Totals</td>
<td>6167</td>
<td>5537</td>
<td>12612</td>
<td>3600</td>
<td>10388</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Mt. Gambier -</th>
<th>Millicent -</th>
<th>Millicent -</th>
<th>Penola -</th>
<th>Beachport -</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Tantan</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>- Rendel</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>- Avenue</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>- Comaum.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>- Reedy Crk.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

<p>| 1875/6 | -         | -          | -          | -        | -           |
| 1876/7 | -         | -          | -          | -        | -           |
| 1877/8 | -         | -          | -          | -        | -           |
| 1878/9 | -         | -          | -          | -        | -           |
| 1879/80 | -        | -          | -          | -        | -           |
| 1880/1 | -         | -          | -          | -        | -           |
| 1881/2 | -         | -          | -          | -        | -           |
| 1882/3 | -         | -          | -          | -        | -           |</p>
<table>
<thead>
<tr>
<th>1883/4</th>
<th>-</th>
<th>-</th>
<th>-</th>
<th>-</th>
<th>-</th>
</tr>
</thead>
<tbody>
<tr>
<td>1884/5</td>
<td>£ 518</td>
<td>£ 97</td>
<td>£ 85</td>
<td>£ 83</td>
<td>£ 179</td>
</tr>
<tr>
<td>1885/6</td>
<td>525</td>
<td>2285</td>
<td>5</td>
<td>81</td>
<td>1434</td>
</tr>
<tr>
<td>1886/7</td>
<td>6</td>
<td>248</td>
<td>31</td>
<td>-</td>
<td>95</td>
</tr>
<tr>
<td>Totals</td>
<td>1049</td>
<td>2630</td>
<td>121</td>
<td>164</td>
<td>1708</td>
</tr>
</tbody>
</table>

**FOOTNOTES**

1. The Mount Gambier to Casterton road.
2. The Mount Gambier to Nelson road.
3. The Penola to Casterton Road.

**Sources**

SAPP as shown after list of Board Membership above.

**Re. Appendix 15 - Graph Section 2** (next sheet)

For the purpose of meaningful comparison, expenditure on individual roads (vertical axis) has been depicted as a percentage of total expenditure on all roads for each given year.

Consistent with the orientation of this study, only those roads centred on Mt. Gambier will be graphed.
APPENDIX 15 Section II

V.R.B. Expenditure on Roads Centred on Mt. Gambier, Expressed as a Percentage of Total Annual Expenditure

(1) Port MacDonnell - Mt. Gambier - Penola.
(2) Mt. Gambier - Rivoli Bay.
(3) Mt. Gambier - Border (Towards Casterton).
(4) Mt. Gambier - Millicent.
(6) Mt. Gambier - Tantanoola.

- Diagram showing percentage expenditure over years.
APPENDIX 16

Section I - Population of Horned Cattle and Sheep (including Lambs) in County Grey, South Australia, 1859/60 to 1924.

<table>
<thead>
<tr>
<th>Year</th>
<th>Horned Cattle</th>
<th>Sheep</th>
</tr>
</thead>
<tbody>
<tr>
<td>1859/60</td>
<td>14,854</td>
<td>277,032</td>
</tr>
<tr>
<td>1861/62</td>
<td>32,617</td>
<td>265,027</td>
</tr>
<tr>
<td>1864/65</td>
<td>22,124</td>
<td>442,866</td>
</tr>
<tr>
<td>1866/67</td>
<td>17,989</td>
<td>486,703</td>
</tr>
<tr>
<td>1870/71</td>
<td>13,978</td>
<td>494,777</td>
</tr>
<tr>
<td>1872/73</td>
<td>10,731</td>
<td>476,930</td>
</tr>
<tr>
<td>1876/77</td>
<td>21,963</td>
<td>672,802</td>
</tr>
<tr>
<td>1878/79</td>
<td>23,798</td>
<td>524,812</td>
</tr>
<tr>
<td>1880/81</td>
<td>28,043</td>
<td>651,755</td>
</tr>
<tr>
<td>1882/83</td>
<td>24,366</td>
<td>586,174</td>
</tr>
<tr>
<td>1884/85</td>
<td>22,555</td>
<td>629,700</td>
</tr>
<tr>
<td>1889/90</td>
<td>29,981</td>
<td>617,049</td>
</tr>
<tr>
<td>1892/93</td>
<td>37,670</td>
<td>681,606</td>
</tr>
<tr>
<td>1896/97</td>
<td>28,390</td>
<td>620,209</td>
</tr>
<tr>
<td>1898/99</td>
<td>22,736</td>
<td>577,965</td>
</tr>
<tr>
<td>1900</td>
<td>23,067</td>
<td>642,618</td>
</tr>
<tr>
<td>1903/04</td>
<td>29,444</td>
<td>659,436</td>
</tr>
<tr>
<td>1905/06</td>
<td>36,286</td>
<td>692,834</td>
</tr>
<tr>
<td>1908</td>
<td>31,919</td>
<td>660,738</td>
</tr>
<tr>
<td>1910</td>
<td>30,367</td>
<td>543,945</td>
</tr>
<tr>
<td>1912</td>
<td>28,289</td>
<td>523,624</td>
</tr>
<tr>
<td>1915</td>
<td>19020</td>
<td>385,677</td>
</tr>
<tr>
<td>1916/17</td>
<td>21,631</td>
<td>424,247</td>
</tr>
<tr>
<td>1919/20</td>
<td>27,457</td>
<td>425,174</td>
</tr>
<tr>
<td>1920/21</td>
<td>29,550</td>
<td>415,856</td>
</tr>
<tr>
<td>1924</td>
<td>30,970</td>
<td>470,677</td>
</tr>
</tbody>
</table>
APPENDIX 16 Section I(A)

Population of Horned Cattle in the South Australian County of Grey, 1859/60-1924.
APPENDIX 16  Section I(B)

Population of Sheep (including Lambs) in the South Australian County of Grey, 1859/60-1924.
Section II - Production of Wheat for Grain in County Grey South Australia, 1860/61 to 1923/24.

<table>
<thead>
<tr>
<th>Year</th>
<th>Area (acres)</th>
<th>Produce (bushels)</th>
<th>Av. per Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>1860/61</td>
<td>4,236</td>
<td>114,295</td>
<td>26 bu. 58½ lbs.</td>
</tr>
<tr>
<td>1863/64</td>
<td>7,336</td>
<td>131,171</td>
<td>17 52</td>
</tr>
<tr>
<td>1866/67</td>
<td>18,054</td>
<td>352,973</td>
<td>19 33</td>
</tr>
<tr>
<td>1870/71</td>
<td>28,922</td>
<td>318,545</td>
<td>11 1</td>
</tr>
<tr>
<td>1873/74</td>
<td>18,468</td>
<td>223,657</td>
<td>12 7</td>
</tr>
<tr>
<td>1876/77</td>
<td>13,228</td>
<td>168,012</td>
<td>12 42</td>
</tr>
<tr>
<td>1879/80</td>
<td>13,009</td>
<td>192,733</td>
<td>14 48</td>
</tr>
<tr>
<td>1881/82</td>
<td>15,604</td>
<td>187,398</td>
<td>12 1</td>
</tr>
<tr>
<td>1884/85</td>
<td>10,608</td>
<td>89,229</td>
<td>8 25</td>
</tr>
<tr>
<td>1889/90</td>
<td>13,625</td>
<td>113,420</td>
<td>8 20</td>
</tr>
<tr>
<td>1891/92</td>
<td>7,400</td>
<td>91,955</td>
<td>12 26</td>
</tr>
<tr>
<td>1892/93</td>
<td>6,655</td>
<td>83,660</td>
<td>12 34</td>
</tr>
<tr>
<td>1896/97</td>
<td>6,983</td>
<td>88,633</td>
<td>12.69 bu.</td>
</tr>
<tr>
<td>1899/1900</td>
<td>8,093</td>
<td>81,704</td>
<td>10.10</td>
</tr>
<tr>
<td>1902/03</td>
<td>7,200</td>
<td>118,187</td>
<td>16.41</td>
</tr>
<tr>
<td>1905/06</td>
<td>6,213</td>
<td>116,068</td>
<td>18.69</td>
</tr>
<tr>
<td>1908/09</td>
<td>4,351</td>
<td>76,043</td>
<td>17.48</td>
</tr>
<tr>
<td>1911/12</td>
<td>3,190</td>
<td>40,373</td>
<td>12.66</td>
</tr>
<tr>
<td>1914/15</td>
<td>3,226</td>
<td>33,582</td>
<td>11.35</td>
</tr>
<tr>
<td>1917/18</td>
<td>1,636</td>
<td>14,059</td>
<td>8.59</td>
</tr>
<tr>
<td>1920/21</td>
<td>1,344</td>
<td>23,053</td>
<td>17.15</td>
</tr>
<tr>
<td>1923/24</td>
<td>2,293</td>
<td>41,736</td>
<td>1820</td>
</tr>
</tbody>
</table>

N.B. County Grey includes the Corporation of Mt. Gambier and the District Councils of Beachport, Benara, Kennion, Millicent, Mt. Gambier East, Mt. Gambier West, Mt. Muirhead, Penola (portion of), Port McDonnell and Tantanoola.

Source

Statistical Register of South Australia. Relevant years.
APPENDIX 16 Section II

Area utilised (Acres), and Production of Wheat for Grain (Bu.) in County Grey, South Australia, 1860/61-1923/24.

Year

1860/61 1870/71 1880/81 1890/91 1900/01 1910/11 1920/21
## APPENDIX 17

**Comparative Wealth of Some South-Western Shires of Victoria, 187 to 1914/15.**

<table>
<thead>
<tr>
<th>Shire</th>
<th>Area (sq. mls.)</th>
<th>Annual Value (£)</th>
<th>Annual Revenue (£)</th>
<th>Rev./Area</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1867</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Belfast</td>
<td>900</td>
<td>65,200</td>
<td>12,000</td>
<td>£13.3</td>
<td>1</td>
</tr>
<tr>
<td>Dundas</td>
<td>1,350</td>
<td>61,000</td>
<td>13,500</td>
<td>10.0</td>
<td>2</td>
</tr>
<tr>
<td>Glenelg</td>
<td>2,000</td>
<td>60,000</td>
<td>9,000</td>
<td>4.5</td>
<td>3</td>
</tr>
<tr>
<td>Minhamite</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Portland</td>
<td>1,574</td>
<td>35,000</td>
<td>na</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>Wannon</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>1875</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Belfast</td>
<td>220</td>
<td>30,817</td>
<td>14,399</td>
<td>65.5</td>
<td>1</td>
</tr>
<tr>
<td>Dundas</td>
<td>1,400</td>
<td>83,863</td>
<td>14,998</td>
<td>10.7</td>
<td>4</td>
</tr>
<tr>
<td>Glenelg</td>
<td>1,400</td>
<td>64,785</td>
<td>12,960</td>
<td>9.3</td>
<td>5</td>
</tr>
<tr>
<td>Minhamite</td>
<td>450</td>
<td>30,000</td>
<td>7,000</td>
<td>15.6</td>
<td>2</td>
</tr>
<tr>
<td>Portland</td>
<td>1,574</td>
<td>39,443</td>
<td>7,650</td>
<td>4.9</td>
<td>6</td>
</tr>
<tr>
<td>Wannon</td>
<td>730</td>
<td>58,000</td>
<td>9,682</td>
<td>13.3</td>
<td>3</td>
</tr>
<tr>
<td><strong>1885</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Belfast</td>
<td>200</td>
<td>33,818</td>
<td>4,874</td>
<td>24.4</td>
<td>1</td>
</tr>
<tr>
<td>Dundas</td>
<td>1,364</td>
<td>74,742</td>
<td>11,723</td>
<td>8.6</td>
<td>5</td>
</tr>
<tr>
<td>Glenelg</td>
<td>1,456</td>
<td>84,761</td>
<td>14,631</td>
<td>10.0</td>
<td>4</td>
</tr>
<tr>
<td>Minhamite</td>
<td>542</td>
<td>42,000</td>
<td>6,702</td>
<td>12.4</td>
<td>2</td>
</tr>
<tr>
<td>Portland</td>
<td>1,607</td>
<td>62,100</td>
<td>8,666</td>
<td>5.4</td>
<td>6</td>
</tr>
<tr>
<td>Wannon</td>
<td>753</td>
<td>64,620</td>
<td>9,000</td>
<td>12.0</td>
<td>3</td>
</tr>
<tr>
<td><strong>1893/4</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Belfast</td>
<td>200</td>
<td>39,222</td>
<td>4,827</td>
<td>24.1</td>
<td>1</td>
</tr>
<tr>
<td>Dundas</td>
<td>1,450</td>
<td>89,660</td>
<td>8,649</td>
<td>6.0</td>
<td>5</td>
</tr>
<tr>
<td>Glenelg</td>
<td>1,456</td>
<td>90,592</td>
<td>13,322</td>
<td>9.1</td>
<td>4</td>
</tr>
<tr>
<td>Minhamite</td>
<td>542</td>
<td>47,344</td>
<td>6,145</td>
<td>11.3</td>
<td>3</td>
</tr>
<tr>
<td>Portland</td>
<td>1,607</td>
<td>72,143</td>
<td>7,500</td>
<td>4.7</td>
<td>6</td>
</tr>
<tr>
<td>Wannon</td>
<td>753</td>
<td>73,468</td>
<td>9,075</td>
<td>12.1</td>
<td>2</td>
</tr>
<tr>
<td>Shire</td>
<td>Area (sq. mis.)</td>
<td>Annual Value (£)</td>
<td>Annual Revenue (£)</td>
<td>Rev./Area</td>
<td>Rank</td>
</tr>
<tr>
<td>--------</td>
<td>----------------</td>
<td>-----------------</td>
<td>-------------------</td>
<td>-----------</td>
<td>------</td>
</tr>
<tr>
<td>1903/4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Belfast</td>
<td>201</td>
<td>42,866</td>
<td>3,947</td>
<td>£19.6</td>
<td>1</td>
</tr>
<tr>
<td>Dundas</td>
<td>1,364</td>
<td>82,051</td>
<td>5,472</td>
<td>4.0</td>
<td>5</td>
</tr>
<tr>
<td>Glenelg</td>
<td>1,456</td>
<td>90,867</td>
<td>7,510</td>
<td>5.2</td>
<td>4</td>
</tr>
<tr>
<td>Minhamite</td>
<td>541</td>
<td>59,730</td>
<td>3,904</td>
<td>7.2</td>
<td>3</td>
</tr>
<tr>
<td>Portland</td>
<td>1,607</td>
<td>66,400</td>
<td>4,600</td>
<td>2.9</td>
<td>6</td>
</tr>
<tr>
<td>Wannon</td>
<td>750</td>
<td>74,869</td>
<td>5,975</td>
<td>8.0</td>
<td>2</td>
</tr>
<tr>
<td>1914/5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Belfast</td>
<td>201</td>
<td>52,506</td>
<td>4,800</td>
<td>23.9</td>
<td>1</td>
</tr>
<tr>
<td>Dundas</td>
<td>1,364</td>
<td>102,095</td>
<td>9,038</td>
<td>6.6</td>
<td>5</td>
</tr>
<tr>
<td>Glenelg</td>
<td>1,456</td>
<td>121,399</td>
<td>10,453</td>
<td>7.2</td>
<td>4</td>
</tr>
<tr>
<td>Minhamite</td>
<td>541</td>
<td>65,068</td>
<td>6,124</td>
<td>11.3</td>
<td>2</td>
</tr>
<tr>
<td>Portland</td>
<td>1,607</td>
<td>86,233</td>
<td>8,835</td>
<td>5.5</td>
<td>6</td>
</tr>
<tr>
<td>Wannon</td>
<td>750</td>
<td>98,601</td>
<td>7,325</td>
<td>9.8</td>
<td>3</td>
</tr>
</tbody>
</table>

Sources

1. Directory of Shires and Road Boards in Victoria, Melbourne (1867).

2. Directory for Cities, Towns, Boroughs, Shires, and Districts in the Colony of Victoria, Melbourne (1875).


APPENDIX 18

ON AND OVER THE BORDER by "Viator"

Having heard many residents of Portland speak in enthusiastic terms of the Punt, or more correctly speaking, Nelson, and its surroundings, my curiosity was strongly aroused, and it has long been a wish, ungratified up till recently, to transplant myself for a brief period to the famous Glenelg River. This being so, it may be imagined that the opportunity of a visit to the Glenelg in connection with the opening of the bridge over that fine stream was eagerly availed of. Two parties of half-a-dozen each were made up, and behind a couple of four-in-hand teams set out at a little before 6 on Wednesday morning [February 7]. As Mr. Andrew Micklewhame found it when he set foot on board the Starling, vide a story I have read somewhere

"The morn was fair
The sky was clear"

as we rolled gaily away behind the spanking teams provided by Mr. E.W. McMullen. The drive through the avenue of lofty forest trees through which the "grubbed road" runs was very pleasant in the fresh morning air. Nature was just awakening to another day, and the twittering birds lent a cheerfulness to the scene that was appreciated by the travellers. We had some members of the party with an intimate knowledge of the country through which we passed, and their remarks gave an additional interest to the journey. Many of these properties had quite a history; others could only boast of the commonplace tale of selection - occupation - difficulties - mortgage - abandonment.
As the day advanced it grew warmer, and by the time Johnsone's bridge was reached the party were glad, after a refreshing wash, to take their lunch under the shade of a spreading tree. Digestion was accelerated by an unlimited supply of tough yarns, for the spinning of which one or two of the party are somewhat remarkable. The yarns were not easily digested, but to make room for them the previous pabulum had to shrink within itself. After passing an hour in this refreshing manner, varied by some marvellous shooting with an air gun, the journey was resumed. Now our troubles commenced. Up to this time the road had been fairly good, but now - shades of Macadam what a road? You climbed a sandy hill and on the other side found more sand, and then across a plain with still more sand, and another sand hill and another sand plain, and so on ad infinitum. And the sun grew hotter, and we perspired; the sand got in our eyes, in our ears, in our noses and in our throats. The remark of one member of the party that he had eaten his peck of dirt on that day was perfectly justified. One traveller was begrimed that on arrival at the "Native Wells", where he squatted under the shade of an umbrella, it required no great trick of imagination to conceive him King Billy or some other aboriginal with a penchant for European garb. The last few miles of the journey seemed interminable, and an argument as to the distance to the Punt did not create half the interest that it might have done under more favorable circumstances. At last signs of settlement became apparent, and amongst those who had been there before there was at least unanimity that we were nearing our destination. Soon we reached the top of the last rise, and
now languor was shaken off as we peered in the direction of the goal of our sufferings. Here I would say that I do not wish to paint the roads to Nelson any blacker than there is cause to, but it is most certainly very bad, and until it is greatly improved little traffic can be expected on the Victorian side of the bridge [My emphasis]. The Shire Council has expended all the money it can justly lay out on the locality for some time to come, and the Government I presume, will be loth to "come down" for a road after contributing to the bridge, unless it can be shown to the Department concerned that the bridge with the present road is likely to do this colony more harm than it ever received by the diversion of traffic before the work was done.

To resume. I left off, I think, where we caught our first glimpse of the river, and very glad were we to see not alone from the fact that it is well worth seeing, but also because we (the strangers to the place that is) had been coming to a conviction that it was some ignus fatnus that ever receded as it was neared. The relief of a swill, even though it was in water strongly impregnated with lime, may be left to the imagination of those who have not had the experience of being covered with sand while a slow process of baking was going on. A suggestion that we should go into the river was well received until it was pointed out that it would be scarcely fair to disclose the water on the day of the opening of the bridge. We washed in the orthodox way instead, kept a man at the pump for best part of an hour, threw the waste water into the garden, and left a sand bank there that you could break your neck over.
This with apologies to the member of our party who carries the belt for veracity.

The doings at the Punt on Wednesday were detailed in last issue of the Guardian, here I have simply to relate the personal experiences of the party and personal impressions of the trip. These did not look particularly promising at first. We took part in the day's celebrations, were foolishly decoyed into a boat intended for about four persons while we numbered eight, and placed ourselves at the mercy of a member of our party who said he could pull an oar. The most striking characteristic of his performance was that whichever way he faced he appeared to be under the impression that he ought to turn his back to himself in order to be right. This eccentric idea caused some connection in the endeavor to carry it into effect, and by the time the boat had sidled to the other bank of the river several of the passengers decided to get out and walk. The rest fortunately persuaded our friend with the contorted notions about rowing to study the problem theoretically, and the rest of the short excursion was negotiated without incident. Two of our party had already deposited themselves, rod and line in hand, on the bank of the river, and were fully prepared for any fish that might come along. One, the genial conductor of a financial institution not a hundred miles from Stawell, had previously assured us that he had heaps of patience. He has; he sat on that bank from 3 to 10 p.m. and came in with a fish about the size of a pocket knife. Nevertheless he was supremely cheerful, and announced his intention of starting again at daylight. This intention of starting again at daylight [Sic].
This intention, I may say, he carried out, and was rewarded before breakfast with several small bream and a fine perch. Better luck still was in store for him, too, but of that anon.
The rest of us amused ourselves in various ways until the hour of the banquet, and when that was done with we were free agents. Your humble scribe sat himself down to the tasks of recording a full, true and particular account of the opening of the Glenelg Bridge, a needless task at that particular time as the event proved for lack of facility for transit in time for Friday's Guardian. However, though dog tired, it was some satisfaction to see the last cols completed at 11 p.m. and then came the question of bed. Over this some misunderstanding arose. I will not enter into details, but the sequel was that three of us found ourselves with great coats and rugs hunting for a haystack. One was found, and under its lee and with part of its contents, the humble couch was prepared. I have read of the sweets of a roving life, the delicious freedom involved in eating dry crusts washed down with spring water, and sleeping under haystacks. I have tried the haystack part, and cannot in truth feel enthusiastic about it. The straws tickle your noses and get down your neck; insects wander up and down you without the slightest fear (except that which they induce in the object of their attentions); you think of all the snakes that have been found in haystacks, the reflections being more vivid by fancied or real rustlings in the straw; you fancy - but what do you not fancy if like the writer your experience of sleeping under haystacks has just begun. We had horses scrunching all round us all night through, and the apprehension
that they would walk over the apology for a fence and us in
the endeavor to get at the hay took the keen edge off my
somnolent inclinations; a pig was responsible for one midnight
alarm, and towards morning it blew half-a-gale, and the man
who slept to windward had to get up and pitchfork a breakwind
into position. Its quite astonishing how these country
excursions inculcate a habit of early rising. I wanted to get
up about 3 a.m., and would have done so had I known where to
go. Tardy daylight came at last, and with it a man in a white
cot - he evidently expected a warm day - who asked me if I
had a pipe. I answered in the affirmative, though not quite
seeing any relevency [sic] in the question until he desired
me to lend it to him. I don't know whether people in the
Nelson locality are in the habit of sleeping under haystacks
and having pipes in common, but personally I believe in one
man one pipe, and told him so in the gentlest manner possible,
for there was something strange about the whole affair. He
was quite grieved, or perhaps hurt would be more correct, to
find that I entertained a prejudice against lending my pipe,
and stated that he had lost his, and also his watch, which was
worse. He did not ask the loan of a watch, but accepted a
cigar, and having lighted it went round to the weather side
of the stack with a strong wind blowing, and laid himself down
to enjoy a smoke. My apprehensions that he would fall asleep
and set the stack on fire were not realised, but he kept me
on thorns for some little time. My companions seemed less
disturbed by current events than I. They to all appearances
slept soundly, and there I will leave them and our experiences
I left my friends under the haystack at the close of my last contribution, and there they remained for an hour or two after I had risen and joined the lone fishermen [sic] on the opposite bank of the river. They were up betimes, however, ready for the road, for it had been arranged that a party should visit Mt. Gambier on that day, and an early start was to be made. Ted was at the door at the time appointed, and away we went in the teeth of half-a-gale of wind from the north. From what I hear, Portland residents have a vivid recollection of Thursday of last week. The road was excellent, but the limestone formation of which it is composed yields a fine dust which the wind blew down on us, causing great discomfort, and the party was soon in as bad a plight as on the journey to the Punt from Portland as far as appearance went. There, however, the resemblance ended, for to a resident of the Western District the South Australian roads - or such of them as I saw - are as near perfection as one wants on this earth. We went along at an even gait all the way on a firm, level (as regarded its surface) road, and the mile-posts succeeded each other with cheering regularity and speed. The country at first did not appear to be particularly productive of anything but rabbits; no habitations were to be seen, but here and there were evidences (in the shape of poisoned grain distributors and furrows running in different directions) that measures were being taken by some land-holders at least to reduce the pest. By-and-bye signs of better country could be noted, and the indications continued
to improve until O.B. Flat was reached, a locality I believe, famous for its agricultural resources. Cultivation was now the rule, and rabbit proof fencing enclosed the majority of the holdings. The road was fenced off with rabbit proof wire here, and strong precautions appeared to be taken to keep bunny off the good lands. The farmhouses were solid and comfortable looking structures of stone, each surrounded with its garden, and gums principally - at least on that side from which the prevailing winds came. Potato fields recurred at frequent intervals, acres and acres of the green tops being passed. As the Mount was neared the work of the day was in full swing, and in many paddocks the potato digging was going on. The tubers were all being dug by hand, and it struck me what a saving of labor an efficient potato digger would accomplish where such large areas have to be dealt with. A fortune surely awaits the inventor who can bring out a machine that will do its work thoroughly and expeditiously. The filled bags stood in regular rows like regiments of soldiers, and were a much more contenting if less stirring sight. On the roads we passed waggons laden with potatoes proceeding to the town, and the first subject of remark in connection with these was the width of the tires - about half as broad again for a two ton registered wagon as those compassing the wheels of the wagons which have been passing down Bentinck Street [Portland] of late with up to six tons of stone on them. This doubtless one secret of the preservation of the South Australian roads in the almost perfect repair in which they are. There are certainly men constantly employed in their maintenance, but it would take
three times as many hands and a proportionate increase of expense were vehicles allowed to travel them with the loads on narrow tires that daily cut up the thoroughfares in this [Portland] district. It is said that these broad tires actually benefit the roads to some extent by consolidating instead of cutting deep fissures into the top dressing. Most homesteads, too, had their windmills and artesian wells, for the subterranean formation in this locality seems to be much the same as that in this neighborhood - limestone, with abundance of water at no great distance from the surface. The scene altogether was a cheery one, and more than one of the party could not refrain from regretfully expressing the wish that our own old town was not blessed with similar surroundings. With so much to see and admire the time passed quickly and the Mount now loomed in very close proximity. Past the well kept cemetry [sic ], which we visited later on, round Mac's corner, and we drew up with a flourish at the entrance to the Mt. Gambier Hotel, where the obliging proprietor, Mr. Solomons, was waiting to welcome us to the Mount. I mentioned at the outset that we had again experienced a very dusty journey, and the first operation was to get the accumulated grime off. This was no difficult matter in this well-appointed establishment, and we reassembled downstairs looking and feeling considerably better, though those of us who had not sufficient forethought to come provided with extra collars and ties had to pay a visit to the nearest outfitter's. There was an hour or so to spare before lunch, and one of number [sic ] having occasion to visit the cemetery it was decided the whole party should go. Before leaving the
hotel, however, we were favored with an introduction to Mr. Davison, Mayor of Mt. Gambier, who very courteously asked us would we care to go over the Town Hall and Institute. The reply, it is needless to say, was in the affirmative, and mentioning that we expected the President of the Shire Council and a member of the Borough Council to arrive about 2 p.m., it was arranged that the inspection should be postponed till 3, and an appointment was made with His Worship for that hour. We then proceeded to the cemetery, about a mile distant, whither we were conveyed and afterwards brought back after half-an-hour's walking round for the modest sum of sixpence per head. The cemetery was one of the early proofs we had of the efficient manner in which the Mt. Gambier people provide for the care of their public reserves and institutions. The cemetery, it may be stated, is under the control of the municipal council, and it is a credit to them. It is kept perfectly free from rubbish and overgrowing vegetation; the walks are carefully tended, and so also are the flowers and shrubs, whether in private enclosures or otherwise. There are few who have near and dear ones laid to rest i.i the Mt. Gambier cemetery but who either carefully tend themselves or pay to have the enclosures kept free from weeds. The cemetery is rich in monumental sculpture, many very handsome shafts dotting its area. The sexton has a lodge in the cemetery, where he resides. He appears to be - and probably it is a necessary characteristic in his calling - intensely practical. He looked at everything from a business point of view, remarking somewhat sadly when asked how he was getting on that business was not nearly so
brisk as it had been during the previous year. For the especial benefit of listeners he entered into comparative statistics, ending up in a somewhat more cheerful strain that during the past week business had been improving. Leaving this somewhat odd character and the cemetery we returned to the hotel just in time for lunch, and here the exigencies of space demand that I should again break off.

I left off in my last contribution at the point where we had returned for lunch after a visit to the cemetery. The mid-day meal over we had an hour to spare before the appointment with His Worship the Mayor was due, and it was decided to fill in the interval with a walk round. Our wanderings brought us to the Mt. Gambier Flour Mills the property of Mr. Williams, a gentleman equally as jovial and good-natured as every other South Australian we had so far struck. Mr. Williams showed us all over the mill which had just had fitted out [sic ], I believe, with entirely new machinery at a cost of some £5,000. It required no expert eye to see that everything was very complete. Everything is done with machinery, the steam power being made subservient even to the task of stacking the bags of wheat and flour. Everything worked with the minimum of friction, this explaining to some extent the comparatively small amount of power used in driving an almost infinite number of wheels and pulleys. The wheat, we are told, goes through 17 different processes in this mill before the manufactured article is turned out. We were shown a wheat bin containing the respectable quantity of 10,000 bushells, and also a very
ingenious filler, by which the bags of flour are automatically filled and rammed, and dropped down as soon as the requisite weight has been put into them. So soon as the bag drops off the supply of flour is automatically stopped until another bag is put on, so that no overflow or waste is caused by any neglect on the part of the attendant. It is almost superfluous to state that these bag roller mills, and we are told, independent of the proprietor, that the flour is excellent.

By this time 3 o'clock was at hand, and we hastened to Mac's to ascertain whether the President and Cr. Dolphin had turned up. They had not, and we had perforce to proceed to the Town Hall without them. On the way we took a look at the peculiar cave at the rear of the Town Hall. This cave, I believe, has never been thoroughly explored, and it is scarcely probable that it will be in the near future, as I believe the drainage of at least part of the town runs into it; and a very convenient and inexpensive way it is of getting rid of it though there may possibly be some objections to the practice on sanitary grounds, if it is carried on. I say if it is, for I am not quite sure about it, having an idea that the assertion was contradicted by a resident of the Mount while we were there. We saw a drain leading into the cave but it may have been only an overflow for surface water. As there are grounds for the belief, I understand, that there is a subterranean connection between the cave and the Blue Lake, from which latter the water supply of the town is obtained, I should think the Mount Gambier people would take all sorts of care that no contamination occurred. I the more readily incline to this belief from the
cleanliness that is observable in all other matters that came under my observation. And now to the Town Hall. As we approached the building a quite numerous gathering of gentlemen was [sic] observable, and we came to the conclusion that a meeting was about to take place. Had we any conception about the real state of the case, as subsequently disclosed, I doubt but at least one or two members of the party noted for their retiring dispositions would have incontinently fled, or at any rate that the hour spent in viewing the sights would not have been so occupied, but would have been passed in deep and painful meditation as to what it would be proper to say on the occasion. When we found out what it was all about it was too late to retreat, and I am glad for our own credit and that of the town which we perhaps unworthily represented that it was.

To explain myself, however, Mr. Davison came forward, and after we had explained that the remainder of the party had not turned up a general introduction took place to some half-dozen members of the town council and about as many more other prominent citizens. We were then escorted into the Town Hall. A spacious vestibule led to a handsome staircase from the landing of which different apartments branched off. First we were taken through the hall, a distinct room from the Council Chamber, be it remembered, and a tolerably large and well-proportioned apartment with a magnificent floor for dancing. Judging by its appearance of frequent usage for this purpose I should imagine that either the civic rulers of Mt. Gambier or their constituents are tolerably strong devotees to the terpsichorean art, and more power to them say I for the evidence of this
disposition to bear their troubles lightly, instead of continually moaning and groaning, and making themselves as well as everyone they come in contact with profoundly miserable. There is no need to ask whether the representatives of the people in Mt. Gambier have a due regard to the serious responsibilities of their position - there is evidence of that on every hand - but there is also ample indication that they do not take their pleasures sadly, and that they can enter into the feelings and predilections of young as well as old. A first-class piano is an appurtenance of this apartment, and round the walls are portraits of ex-Mayors of the border city. Among these our party were at no loss to recognise the features of Mr. Thurston in mayoral robes, a gentleman who, by the way, was spoken of in the warmest terms by his former fellow-townsmen, and after whose welfare they inquired in terms of the most sympathetic interest. Leaving the hall we went through several ante-rooms, and were finally ushered into the Council Chamber, and then we found we were in for it, for the table bore a goodly array of liquids usual to those occasions when men meet to say pleasant things of one another and to fraternise agreeably. Immediately a kind of dumb show communication was established between the members [sic] of our party as to who was to act as spokesman, for it could be plainly seen we were in for it. Fervently I thanked my stars, and I believe the others similarly situated did the same, that neither seniority of years nor publis position threw the responsibility of expressing the sentiments of the party on us. Let me not be misunderstood. It was not that every one of us did not feel unutterably grateful
for the hospitable manner in which we had been takin [sic] in hand. It was just the unutterable part of it that troubled us. We were overwhelmed with the suddeness [sic] of the whole thing; we entered Mt. Gambier a party of unassuming visitors from Portland and found ourselves lionized, so to speak. I will not say we were too full for speech, for taking the surroundings into consideration some people might put an altogether wrong construction on such a remark, but we felt more than we knew we could express. The two victims were soon fixed on, and by this time the proceedings had commenced. The Mayor asked all the company to charge their glasses, as he had a toast to propose which he knew all would join heartily in honoring. The Mayor proposed "Our New Acquaintance". The proposer referred to the completion of the new bridge, and believed it was a sign that the people of the two colonies did not favor these artificial restrictions which were placed upon their commercial intercourse one with another [My emphasis]. He was pleased to welcome the Portland visitors to Mt. Gambier, and expressed the opinion that meetings like the present between residents of different colonies were very beneficial in promoting that cordial footing on which they should stand and would strengthen the feeling for that federation which they all hoped to see. The toast was honored very heartily by all present. Cr. Allen, of Mt. Gambier, then rose to propose a toast, the "Visitors", in doing which he expressed regret that the municipal representatives had not turned up. He had been chosen, he supposed, to propose this toast because he was the youngest member present, and in adding his welcome to that already given to the visitors from
Portland trusted that the present would be the precursor of many more visits to Mt. Gambier by residents of Portland [My emphasis]. He also gave utterance to the wish that the barriers to trade erected by the fiscal relations between the colonies would be swept away, so that if we were compelled to protect ourselves against the outside world we should at least have free trade at home. The toast was honored, and we put up Mr. H. Stephens on our behalf. He got through his unexpected ordeal capitaly. He made quite a lengthy and earnest speech in favor of intercolonial federation, and, as the youngest man of his party, expected to see it accomplished before his removal from this vale of tears. Mr. Stephens did not forget to express his acknowledgements for the hearty welcome which he and his companions had received at the hands of the Mt. Gambier people, and sat down after having accomplished two things. He vindicated the reputation of Portland in the matter of eloquence, and convinced his party that they need not have the slightest hesitation as to the choice of a spokesman should they ever be placed in similar circumstances again. Then Mr. Henry proposed the Mayor and Town Council of Mt. Gambier. He regretted that the members of the Portland Councils were not present, but was under the impression that the steamer Flora was responsible for their default - it subsequently turned out that this was the case. He referred to the benefits the new bridge was likely to confer on residents on both sides of the river, and in thanking the representatives of Mt. Gambier for the kindness extended to the visitors promised them that if they ever visited Portland they would endeavor to reciprocate
that kindness [My Emphasis]. The toast was musically honored by our crowd, and was suitably acknowledged by Cr. Shepherd. After this very pleasant little ceremony, though I don't like the word as being too stiff to properly express the nature of the function, we left the Town Hall for the purpose of being conducted over the Institute, next door. I omitted to mention that there is a clock tower in the Town Hall, and one or two of us went up among the works, and saw amongst other things an automatic device for extinguishing at 11 p.m. the gas which illuminates the clock face. The Institute and other points of interest I must hold over for another instalment.

------------------------

I left off at the point where the convivial proceedings in the Town Hall concluded, and thence we proceeded to the Institute next door. If we had been impressed with the completeness of the Town Hall there was still greater cause for admiration in connection with the Institute. This is a very handsome building, and comprises under one roof a library, reading room, theatre, museum and picture gallery. The library contains over 5000 volumes, and had the appearance when we passed through of being well patronised. The newspaper reading room is rather small, but both rooms are kept in excellent order, and the request to keep silence seems to be observed in a commendable manner. Proceeding upstairs we passed through a door which opened on a dress circle of one of the most complete little halls of entertainment I ever saw. The auditorium I should think would comfortably accommodate from 800 to 1000 people, and the fittings were very complete.
The proscenium, stage fittings, scenery, etc., are arranged in the most approved style, and the decorations are both tasteful, artistic and exceedingly well-preserved. Altogether, as before stated, the theatre appears to be as complete in miniature as any metropolitan establishment of the same description, and I must confess I envied the Mt. Gambier people the possession of their handsome public hall. Pollard's Lilliputian Opera Company were doing a season at Mt. Gambier at the time, and from the fact that they put in five nights there it will be seen that the Gambierites are a playgoing people. On the same floor as the dress circle of the hall is the picture gallery, which we were informed is yet in its infancy. There are some valuable pictures, and one of Mr. John Riddoch is appropriately entitled that of a public benefactor, seeing that the original donated £1000 towards the erection of the Institute. The museum has also made good progress since its inception, boasting a good number of curiosities and specimens, including a very large leopard seal stuffed and disposed in a glass case. The museum has obtained an excellent start, and the possession of public spirited citizens such as Mt. Gambier has ensures valuable additions being made at frequent intervals. The Mt. Gambier people are doubtless proud of their Institute, as well they may be, taking into consideration the fact that it is the property of a municipality with a population of about 2600. Having completed the inspection of the Institute we took leave of the Mayor and Councillors who had been so very kind to the party, for our genial host, Mr. Solomon was waiting with a conveyance to take a run round the lakes. The road led
past the hospital, which I was sorry we did not have an 
opportunity of inspecting, inasmuch as it is a famous institution 
of its kind, and enjoys the honor of being styled by some 
writers one of the best in Australia. Time would not permit 
of more than a passing glance, however, and we drove on to the 
Blue Lake, above the steep banks of which the road winds. The 
Blue Lake is worth going from Portland to see of itself. Its 
banks rise to a height of from 200 to 300 ft., and are 
perpendicular in some parts, while in others they form a very 
steep aclicity. Wherever verdure can obtain a foothold, however, 
it grows luxuriantly, and the banks are mostly tree clad to 
the water's edge. In the centre is the water, ultramarine in 
color, and reposing as our party saw it, in undisturbed 
serenity under the summer's sun. The depth of this singular 
lake varies from 180 ft. to 670 ft. where it has been sounded. 
Crater lakes, these are called by some, but the Government 
Geologist [sic] thinks, from the contour of the Blue and Valley 
Lames, together with the appearances in their neighborhoods, 
that they are not craters, but merely depressions caused by 
subsidence of the crust, consequent on the removal from below 
of such vast quantities of material as it is evident has been 
erupted. Mr. J.E. Woods is not particularly comforting. He 
has written a good deal about Mt. Gambier, and from present 
indications has deduced a presumptive past history of it, and 
states that although many circumstances bear testimony to the 
antiquity of the Mount (as an active volcano), yet "he had no 
intention of asserting that it was impossible for it to break 
out again; tranquil as it may appear the igneous agent may still
be active below". He instances Vesuvius, which 18 centuries ago was quite as tranquil as Mt. Gambier is now. Be this rs [sic] it may, the spirit of tranquility now reigns supreme, and the peaceful yet at the same time bold beauty of the scene could not fail to impress the most prosaic observer. The pumping works are situated on one of the lower slopes of the Lake, for as doubtless most of my readers are aware, the water supply of the town is obtained from this source. The Mt. Gambier people were at no expense in constructing reservoirs; all they have to do is to pump the water up and reticulate the town. Continuing our drive past the handsome shaft erected in memory of Gordon's leap, apocryphal or otherwise, we next had a look at the Valley, Leg-of-Mutton and Brown's Lakes, embosomed amidst surrounding hills, and faced on some sides with perpendicular cliffs 200 ft. high or thereabouts. The approaches to these beauty spots are carefully maintained, planted with ornamental trees, and supplied with perfect roads. While on this matter, I may state that I never saw such a place as Mt. Gambier for tree planting, both by private individuals and on public and Government reserves. The trees grow like wildfire, I was told, and it must be said that the Mt. Gambier people have taken full advantage of their resources in this direction. The drive continued round the home station of Dr. Brown's magnificent estate, on which we were told £1,200 per annum is laid out in improvements. This drive brought the day pretty far on, but we had to endeavor to see as much as possible, and as soon as Mt. Solomon had deposited us at the hotel again we (or rather some of us) set off on a walking excursion. The
churches of Mt. Gambier must claim the admiring attention of a visitor. The coralline limestone and red dolomite afford excellent and easily worked material for building purposes, and all the churches we saw were very handsome edifices. That of St. Paul's Roman Catholic is stated to be the finest ecclesiastical structure in the colony outside of Adelaide, and I quite believe it, for its architectural beauty is undoubted. The town boasts of two Episcopalian churches, one of which was erected at his own expense by Mr. Thurston, formerly of the Mt. Gambier Hotel, and now resident of Portland. Other churches we saw are handsome structures. The hotels are also as a rule commodious and well-built structures, well-managed, and, as far as my experience goes, very reasonable indeed in their charges. Gasworks have been recently established by a private company and though only a small proportion of the town is yet supplied with the new illuminant the price is only 12s. 6d. per thousand. The principal streets are lighted with 41 lamps at a cost of £5 15s. each per annum. The Mt. Gambier Corporation consists of six councillors and a Mayor, and the latter's allowance is £60 per annum. The town has a well-appointed agricultural show ground of 11 acres, and a recreation reserve styled Frew Park, of seven acres, given by Mr. John Frew for the purpose. There is an asphalt track running right round the convincing ground in what I took to be the cricket and sports grounds, and the place is kept in excellent order, in contrast with other sports reserves I wot of. It will be gathered from the proceeding remarks that Mt. Gambier is a very complete little town, and so it is. Any attempt at description, however, can only feebly convey any
impression as to the reality. Mt. Gambier was, or is one of Nature's gems, and the residents of that place have made up their minds that the setting shall be worthy of it. Consequently they have gone to work in the endeavor to make the artificial surroundings agree with the natural features, and it must be admitted that they have succeeded admirably. They have not made the grand mistake that some communities fall into of relying solely on natural advantages; it is recognised that a man is more appreciative when he is comfortable and his convenience is studied. Some people may rave about the romance and poetry of crawling through bush and brake, clambering over rocks and mountains, camping out, and all the rest of it in order to obtain a view of some particularly fine piece of scenery, but the average man would sooner have the beauties of nature side by side with all the comforts of civilisation, and the Mt. Gambier people recognise and cater for the predilections of human nature in the aggregate. There is nothing inharmonious in their clean streets, handsome buildings and private residences, and the well-preserved appearance of everything with the natural phenomena and beautiful scenery immediately adjacent. To sum up, of all the places I have visited reputedly famous for natural advantages or artificial adornment, there is none that combined the two to such an extent and with such satisfactory results as Mt. Gambier. The people, as far as my experience goes, are equally as good as their town, and I unhesitatingly advise all my readers who have never visited Mount Gambier to spend their first holiday in repairing the omission [My Emphasis].
They will never regret it, even if, like your humble scribe, they come within an ace of being killed on the trip. We spent that night in Mt. Gambier — went to the theatre and saw Pollard's Opera troupe, and marked the orderly behavior of a Mt. Gambier audience. The missing section arrived about 8 p.m., and blamed their delay on the steamer Flora. I will leave one of the party to tell the tale of the adventures on the river in his own words, and it will be for his readers to say whether he and his party may be acquitted without a strain on their characters. I may also mention that during our stay at the Mount, we were very assiduously attended to by a gentleman who spent his early years in Portland, Mr. Hugh Barrett, whose father, I understand, managed a store in earlier days for Mr. Thomas Must at Port MacDonnell. Mr. Barrett has a great regard for Portland, and other gentlemen whom we met who had visited our town praised its beauty very much. Needless to say we asked them all to repeat their visit [My Emphasis]. Our party had arranged to leave the Mount at 4 a.m. next morning, and punctually at that hour Ted was on hand, and in the dull grey of the morning we left behind us the town in which we had spent one of the most enjoyable days that had fallen to our share. I know I can safely say this on behalf of the other members of the party as well as myself. A little under three hours saw us safely deposited at Nelson once again.

Nelson was reached at about 7.30 a.m., and we drove over the bridge just in time to see the second conveyance belonging
to our party driving away from the hotel. A tail brought it up and an explanation was sought, for it must be remembered the three gentlemen whose arrival at the Mount on the preceding evening I referred to in my last were still there, and two of them belonged to the conveyance just about to depart. It was found that one member of the party could not possibly remain any longer, and as the trip had now extended further than was originally arranged he not unreasonably asked that he should be taken back. The others who were present concurred, and the start was made as I have stated. The difficulty was that if the conveyance went as intended one at least would be left behind, but it was solved by Mr. Stephens who, notwithstanding the fact that he had not breakfasted, volunteered to go straight on, and he did so. He was better off, after all, than the rest of us, which shows that good actions sometimes bring their own reward.

After we had breakfasted, the Flora having steam up, the three of us proceeded, as had been arranged, up the river in that fussy little craft. It must have been hard work for the machinery, judging by the way in which it perspired, but we made about seven miles an hour, and one does not wish to go too rapidly through the scenery surrounding this beautiful stream. Every reach disclosed some fresh beauty, and basking in the zephyr-tempered sunshine of a midsummer day, while the little craft pushed her way through the rippling wavelets, one felt that he could go on for an indefinite period. Now and again we were brought back to practical thoughts by the stoppage of the boat owing to steam getting down too low to send her along,
but amidst these surroundings it did not take long to get back to dreamland again. We had one practical man aboard, however, and by-and-bye he reminded us that we were due at Nelson again at 11 in order to make a start for home. So after a run of some eight miles the steamer's head was turned and the bridge reached again up to time. ... 

... the remainder of the party did not turn up till 1 instead of 11, and consequently we did not leave Nelson till 2 p.m. Nothing worth noting occurred until nearly home, when the accident took place to which reference was made at the time in the Guardian, and which proved an unpleasant ending to one of the most enjoyable excursions I ever took part in. However, no one was seriously hurt, and as the Bard of Avon has it, "All's well that ends well." For a real enjoyable trip I commend my readers to a visit to the Glenelg and if they can manage to take in Mt. Gambier at the same time so much the better for them [My Emphasis]; I am sure they will consider it time and money well spent. There is nothing left for me now but to say adieu to those readers who have been sufficiently interested to follow my poor attempt at a recital of our experiences "On and Over the Border", ... 

Source
P.G., 15 (p. 4), 17 (p. 4), 22 (p. 4), 24 (p. 4), 27 (p. 4), February 1893.
## APPENDIX 19

Simplified Statement of Livestock and Merchandise forwarded, and Total Tonnage received at Mt. Gambier station for the given years ending June 30.

<table>
<thead>
<tr>
<th>Year</th>
<th>Livestock</th>
<th>Forwarded</th>
<th>Pots. Wool</th>
<th>Total</th>
<th>Received</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Cattle</td>
<td>Sheep</td>
<td>Pigs</td>
<td>Flour/ Wheat (Tons)</td>
<td>(Ton) (Bales)</td>
</tr>
<tr>
<td>1889</td>
<td>321</td>
<td>13475</td>
<td>80</td>
<td>362</td>
<td>na</td>
</tr>
<tr>
<td>1890</td>
<td>175</td>
<td>4622</td>
<td>134</td>
<td>204</td>
<td>na</td>
</tr>
<tr>
<td>1891</td>
<td>263</td>
<td>1263</td>
<td>41</td>
<td>733</td>
<td>na</td>
</tr>
<tr>
<td>1892</td>
<td>397</td>
<td>4161</td>
<td>89</td>
<td>458</td>
<td>na</td>
</tr>
<tr>
<td>1893</td>
<td>1353</td>
<td>29340</td>
<td>71</td>
<td>163</td>
<td>na</td>
</tr>
<tr>
<td>1894</td>
<td>1178</td>
<td>16390</td>
<td>23</td>
<td>172</td>
<td>na</td>
</tr>
<tr>
<td>1895</td>
<td>885</td>
<td>13203</td>
<td>70</td>
<td>231</td>
<td>na</td>
</tr>
<tr>
<td>1896</td>
<td>1890</td>
<td>28943</td>
<td>77</td>
<td>233</td>
<td>na</td>
</tr>
<tr>
<td>1897</td>
<td>1743</td>
<td>36800</td>
<td>673</td>
<td>302</td>
<td>12597</td>
</tr>
<tr>
<td>1898</td>
<td>1311</td>
<td>37790</td>
<td>783</td>
<td>834</td>
<td>5993</td>
</tr>
<tr>
<td>1899</td>
<td>909</td>
<td>27776</td>
<td>1413</td>
<td>1309</td>
<td>7535</td>
</tr>
<tr>
<td>1900</td>
<td>1738</td>
<td>42603</td>
<td>1639</td>
<td>1757</td>
<td>9756</td>
</tr>
<tr>
<td>1901</td>
<td>1721</td>
<td>46700</td>
<td>1093</td>
<td>292</td>
<td>9729</td>
</tr>
<tr>
<td>1902</td>
<td>2108</td>
<td>58660</td>
<td>304</td>
<td>286</td>
<td>6555</td>
</tr>
<tr>
<td>1903</td>
<td>3608</td>
<td>71330</td>
<td>348</td>
<td>528</td>
<td>13319</td>
</tr>
<tr>
<td>1904</td>
<td>1665</td>
<td>50687</td>
<td>101</td>
<td>1471</td>
<td>13294</td>
</tr>
<tr>
<td>1905</td>
<td>1639</td>
<td>46109</td>
<td>110</td>
<td>1007</td>
<td>7561</td>
</tr>
<tr>
<td>1906</td>
<td>2298</td>
<td>32902</td>
<td>99</td>
<td>1048</td>
<td>4276</td>
</tr>
<tr>
<td>1907</td>
<td>2041</td>
<td>34013</td>
<td>10</td>
<td>741</td>
<td>5486</td>
</tr>
<tr>
<td>1908</td>
<td>1532</td>
<td>41374</td>
<td>91</td>
<td>840</td>
<td>5109</td>
</tr>
<tr>
<td>1909</td>
<td>1400</td>
<td>31861</td>
<td>57</td>
<td>1240</td>
<td>6000</td>
</tr>
<tr>
<td>1910</td>
<td>1756</td>
<td>26818</td>
<td>149</td>
<td>1052</td>
<td>6027</td>
</tr>
<tr>
<td>1911</td>
<td>1795</td>
<td>19968</td>
<td>46</td>
<td>565</td>
<td>8291</td>
</tr>
<tr>
<td>1912</td>
<td>1349</td>
<td>18125</td>
<td>55</td>
<td>573</td>
<td>8953</td>
</tr>
<tr>
<td>1913</td>
<td>1051</td>
<td>28225</td>
<td>91</td>
<td>896</td>
<td>7555</td>
</tr>
<tr>
<td>1914</td>
<td>1590</td>
<td>21390</td>
<td>29</td>
<td>647</td>
<td>8382</td>
</tr>
<tr>
<td>1915</td>
<td>3511</td>
<td>54190</td>
<td>224</td>
<td>594</td>
<td>3587</td>
</tr>
<tr>
<td>1916</td>
<td>1461</td>
<td>31702</td>
<td>134</td>
<td>499</td>
<td>2005</td>
</tr>
<tr>
<td>1917</td>
<td>2407</td>
<td>39785</td>
<td>145</td>
<td>783</td>
<td>5945</td>
</tr>
<tr>
<td>1918</td>
<td>2028</td>
<td>27990</td>
<td>123</td>
<td>550</td>
<td>6347</td>
</tr>
<tr>
<td>1919</td>
<td>2099</td>
<td>33622</td>
<td>82</td>
<td>814</td>
<td>5049</td>
</tr>
</tbody>
</table>
N.B. Dairy produce and O.S. goods omitted from individual entries under merchandise forwarded.

FOOTNOTES

1. From 1894 this entry includes cattle, calves and horses.

2. From 1908 this entry is measured in tons.

Source

SAPP, Annual Report by S.A. Railways Commissioner, given years.
APPENDIX 19  Section A

Total Tonnage Forwarded and Received at Mt. Gambier Railway Station, 1888/89-1918/19.
APPENDIX 19  Section B

Numbers of Sheep Forwarded by Rail from
Mt. Gambier, 1888/89-1918/19.
Population of the southeastern South Australian town of Mount Gambier, the districts of Millicent, Mount Gambier East and Mount Gambier West, and the counties Grey, Robe and MacDonnell, 1860-1921.

<table>
<thead>
<tr>
<th>Year</th>
<th>County Grey</th>
<th>County Robe</th>
<th>County MacD.</th>
<th>Milli Dist 1</th>
<th>Mt. G. W. Dist 2</th>
<th>Mt. G. E. Dist</th>
<th>Mt. G.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1860</td>
<td>2567</td>
<td>1321</td>
<td>556</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>1861</td>
<td>3337</td>
<td>1477</td>
<td>652</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>1866</td>
<td>6517</td>
<td>1740</td>
<td>618</td>
<td>-</td>
<td>2584</td>
<td>1350</td>
<td>-</td>
</tr>
<tr>
<td>1871</td>
<td>9445</td>
<td>2407</td>
<td>779</td>
<td>-</td>
<td>3598</td>
<td>1931</td>
<td>-</td>
</tr>
<tr>
<td>1875</td>
<td>8895</td>
<td>2303</td>
<td>1054</td>
<td>-</td>
<td>3540</td>
<td>1334</td>
<td>-</td>
</tr>
<tr>
<td>1881</td>
<td>10281</td>
<td>3256</td>
<td>1330</td>
<td>-</td>
<td>1208</td>
<td>1486</td>
<td>2403</td>
</tr>
<tr>
<td>1891</td>
<td>10943</td>
<td>3009</td>
<td>1123</td>
<td>1905</td>
<td>1475</td>
<td>1741</td>
<td>2655</td>
</tr>
<tr>
<td>1901</td>
<td>12613</td>
<td>3410</td>
<td>1108</td>
<td>2053</td>
<td>1990</td>
<td>2049</td>
<td>3162</td>
</tr>
<tr>
<td>1911</td>
<td>13693</td>
<td>3561</td>
<td>1293</td>
<td>1971</td>
<td>2308</td>
<td>2173</td>
<td>4531</td>
</tr>
<tr>
<td>1921</td>
<td>15186</td>
<td>3758</td>
<td>1281</td>
<td>2458</td>
<td>3057</td>
<td>2010</td>
<td>3965</td>
</tr>
</tbody>
</table>

FOOTNOTES

1. A combination of the Distracts of Mayurra and Mount Muirhead, both formed in 1888 and based on Drainage Boards. Mayurra was renamed Millicent in 1903 and was amalgamated with the Mount Muirhead District in 1914. The name Millicent was retained.

2. Until after the 1876 Census the Mount Gambier West District included the area which would become the Municipality of Mount Gambier.

Sources
The South Australian Statistical Register for 1860, the Census of South Australia for 1861, 1866, 1871, 1876, 1881, 1891 and 1901 and the Census of the Commonwealth of Australia for 1911 and 1921.
APPENDIX 20

South-Eastern Population, 1860-1921

(1) Population of the South-East (Counties Grey, Robe and MacDonnell).

(2) Population of County Grey alone.

(3) Population of Mt. Gambier Neighbourhood (Municipality, plus both District Council Areas).

(4) Population of Mt. Gambier Municipality.

(5) Population of Millicent District.
By late 1876 it was clear to Mt. Gambier commercial interests that a Rivoli Bay to Mt. Gambier railway would soon be built. Renewed confidence in the town's commercial prospects became possible. Hence, on October 25, 1876, a public meeting at Mt. Gambier discussed the suggested formation of a local steamship company.¹ The notion was accepted enthusiastically. Many local notables were present. £9,000 of the suggested starting capital of £25,000 was immediately promised. A six-man committee was elected to further the proposal. John Watson, one of its members, was probably instrumental in the Border Watch's consequent assertion.

...Our trade is growing, the shipping business is a profitable one, we want our trade better waited on, and we want the profits to be kept among ourselves.

The Mount Gambier Steamship Company came into unofficial existence during January 1877. The premises of Thomas Must and Co. of Portland became the pro tem office of the Company. A Directorship of six was named. John Watson was a member, but the first Chairman was A.F. Barrett. The company was registered on March 8³.

Negotiations for the purchase of a suitable coastal steamer were initiated. Nevertheless, although these activities were concurrently heightened by difficulties with the Port MacDonnell shipping service, purchase of the S.S. Emu was rejected on cost grounds. It was decided to call for tenders. Offers of six steamers were at hand by April 10, 1877, the closing date. By
then, however, Robert Gardiner, a local pastoralist and Director of the Company was in Melbourne. He was well advanced in negotiations for the purchase of the steamers Penola and Coorong. His progress was hampered by insufficient capital — only £12,000 had been subscribed. Yet purchase of both vessels was now considered the minimum equipment investment needed to start Company operations. Promise of further share subscriptions enabled continuation of Gardiner's negotiations. This promise was still unsubstantiated one month later. The Border Watch (John Watson was now Chairman of Directors) threatened a winding up of the Company. This threat seemed to work. A shareholders' meeting on July 7, 1877 supported purchase of the steamers. Both were obtained for a total of £34,000. Messrs. Gardiner and Watson took delivery in Melbourne at the end of the month.

The Mt. Gambier Company began a fortnightly service between Adelaide and Melbourne, calling inbetween only at the South-East ports. Nevertheless, the first year's operations produced a credit balance of a disappointing £938. No dividend was declared. A re-arrangement and reduction of the Company's services was undertaken. These changes came into effect as from the beginning of 1879. Perversely, the latter half of 1878 would be the most successful period in the life of the Mt. Gambier Company. Profits totalled £2,597. A dividend of 5s. per share was declared. It would be unique. The fortunes of the Company then began to decline. Melbourne trade fell away during 1879, but the Mt. Gambier Company's consequent desire to prune its services was thwarted by the entry of Nipper
and See into the local trade during March 1880. The thin profits of preceding years became losses by 1881. Cut-throat competition by Nipper and See was exacerbated by the temporary loss of the S.S. Coorong through damage and the closure of Port MacDonnell by bad weather during the winter of 1880. 8

Consequently, in February 1881 the Directors made a plea for a further, immediate share subscription of £14,000. It was not answered. The process of winding up the Company was begun. Both the S.S. Penola and the S.S. Coorong were sold to Pigott Bros. in Melbourne on March 16, 1881. They had brought a total of £11,575. It seemed, however, that Pigott Bros. had acted on behalf of the Directors of the Mt. Gambier Steamship Company, for both ships continued in the South-East trade. Final liquidation was announced in June 1882, with the Directors bearing the final loss of about £1,600. William Whinham purchased both ships in late August. 9 So ended Mt. Gambier's attempt to achieve significant control of its means of market access. Separated from the substantial socio-economic resources available to metropolitan political and commercial interests, the local venture had been hamstrung by under-capitalisation. Stronger metropolitan interests had again prevailed.
1. There had apparently been an earlier attempt to form a local steamship company. The notion had surfaced at Mt. Gambier in December 1873. Nevertheless, despite favourable press reception, the idea had promptly disappeared.

B.W., December 6, 1873.

2. The enabling committee comprised Messrs. R. Gardiner (pastoralist, Mt. Schank Station), A.F. Barrett (blacksmith/wheelwright), Thomas Williams (Miller, Commercial Mill), G.M. Turnbull (na), N.A. Lord (merchant), and John Watson (Border Watch).

Also present at the October 25 meeting were the pastoralists W.J. Browne (Moorak Station) and G. Glen (Mayurra Station), the solicitors William E. Burton and Francis Davison and the ubiquitous James Umpherston and George D. Wyatt.

ibid., October 28, 1876, p. 2.

3. The first Directorship comprised Messrs. A.F. Barrett (Chairman), R. Gardiner, T. Williams S.T. Webb (storekeeper, Fidler & Webb), A. Holtje (storekeeper), and John Watson. The first permanent offices of the Company were at the former offices of Thomas Must & Co., but after April 1878 they were situated at the former premises of Francis Davison.

ibid., January 17, 24, 1877.

S.A. Gazette, March 15, 1877, May 2, 1878.

4. A.F. Barrett resigned from the Directorship of the Mt. Gambier Steamship Company in June 1877 (he died later the same month). John Watson now became Chairman of Directors and would retain that position for the remainder of the Company's life. Charles Clark, foundryman, became an ordinary Director.

B.W., June 6, 1877.

5. ibid., February 28, March 3, 14, 21, April 11, May 16, June 6, July 4, 11, 14, 25, 1877.

6. S.A. Register, Shipping Column, 1877-79 (normally p. 1).

In January 1878, however, the Portland to Hamilton (and, hence, Melbourne) railway was opened. The S.E. Star promptly suggested that the Mt. Gambier Steamship Company make Portland a port of call to facilitate those South-Easterners who wished to travel to Melbourne by rail. The suggestion was ignored. Two years later Portland was made a port of call, but only after the entry of Nipper...
and See into the trade had forced this move as a competitive counter.

S.E. Star, February 5, 1878.

P.G., April 24, 1880.

7. B.W., August 7, October 16, 1878, February 15, 1879.

8. At the beginning of 1879 the credit-balance of the Mt. Gambier Steamship Company was £3,536. A year later this had fallen to £1,100. Six months later it was merely £89, and by the onset of 1881 the Company had a debit of £788. It is therefore interesting that, despite the excuses of the Directors, James Umpherston saw a major cause of the Company's financial decline in what he perceived as their unwarranted favouring of the insecure Port MacDonnell. It enjoyed the same shipping rate as Beachport. As an anonymous contributor wrote to the S.E. Star:

"The general run of shareholders have not the slightest idea of the losses incurred by their company through Port MacDonnell, and are only too willing to accept as gospel, and be gullled by any far-fetched yarn the directors may deem it advisable to publish."

ibid., August 6, 1879; February 14, March 13, 24, August 14, October 13, 1880; January 12, February 12, 1881.

S.E. Star, September 3, 1880, p. 4.

9. B.W., February 12, March 19, 1881; June 21, August 26, 1882.

N.B. No records of this Company were located other than those references contained in press reports. It is more than probable that the primary records of this venture were part of the personal collection of John Watson. As has been noted elsewhere, these personal records were destroyed subsequent to the Second World War.
APPENDIX 22  Section I

Numbers and Total Tonnage of Ships entered inwards at the South-East South Australian ports of Robe Beachport and Port MacDonnell, 1860-1920/21.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>NUMBER</th>
<th>ROBE BEACHPORT</th>
<th>PORT MACD.</th>
<th>ROBE BEACHPORT</th>
<th>PORT MACD.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1860</td>
<td>9</td>
<td>2</td>
<td></td>
<td>4093</td>
<td></td>
</tr>
<tr>
<td>1861</td>
<td>4</td>
<td>-</td>
<td>14</td>
<td>1062</td>
<td>-</td>
</tr>
<tr>
<td>1862</td>
<td>8</td>
<td>-</td>
<td>17</td>
<td>1951</td>
<td>-</td>
</tr>
<tr>
<td>1863</td>
<td>5</td>
<td>-</td>
<td>24</td>
<td>2235</td>
<td>-</td>
</tr>
<tr>
<td>1864</td>
<td>12</td>
<td>-</td>
<td>38</td>
<td>3223</td>
<td>-</td>
</tr>
<tr>
<td>1865</td>
<td>7</td>
<td>-</td>
<td>55</td>
<td>1981</td>
<td>-</td>
</tr>
<tr>
<td>1866</td>
<td>3</td>
<td>-</td>
<td>60</td>
<td>1080</td>
<td>-</td>
</tr>
<tr>
<td>1867</td>
<td>4</td>
<td>-</td>
<td>70</td>
<td>1552</td>
<td>-</td>
</tr>
<tr>
<td>1868</td>
<td>-</td>
<td>-</td>
<td>65</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>1869</td>
<td>4</td>
<td>-</td>
<td>87</td>
<td>717</td>
<td>-</td>
</tr>
<tr>
<td>1870</td>
<td>26</td>
<td>-</td>
<td>82</td>
<td>6659</td>
<td>-</td>
</tr>
<tr>
<td>1871</td>
<td>25</td>
<td>-</td>
<td>101</td>
<td>7535</td>
<td>-</td>
</tr>
<tr>
<td>1872</td>
<td>26</td>
<td>-</td>
<td>101</td>
<td>6786</td>
<td>-</td>
</tr>
<tr>
<td>1873</td>
<td>25</td>
<td>-</td>
<td>96</td>
<td>6314</td>
<td>-</td>
</tr>
<tr>
<td>1874</td>
<td>24</td>
<td>-</td>
<td>84</td>
<td>6062</td>
<td>-</td>
</tr>
<tr>
<td>1875</td>
<td>26</td>
<td>-</td>
<td>69</td>
<td>8654</td>
<td>-</td>
</tr>
<tr>
<td>1876</td>
<td>25</td>
<td>-</td>
<td>94</td>
<td>6525</td>
<td>-</td>
</tr>
<tr>
<td>1877</td>
<td>24</td>
<td>-</td>
<td>59</td>
<td>7312</td>
<td>-</td>
</tr>
<tr>
<td>1878</td>
<td>24</td>
<td>-</td>
<td>65</td>
<td>7440</td>
<td>-</td>
</tr>
<tr>
<td>1879</td>
<td>20</td>
<td>-</td>
<td>25</td>
<td>5909</td>
<td>-</td>
</tr>
<tr>
<td>1880</td>
<td>11</td>
<td>1</td>
<td>1</td>
<td>3410</td>
<td>660</td>
</tr>
<tr>
<td>1881</td>
<td>29</td>
<td>21</td>
<td>1</td>
<td>8590</td>
<td>3236</td>
</tr>
<tr>
<td>1882</td>
<td>5</td>
<td>7</td>
<td>1</td>
<td>1112</td>
<td>2515</td>
</tr>
<tr>
<td>1883</td>
<td>-</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>1405</td>
</tr>
<tr>
<td>1884</td>
<td>-</td>
<td>3</td>
<td>2</td>
<td>-</td>
<td>799</td>
</tr>
<tr>
<td>1885</td>
<td>-</td>
<td>5</td>
<td>-</td>
<td>-</td>
<td>2484</td>
</tr>
<tr>
<td>1886</td>
<td>-</td>
<td>3</td>
<td>1</td>
<td>-</td>
<td>791</td>
</tr>
<tr>
<td>1887</td>
<td>-</td>
<td>1</td>
<td>6</td>
<td>-</td>
<td>345</td>
</tr>
<tr>
<td>1888</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>457</td>
</tr>
<tr>
<td>YEAR</td>
<td>NUMBER</td>
<td>NUMBER</td>
<td>NUMBER</td>
<td>NUMBER</td>
<td>NUMBER</td>
</tr>
<tr>
<td>---------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td></td>
<td>Robe</td>
<td>Beachport</td>
<td>Port MacD.</td>
<td>Robe</td>
<td>Beachport</td>
</tr>
<tr>
<td>1889</td>
<td>-</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>1396</td>
</tr>
<tr>
<td>1890</td>
<td>-</td>
<td>2</td>
<td>21</td>
<td>-</td>
<td>237</td>
</tr>
<tr>
<td>1891</td>
<td>-</td>
<td>3</td>
<td>17</td>
<td>-</td>
<td>808</td>
</tr>
<tr>
<td>1892</td>
<td>-</td>
<td>3</td>
<td>7</td>
<td>-</td>
<td>474</td>
</tr>
<tr>
<td>1893</td>
<td>-</td>
<td>3</td>
<td>15</td>
<td>-</td>
<td>193</td>
</tr>
<tr>
<td>1894</td>
<td>-</td>
<td>4</td>
<td>17</td>
<td>-</td>
<td>855</td>
</tr>
<tr>
<td>1895</td>
<td>-</td>
<td>6</td>
<td>15</td>
<td>-</td>
<td>1716</td>
</tr>
<tr>
<td>1896</td>
<td>-</td>
<td>2</td>
<td>8</td>
<td>-</td>
<td>724</td>
</tr>
<tr>
<td>1897</td>
<td>-</td>
<td>2</td>
<td>8</td>
<td>-</td>
<td>1020</td>
</tr>
<tr>
<td>1898</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>457</td>
</tr>
<tr>
<td>1899</td>
<td>-</td>
<td>5</td>
<td>-</td>
<td>-</td>
<td>1793</td>
</tr>
<tr>
<td>1900</td>
<td>-</td>
<td>8</td>
<td>11</td>
<td>-</td>
<td>3499</td>
</tr>
<tr>
<td>1901</td>
<td>-</td>
<td>6</td>
<td>10</td>
<td>-</td>
<td>2007</td>
</tr>
<tr>
<td>1902</td>
<td>-</td>
<td>13</td>
<td>15</td>
<td>-</td>
<td>5897</td>
</tr>
<tr>
<td>1903</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>1904</td>
<td>-</td>
<td>6</td>
<td>13</td>
<td>-</td>
<td>10019</td>
</tr>
<tr>
<td>1905</td>
<td>-</td>
<td>6</td>
<td>23</td>
<td>-</td>
<td>2579</td>
</tr>
<tr>
<td>1906</td>
<td>-</td>
<td>5</td>
<td>26</td>
<td>-</td>
<td>2099</td>
</tr>
<tr>
<td>1907</td>
<td>-</td>
<td>15</td>
<td>22</td>
<td>-</td>
<td>8249</td>
</tr>
<tr>
<td>1908</td>
<td>-</td>
<td>17</td>
<td>27</td>
<td>-</td>
<td>10848</td>
</tr>
<tr>
<td>1909</td>
<td>-</td>
<td>13</td>
<td>24</td>
<td>-</td>
<td>7311</td>
</tr>
<tr>
<td>1910</td>
<td>-</td>
<td>7</td>
<td>20</td>
<td>-</td>
<td>3208</td>
</tr>
<tr>
<td>1911</td>
<td>-</td>
<td>5</td>
<td>25</td>
<td>-</td>
<td>2445</td>
</tr>
<tr>
<td>1912</td>
<td>-</td>
<td>10</td>
<td>21</td>
<td>-</td>
<td>5536</td>
</tr>
<tr>
<td>1913</td>
<td>-</td>
<td>20</td>
<td>22</td>
<td>-</td>
<td>15602</td>
</tr>
<tr>
<td>1914/15</td>
<td>-</td>
<td>21</td>
<td>2</td>
<td>-</td>
<td>10538</td>
</tr>
<tr>
<td>1915/16</td>
<td>-</td>
<td>17</td>
<td>10</td>
<td>-</td>
<td>8098</td>
</tr>
<tr>
<td>1916/17</td>
<td>-</td>
<td>9</td>
<td>4</td>
<td>-</td>
<td>4401</td>
</tr>
<tr>
<td>1917/18</td>
<td>-</td>
<td>6</td>
<td>5</td>
<td>-</td>
<td>2719</td>
</tr>
<tr>
<td>1918/19</td>
<td>-</td>
<td>3</td>
<td>4</td>
<td>-</td>
<td>1467</td>
</tr>
<tr>
<td>1919/20</td>
<td>-</td>
<td>2</td>
<td>2</td>
<td>-</td>
<td>1438</td>
</tr>
<tr>
<td>1920/21</td>
<td>-</td>
<td>2</td>
<td>-</td>
<td>-</td>
<td>548</td>
</tr>
</tbody>
</table>

Source

South Australian Statistical Register, given years.
APPENDIX 22  Section II

Numbers and Total Tonnage of Ships cleared outwards from the South-East South Australian ports of Robe, Beachport and Port MacDonnell, 1860-1920/21.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>NUMBER</th>
<th>TONNAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Robe</td>
<td>Beachport</td>
</tr>
<tr>
<td>1860</td>
<td>6</td>
<td>-</td>
</tr>
<tr>
<td>1861</td>
<td>4</td>
<td>-</td>
</tr>
<tr>
<td>1862</td>
<td>11</td>
<td>-</td>
</tr>
<tr>
<td>1863</td>
<td>6</td>
<td>-</td>
</tr>
<tr>
<td>1864</td>
<td>15</td>
<td>-</td>
</tr>
<tr>
<td>1865</td>
<td>3</td>
<td>-</td>
</tr>
<tr>
<td>1866</td>
<td>3</td>
<td>-</td>
</tr>
<tr>
<td>1867</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>1868</td>
<td>3</td>
<td>-</td>
</tr>
<tr>
<td>1869</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>1870</td>
<td>29</td>
<td>-</td>
</tr>
<tr>
<td>1871</td>
<td>25</td>
<td>-</td>
</tr>
<tr>
<td>1872</td>
<td>24</td>
<td>-</td>
</tr>
<tr>
<td>1873</td>
<td>24</td>
<td>-</td>
</tr>
<tr>
<td>1874</td>
<td>24</td>
<td>-</td>
</tr>
<tr>
<td>1875</td>
<td>26</td>
<td>-</td>
</tr>
<tr>
<td>1876</td>
<td>25</td>
<td>-</td>
</tr>
<tr>
<td>1877</td>
<td>24</td>
<td>-</td>
</tr>
<tr>
<td>1878</td>
<td>23</td>
<td>-</td>
</tr>
<tr>
<td>1879</td>
<td>18</td>
<td>-</td>
</tr>
<tr>
<td>1880</td>
<td>12</td>
<td>1</td>
</tr>
<tr>
<td>1881</td>
<td>25</td>
<td>19</td>
</tr>
<tr>
<td>1882</td>
<td>11</td>
<td>2</td>
</tr>
<tr>
<td>1883</td>
<td>-</td>
<td>9</td>
</tr>
<tr>
<td>1884</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>1885</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>1886</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>1887</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>1888</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>YEAR</td>
<td>NUMBER</td>
<td>TONNAGE</td>
</tr>
<tr>
<td>--------</td>
<td>--------</td>
<td>---------</td>
</tr>
<tr>
<td></td>
<td>Robe</td>
<td>Beachport</td>
</tr>
<tr>
<td>1889</td>
<td>-</td>
<td>10</td>
</tr>
<tr>
<td>1890</td>
<td>-</td>
<td>4</td>
</tr>
<tr>
<td>1891</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>1892</td>
<td>-</td>
<td>4</td>
</tr>
<tr>
<td>1893</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>1894</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>1895</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>1896</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>1897</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>1898</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>1899</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>1900</td>
<td>-</td>
<td>13</td>
</tr>
<tr>
<td>1901</td>
<td>-</td>
<td>7</td>
</tr>
<tr>
<td>1902</td>
<td>-</td>
<td>21</td>
</tr>
<tr>
<td>1903</td>
<td>-</td>
<td>24</td>
</tr>
<tr>
<td>1904</td>
<td>-</td>
<td>11</td>
</tr>
<tr>
<td>1905</td>
<td>-</td>
<td>9</td>
</tr>
<tr>
<td>1906</td>
<td>-</td>
<td>11</td>
</tr>
<tr>
<td>1907</td>
<td>-</td>
<td>9</td>
</tr>
<tr>
<td>1908</td>
<td>-</td>
<td>21</td>
</tr>
<tr>
<td>1909</td>
<td>-</td>
<td>24</td>
</tr>
<tr>
<td>1910</td>
<td>-</td>
<td>17</td>
</tr>
<tr>
<td>1911</td>
<td>-</td>
<td>17</td>
</tr>
<tr>
<td>1912</td>
<td>-</td>
<td>14</td>
</tr>
<tr>
<td>1913</td>
<td>-</td>
<td>23</td>
</tr>
<tr>
<td>1914/15</td>
<td>-</td>
<td>20</td>
</tr>
<tr>
<td>1915/16</td>
<td>-</td>
<td>20</td>
</tr>
<tr>
<td>1916/17</td>
<td>-</td>
<td>13</td>
</tr>
<tr>
<td>1917/18</td>
<td>-</td>
<td>9</td>
</tr>
<tr>
<td>1918/19</td>
<td>-</td>
<td>4</td>
</tr>
<tr>
<td>1919/20</td>
<td>-</td>
<td>8</td>
</tr>
<tr>
<td>1920/21</td>
<td>-</td>
<td>3</td>
</tr>
</tbody>
</table>

Source

South Australian Statistical Register, given years.
APPENDIX 22  Section I

Numbers of Ships Entered Inwards at the
APPENDIX 22  Section II

Numbers of Ships Cleared Outwards from the South-East Ports, 1860-1920/21.
### APPENDIX 23  Section I

Numbers and Total Tonnage of Ships entered inwards at the South-West Victorian ports of Portland, Port Fairy (Belfast and Warrnambool, 1859-1915/16.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>NUMBER</th>
<th>TONNAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Portland</td>
<td>Port Fairy</td>
</tr>
<tr>
<td>1859</td>
<td>39</td>
<td>5</td>
</tr>
<tr>
<td>1860</td>
<td>34</td>
<td>9</td>
</tr>
<tr>
<td>1861</td>
<td>17</td>
<td>10</td>
</tr>
<tr>
<td>1862</td>
<td>15</td>
<td>7</td>
</tr>
<tr>
<td>1863</td>
<td>13</td>
<td>7</td>
</tr>
<tr>
<td>1864</td>
<td>17</td>
<td>9</td>
</tr>
<tr>
<td>1865</td>
<td>7</td>
<td>20</td>
</tr>
<tr>
<td>1866</td>
<td>5</td>
<td>25</td>
</tr>
<tr>
<td>1867</td>
<td>5</td>
<td>16</td>
</tr>
<tr>
<td>1868</td>
<td>4</td>
<td>27</td>
</tr>
<tr>
<td>1869</td>
<td>4</td>
<td>19</td>
</tr>
<tr>
<td>1870</td>
<td>1</td>
<td>11</td>
</tr>
<tr>
<td>1871</td>
<td>4</td>
<td>13</td>
</tr>
<tr>
<td>1872</td>
<td>6</td>
<td>14</td>
</tr>
<tr>
<td>1873</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>1874</td>
<td>4</td>
<td>13</td>
</tr>
<tr>
<td>1875</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>1876</td>
<td>9</td>
<td>7</td>
</tr>
<tr>
<td>1877</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>1878</td>
<td>7</td>
<td>13</td>
</tr>
<tr>
<td>1879</td>
<td>17</td>
<td>13</td>
</tr>
<tr>
<td>1880</td>
<td>43</td>
<td>12</td>
</tr>
<tr>
<td>1881</td>
<td>25</td>
<td>32</td>
</tr>
<tr>
<td>1882</td>
<td>25</td>
<td>11</td>
</tr>
<tr>
<td>1883</td>
<td>7</td>
<td>5</td>
</tr>
<tr>
<td>1884</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>1885</td>
<td>19</td>
<td>20</td>
</tr>
<tr>
<td>1886</td>
<td>27</td>
<td>11</td>
</tr>
<tr>
<td>YEAR</td>
<td>NUMBER</td>
<td>TONNAGE</td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td>---------</td>
</tr>
<tr>
<td>1887</td>
<td>22</td>
<td>3</td>
</tr>
<tr>
<td>1888</td>
<td>5</td>
<td>13</td>
</tr>
<tr>
<td>1889</td>
<td>15</td>
<td>9</td>
</tr>
<tr>
<td>1890</td>
<td>14</td>
<td>4</td>
</tr>
<tr>
<td>1891</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>1892</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>1893</td>
<td>4</td>
<td>-</td>
</tr>
<tr>
<td>1894</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>1895</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>1896</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>1897</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>1898</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>1899</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>1900</td>
<td>2</td>
<td>12</td>
</tr>
<tr>
<td>1901</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>1902</td>
<td>13</td>
<td>20</td>
</tr>
<tr>
<td>1903</td>
<td>19</td>
<td>-</td>
</tr>
<tr>
<td>1904</td>
<td>19</td>
<td>6</td>
</tr>
<tr>
<td>1905</td>
<td>31</td>
<td>-</td>
</tr>
<tr>
<td>1906</td>
<td>49</td>
<td>-</td>
</tr>
<tr>
<td>1907</td>
<td>43</td>
<td>-</td>
</tr>
<tr>
<td>1908</td>
<td>47</td>
<td>-</td>
</tr>
<tr>
<td>1909</td>
<td>39</td>
<td>1</td>
</tr>
<tr>
<td>1910</td>
<td>26</td>
<td>-</td>
</tr>
<tr>
<td>1911</td>
<td>37</td>
<td>-</td>
</tr>
<tr>
<td>1912</td>
<td>38</td>
<td>-</td>
</tr>
<tr>
<td>1913</td>
<td>30</td>
<td>-</td>
</tr>
<tr>
<td>1914/15</td>
<td>22</td>
<td>-</td>
</tr>
<tr>
<td>1915/16</td>
<td>24</td>
<td>-</td>
</tr>
</tbody>
</table>

Source

VPP, Trade and Customs - Accounts (up to 1868).
Statistics-Interchange (after 1867).
APPENDIX 23  Section II

Numbers and Total Tonnage of Ships cleared outwards from the South-West Victorian ports of Portland, Port Fairy (Belfast), and Warrnambool, 1859-1915/16.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1859</td>
<td>24</td>
<td>8</td>
<td>22</td>
<td>4525</td>
<td>969</td>
<td>3126</td>
</tr>
<tr>
<td>1860</td>
<td>17</td>
<td>4</td>
<td>19</td>
<td>3727</td>
<td>604</td>
<td>3525</td>
</tr>
<tr>
<td>1861</td>
<td>13</td>
<td>8</td>
<td>28</td>
<td>2428</td>
<td>875</td>
<td>5162</td>
</tr>
<tr>
<td>1862</td>
<td>18</td>
<td>3</td>
<td>19</td>
<td>2874</td>
<td>353</td>
<td>2021</td>
</tr>
<tr>
<td>1863</td>
<td>14</td>
<td>4</td>
<td>55</td>
<td>2148</td>
<td>444</td>
<td>6464</td>
</tr>
<tr>
<td>1864</td>
<td>20</td>
<td>20</td>
<td>58</td>
<td>5865</td>
<td>2340</td>
<td>7480</td>
</tr>
<tr>
<td>1865</td>
<td>7</td>
<td>19</td>
<td>47</td>
<td>1469</td>
<td>3070</td>
<td>11189</td>
</tr>
<tr>
<td>1866</td>
<td>4</td>
<td>47</td>
<td>63</td>
<td>519</td>
<td>10065</td>
<td>12239</td>
</tr>
<tr>
<td>1867</td>
<td>6</td>
<td>33</td>
<td>65</td>
<td>1071</td>
<td>6854</td>
<td>12813</td>
</tr>
<tr>
<td>1868</td>
<td>4</td>
<td>60</td>
<td>86</td>
<td>225</td>
<td>11799</td>
<td>16195</td>
</tr>
<tr>
<td>1869</td>
<td>2</td>
<td>42</td>
<td>33</td>
<td>130</td>
<td>7029</td>
<td>4092</td>
</tr>
<tr>
<td>1870</td>
<td>5</td>
<td>51</td>
<td>61</td>
<td>749</td>
<td>11239</td>
<td>10374</td>
</tr>
<tr>
<td>1871</td>
<td>6</td>
<td>14</td>
<td>77</td>
<td>2273</td>
<td>1447</td>
<td>15031</td>
</tr>
<tr>
<td>1872</td>
<td>5</td>
<td>26</td>
<td>75</td>
<td>3117</td>
<td>3737</td>
<td>12399</td>
</tr>
<tr>
<td>1873</td>
<td>12</td>
<td>7</td>
<td>50</td>
<td>3335</td>
<td>1063</td>
<td>9850</td>
</tr>
<tr>
<td>1874</td>
<td>6</td>
<td>10</td>
<td>36</td>
<td>1192</td>
<td>764</td>
<td>6629</td>
</tr>
<tr>
<td>1875</td>
<td>12</td>
<td>21</td>
<td>44</td>
<td>3960</td>
<td>3785</td>
<td>8938</td>
</tr>
<tr>
<td>1876</td>
<td>11</td>
<td>24</td>
<td>51</td>
<td>4574</td>
<td>6907</td>
<td>12568</td>
</tr>
<tr>
<td>1877</td>
<td>28</td>
<td>25</td>
<td>56</td>
<td>11042</td>
<td>6786</td>
<td>15041</td>
</tr>
<tr>
<td>1878</td>
<td>24</td>
<td>10</td>
<td>44</td>
<td>5795</td>
<td>805</td>
<td>10927</td>
</tr>
<tr>
<td>1879</td>
<td>19</td>
<td>10</td>
<td>43</td>
<td>7652</td>
<td>815</td>
<td>11124</td>
</tr>
<tr>
<td>1880</td>
<td>51</td>
<td>14</td>
<td>58</td>
<td>18714</td>
<td>3410</td>
<td>22399</td>
</tr>
<tr>
<td>1881</td>
<td>17</td>
<td>23</td>
<td>59</td>
<td>3092</td>
<td>2483</td>
<td>21377</td>
</tr>
<tr>
<td>1882</td>
<td>16</td>
<td>14</td>
<td>44</td>
<td>6680</td>
<td>2141</td>
<td>16811</td>
</tr>
<tr>
<td>1883</td>
<td>8</td>
<td>5</td>
<td>50</td>
<td>4551</td>
<td>199</td>
<td>18778</td>
</tr>
<tr>
<td>1884</td>
<td>7</td>
<td>10</td>
<td>47</td>
<td>7070</td>
<td>7336</td>
<td>25634</td>
</tr>
<tr>
<td>1885</td>
<td>9</td>
<td>29</td>
<td>57</td>
<td>9755</td>
<td>12324</td>
<td>24352</td>
</tr>
<tr>
<td>1886</td>
<td>9</td>
<td>20</td>
<td>58</td>
<td>9063</td>
<td>8013</td>
<td>22610</td>
</tr>
<tr>
<td>YEAR</td>
<td>NUMBER</td>
<td>TONNAGE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td>---------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Portland</td>
<td>Port</td>
<td>Warrnbl.</td>
<td>Portland</td>
<td>Port</td>
<td>Warrnbl.</td>
</tr>
<tr>
<td>1887</td>
<td>4</td>
<td>1</td>
<td>29</td>
<td>6606</td>
<td>393</td>
<td>10588</td>
</tr>
<tr>
<td>1888</td>
<td>12</td>
<td>14</td>
<td>38</td>
<td>11496</td>
<td>3743</td>
<td>10757</td>
</tr>
<tr>
<td>1889</td>
<td>17</td>
<td>9</td>
<td>17</td>
<td>9631</td>
<td>2474</td>
<td>5122</td>
</tr>
<tr>
<td>1890</td>
<td>18</td>
<td>3</td>
<td>13</td>
<td>7544</td>
<td>219</td>
<td>3800</td>
</tr>
<tr>
<td>1891</td>
<td>7</td>
<td>1</td>
<td>11</td>
<td>11751</td>
<td>240</td>
<td>3398</td>
</tr>
<tr>
<td>1892</td>
<td>9</td>
<td>-</td>
<td>10</td>
<td>14779</td>
<td>-</td>
<td>4244</td>
</tr>
<tr>
<td>1893</td>
<td>7</td>
<td>-</td>
<td>3</td>
<td>11836</td>
<td>-</td>
<td>828</td>
</tr>
<tr>
<td>1894</td>
<td>5</td>
<td>-</td>
<td>5</td>
<td>8573</td>
<td>-</td>
<td>3293</td>
</tr>
<tr>
<td>1895</td>
<td>5</td>
<td>-</td>
<td>5</td>
<td>10700</td>
<td>-</td>
<td>668</td>
</tr>
<tr>
<td>1896</td>
<td>7</td>
<td>-</td>
<td>7</td>
<td>14850</td>
<td>-</td>
<td>2793</td>
</tr>
<tr>
<td>1897</td>
<td>12</td>
<td>1</td>
<td>2</td>
<td>2442</td>
<td>232</td>
<td>280</td>
</tr>
<tr>
<td>1898</td>
<td>11</td>
<td>-</td>
<td>2</td>
<td>21741</td>
<td>-</td>
<td>1267</td>
</tr>
<tr>
<td>1899</td>
<td>8</td>
<td>-</td>
<td>2</td>
<td>25395</td>
<td>-</td>
<td>864</td>
</tr>
<tr>
<td>1900</td>
<td>13</td>
<td>12</td>
<td>5</td>
<td>31821</td>
<td>5100</td>
<td>1890</td>
</tr>
<tr>
<td>1901</td>
<td>5</td>
<td>6</td>
<td>6</td>
<td>10959</td>
<td>1644</td>
<td>1578</td>
</tr>
<tr>
<td>1902</td>
<td>13</td>
<td>20</td>
<td>6</td>
<td>38642</td>
<td>5480</td>
<td>2313</td>
</tr>
<tr>
<td>1903</td>
<td>19</td>
<td>-</td>
<td>6</td>
<td>21796</td>
<td>-</td>
<td>1229</td>
</tr>
<tr>
<td>1904</td>
<td>26</td>
<td>6</td>
<td>5</td>
<td>34230</td>
<td>2550</td>
<td>2599</td>
</tr>
<tr>
<td>1905</td>
<td>38</td>
<td>-</td>
<td>7</td>
<td>48810</td>
<td>-</td>
<td>2599</td>
</tr>
<tr>
<td>1906</td>
<td>49</td>
<td>-</td>
<td>7</td>
<td>55493</td>
<td>-</td>
<td>2992</td>
</tr>
<tr>
<td>1907</td>
<td>46</td>
<td>-</td>
<td>3</td>
<td>64585</td>
<td>-</td>
<td>1800</td>
</tr>
<tr>
<td>1908</td>
<td>62</td>
<td>-</td>
<td>8</td>
<td>78622</td>
<td>-</td>
<td>3660</td>
</tr>
<tr>
<td>1909</td>
<td>55</td>
<td>1</td>
<td>3</td>
<td>64862</td>
<td>363</td>
<td>1682</td>
</tr>
<tr>
<td>1910</td>
<td>49</td>
<td>-</td>
<td>8</td>
<td>61690</td>
<td>-</td>
<td>2669</td>
</tr>
<tr>
<td>1911</td>
<td>49</td>
<td>-</td>
<td>10</td>
<td>65588</td>
<td>-</td>
<td>8500</td>
</tr>
<tr>
<td>1912</td>
<td>46</td>
<td>-</td>
<td>16</td>
<td>44055</td>
<td>-</td>
<td>9372</td>
</tr>
<tr>
<td>1913</td>
<td>41</td>
<td>-</td>
<td>25</td>
<td>35134</td>
<td>-</td>
<td>20771</td>
</tr>
<tr>
<td>1914/15</td>
<td>29</td>
<td>-</td>
<td>12</td>
<td>24466</td>
<td>-</td>
<td>10946</td>
</tr>
<tr>
<td>1915/16</td>
<td>33</td>
<td>-</td>
<td>15</td>
<td>16911</td>
<td>-</td>
<td>12239</td>
</tr>
</tbody>
</table>

Source

Same as Section I.
APPENDIX 23  Section I

Numbers of Ships Entered Inwards at South-West Victorian Ports, 1859-1915/16.
APPENDIX 23  Section II

Numbers of Ships Cleared Outwards from South-West Victorian Ports, 1859-1915/16.

<table>
<thead>
<tr>
<th>Year</th>
<th>Portland</th>
<th>Port Fairy</th>
<th>Warrnambool</th>
</tr>
</thead>
<tbody>
<tr>
<td>1859</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1869</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1879</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1889</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1899</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1909</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1919</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX 24

Petition advocating a Portland railway as prepared by the Mt. Gambier branch of the Railway League in November 1900. Presented to the S.A. Premier, Hon J.G. Jenkins in late 1902.

We, the undersigned residents in the neighbourhood of Mount Gambier and the South-Eastern districts of South Australia, have the honor to request that you will favorably consider our claims to be connected with Portland by rail. We do not think that such connection will really make much difference to the South-Eastern traffic with Adelaide, whilst it will materially benefit this portion of the colony at a very small cost to South Australia. At the present time a large trade is done in breeding sheep and cattle, and sending them to Victoria for sale, which sale will be considerably increased when the duty on sheep and cattle is taken off, and the means of sending such sheep and cattle by rail will add to the value of the same, and be a great convenience to producers here. When the said duty is taken off, and [underlined section omitted from 1902 version] whether the said railway is constructed or not, goods and produce will be sent in large quantities to, and be brought from, Portland to this district, and the South Australian Government will not derive any advantage from depriving producers and consumers of the great benefit of this railway; whilst if it is refused such producers and consumers, although hampered to their detriment with antiquated modes of conveying stock, goods and passengers to Portland and elsewhere in Victoria, will still continue to do so, and to use the markets which pay
them best. A considerable extent of land will be developed and utilized between Mount Gambier and Portland if such railway should be made, and settlement will be promoted which will be of benefit to South Australia. A regular trade with Adelaide will probably be started by steamers plying twice a week to Adelaide and Melbourne from Portland, and the whole of the Western District of Victoria will be opened to Adelaide produce by a constant and regular service. We understand that you have recognised the principle that Federation seeks to establish, that trade should follow its natural outlet, by approving of the movement to connect Goroke with the Kingston line of rail, and thus securing the trade of the Wimmera district and other parts adjacent; and we venture to ask you to concede to the Victorian Government in connecting this district with Portland the same favor you ask in connecting Kingston with Goroke. We have for many years been under great disabilities in not having access to a good harbor, and not being able to send produce direct to markets beyond Australia; and now that an opportunity offers us at a small cost to South Australia of giving us a port, we cannot but think it would be unfair to obstruct such an advantage. We should still continue to contribute largely to the revenue of the province [State] by taxation and other ways, and remain loyal to the colony [State] to which we belong, whilst we think that large quantities of land which are now comparatively valueless would, if the railway is constructed, be developed and utilised, and, with the other land in the district, be enhanced in value, and thereby yield to the Government in
increased revenue. We, therefore, pray that you will give to us a promise of favorably considering the construction of the line, and that you will intimate to the Victorian Government your approval thereof, and your petitioners will ever pray, etc.

Sources
The South-Eastern Star, November 27, 1900, p. 3; and July 10, 1917, p. 4.
APPENDIX 25

Petitions (regarding a proposed Portland to Mt. Gambier railway) formed at a public meeting at Mt. Gambier on April 3, 1909.

a. To the Hon. the Commissioner of Public Works, Adelaide.

The humble petition of the undersigned ratepayers of the Corporation of Mount Gambier and of the district councils of Mount Gambier East and West, Benara, Tantanoola, &c., showeth -

l. That in the opinion of your petitioners, Portland, Victoria is the natural seaport for the southern portion of the South-East of this state.

2. That Portland is an improved harbor, lies in the route of ocean-going vessels, and affords facilities for handling and trans-shipping frozen and other produce which are not possessed by any other port in the South-East.

3. That a railway from Portland to Mount Gambier would give this portion of the state command of the eastern markets of Australia, and also afford access to the English and foreign markets, particularly upon the completion of the canal through Panama.

4. That the distance from the Victorian border to Mount Gambier is a little over ten miles, and we believe that the Government of Victoria are willing to co-operate with this state in building a railway to Portland as regards the Victorian section of the line.

5. That we are of opinion that the construction of the line
would bring such increased prosperity to the South-East as to prove of material advantage to this state in many ways.

6. That we are convinced that the suggested railway would pay its way, as regards both sections of the line, and your petitioners feel there is no necessity to submit estimates or figures in this petition for the reasons contained in the next paragraph.

7. That your petitioners are prepared to vote for the South Australian portion of the railway upon the guarantee principle, within a prescribed area, upon the lines of the Wandilo-Glencoe Railway and Laura to Booleroo Centre Railway Acts.

Your petitioners, therefore, humbly pray - (a) That your Government would be pleased to obtain an official report as to the route, cost, and necessary data in respect of the South-East section of the suggested railway; (b) That negotiations be opened up with the Government of Victoria respecting co-operation in building such railway; (c) And that your Government may be pleased to introduce a bill into Parliament during the coming session for the construction of the South Australian section upon the principles observed in the Glencoe-Wandilo Railway Act and the Laura-Booleroo Centre Railway Act.

And your petitioners will ever pray.
B. To the Hon. J. Murray, Premier of Victoria.

The petition of the undersigned residents of Mount Gambier and surrounding district humbly showeth:

1. That your petitioners are under a great disadvantage in not being able to get their produce to market by reason of the distance they have to travel to ports where they can ship to the world's markets, and the same disadvantage attaches to goods imported by us.

2. That there is a good harbor at Portland, distant 60 miles from here, which we have in the past been denied the right to take advantage of by the South Australian Government not consenting to a line to Portland because it is not in South Australia, and avowedly by reason of some compact or understanding based on the "comity of nations", that one Government will not interfere with the trade of another without the consent of that other, and thus the Victorian Government is hampered in constructing a line in its own territory because it may secure South Australia trade.

3. We submit that if ever there was any ground for such an absurd and unjust compact it is done away with by the Federal legislation, the object of Federation being to put an end to state laws and provisions which operated prejudicially to the majority for the benefit of a small minority. And we hope to convince the present South Australian Government of this.
4. The Railways standing Committee of Victoria in the year of 1906 reported adversely to the construction of a railway from Portland to the South Australian border in the direction of Mount Gambier, and in their estimate of traffic along the proposed line left out the revenue derivable from goods coming from South Australia, we presume on the ground that by reason of the compact they could not calculate on South Australian goods being sent along the line. If they had taken those goods into consideration it would have been shown that the line would pay handsomely.

5. Since they reported closer settlement has developed, and land is being settled on by farmers and others, and large properties have been, and are now being, cut up in this district, and will be utilized by a population which will take advantage of the Portland line if constructed; and if enquiry were now made by the Standing Committee it could be shown beyond a doubt that the line would not only pay well, but that a large portion of Victorian Crown lands would be enhanced in value to such an extent as would pay the cost of construction.

6. The present traffic, if passed along the line, would warrant its construction, and we consider that the opening up of the country, the settlement developed by access to the seaboard, and the consequent increase of population would more than double the present traffic.
7. Since the Railway Committee reported it has been shown that the land between Portland and the border is very much better than the Committee considered it was. In one instance a piece of heath land taken up by Mr. Ernest Hutchinson from the Crown, at 10/- per acre, has proved to be very valuable, twenty acres having, by cultivation, produced one hundred and fifty pounds per annum for three years.

Your petitioners, therefore, pray you will cause steps to be taken for the construction of a line of railway from Portland to the South Australian border in the direction of Mount Gambier, with a view to its being continued on to that town.

And your petitioners will ever pray.

Source
The Border Watch, April 7, 1909, p. 4.
APPENDIX 26  Metric Conversion Tables

For values, weights and measures used in the text. All conversion rates taken to three decimal places. It should also be noted that those rates quoted for values are theoretical. The true value of comparative rates are much higher as a substantial decline in the real value of money has occurred since the period of the study.

One penny (ld.)  =  $0.008 (0.8 cent)
One shilling (ls.) = $0.100 (10 cents)
One pound (£1)   =  $2.000

One inch (1 in.) = 25.400 millimetres
One foot (1 ft.) = 0.305 metre
One mile         = 1.609 kilometres

One acre        = 0.405 hectare
One square mile = 258.998 hectares

One bushel (1 bu.) = 3.637 dekalitres
One quarter      = 2.909 hectolitres

One pound (1 lb.) = 0.454 kilogram
One ton          = 1.016 metric tons
APPENDIX 27  BIBLIOGRAPHY

Preface

As is customary, the following is a select bibliography. With the exception of section II.F. all the following references are cited at least once in the study. References in section II.F. were used extensively in a general way, but often marginally. Full note of their use would have expanded the size of this work considerably, but to little advantage to its thrust.

Significant omissions from the list include the Minute Books of the Melbourne Chamber of Commerce, and the other metropolitan newspapers. The former were examined at the State Library of Victoria, but did not contain any important reference to the subject of this thesis. This was perhaps another illustration of the indifference felt by the Melbourne commercial community towards the question of Portland's significance in the South-West. Time restrictions ruled out a blanket examination of the metropolitan press. Consequently, it was decided that attention be focused on one daily and one weekly paper in each capital. In order to maximise the possibility of a spectrum of opinion separate publishing interests were chosen in every case. The Mt. Gambier and Portland press was researched in depth.
I OFFICIAL SOURCES

A. Manuscript

Mount Gambier East District Council, Minutes, May 4, 1901 to June 15, 1907, and August 3, 1907 to August 9, 1913 only. S.A.A.


Portland Road Board, Minutes, 1860 to 1863. Shire Vault, Heywood.

Portland Shire Council, Minutes, 1864 to 1917. Shire Vault, Heywood.

South Australian Governor's Office. Despatches from Governor of South Australia to the Colonial Secretary. S.A.A.

Victorian Governor's Office. Despatches from Governor of Victoria to the Colonial Secretary. Public Record Office, Melbourne.

B. Printed

South Australia. Government Gazette.


South Australia. Parliamentary Debates. Legislative Council.

South Australia. Papers presented to Parliament.

Victoria. Parliamentary Debates. Legislative Assembly.

II OTHER SOURCES

A. Manuscript

Anonymous, Petition to Sir Dominic Daly, Governor of South Australia, expressing opposition to aims of the "Princeland" Movement. S.A.A. GRG 24/6, 1862, 4784.


Adelaide Chamber of Commerce Committee, Minutes, 1860 to 1911. S.A.A.

Adelaide Chamber of Commerce Council, Minutes, 1912 to 1917. S.A.A.

Adelaide Chamber of Commerce Sub-committees, Minutes, May 28, 1901 to August 29, 1917. S.A.A.


B. Theses


C. Newspapers

(i) **City**

*City Argus* (Melbourne).

*Leader* (Melbourne).

*South Australian Chronicle* (Adelaide).

*South Australian Register* (Adelaide).

*Yeoman and Australian Acclimatiser* (Melbourne).

(ii) **Country**

*Border Watch* (Mount Gambier).


*Mount Gambier Standard* (Mount Gambier).

*Portland Chronicle* (Portland).

*Portland Guardian* (Portland).

*Portland Observer and Normanby Advertiser* (Portland).

*South-Eastern Star* (Mount Gambier).

*Western Times and Portland Chronicle* (Portland).

D. Books and Pamphlets


Shepherdson, A., Local Government at Mount Gambier: Historical Review of its Development from 1876-1937, Laurie and Watson, Mount Gambier (1937?).


West Victoria Separation League, West Victoria Separation Movement for the Union of Western Victoria and the South Eastern District of South Australia into an Independent Colony, Portland Guardian Office, Portland (1862).


E. Articles


Hirst, J.B., "Distance in Australia - Was It a Tyrant?" Historical Studies, Vol. 16, No. 64 (April 1975), pp. 435-447.


F. Almanacs, Biographical Registers & Directories
(Not necessarily referred to in the study)


Border Watch Almanac, Laurie and Watson, Mount Gambier (1880-1918).


Cockburn, R., Pastoral Pioneers of South Australia (2 vols.), modern edition by Lynton Publications Pty. Ltd., Blackwood, South Australia (1974?).

Directory for Cities, Towns, Boroughs, Shires, and Districts in the Colony of Victoria, Melbourne (1875-78).
Directory for Shires, Districts, Boroughs, Cities and Towns in the Colony of Victoria, Melbourne (1872-73).

Directory of Shires and Road Boards in Victoria, Melbourne (1866-67).


Official Post Office Directory of Victoria (Bailliere's), F.F. Bailliere, Melbourne (1869 and 1875).


Sands and McDougall's, Directory of Victoria, Sands and McDougall's, Melbourne (1912, 1914, and 1916).


Stevens, G., Steven's Geelong, Western District and Squatters' Directory of Victoria, combined with Mount Gambier, Port MacDonnell and Penola in South Australia, 1866-1867, Melbourne (1866).


Minerva Access is the Institutional Repository of The University of Melbourne

Author/s:
Ferguson, Bruce A.

Title:
How the south-east was held: aspects of the quadripartite interaction of Mount Gambier, Portland, Adelaide and Melbourne 1860-1917

Date:
1977

Citation:

Publication Status:
Unpublished

Persistent Link:
http://hdl.handle.net/11343/37524

File Description:
Volume 2

Terms and Conditions:
Terms and Conditions: Copyright in works deposited in Minerva Access is retained by the copyright owner. The work may not be altered without permission from the copyright owner. Readers may only, download, print, and save electronic copies of whole works for their own personal non-commercial use. Any use that exceeds these limits requires permission from the copyright owner. Attribution is essential when quoting or paraphrasing from these works.