

Most of the following stories are copied from the TROVE digital newspaper database online at <http://trove.nla.gov.au/>. They are a fantastic source of information about the town and some of the Letters to the Editor, in particular, contain explicit details regarding how the wheat trade in the town was managed.

1846

12-12-1846 Government Gazette



GOVERNMENT GAZETTE NOTICES.

MINUTE.

Government House, Adelaide, 7th December 1846.

With the view of ascertaining the most eligible place of shipment for the produce of the most northern located part of this Province, I proceeded lately with Commander Lipson, R.N., in the Government cutter *Lapwing*, to the head of Spencer's Gulf, and examined several inlets suggested for the purpose.

The preferable anchorage for square-rigged vessels appeared, however, to be in that position of the head of the gulf itself which is situated between Point Lowly and the latitude of Mount Remarkable. The gulf is there about ten miles wide, with a channel of entrance, at Point Lowly, not exceeding two miles. A long sand spit, stretching from the point of the eastern coast opposite to Point Lowly, dry at low water, shelters the proposed anchorage from the southerly winds. The soundings in the entrance channel, and near the western shore of the enclosed waters, are from nine to ten fathoms, shoaling very gradually towards the eastern shore. Vessels may anchor in four fathoms at about a mile and a half from any part of the eastern shore; and as there is a rise and fall of tide from six to eight feet, barges may be laden dry at low water, and floated off with the rise. Judging from a very casual view, the eastern shore, at this part of the gulf, appears easily accessible with carts and drays; whereas at some other points examined, it is surrounded by mangrove swamps. The direct distance from the nearest point of this shore to Mount Remarkable may be about ten miles, but the descent of the mountain would probably prolong a road from it to half as much more. The place of shipment would therefore be selected with reference to the facilities of access to the beach by land, and there the vessels would anchor.

A few miles farther north, on the eastern shore, is a small inlet, indicated in Flinders's chart. The water in it is, however, too shoal for even small craft: a small hillock of sandstone marks its northern entrance. Vessels might anchor in four fathoms water at about five miles S.W. of this hillock, but the water rapidly shoals to two fathoms, no greater depth being obtained at four miles from the hillock. A flat rocky point at the hillock would form a good situation for loading barges; in the event of mines being worked near Mount Brown, a good road from the mountains to this hillock might be formed.

Port Germein, situated about twelve miles S.E. by E. from Port Lowly, affords good shelter for small craft. The anchorage is three and a half fathoms, but there is a shoal or bar at the entrance on which not more than two fathoms could be obtained. A sandstone hillock, called Benjamin's Hill, marks the north east side of the entrance, whilst at the south-west entrance is a low mangrove point, off which a broad sand shoal extends for many miles into the gulf. The approach to **Port Germein** should be from about four miles south of Point Lowly, on a course about E. by S. **Port Germein** is surrounded by mangrove swamps, over which it would probably not be very easy to form a good road.

On the western side of the head of Spencer's Gulf, the hills are of red sandstone, in strata nearly horizontal. In other parts of the globe, coal is very frequently associated with this formation. I am not aware of the existence of this rock in other parts of the Province.

On the western coast of Spencer's Gulf, Franklin Harbour is a secure anchorage, completely land-locked. Sand shoals extend southward from **Port Germein** and Point Victoria, which mark the western and eastern sides of the entrance. The channel is narrow, and should be entered on a course due north, about midway between the two points; three and a half fathoms water will be found on the bar, two or three miles from the land; but in the narrows behind Point Germein, there are ten fathoms, or even more. On the side of Mount Otinobos, about fifteen miles N.W. of this harbour, many native fires were seen. Mr Burr, who has visited this range, describes it as formed of granite and other primary rocks, and supplied with good water. The lagoon or harbour appears to be surrounded by mangrove swamps; the greater part of it is very shallow.

At Lipson's Cove, on the west coast—where water may be obtained—the rocks observed were gneiss and hornblende schist, nearly vertical, and having a general course north and south. This formation is, in other countries, frequently rich in metallic ores.

At **Port Lincoln**, the Gambier Isles, Aithorpe Island, and apparently the south-west extremity of Yorke's Peninsula, stratified limestone, of recent formation, horizontal, and similar to that of Adelaide, rests immediately on granite, without the interposition of the transition, or other secondary rocks.

FRED. H. ROBE,
Lieutenant-Governor.

Wednesday 23 December 1846 Page 3

SOUTH AUSTRALIA.

We have files of South Australian papers to the 28th ult., but they are unusually bare of interesting intelligence.

His Excellency Governor Robe had sailed on a trip up Spencer's Gulf, to visit the Mount Remarkable county, and to inspect Ports Germein and Ferguson.

We append the only extracts we can find of any interest:—

THE MOUNT REMARKABLE SURVEY.—We have great pleasure in announcing that Mr. C. S. Hare, superintendent, and fifteen miners, have set out for the Mount Remarkable country to commence mining operations. This fine country is equally celebrated for pastoral and agricultural capabilities, for minerals, and for its excellent ports (Germein and Ferguson), and we hope in the course of a year or two to record its occupation by a large and flourishing population.—*S. Australian*, Nov. 24.

GULF SPENCER AND ITS PORTS.

IN our last, we reported the return of his Excellency the Lieutenant Governor and suite from a voyage to the head of Spencer's Gulf. We are now enabled to give some particulars of an examination of the various harbours in that Gulf which have hitherto been only partially known to the public, and the discovery, if we may so call it, of a new harbour situated close to Mount Remarkable, in which the largest ships can load and discharge in perfect security.

After a careful examination of Port Germein in lat. 33° 3', it was ascertained that that harbour is not only very difficult of access, but is not available for shipping drawing more than twelve feet water. Port Ferguson, also, did not appear to be available for large ships; but it was found that that portion of the Gulf immediately north of Point Lowly, lat. 32° 57', extending to the latitude of Mount Remarkable, 32° 43', contains a fine harbour with a depth of from four to seven fathoms. It is sheltered on the south by a sand bank, which runs from the point (not named) opposite Point Lowly, and close to the latter point there is a channel of seven fathoms leading into the harbour, to which therefore there is an easy access. On the west side of the Gulf near Point Lowly, the depth of this harbour is seven fathoms, and it shoals gradually towards a sandy beach on the eastern side, distant 15 miles from Mount Remarkable. At one mile and a half from the shore, there is excellent well-protected anchorage in four fathoms water. The land close by the Gulf at this part was traversed by Mr Eyre in 1839. From his report we should consider it a country favourable for land carriage. On the Mount Remarkable range the prevailing rock is a very hard white sandstone: on the west coast a coarse red sandstone prevails. The Governor was of opinion, from the nature of the country, that the range of mountains, as far as Mount Arden, abounds in minerals. The party sailed in a small boat up to the very head of the Gulf to examine the channel between it and Lake Torrens, until their progress was stopped by rocks, &c., in about one foot of water.

Franklin Harbour, lat. 33° 44', opposite Point Riley, was then minutely examined. His Excellency had a high opinion of it, and took some pains to lay it down more

accurately than was done when it was visited by Colonel Gawler. The prevailing rock here is gneiss, and the hills in all probability are full of minerals. Lipson Cove, lat. 34° 15' is a good snug harbour for small vessels.

The most important result of his Excellency's trip, is the discovery that the portion of the Gulf north of lat. 33° is an excellent well sheltered harbour; and as the Gulf there extends, in average width, about eight miles from the latitude of Point Lowly to that of Mount Remarkable, a distance of 14 nautical miles, this discovery must give great additional value to the land and mines in that country.

South Australian 15-12-1846

Port Germein, situated about twelve miles S.E. by E. from Point Lowly, affords good shelter for small craft. The anchorage is in three and a half fathoms, but there is a shoal or bar at the entrance on which not more than two fathoms could be obtained. A sandstone hillock, called Benjamin's Hill, marks the north-east side of the entrance, whilst at the south west entrance is a low mangrove point, off which a broad sand shoal extends for many miles into the gulf. The approach to Port Germein should be from about four miles south of Point Lowly, on a course about E. by S. Port Germein is surrounded by mangrove swamps, over which it would probably not be very easy to form a good road.

From a longer article by the Governor on suitable places for shipping produce

JETTY AT PORT GERMEIN.

A public meeting of the residents of Port Germein, Telowie, and Baroota was held on Saturday afternoon, July 19, at Mr. Millar's Hotel. There was a large attendance. Mr. W. DARRMONT occupied the chair, and called on Mr. A. CARMICHAEL, J.P., who explained the object of the meeting. He said the attendance that night would itself prove the importance of the occasion in calling on the Government to erect a jetty at Port Germein. He, with Captain Mortess and Messrs. Binney and Dowdy, had endeavoured to obtain the presence of their three representatives, as they were certain neither the importance, position, nor facilities of Port Germein were sufficiently understood by the House, or even by their representatives. Although he was sorry to say it was not a suitable time for their members to favour them with their presence, owing to the business of the House requiring their attention, Mr. Coglein had, with his usual promptness, advanced the affairs of the jetty so much already as to turn the aim of the meeting into another channel. Instead of having to plead for the Government to erect, they had their reply to Mr. Coglein's question—"that it was their intention to make provision for a jetty at Port Germein." He would read the following memorial prepared for presentation to the House:—"That it is the

aim of your honourable House to afford every facility for the export and import of cereals and merchandise. That your memorialists having learned the intention of Her Majesty's Government to make provision for the erection of a jetty at Port Germein, desire to express gratitude for the same, and to assure your honourable House that the position for said jetty is such as to command unusual and unequalled facilities to shipping of the largest size, consequently reducing cost of shipment. That its erection could be effected at a very moderate expense, owing to the bay being entirely free from storms. That at 1,600 yards twelve feet of water may always be had at lowest tides. That a large extent of country north and south depends on it for the export of their cereals and the import of merchandise, and as soon as the road from Wirrabara (now begun) is completed a large extent of country will be opened up to the east, and this jetty the settlers will find the nearest and cheapest for their requirements. That your memorialists therefore pray that your honourable House will cause immediate action to be taken for the erection of the jetty at Port Germein, so that it may be completed at as early a date as possible." A few months ago a dozen of very large vessels might have been seen loading in the port, their cargoes being brought down from Port Pirie, a distance of some fourteen miles, which place

as there was not a safer and better one on the coast. At Port Germein they could find a good bottom and run into deep water in seventy chains, where it would take a sudden dip in five chains further. Twelve feet of water could be obtained at the lowest tide, which would admit of the largest vessels they had yet had arriving in ballast, discharging, and loading alongside, thus averting all the dangers of the creek to Port Pirie, where the water was of an average depth of eight feet. Then there was any amount of splendid timber to be obtained in the forest nine miles east, which Government had let, and in which already sawmills were erected, which could be had for jetty purposes as soon as the road from Wirrabara was made. (Hear, hear.) On the top of Flinders Range some of the finest, tallest, and straightest gums to be had in the colony could be obtained, and therefore there was no need to send the money out of the colony for material, as what they had on the spot was little inferior to jarrah—at least would serve the purpose every way as well; and as for labour, the facility of rail and sail could bring any amount at very little expense. Respecting the large extent of country depending on this jetty for export there could only be one opinion. Already there was upwards of thirty miles northward—ten to twelve miles of Telowie on the south—which at present betokened such as to call for immediate action to provide, if not the whole jetty, as much as possible to enable them to ship their produce. Port Germein was already a place of importance, and with a jetty affording facilities for shipping at all tides it must take its place as second to none in the colony; and they could not have a better case to present, viewed in every aspect, and could not fail in uniting in the prayer of the memorial that the House might cause immediate action, so that everything that can be done before harvest might be done, and at once. He had great pleasure in moving its adoption.

Captain MORTESS seconded.

Mr. LAFRAN, in supporting and speaking to the resolution, said they were perfectly justified in asking for the immediate prosecution of this most important work. It would have been well if statistics could have been produced, which, although generally dry, would, he was sure, in this instance have done much to open the eyes of the members of the House and the colony at large, and would draw the attention of many who did not at present know where Port Germein was. The import business at present being done, and at serious inconvenience for want of a jetty, was more than the most of those present could imagine.

Mr. S. MILLAR stated that at present the settlers were compelled to travel thirty-five miles to obtain that which if there was a jetty

The motion was carried unanimously.
 Mr. BRAYTON then moved that the Council of Education be called upon to erect a school and teacher's house, there being already a reserve declared for that purpose. The same should be done without delay, there being over forty children of a school-going age within an easy distance, for whom not the least provision had yet been made by the Council. The motion was carried and unanimously seconded.

Mr. O'LOUGHLIN was astonished that a township like Port Germein should be without a Post-Office. Although it had already been asked that one should be established there, and some months had elapsed since, he was sorry to find their application had not been attended to. He moved that a memorial (which he read) be signed and presented to the Postmaster-General.

Mr. S. GOLDING seconded, and the motion was carried.

Mr. BINNEY next called attention to the need of a bridge over Baroota Creek, which was the only entrance to the township. The work had been already applied for, but although Superintendent Irving had been up and taken a survey of it it still remained just as it was. He would therefore move that a memorial be presented to the Commissioner of Public Works, a copy of which he read; which was seconded by Mr. A. GALLOWAY, and unanimously adopted.

Mr. A. CARMICHAEL, J.P., proposed—"That the thanks of this meeting be accorded to Mr. Coglein, M.P., for his prompt action, and expression of readiness to do his best to advance their interests, and that the memorials, as soon as signed, be forwarded to him for presentation."

The motion was carried, and the business of the meeting was brought to a close.

JETTY AT PORT GERMEIN.

The following report was laid on the table of the House of Assembly on September 9 —

Engineer-in-Chief's Office, Adelaide,
 July 28, 1880.

"Sir—In accordance with your instructions that I should visit Port Germein and report upon the best course to pursue with reference to the provision of shipping facilities for that place, I have the honour to state that I proceeded to Port Germein on the 18th inst., and took the necessary soundings and observations to enable me to prepare a scheme which should combine the greatest economy compatible with utility, and which at the same time should not be open to the objection of being a makeshift contrivance, which would sooner or later have to be done away with to make room for a more comprehensive and costly scheme. In the correspondence forwarded to me on this subject I note that Parliament was last session asked by the settlers to grant a sum of £20,000 for the construction of the jetty at Port Germein. Since that time there has been a variety of suggestions made for accomplishing the object in view at a less expenditure, but all these suggestions were for temporary and provisional arrangements, which would have failed to give satisfaction either to the Government or to the settlers more immediately concerned. The question of giving the required shipping facilities for half the cost asked for by the settlers appears to me to be one admitting of easy solution. Between high and low water marks, spring tides, there is a stretch of hard sandy fore shore of over seven-eighths of a mile in length. From low-water mark to a depth of nine feet at low water is but a step. Across this sandy wharf I propose the erection of a narrow structure 5 ft. 6 in. in width, carried on redgum or jarrah piles 12 in. in diameter, spaced 15 ft. apart, braced where necessary, surmounted by corbels and stringers 12 in. square and covered with 3 in. bluegum planking. On this planking a line of rails would be laid to a gauge of 3 ft. 6 in. Such a structure would carry a light narrow-gauge locomotive like that ordered for Lacepede Bay Railway, but it would probably be sufficient for the trade of Port Germein for some time to come to purchase a light shunting engine. The above structure would run out to the edge of the deep water, and from that point there would be a jetty 210 ft. long, with a double line of rails, running out to a depth of 10 ft. at low water, and having a maximum depth of 20 ft. at high water. With such a scheme as the foregoing, wheat, wool, and other produce arriving at Port Germein could be loaded direct into trucks, hauled out to the jetty alongside the lighters and small vessels, which would receive their cargo with the minimum of cost and without the least delay. The Port Pirie anchorage for large English vessels is distant only a mile and a half from the end of the jetty, and when this

an average depth of ten feet into the ground, and I have provided for the employment of red and blue gum from Wirrabara as far as possible. Redgum will not last quite so long in salt water as jarrah, but to save the ensuing wheat season it would be necessary to specify redgum, as it would take three months to obtain the timbers from Western Australia. If the Government will give instructions to have the work advertised as soon as contract plans can be prepared a large portion of the work could be done so as to afford facilities for shipping produce. In this event an order should at once be sent to the Agent-General for a light shunting engine, costing about £700 L.S.D. Ten trucks would also be required, but these could be made in the colony. I estimate the cost of jetty and approach, with rolling-stock complete, at £15,000. Until Port Germein is provided with a water supply it will be necessary to purchase water for the use of shunting engine, but this is a charge which very fairly can be debited against working expenses; and, as the question of supplying Port Germein with water is sure to arise at an early date, the matter need not now be considered.—I have, Sir, K. G. PATRICKSON, Chief Assistant-Engineer.
 The Hon. Commissioner of Public Works."

Register 9 September, 1880

1880

Register 16th June, 1880

JETTY AT PORT GERMEIN.

Telowie, June 15.
The erection of the new bridge at Baroota Creek, which was hastily opened on last Tuesday, afforded much gratification to the settlers here, and this gratification has been greatly increased by the written offer of Messrs. Coombe and Osborne to erect a jetty at Port Germein within four months, provided the Government do not compete with them, and the charges to be the same as at Port Adelaide.

The residents met privately last night and forwarded a copy of the resolution passed by them to the Government, asserting that the Government will be blamable if timely accommodation is not afforded.

Surprise is expressed at the delay in regard to the public school after the promise that has been made in regard to the matter.

Register 20th October, 1880

PORT GERMEIN JETTY.

Telowie, October 19.
Mr. Wishart, the contractor, has been making arrangements to commence the jetty at Port Germein at an early date.

Register 20th October, 1880

THE PORT GERMEIN JETTY.

Telowie, October 21.
The ketch Bronzewing, with the first cargo of materials for the jetty, is off Port Germein.

Register October 27, 1880

AFFAIRS AT PORT GERMEIN

Port Germein, October 29.
A start has been made at the jetty. The first pile was driven on Monday.

A private survey is being made of suburban blocks, for the purpose of cutting them up into allotments.

The new schoolhouse is completed, but as yet no teacher has been appointed.

1881

PORT GERMEIN, January 3.

On Friday morning four cases of drunkenness and disorderly conduct were heard before the Police Court, and in each case the persons charged pleaded guilty, and were fined accordingly. A. Crittenden was charged under the Bushfires Act with lighting a fire in an open place, contrary to the above Act, whereby valuable property was endangered. He pleaded guilty, and was fined £2 and costs, 10s.

The Mary Jane Anderson, the first vessel direct for Port Germein, arrived yesterday from Western Australia, laden with timber for the jetty. She is to discharge her cargo at the head of the jetty.

Great inconvenience is felt through the Bank of South Australia being so far away from the principal business places, and also the inadequacy of the building for the transaction of business. During hot weather the heat in the bank is almost unbearable. On Thursday last it registered 140° during a part of the day. It is hoped that the directors will endeavor to obtain a more convenient business site.


PORT GERMEIN, January 4.

The Star of Hope made two trips from Port Pirie, and brought a large number of visitors each time. The port has been visited by a large number of strangers from all parts during the holidays.

The Mary Jane Anderson is safely anchored at the head of the jetty, and will discharge her cargo from there. There was not the slightest difficulty in bringing her up.

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SA Chronicle & Weekly Mail 8-1-1881

 **THE EURO STEAMSHIP COMPANY, LIMITED,** will dispatch their Steamers as under when practicable:—

FOR MOONTA BAY AND PORT PIRIE.
The S.S. EURO, Wednesdays, returning Saturdays.
The S.S. EMU, Saturdays, returning Tuesdays.

The Emu calls at Port Germein for passengers both coming and going.

Sailing hour, 12 noon. S.S. Euro takes cargo both ports; s.s. Emu Port Pirie only. Goods received daily during business hours.

CHAS. H. WARREN, Secretary.
Maclaren-road and 5, Currie-street. 42c

PORT GERMEIN JETTY.—A public meeting was held at the Wirrabara Hotel, Wirrabara, on Saturday evening, April 2, the object being to memorialize the Government to extend the Port Germein Jetty and add a T-head to it. Mr. Milne, J.P., occupied the chair. Messrs. Cameron, Chamberlain, Moran, and Williams addressed the meeting, and pointed out the benefit which would be derived by the public generally if the jetty was extended, and they contended that the work could be done much cheaper whilst the contractor with all his appliances was on the spot, and urged the desirability of sending in the memorial as soon as possible, the work being essential. Several gentlemen undertook the collecting of signatures.

SA Register 8-4-1881

Register, May 7, 1881 p7

TELOWIE, May 5.

The telegraph route to Port Germein is being pegged out, and the contractor is ready to commence work. The rumour that the Port Germein Jetty has been ordered to be extended is not true, but the Ministry are being urged to carry it out.

PORT GERMEIN.—At the meeting of the Marine Board yesterday the President denied having originated a rumour that Germein was to be declared a port, and that vessels loading at Pirie would have to clear at Port Germein, and stated that declaring a Customs port was altogether beyond the province of the Marine Board.

Register 29-7-1881

RAILWAY FROM PORT GERMEIN TO ORROROO.

—The Commissioner of Public Works (Hon. J. C. Hawsey) received a very numerous deputation of farmers and other residents in the North on Friday, to ask that the Government should not refuse to construct a line of railway from Port Germein to Orroroo without first having the matter enquired into. In introducing the deputation, Messrs. Rounsevell and Ward, M.P.'s, laid stress upon the fact that the deputation represented not townsmen nor speculators, but genuine settlers in the district principally of the Burra and Flinders, who came not to ask that a railway should be constructed between Port Germein and Orroroo, but that the Government should not refuse to make one until after a thorough enquiry into the facts of the case upon the merits of which all interested in the making of the line were quite content to rest their claim for a railway service in the direction indicated. Hon. R. C. Baker, M.L.C., contended that Port Germein would, sooner or later, become the third or perhaps the second port in the colony, and in view of that circumstance the question of constructing the railway asked for should be very seriously considered by the Government. The members of the deputation, who reside in the North, then spoke at considerable length. It was pointed out from a report of the Marine Board that making Port Pirie a suitable port was estimated to cost £387,870, whereas £17,000 would give a shipping-place of twenty feet of water at Port Germein, and that, owing to lightering charges, wheat sold at a lower rate at Port Pirie than at Port Germein; that the proposed railway from Gladstone to Conant would not drain a tenth of the area that a line from Port Germein to Orroroo, and that by it wheat would reach a port at half the distance. The Hon. J. Pearce, M.L.C., also supported the request of the deputation. The Commissioner, considering the facts laid before him, and the importance of the deputation, thought an enquiry should be conceded, and promised to lay the matter before the Cabinet and report the result next day.

South Australian Register 30-7-1881

Register 16th July, 1880

SURVEY FOR SITE OF JETTY.

Port Germein, July 13.
A party of surveyors have arrived for the purpose of surveying a jetty for this place. Jetty accommodation has been already promised for the forthcoming harvest, and it is to be hoped that the work will be pushed on as quickly as possible.

Register, 15 October, 1880, p7

TENDER ACCEPTED

Engineer-in-Chief's Department-Port Germein Jetty, John Wishart, £10,479 12s 2d.

CONFLICTING INTERESTS.—With regard to the expressed intention of the Government to appoint a Harbour Master and Sub-Collector of Customs at Port Germein, the *Port Pirie Gazette* somewhat wrathfully says:—"This may appear to the uninitiated a very harmless proceeding, but it opens up a very grave question as affecting Port Pirie. The appointment of a Harbour Master of course means the proclamation of a port, and this would be unjust in the last degree to Port Pirie. As the boundaries of Port Pirie are now defined they include the whole of the eastern coast of Spencer's Gulf to Ward's Point and Ward's Spit consequently taking in the waters now known as the Port Pirie anchorage and the eastern side of Germein Bay. As a matter of fact, in the official records and on the Admiralty charts no such place appears as Port Germein. If Germein is declared a port it will presumably include most of the waters assigned to Port Pirie, and this will be a tremendous injustice to us, for all vessels, either inwards or outwards, which have to stop at the anchorage will be entered and cleared at Germein, and all the large amount of imports and exports which annually flow into and out of Port Pirie will be placed to the credit of Germein."

South Australian Register 16-7-1881

SHIPPING ACCOMMODATION AT PORT GERMEIN AND PORT PIRIE.

TO THE EDITOR.

Sir—Mr. Howe asked in the House on Tuesday:—"1. What quantity of wheat could be shipped over the jetty at Port Germein with the present appliances per diem? 2. What quantity of wheat could be shipped over the wharfs and jetties at Port Pirie with the present appliances per diem?" The Treasurer (Hon. L. Glyde) replied—"1. The Port Germein jetty, without additions to the structure, but with locomotive and additional trucks, could ship 6,000 bags. At present there is only one man and two horses at work, it being slack season, and with these the Jetty Superintendent estimates he can ship 1,500 bags in the day of ten hours. 2. The wharf proprietors at Port Pirie estimate they can ship 34,000 bags of wheat per day of ten hours over their wharfs and jetties."

Sir, the reply re Port Germein shipping facilities is too outrageous to be passed without comment. Firstly, how is it possible to ship over a jetty nearly or quite a mile long, and with only one line of rails, and a very short "turn" or "take-off" (even with "a locomotive and additional trucks") 6,000 bags per day? The locomotive could not work successfully more than three or four trucks at the time from want of room. Knowing these facts—and I presume the Treasurer did not reply without knowing them—how is it there is such a suspicious colouring in the reply? Then look, Sir, at the Germein Superintendent's estimate of what they can do with the present appliances (1,500 bags per day of ten hours). This is a serious matter, and will not rest here. He knows that four or five ketches have been loaded at the jetty, and that 750 or 800 bags is the most they have shipped in a day. Please

take note. The time occupied by the horses in going from Miller's Hotel to the end with three loaded trucks is twenty-four minutes; then there's the unloading and shipping, and the return with the unloaded trucks, which return occupies sixteen minutes. Or put it in another way. The trucks contain forty bags each. The nearest stack to the jetty is fifty yards off, and forty minutes are occupied in actual jetty travelling. It is impossible to load and travel to and from the stacks and unload in ten minutes, hence the staff cannot ship 120 bags per hour. Allowing an hour and a half for each load—and it cannot be done under it in that time—Port Germein can only ship with the present appliances about 830 bags per day of ten hours.

In the face of these facts, by what means does this Superintendent presume to furnish a responsible Minister of the Crown with an estimate that is totally unreliable, thus committing that Minister to a reply that must give rise to indignation from all concerned, and create a general feeling of distrust throughout the colony as to the genuineness of the replies in the House to important public questions? As Port Pirie I need not say anything. Your telegraphic columns during the past few days have shown what they can do—not "estimate"—and that is considerably more than the returns estimated.

I am, Sir, &c.,
NORTH COUNTRYMAN.

August 3.

Register, 6 August, 1881 p3
Great detail re operation of loading and carrying wheat down the jetty

1881

Register June 24, 1881

TELOWIE (via Port Pirie), June 23.
Doctor Garman, who has been visiting Port Germein every Tuesday from Port Pirie professionally, was found dead to-day in Barton's Hotel, Port Germein, where he has been staying. He has been in bad health for some time past, suffering from heart disease. The Coroner deems an inquest unnecessary.

Register June 24, 1881

PORT GERMEIN, June 23.
Dr. Garman, who was well known and respected in the district, was buried this morning in the Port Germein Cemetery.
A large light is now placed on the end of the jetty for the convenience of vessels coming to the jetty at night-time.

The Brisbane Courier Fri 30 Sept 1881 Page 2

ADELAIDE.

[FROM OUR OWN CORRESPONDENT.]

29th September.

At a meeting of members of both Houses of Parliament, it was decided by a large majority in favour of the erection of new houses of Parliament on a site adjoining the present building.
The body of Dr. Roberts, of Port Germein, as been found on the seashore near Port Pirie. It is supposed that the unfortunate man fell from the jetty.

Register, 8 November, 1881 p6

PORT GERMEIN, November 7.
The amount of traffic that is being done requires that further accommodation should be provided at Port Germein Jetty both as regards trucks and berths. If this is not done great difficulty will be experienced in getting wheat dispatched. Vessels lying here now have to remove to permit the steamer to come to her berth. A memorial is being largely signed to the Commissioner of Public Works representing the imperative need of something being done.
There was great rejoicing here at the rejection of the Gladstone and Blyth Railway and the Morphett-street Bridge Bills.
In return for the newspaper postage we intend to demand daily mails.
The Electoral District's Bill seems to satisfy us, and we hope it will pass.

Register, 30 September 1881, p 7

PORT GERMEIN, September 29.
The body of Dr. Roberts, of this place, who has been missing for the last few days, has been found on the beach near Mount Fergusson. Police-trooper Baker has left here to view the body. An inquest will in all probability be held to-day. It is supposed that Dr. Roberts either fell or leaped off the Port Germein Jetty, as he was last seen there.
A dreadful hot wind has prevailed during the day.

9th November 1881

SOUTH AUSTRALIA.

[FROM OUR OWN CORRESPONDENT.]

ADELAIDE, TUESDAY.

An important deputation waited upon the Commissioner of Crown Lands this morning, from the agricultural district at the back of Port Germein, to ask that selectors there might be allowed to surrender their selections, and bid for them again at auction. They also asked that if they were overbid by other buyers they might be allowed the value of their improvements. They alleged that they had been misled as to the rainfall of the district, and notwithstanding the consideration shown them by the Government, had been losing heavily for the past four years. Mr. A. Catt replied that the Legislature could not assist them this session, but he would deal with each case on its merits, and as the law was elastic, he thought he might grant such concessions as would enable selectors to tide over the present season, though, in his opinion, their land never would grow wheat.

The man Johnston, who was recently convicted of the murder of Trooper Pearce at Narracoorte, is to be executed.

Captain John M'Lean has been appointed master of the s.s. Victorian.

The s.s. Afghan, 2,221 tons, anchored alongside the wharf at Port Adelaide to-day, being the first ocean steamer that has done so.

Arrived. — Leonidas, from Uiverston; Hoken, from Melbourne.

1882

7 February, 1882 SA Advertiser

PORT GERMEIN, February 6.
The novelty of the large steamer Levington and ten other large ships lying in our bay within a mile or two of the jetty is attracting much attention. Several parties have been off to visit the steamer. Wheat is being conveyed to her by ketch from this port, also by the steamer Star of Hope from Port Pirie.
Much satisfaction is expressed at the Government having made a contract for extending the jetty another six chains into deeper water, and so readily calling for tenders for the erection of new telegraph and post offices.
The collection of Government statistics has been commenced by Messrs. Carmichael.

11 April 1882, SA Register

TELOWIE, via PT. GERMEIN, April 10.
On Good Friday last while William Mudge, farmer, Baroota, was down his well, being about to brick it, and the first bucket of bricks was going down the rope broke, the bucket dropping sixty feet. It was at first thought Mr. Mudge was killed, but strangely enough he escaped with only the flesh torn to the bone of his right arm, which the bucket had struck.

NT Times 6 May, 1882 page 1

Notice to Mariners.

(No. 9 of 1882.)

Spencer Gulf. Germein Bay.

NOTICE is hereby given, that on and after the 15th March, 1882, a Fixed Red Light will be exhibited from the end of the Jetty in Germein Bay, and in clear weather should be seen from a vessel's deck when about four miles distant.

R. H. FERGUSON,
President Marine Board.
Marine Board Offices, Port, Adelaide, 3rd March, 1882.

Register, July 3, 1882

NOTICE TO SHIPPERS TO PORT GERMEIN PER STEAMERS OF THE SPENCER'S GULF STEAMSHIP COMPANY.
In consequence of the decision in the Local Court, Adelaide, on the 12th inst., in Marshall v. the Spencer's Gulf Steamship Company, Limited, Shippers are hereby notified that no Goods shall be received for that Port except on written contract by the Shipper and the Ship to the effect that the Goods shall be landed immediately on arrival, without notice, and that this Company shall not be liable for loss of or damage to Goods after they have been put upon the tracks or jetty at Port Germein; and that their Agent at Port Germein shall receive payment of freight before the Goods are removed from the said tracks or jetty.
188c JOHN TURNBULL, Secretary.

PORT GERMEIN, JULY 13.

The barque Italy, which brought a cargo of timber from Western Australia for the Port Germein jetty, having finished discharging, gathered back aboard at Burton's Hotel on Wednesday evening to wish Captain Rapp, her master, farewell. Mr. Wishart, the contractor for the jetty, in proposing the health of the captain, said that it spoke well for Port Germein as a shipping port that Captain Rapp, though a stranger to the port, had sailed his barque up close to the jetty under canvas, drawing 14 feet of water, without the aid of a pilot. He hauled alongside the jetty, and then to his disgust and disappointment, found that he could not commence to discharge, as Port Germein, though having a Customs officer, was not a declared port. Consequently the captain was put to the expense, trouble and delay of a journey to Port Pirie to enter at that Custom-house the cargo of Port Germein jetty timber as an import to Port Pirie. A great deal has been said against Port Germein being unsafe when it came on to blow from the west, but he would mention that during the eight months that he had been working at the building of the jetty he had never seen rougher weather than that of a few days ago. And yet Captain Rapp would tell them that he did not consider it an unsafe port, and that his ship had not suffered any damage. He and Captain Rapp had had some very stiff work to perform in landing the heavy timber, as the jetty was not provided with cranes for lifting cargo, but they had nevertheless worked well together. The toast was drunk with enthusiasm. Captain Rapp, in responding, said he could not but speak well of Port Germein, and could endorse all that Mr. Wishart had said with respect to the safety and facilities that ship-coming to Port Germein might expect, and if the weather they had while his barque was lying there was the roughest they had had Port Germein had nothing to fear. The "Town and trade of Port Germein" was proposed by Mr. Alexander. Mr. Thomas Broad, in responding, said he had been much disappointed by the way Port Germein had been treated by the Government. He believed that outside influence had been brought to bear against them, but he trusted justice would prevail in the end. Other toasts followed.

PORT GERMEIN, October 26.

The newly finished portion of the jetty extension was brought into use to-day for the first time. The steamer Emu is alongside with 100 tons of pipes for the Port Germein Waterworks. The steamer Franklin has just steamed up and taken a berth opposite the Emu, where she is now taking in a consignment of wool. The waterworks contractors and a number of their workmen arrived by the steamer. The jetty to-day presented quite an animated scene for this dull time of the year.

23 December, 1882

Notice to Mariners.
(No. 26 of 1882.)

Spencer Gulf, Germein Bay.
Entrance to Port Pirie Creek.

NOTICE is hereby given that, on and after the night of the 16th October, 1882, leading lights will be exhibited from beacons lately erected for the guidance of vessels entering the Port Pirie Creek at night.

DIRECTIONS.—When approaching the chequered buoy on outer bar bring the upper fixed red light and the lower fixed bright light in line, bearing, when in one, S.E. by E. $\frac{1}{2}$ E. magnetic, nearly; this will lead close past the chequered buoy moored a short two miles to the westward of Mount Ferguson.

Keep the lights in one until opening out the first fixed bright light at the entrance to the narrows, which can be passed about a ship's length off, the other two lights to the southward will then become visible. Pass the second light about a ship's length off, and continue thus until passing the bar buoys, when a course can be steered for the inner light, which pass a quarter of a cable's length off. The last three lights should be left on the starboard hand when passing inward.

The mariner after passing this light must be guided by the buoys marking the narrow channel and should proceed cautiously.

R. H. FERGUSON,
President Marine Board,
Marine Board Offices, Port Adelaide, 25th
September, 1882.

PORT GERMEIN JETTY AND THE MARINE BOARD.

TO THE EDITOR.

Sir—The Marine Board has decided not to send a locomotive to Port Germein Jetty, because the Locomotive Engineer has given an "outrageous" estimate of the cost. Why has the Locomotive Engineer done so? Is he not capable of giving a proper estimate? Or does the fault lie with the Marine Board, in not acquainting him with the amount of work required from the engine? The said Engineer's Department and the Marine Board should be wiped out, and the public works of the colony put under one competent and responsible head. It seems a gross mistake to hand over the control of jetties to the Board; in fact, it is difficult to know what they are capable of controlling, unless it be the Governor Musgrave; but the recent trip to Port Augusta indicates the cuteness of these ancient mariners. The Board has allowed the Locomotive Engineer to have a bit of fun with them, for he knows very well if they had control of an engine there might be a collision perhaps with the dredger Wilunga, or the "Sandhill Savage." If the Board had been a business firm, or, in fact, anything where the use of tools is required, they would have given some idea of the amount of work required from the Locomotive Department.

The Port Germein Jetty has been opened for traffic about two years; in fact, the first wheat was shipped over it on July 17, 1881, and shipping is going on now, so that all the wheat now stacked here will be shipped by that date this year, making a total in two years of 100,000 bags of wheat. The steamers trading here have landed about 4,670 tons of general merchandise. In that time also there has been shipped from here 4,111 bags of flour, 2,302 bales of wool, 157 bales of skins, 539 hides, 40 tons bark, and quantities of unenumerated sundries, amounting to about 50 tons, making in all about 18,000 tons for the two years. Taking the average for jetty dues at 2s. per ton, this brings in £2000 per annum, not £350 as stated by a sapient Marine Board Warden. We have struck the average at 2s. per ton all round, because in the past wool and skins were 9d. per bale, and goods 3s. per ton. Thanks are due to "Sunlight" for his reply to a query re cost of locomotive, and would he kindly furnish estimated cost for doing the above work? The two past seasons have been bad; but we will start from the basis that the locomotive will average 12,000 tons per annum, or 1,000 tons per month, taking into consideration the winter months, when steam would be wanted perhaps only once a week, the bulk of the work would be done during seven months of the year. Judging from the number of wheat merchants here, I should say that 300 tons per day would be the heaviest day's work that the little engine would be called upon to do; and supposing

would be called upon to do; and supposing she took 50 tons each trip, this would involve six trips over the jetty, namely twelve miles, or say fifteen, to include the shunting. The Locomotive Engineer, when he asked £1,075 per annum, besides £140 for repairs, must have been wanting to "place out" one of the Yankee engines that he is so anxious to get rid of. If we do not get the locomotive, the jetty will soon require a new deck, as the Marine Board cannot be expected to understand that the iron shed horses are cutting through the decking. To confine the horses the rails must be taken up and longitudinal sleepers laid down to allow space for ballasting to preserve the jetty deck; also a "turn-out" should be made half way down the jetty to allow tracks to pass, for surely one pair of horses will not keep the work going during the busy season. The cost of longitudinal sleepers, ballast, and turnout would be about £2,000. But we trust after the meeting of Parliament something will be done to place the public works of the colony under the management of some rational and responsible head, and that we shall have our locomotive working at a considerably less cost than £1,075 per annum.

I am, Sir, &c.,

PORT GERMEIN RESIDENT.

Register 1883-5-12

THE PORT GERMEIN JETTY.

TO THE EDITOR.

Sir—In the report of the Marine Board's proceedings as contained in your issue of the 18th inst., Mr. Neill, one of the Wardens, is reported as having called the Board's attention to a misstatement made by a writer in the *Register*, viz. that the said writer had stated that the income from the Germein Jetty for 1882 was £900. The writer did not give the estimate for any particular year, but for the two years from the time the first wheat passed over the jetty. The writer challenged Mr. Neill's statement that £350 was the amount collected for 1882 (1881 is given in your report, but this is a misprint, as the jetty was not handed over to the Board till 1882), therefore, it is impossible for Mr. Neill to state what was collected in that year as a lot of the wheat had been shipped in 1882 previous to the Board getting the jetty, it is possible that Mr. Neill can only find his £351 10s. on the records for that year; but he is evidently unaware of the fact that about £550 was collected before the Board had charge of the jetty, therefore the "sapient" Warden is as far wrong as he was before. The Warden is also in error when he states that £110 was the last net revenue on a jetty costing £25,000. As a matter of fact the first vote for the jetty was £15,000, but only about £12,000 was paid to the contractor, the balance being spent in trucks, sidings, &c.

It is true there is an extension in course of construction, but it is unfair to speak of the revenue that has accrued from the old port as having been collected from the jetty, as it will be when the extension is finished, when ample accommodation will be provided for ocean-going ships, and trucks loaded with grain arriving per rail from Booleroo and the other eastern hundreds can be hauled by the locomotive down to the ship's side.

As the "sapient Warden" was good enough to direct the Board's attention to a portion of the letter to the *Register*, it seems a pity he did not question the statement therein, viz. that the iron shoes of horses were cutting through the jetty deck, and if allowed to continue a new deck would soon be required; therefore, to make the jetty suitable for horses to travel on and preserve the deck, the rails would have to be taken up and laid on longitudinal sleepers, so as to leave room for a bed of ballast for the horses to travel on, and to meet the traffic of a busy season a "turn-out" will have to be made to allow horses to pass with incoming empties. The "sapient Warden" overlooked this, thinking it a matter of small importance, perhaps. To effect these alterations will cost about £2,000, and they must be done if horses are to be continued, or perhaps the Board have discovered in their collective wisdom that a new deck now and again is preferable, or, as they are not going to give us the locomotive, perhaps they might

think it desirable to spend the £1,500 voted by Parliament as the cost of the engine for the sleepers and ballast. An ordinary individual might perhaps think it better to get the engine, as making the jetty suitable for horses would be more than the cost of the engine; but the Board says the wages of the engine-driver and stoker would be £400 a year, so it would if they gave them £300 a year each. Now for a brilliant suggestion, whereby the wages could be saved: When the warship arrives the Board might lend the engineer and stoker to work the Port Germein locomotive; but I forgot, there would be Captain Smith's difficulty of regulating the status of these officers with that of the President. But, joking aside, the Board should not have listened to the estimate of the Locomotive Engineer when he told them it would take £1,070 a year to run the engine. The Locomotive Engineer perhaps thought he could tell anything to the "marines," but it will take more than the proverbial grain of salt to make his estimate go down with any one else. There is one point that might be deemed worthy of consideration in the matter of fuel. This district abounds in mallee, and it is probable that five shillings a ton could procure large quantities delivered. If the men in charge of the engine were provided with a circular-saw and bench they could in their slack time cut up all their own fuel by having a belt-wheel that could be attached to the engine for working the saw; but this is merely a suggestion.

I am, Sir, &c.,

PORT GERMEIN RESIDENT.

Register 23 May, 1883

1883

Advertiser, 7 June, 1883

Messrs. Thos. Broad and Clement Giles presented a petition to the Minister of Education on Wednesday, June 6, signed by two hundred settlers of Port Augusta, Stirling, Winninnowie, Mambury Creek, Baroota, Telowie, Port Germein, and Port Pirie, asking for the establishment of a through mail from Port Pirie via Port Germein to Port Augusta and back, thus giving to each place along the line of route a daily mail. The memorialists pointed out that the distance to be travelled was not much, if any, more than the present mail route from Port Pirie to Mambury Creek; and that a large number of settlers would be benefited if a mail were given them. The deputation also asked for a mail from Booleroo to Port Germein, which was a very large farming district. The Minister, in reply, said he had first to state that he had received a letter from Mr. Howe, M.P., saying that he had intended to be present, but was prevented from so doing by important business in the country. As to the mail between Port Germein and Port Augusta, he would get the postmaster to send along the line, so as to have the whole of the facts before them in reference to the population and probable cost. With regard to the other request, he would have a report obtained, and if anything could be done the Government would do it for the convenience of the settlers. They were anxious to give as far as possible mail facilities to all parts of the colony.

1884

Register 15 January, 1884

PORT GERMEIN, JANUARY.

Wheat continues to arrive, and the farmers are somewhat disappointed in the market falling. A large quantity of wheat has been sold at 4s. 1d. per bushel. The barque *Mona* has sailed from the anchorage with over 6,000 bags of new wheat, and Messrs. J. Darling & Son are now loading the barque *Polynesian*, which will take about 4,000 bags. Messrs. Cave & Co. have sent part of their wheat to Port Adelaide by the steamer *Investigator*, and shipping will be in full swing at this port in a few days. Messrs. Darling & Son, Dunn & Co., and Cave & Co. all have sufficient wheat to commence shipping, and it is rumoured that all these merchants have vessels coming to finish loading at Port Germein.

We have been anxiously expecting the long-promised engine for the jetty, but we have still the two horses to do the haulage, and the consequence is that if more than one merchant's shipping it is impossible for these horses to do all the work required. It will take at least six horses to give the vessels dispatch.

The holidays have passed off very quietly here. The rifle company did some shooting for prizes presented by local business men.

The Bible Christians held a very successful picnic at Baroota Creek on New Year's Day in aid of the Circuit debt.

Mr. H. Reichens, of the firm of Mulligan and Reichens, and one of the oldest residents of the port, died on Christmas Eve. Mr. Reichens had been in poor health for some time, but his death was not expected so soon. He took great interest in the Port rifle company, and spent time and labour in drilling it. Out of respect the company marched to the grave, the deceased being buried with military honours.

Our Band of Hope and Blue Ribbon Army are meeting with some amount of success.

Wheat is worth 4s. per bushel, and flour 1s. 1d. per bag for old, and 1s. for new.

PORT GERMEIN JETTY

TO THE EDITOR.

Sir—Captain Morrison, of the barque *Nardoo*, which recently loaded at Port Germein, has written the following letter to one of the residents:—"Dear Sir—In reply to your query I beg to state that I brought my vessel, the *Nardoo*, alongside the Germein pier and loaded a full cargo of wheat, and was afloat at all times of tide, for the ten days that I lay there. I sailed from the jetty drawing fifteen feet ten inches (15 feet 10 inches) of water. I am perfectly satisfied with the dispatch with which my cargo was brought alongside (faster than we could take it). I consider Port Germein a safe port, protected by the outlying sandbanks, and, at no time was there any sea to cause the least inconvenience. The lowest water that I found was 15 feet 9 inches at dead low water about 200 feet from end of jetty inwards.—I am, &c., J. F. MORRISON, master *Nardoo*. Port Germein, July 18, 1884." As it is well known by Marine Board records that the low water at spring tides is given as only 13 feet 6 inches, it should be stated that Captain Morrison loaded here in the winter resp tides, and consequently found the lowest depth, 15 feet 9 inches. It is only fair to all concerned that this explanation should be made in order to avoid creating a wrong impression. Seeing the facilities and natural advantages of Port Germein there certainly should be some steps taken to give large ocean-going ships at least 20 feet at low water, which can be done at a comparatively small outlay.—I am, &c.,

PORT GERMEIN.

Register 5 September, 1884

PORT GERMEIN, September 4.

The trial trip of the engine for the use of the jetty took place this afternoon. Several truck-loads of wheat were taken to the jetty end. The distance was accomplished in about fifteen minutes.

PORT GERMEIN, November 9.

The jetty-end had quite a busy aspect this morning, when the barquette *Thornhill* was lying on one side receiving the balance of her cargo from the steamer *Nelcebo*, while the steaming *Yatala* towed the barque *Glen Osmond* of 800 tons alongside to receive wool from Messrs. Giles & Smith. The captain is completely satisfied with the dispatch received. With the jetty extended he says he would not hesitate to come to this port again. The *Alert* arrived during the morning to lighter wheat to the *Palmerston*, now at the anchorage.

PORT GERMEIN SHOW.

The Port Germein Agricultural Society held its first annual Show on September 24, on the Port Germein Recreation Ground. Although the weather was very boisterous and unfavourable, a large number of visitors from a distance put in an early appearance, and it was estimated that 800 people were present on the ground during the day. Various temporary structures were erected about the Show-ground, the largest being used for exhibiting the dairy produce, vegetables, flowers, &c. The Show was fairly successful. There was a good show of horse stock, there being no less than 76 entries in this section. Amongst entire stock Mr. G. Stone's draught entire *Patrician* came in for most attention. Brood mares were all very good, while weight-carriers, ladies' hacks, and jumpers were well represented. The jumping proved the most interesting item during the day, and the competition was so keen that the Judges were compelled to give the best horses several trials before finally deciding. The exhibits of horned cattle were not very numerous, but some very fair beasts were entered for competition. Sheep and swine were not very numerously represented either. There was an absence of good competition in agricultural implements, Messrs. J. Martin & Co. and our local machinists being the only exhibitors. The vegetables and flowers were very creditable, the exhibit of vegetables shown by Mr. Holze, of Telowie, being very fine indeed, and equal to any similar exhibit to be seen in the colony. It is to be regretted that there was not a larger display of dairy produce and poultry, this being a class of exhibits that should be very well competed for in this district.

Appended is the prize-list:—

DRAUGHT STOCK.—Judges—Messrs. A. McCallum, W. Oliver, F. J. Reynolds, and W. Milne. Entire travelling in the Hundreds Baroota or Telowie, G. Stone, W. Beagle; three-year-old entire colt, J. Crittenden; two-year-old entire colt, J. Crittenden; one-year-old entire colt, Carter Brothers; mare, H. H. Glasson, J. Bews; brood mare in foal or foal at foot, C. Tiller, J. H. Flugge; best three-year-old filly, D. Beyer, G. Wood, son, and Co.; best two-year-old filly, L. O'Loughlin, D. Beyer; best one-year-old filly, James Ward; best groomed horse, George Stone; special prize given by Mr. A. Williams for best foal by Briton, F. J. Simper; special prize given by Mr. F. J. Reynolds, of Crystal Brook, for the best yearling colt or filly by Area King, James Ward.

BLOOD STOCK.—Judges—Same as for Draught Stock. Entire travelling in the Hundreds Telowie or Baroota, W. Payne, B. McHugh; brood mare (in foal or foal at foot), P. Smallacombe, S. Glynn; best groomed horse, W. Payne; two-year-old, by St Barb, L. O'Loughlin; one-year-old, by St Barb, P. Smallacombe.

ROADSTERS.—Judges—Same as for Draught Stock. Entire travelling in the Hundreds Baroota or Telowie, J. F. Lacey; brood mare (in foal or foal at foot), John Bews, D. Beyer; weight carrier, up to 14 st., A. Webster, — O'Dea; lady's hack, to be ridden with skirt, P. Smallacombe; buggy pair, not under fourteen hands, T. R. Marshall, W. Speck; horse or mare in single harness, S. Miller; jumper, to carry 10 st. over hurdles four feet high, W. Bartlett — "W. Speck recommended for second

prize."

HORNED CATTLE.—Judges—Messrs. J. Ward, R. Humphries, T. B. Turner, and B. F. Humphries. Bull, any age or breed, — Cunningham; dairy cow, H. Williams, G. Crittenden; two-year-old heifer, S. Miller; fat beast, J. Sherriff.

SHEEP.—Judges—Same as for Horned Cattle. Longwool ram, S. Miller; Merino ram, P. Hillam; five longwool ewes, T. Miller; five Merino ewes, P. Hillam; five Merino ewes (two-tooth), P. Hillam, G. Stone; five fat lambs, A. Williams.

SWINE.—Judges—Same as for Horned Cattle. Boar, any age or breed, J. A. Flugge, S. Miller; sow, any age or breed, J. A. Flugge, S. Miller—"Very good."

AGRICULTURAL PRODUCE.—Judges—Messrs. E. Smith, J. Sherriff, and Turner. Eight bushels wheat, any variety, last season's growth, W. Crittenden (President's medal), G. Crittenden.

POULTRY.—Judges—Messrs. Turner, E. Smith, W. Payne, W. Goode, James C. Harris, and W. J. Francis. Pair geese, P. Smallacombe; pair Spanish, G. Stone; pair game, G. Miller; best coop, G. Miller.

DAIRY PRODUCE.—Judges—Messrs. T. B. Marshall, James C. Harris, W. J. Francis, W. Goode, and E. Smith. Six pounds butter in rolls, Mrs. James Thomas, Mr. Smallacombe; 14 lb. potted butter, Mrs. James Thomas, Mrs. Smallacombe; two hams, T. H. Glasson; 8 lb. lard, G. Crittenden; dozen hen's eggs, B. McHugh; dozen duck's eggs, Miss M. Miller; two loaves home-made bread, Mrs. Smallacombe; 12 loaves bakers' bread, M. Forrestal.

VEGETABLES AND FLOWERS.—Judges—Messrs. T. B. Marshall, James Harris, W. J. Francis, W. Goode, and E. Smith. Cabbages, cauliflowers, carrots, and turnips, J. Holze; potatoes, E. Cox; green peas, collection of vegetables not less than five sorts, J. Holze; hand bouquet, Miss Thompson; buttonhole bouquet, Miss Hawkins; basket of flowers, Mrs. Pike; bouquet of wild flowers, Miss Leahy; collection of flowers, Mrs. Pike.

AGRICULTURAL IMPLEMENTS.—Judges—Messrs. P. Hillam, J. Williams, T. Sayers, W. Crittenden, and J. Hendry. Reaping machine, J. Martin and Co.; mowing machine, Mullighan and Richens; wagon for farm use, G. Crittenden; wagonette and express wagon, T. G. Simpson; scarifier, W. Pike; three-furrow plough, Mullighan and Richens; two-furrow plough, W. Pike; three-furrow stump-jumping plough, J. Pearson; stump-jumping harrows (one set), B. H. Henderson; ordinary harrows (four leaves), Mullighan and Richens; seed-sower, A. W. Dobbie; collection of implements, Mullighan and Richens.

The dinner was held in the evening at Miller's Hotel. Mr. T. B. Marshall proposed "The Parliament." Their members Messrs. Ward and Copley had been working hard for this district, especially for the advancement of Germein, and they were indebted to Mr. Ward for securing the survey of the line to Silvertown, and his return for the cost of the despatching of Port Pirie. Captain Mortson proposed "The Agricultural, Pastoral, and Mining Interests of the Colony." He trusted the Government would see the importance of this place and make such provision for shipping the wheat that the farmers would no longer have to pay for lighterage and other expenses. Mr. Turner proposed the "Port Germein Agricultural Society."

ADELAIDE, July 11.

A deputation waited upon the Commissioner for Works to-day, urging the construction of a railway from Port Germein, eastward to Orroroo. A memorial in favour of the line, signed by the owners of 280,000 acres of land, was presented. The Commissioner intimated that he had already given instructions for a flying survey along the route suggested. The Government would not be disposed to construct a line to Orroroo only, but it was a question whether Orroroo or Petersburg was the best starting point for the Silverton line.

The Government, in view of the outbreak of cholera in Europe, has ordered the closest inspection of all steamers arriving from that part of the world. Regarding the outbreak of smallpox at Melbourne, they have instructed the Colonial Surgeon and the Central Board of Health to take such steps as will enable any case occurring here to be at once isolated, and dealt with with the greatest promptitude.

Register, 25 December, 1885 p7

MARINE BOARD.

THURSDAY, DECEMBER 24.
Present—Captain R. H. Ferguson, S.M. (President), Captains J. W. Smith, J.P., A. McCoy, J.P., and J. Legoe, Messrs. J. Formy, H. C. E. Muecke, J.P., J. Neill, J.P., and R. Lindsay (Wardens), and Mr. T. N. Stephens (Secretary).

Ports Pirie and Germein.—The Treasurer approved the deepening of a berth alongside Port Germein Jetty 300 x 40 x 20 feet. The cost not exceeding £600 was to come out of the loan for deepening other outports. The Mayor of Port Pirie, referring to the Register report of last meeting, protested against the withdrawal of the dredger from the port. The Engineer reported that No. 4 Dredger finished the channel 150 feet wide by 12 ft. 6 in. deep at ordinary low-water spring tides on the 14th inst. The PRESIDENT stated that the dredger was employed in cutting off a corner in the creek. Should she finish it or go straight to Port Germein Jetty? Mr. Slade stated that the dredger must be brought down for repairs in May next. The deepening in the creek would last about three weeks, and at Port Germein about a month or six weeks. It was decided that the dredger should finish the deepening in the creek, then excavate the berth at Port Germein, and afterwards be subjected to the necessary overhaul. The Mayor of

TOTAL WRECK OF THE BARQUE MARS.

FOUR LIVES LOST.

(BY TELEGRAPH FROM OUR CORRESPONDENT.)

ADELAIDE, WEDNESDAY.

On the 16th inst. the barque Mars, from Melbourne to Port Germein, where she was to load wheat for the Cape, &c., went ashore in West Bay, on the western coast of Kangaroo Island, and is a total wreck. The captain, the pilot, and two men were drowned. Three of the crew have arrived at Cape Borda, and six others are on the road. The Marine Board has telegraphed to the Cape Borda signal men to render all the assistance in their power. Messrs. Curcier and Adet, of Melbourne, are the agents of the vessel.

A message from the head keeper at Cape Borda to the president of the Marine Board this afternoon states that "three of the crew of the Mars are here in good health, and six are on the road about 10 miles away. I have sent two keepers with spirits and provisions. They are expected to arrive in the morning. Only the mate is at all ill, being an old man. Only the body of the captain has been washed ashore; it was buried on Sunday. The names of the drowned men are—Captain Pringle, master; Pilot Edie; Joseph Rennie, carpenter; — Moncrieff, boatswain. Further particulars will be given when the mate arrives. The casualty happened on the day following that on which the Fanny M. struck. At the time the tide was exceedingly high, and a thick mist prevailed."

A private telegram received in Melbourne, gives the names of those who were saved as:—W. Vray Neil, M'Colley, J. Westerman, Peter Nugent, C. Peterson, John Dickson, John Costello, J. Monks, and W. Hughes.

PORT GERMEIN, NOVEMBER 1.

A meeting was held at Brown's Hotel on Saturday evening last to consider advisability of holding the annual race meeting. Mr. H. Cobb presided. The subject before the meeting was freely discussed, and the subscription-lists and programme of the race meeting held last December was referred to. Mr. T. S. Marshall proposed—"That efforts be made to hold the annual race meeting on December 27, and that Messrs. Brown, Keightley, Hendry, Milbank, Barrow, and Lacy be appointed a committee to collect subscriptions, &c." Seconded by Mr. Hendry and carried. It was resolved that another meeting be called for Saturday next, when the committee will report progress. Mr. H. T. Brown was elected Secretary.

IMPORTANT DISCOVERY OF A NEW ANÆSTHETIC.—An interesting article from the pen of Dr John Reid, M.A., Port Germein, S.A., has been contributed to an Australasian medical journal. The writer gives a full description of the important discovery which he had recently made, and to which a brief reference appeared at the time in these columns. Apart altogether from the intrinsic value of the discovery, the investigations of Dr Reid, a graduate of Aberdeen University and, we believe, a native of Portsoy, in Banffshire, possess a strong local interest. The new anæsthetic has been provisionally named Drumine, and is obtained from the plant Euphorbia Drummondii, N.O. Euphorbiaceæ, by a process somewhat akin to that adopted in the case of aconitia. The whole plant is immersed in rectified spirits and macerated for eight days, the product is strained through linen; the filtrate is then evaporated to get rid of the spirit; ammonia and water, or weak ammonia, is then added to excess and the product filtered and washed to get rid of extractives and colouring matter. The precipitated drumine is dissolved in much water, acidulated with hydrochloric acid (sulphuric or nitric will answer the purpose). This is evaporated to dryness, or evaporated to a small bulk after being passed through animal charcoal; and, if required very pure, reprecipitated by ammonia in excess and, as before, dissolved in acid. The alkaloid or its salt may be obtained pure by chloroform, its being almost insoluble in either prevents the latter being used. Dr Reid has sent some of the alkaloid to professional friends (professors, &c.) in the United Kingdom and New Zealand, and it has been universally found perfectly safe and highly effective. The young physician who is thus successfully devoting himself to the duties of his profession at the Antipodes is, we understand, a son of Mr Walter Reid, some time merchant in Portsoy, and brother of Mr Walter A. Reid, C.A., Aberdeen.

A new Australian remedy is described by Dr. John Reid, Port Germein, S.A., in the Australasian Medical Gazette. A new active principle is obtained from the *Euphorbia Drummondii*, a euphorbia growing in abundance in many parts of Australia, and dangerous to stock and sheep. By evaporating a rectified spirit tincture of the plant, adding ammonia, and separating the precipitate by filtration, he obtains an "active principle" which he names *drumine*. The precipitate is dissolved in dilute HCl, the solution filtered through animal charcoal, and the filtrate slowly evaporated leaves a fairly pure hydrochlorate. Its aqueous solution is colourless and nearly tasteless. It is almost insoluble in ether, freely soluble in chloroform and water, and these solutions deposit readily microscopic, acicular, and stellate crystals, whether the principal is an alkaloid is doubtful. The therapeutic effects are very marked. Dr. Reid's experiments on cats and on himself, show that solution of drumine either injected or ingested has very striking anæsthetic properties. An injection of four minims of a 4 per cent. solution, quickly relieved a case of chronic sciatica, and a second injection effected a cure. It relieves cases of sprain so promptly, that lead lotions will be forgotten. Dropped in the eye, it produces insensibility of the eyeball, and relieves tic. Placed on the tongue, it produces anæsthesia and loss of taste, even to quinine.

NT Times & Gazette Saturday 19 March 1887

The South Australian Marine Board received an influential deputation from Port Augusta on Monday, asking for several improvements to the harbour there, some of which the Board promised to consider, while others they referred to the Government as being matters of policy. The Board visited Port Germein on Tuesday, and received the congratulations of the residents on the recent deepening improvements to the jetty.

A VESSEL OVERDUE.

LONDON, September 23.

The barque *Zadok*, from Port Germein, South Australia, has been posted at Lloyds as overdue.

[The *Zadok* is an iron barque, 620 tons gross register, built in 1865, belonging to the port of Eisleth, North Germany, and owned by Messrs. Hustedt Bros. She left Port Germein for the United Kingdom on the 21st March last.]

West Australian Tuesday 25 September 1888 P3

AN OVERDUE VESSEL.

London, Sept. 23, 6.58 a.m.

The barque *Zadok*, which left Port Germein, South Australia, on March 20, has been posted at Lloyds as overdue.

Otago Witness 28-9-1888

The barque *Ladock*, 597 tons, which sailed from Port Germein, South Australia, on March 21, is posted as overdue.

The Register, 30 October, 1888

PORT GERMEIN JETTY.

TO THE EDITOR.

Sir—I assure "Interested" there is 20 feet (and over) depth of water alongside the Port Germein Jetty at low water springs, and he need only refer to the latest Marine Board report, of "CARTER'S NAUTICAL ALMANAC" for 1888, to obtain official information on the subject. Our published shipping records show that amongst the many ships that have recently loaded at Port Germein Jetty were the *Ravola*, 1,496 tons register, 20 ft. 2 in. draught; *Argus*, 1,543 tons, 20 ft. 2 in. draught; *City of Lucknow*, 1,196 tons, 20 feet draught; *Cape Wrath*, 1,199 tons, 20 ft. 8 in. draught; *Airlie*, 1,500 tons, 20 ft. 10 in. draught. Not one of these vessels got aground whilst at the jetty, being afloat at all states of the tide, nor have any vessels ever had to haul out to their moorings through bad weather, simply because the harbour is so thoroughly protected naturally. These are indisputable facts, my "interested" friend, and not secondhand hearsay information such as the writer signing "Interested" admits he goes upon.

I am, Sir, &c.,

NAUTICAL.

Port Germein, October 25,

DEPUTATIONS.

THE WANTS OF FROME.

On Tuesday morning the members for Frome brought under the notice of Ministers various wants of the district of Frome. They asked the Treasurer that berths for two vessels at the side of the jetty at Port Germein might be provided, and for the supply of twenty additional trucks on the jetty. Mr. WARD pointed out that 1,000,000 bushels of wheat would be shipped from Port Germein during the present wheat season. There were at present twenty-nine trucks at the port. Two vessels were lying alongside loading wheat, and it would be a great advantage if accommodation could be provided for more. Through the deepening operations which had been carried out at small expense the farmers were able to save 3d. a bushel on their wheat. It would require thirty ships of 1,000 tons each to carry away the wheat this season. Mr. GILES mentioned that the jetty had always paid its way. He believed it had paid 9 per cent on the cost. While vessels were on the berth steamers could not well come alongside. If the Government deepened a short channel ships would be better able to come in and out from the jetty. Several tip-trucks were required for ballast, and he believed some trucks of this description were lying idle at one of the other ports.

The TREASURER, in reply, said when these matters were brought before him before he had sent the requests on to be dealt with. The Marine Board had reported that two good berths had been provided at a cost of £887 and the proposed channel would be of doubtful utility unless a steaming was in constant attendance, and therefore no deepening could be recommended at present. Ten more trucks would greatly facilitate the work of loading, but the Railway Department could not spare them. This was the report of the Marine Board on the matter. He wanted to see Mr. Stephens about it, but that gentleman had gone to Port Pirie. He telegraphed asking whether there were not trucks which had been used for carting silt to Port Pirie available for carrying ballast or wheat at Port Germein. Mr. Stephens replied that there were no such trucks available. The Government could not always be prepared for an extraordinary season, and Port Germein must be prepared to share the disadvantages. The Government had brought a lot of trucks from the South-East to meet the expected glut on the Northern lines, and the Commissioner of Railways could not spare a single truck from the railways for the Port Germein jetty. The men in charge of the trucks at Port Germein reported that the agents did not expedite the loading and unloading of the trucks as they might, but used them as stacking places for wheat. If

the agents would only assist in every possible way he believed they would be able to load all the ships that came alongside. He would make further enquiries into the matter and see what could be done. Mr. WARD pointed out that the residents were dissatisfied with the report of the Marine Board, and Mr. GILES suggested that some trucks might be brought down from the northern line.

The TREASURER suggested that work of loading might be carried on night and day, and promised that the necessary men would be employed to take charge of the trucks and engine.

The members also asked that a small shed might be placed at the shore end of the jetty to protect perishable goods. The Treasurer promised to see what could be done.

The COMMISSIONER of CROWN LANDS was then visited, and a complaint of the men at Wirrabara engaged in cutting sleepers was brought under his notice. It was stated the men received from the Government 2s. 7d. for cutting sleepers which were sold at 3s. 5d. each.

The COMMISSIONER said the men were making uncommonly good wages, and it was only fair that the Government should receive something for the timber. He would see the Conservator of Forests about the matter. The deputation then waited on the Commissioner of Public Works and brought under his notice the necessity of repairing the Port Germein and Booleroo Centre main road. It was pointed out that all of the 30,000 tons of wheat which would be shipped at Port Germein this season would pass over part of the road, and the greater portion would be carried over the whole length. The COMMISSIONER promised to bring the case under the notice of the Treasurer, who had charge of the main roads, and if possible see that something was done.

Register, 18 January, 1888

1888

Register 23rd October 1888

PORT GERMEIN JETTY.

TO THE EDITOR.

Sir—Re "Nautical's" letter in Friday's issue of your valuable paper, re Port Germein's claims to the Barrier trade, I think he is a bit out of his reckoning when he says with another 500 feet more put to the Port Germein Jetty they will have 1,800 feet of wharfage. I should like to know where he keeps it. A friend of mine who was at Port Germein last Easter informs me that there was not sufficient water at low tide for a vessel of any size to lie sideways on to the jetty unless being aground, and even if there were water enough for one vessel at the end and one each side, there is only one set of rails to load or discharge those three vessels. And another thing, Port Germein has no shelter whatever. She gets full force of all the wind and sea. Talking about the Restitution and others about lying alongside their jetty, if a westerly gale were to spring up, as it often does, what are these vessels going to do? With one of those steamers alongside the jetty, if the wind does come up, the jetty will either be missing or the steamer will have to haul out to moorings. A day's delay with one of those steamers means money. Once more, it would never pay the Government to erect wharfs there, for this reason—they would have to dredge inland about three-quarters of a mile, and the average dredging would be 12 feet or more below the present bottom. With these failings I should think Port Germein should be out of the running for the Barrier trade at present. Port Pirie wants 2 feet more of dredging to be done downwards. Port Augusta wants nothing done to her harbour, with not a quarter of the money spent on it as Port Pirie. Yet it can beat it every way.

I don't wish to cause any ill-feeling between the northern ports, but I can't let this pass without saying a word.

I am, Sir, &c,
INTERESTED.

Port Augusta.

1889

West Australian Friday 8 February 1889

THE WHEAT MARKET.

London, Feb. 6.

South Australian wheat by the ship *Airlie* from Port Germein, has been sold on the Continent at 38s. 1½d. per quarter.

1 June, 1889

S.A. FARMERS' ASSOCIATION.

BARROOTA AND TELOWIE.

A meeting of this branch was held at Brown's Hotel, Port Germein, on May 25, there being present—Messrs. G. Stone (in the chair), P. Hillam, Bews, Williams, Binney, Beyer, Deer, McDougall, and W. W. Lewis (secretary). As several in the district were not on the electoral roll the secretary was instructed to obtain by next meeting the revised roll for the district of Frome.

Correspondence was read from Mr. T. S. Marshall, secretary to local branch of agricultural bureau, asking for the co-operation of members of the association in its objects. It was decided to further the interests of the bureau as far as possible. Mr. BEYER proposed, and Mr. BEWS seconded—"That the Commissioner of Crown Lands be asked to place the hundreds of Barroota, Telowie, and Winninowie under part iv. of the Woods and Forests Act of 1882, and that the proposition be forwarded to the local branch of agricultural bureau to be endorsed by them." Carried.

The secretary was instructed to ask Mr. Symons to attend the next meeting of the branch to give any information he may have re the S.A. Farmers' Co-operative Union.

21 August 1889

S.A. FARMERS' ASSOCIATION.

BARROOTA AND TELOWIE.

The monthly meeting of this branch was held on August 10, at Burton's Hotel, Port Germein. Mr. A. Williams took the chair in the absence of Mr. Stone, who was attending committee meeting of association at Gladstone. Mr. BINNEY moved—"That this meeting is not in favor of the centralisation policy of the present Ministry, viz., in making one line compete with an existing line." He was certainly strongly opposed to any scheme of centralisation to the detriment of the outports, for if there was any likelihood of there being a glut, as there might be in the case of an exceptionally good season, combined with the Barrier traffic in Port Pirie, the best, and he was sure the cheapest, remedy would be a loop-line to Port Germein. He would also favor the Blyth to Crystal Brook railway, as it was in a direct line to Port Augusta, which he believed would be sooner or later connected with Port Pirie, and would also eventually connect Adelaide with Western Australia. Mr. P. HILLAM seconded. He hoped the Parliament would consider well before they altered the existing lines, for to make another line as proposed would only be a repetition of the mistake that was made in constructing the Victor Harbor breakwater and Morgan line of railway. Captain MORRIS and others supported the motion, which was carried.

1889

9 September, 1889

A FATALITY NEAR PORT GERMEIN.

[By Telegraph.]

Port Germein, September 8.
Mrs. Harry Hatch, of Glenorchy, was accidentally thrown from a spring-cart yesterday and killed. It is singular that the deceased's first husband, Mr. John Pola, of Glenorchy, was a few years ago killed near the same place by the accidental discharge of a gun.

During the general rehearsal of Wagner's "Die Walkure" at the Moscow-Grand Opera, a former employe of the secret police suddenly appeared on the stage and shot dead a woman belonging to the chorus. She was a widow, but her husband when alive also belonged to the secret police. The crime is supposed to be Nihilistic.

23 October, 1889

THE REPORTED SCARCITY OF LABOR.

WORK STARTS.—I AM, &c.

GEORGE BLACK.

Port Germein, October 21, 1889.

Sir—I would like to know how long this misleading cry of scarcity of labor amongst the farmers is going to continue? I see that Mr. Howe stated in the House that farmers can't get men at £2 a week. It is a pity the hon. gentleman did not state the particular cases, as there are dozens of men coming and going here who would think it a Godsend to get 10s. or 15s. less a week than that. I would advise those he refers to to put an advertisement in your paper, and for one man they want at the money they will get fifty. The wages round here, about Telowie and Baroota, is mostly £1, and a few cases of 25s., but the demand is not equal to the supply. There will be very little harvest for the next six or seven weeks except here about, and to stop public works until then is perfect folly. As for Mr. Rounsvell's remark of "£2 a week," we know the value of that. He must say something for his £300 a year, and if the above is a sample of his utterances the money is well earned. If some city member would only ask him the source of his information I hope he would have no difficulty in answering the question. If you could spare a reporter amongst us for a week in the garb of a workman who has no constituents to curry favor with against the coming elections, and no fear of losing his billet through speaking the truth, the public would know the real state of affairs. I may state that I am camped here waiting till some work starts.—I am, &c.

1890

Register 10 March, 1890

THE PORT GERMEIN JETTY.

TO THE EDITOR.

Sir—In your issue of 25th Mr. Henry Warren has gone to an unnecessary amount of trouble and calculation to show up what I plainly termed in my previous letter a Utopian scheme, viz., constructing another mile of jetty at Port Germein. As to cost, I quoted from an official estimate made by the Engineer-in-Chief; but it matters very little what the probable outlay would be, because it never will be necessary to carry out such work, for the simple reason that vessels of large size can load at the present Port Germein Jetty to 21 or 22 ft. if they want to. I am well aware that Mr. Warren is an adept at figures, and I am reminded of a circumstance wherein this gentleman in evidence before the Port Germein and Orroroo Railway Commission in 1881 proved (by figures) that the present Port Germein jetty ought never to have been constructed, because there never would be more than 8,000 or 10,000 tons of wheat shipped over it per annum in its very best years, which six ships could take away, and therefore the jetty could never possibly pay; yet in 1888, the last good season, twenty-three ships were required to take over 28,000 tons of wheat, and, in addition, 400 tons flour, 1,707 bales wool and 1,000 tons sundries were shipped over the jetty, and the revenue derived therefrom for tolls was £2,000, which paid working expenses, 4 per cent. on cost of construction, and left a nice little windfall to the general revenue. The question of the railway as worked out in the same letter is also another instance of how figures can be made to prove anything; but as the Railway Commissioners thoroughly enquired into the scheme over a period of six months and reported favourably upon it it is needless for me to occupy your valuable space in disproving fallacious figures.

I am, Sir, &c.

PRO BONO PUBLICO.

Register 24 February, 1890

PROVINCIAL TELEGRAMS.

PORT GERMEIN February 23
Dredger No. 6 completed the deepening operations at the Port Germein Jetty to-day. The dredger will be towed to Port Adelaide at an early date. The additional deepening just completed will enable ships of deep draught to sail to or from the jetty at any state of the tides, or to load to 23 ft. draught if necessary.

1890

23 January, 1890 page 5, Advertiser

THE MARINE BOARD AT PORT GERMEIN.

[By Telegraph.]

Port Germein, January 22.

The members of the Marine Board arrived here this morning. A deputation of the Port Germein progress committee waited on the Marine Board on the Governor's Mound shortly after their arrival, and asked that a telegraph cable should be established with Point Lowly; that a launch should be provided for boarding purposes, and side tipping trucks for the ballast; that a goods platform should be erected; that repairs should be made to the water pipes; that a better class of trucks should be obtained for the jetty work; and that a Customs officer's residence should be erected. The President said the various matters mentioned by the deputation would be considered by the board.

Timaru Herald NZ 15 December 1890

WHEAT, FLOUR, ETC.

There has been but little alteration in our wheat market during the past fortnight, for although trade has been somewhat dull, prices have remained steady and are, if anything, slightly dearer. Supplies into the United Kingdom have been liberal, but our farmers' deliveries have continued to decrease, which has had a good effect on the colonial sorts. From the Continent there is no enquiry at present. In America the markets are firm, and the "visible supply" there has increased to 19,715,000 bushels, against 17,739,000 bushels a fortnight since. On passage to the United Kingdom from all parts the quantity is now estimated at 1,822,000 quarters, against 1,617,500 quarters twelve months since. There have been some fresh arrivals from Australia, and this description has lately met with more enquiry at 37s 6d to 38s per 496lb, ex store. Off coast the Blue Bell, from Port Germein, has been sold at 37s 3d for Newcastle, and on passage two cargoes from Port Pirie have changed hands at 38s for June bill of lading, and 37s 3d for September bill of lading. From New Zealand

1891

22 January, 1891

SOUTH AUSTRALIA.

ADELAIDE, January 15.

A man named Charles Stanley, aged 45, a sailor, who was working on a farm of Mr. Hopkins at Baroota, was found dead yesterday afternoon with his foot caught in a windmill. His head was much out, and his right leg was broken. It is supposed that the deceased had tried to oil the windmill while it was working.

Register February 11, 1891

MAN MISSING AT PORT GERMEIN.

[By Telegraph.]

Port Germein, February 10.

Robert Hayball, an old resident of Port Germein, has been missing since yesterday morning. He was last seen on the jetty end at breakfast time by one of the seamen of the ship Firth of Forth. It is feared Hayball fell into the water and was drowned. The police are now dragging alongside the jetty and searching the beach.

18 Feb, 1891

SOUTH AUSTRALIA.

ADELAIDE, February 11.

The body of Robert Hayball was found floating in the sea near Port Germein to-day. The man had been missing some days, and is supposed to have committed suicide.

West Australian Thursday 3 September 1891
Page 6 from 'The Karri Timber Controversy'

stated. He and Mr. Johnson both speak of karri as having been "smuggled" into the colony as jarrab; and whether they use that term as implying a fraud upon the revenue or upon the buyers of timber, I have to say that so far as I am concerned the statement is untrue, and I challenge them to prove their assertion. The statements that karri sleepers decay in five or six, are also untrue. The first works of any magnitude in this colony where karri was used were the Port Germein Jetty and the Terowie and Quorn Railway, both constructed over ten years ago; the jetty is "all there" still, and the maintenance on the railway is nominal, certainly not greater than any of the other lines. A fair sample of the absurdity of Mr.

Port Germein, November 24.

A large and representative meeting of residents of the Port and district was held at Brown's Hotel, Port Germein, on Wednesday evening, November 23, for the purpose of formally bidding good-by to Mr. Joseph Orchard, J.P., who has removed to Mitcham. Mr. G. Stone, J.P., Chairman of the Local Progress Committee, presided. He referred in very complimentary terms to the active interest Mr. Orchard had always taken in public matters having for their object the advancement and welfare of Port Germein and district. He wished Mr. and Mrs. Orchard and family every success and happiness in their new home. The speaker then presented Mr. Orchard with a handsome illuminated address, signed by thirty residents. The toast of the guest was enthusiastically received. Messrs. N. Simons, J.P., Marshall, J.P., Hillan, J.P., Mullighan, Bews, Dunstan, and Brown, and others endorsed the Chairman's remarks. Mr. Pennyfield especially referred to the great liberality and generous hospitality of Mr. and Mrs. Orchard. Mr. Orchard, in returning thanks, said he felt very proud of all the flattering things said, and especially of the handsome address. The address would be one of his most valuable possessions, and it would certainly remind him as long as he lived of Port Germein and the numerous friends he had there. Although he had removed his home he could say his sympathies and feelings were still with Port Germein, and he would be always ready to work for the benefit of the port in the future as he had done in the past. (Cheers.) During an interval the Chairman invited Mr. Thomas Hardy, J.P., of Adelaide, to address the meeting. Mr. Hardy, as a member of the Central Bureau of Agriculture, took the opportunity of saying a few complimentary things of the guest of the evening in his official capacity as Chairman of the local Branch Bureau. As regards the district he had formed a favourable opinion of the soil, climate, and natural advantages possessed by the immediate country, and he could say that his present visit still further strengthened the favourable opinion he had always held. He could assure them that the strip of country along the west side of Flinder's Range was pre-eminently adapted for fruit and vine culture and other useful products, but more especially so for the cultivation of the raisin grape. He predicted that in twenty years' time the district would become the "Malaga" of Aus-

tralia. He understood there was an inclination amongst residents to plant more extensively than hitherto, and he would strongly urge preference being given to that class of vine. He concluded by saying that he had noticed insects, grubs, &c., were troublesome in the district this year, but he would be most happy to impart any information of which he was possessed as to treatment of vines, fruit-trees, &c., affected by disease or insects. The rest of the evening was spent in a social manner.

PROVINCIAL TELEGRAMS.

PORT GERMEIN. February 22
Dredger No. 6 completed the deepening operations at the Port Germein Jetty to-day. The dredger will be towed to Port Adelaide at an early date. The additional deepening just completed will enable ships of deep draught to sail to or from the jetty at any state of the tides, or to load to 23 ft. draught if necessary.

13 July, 1892, Register

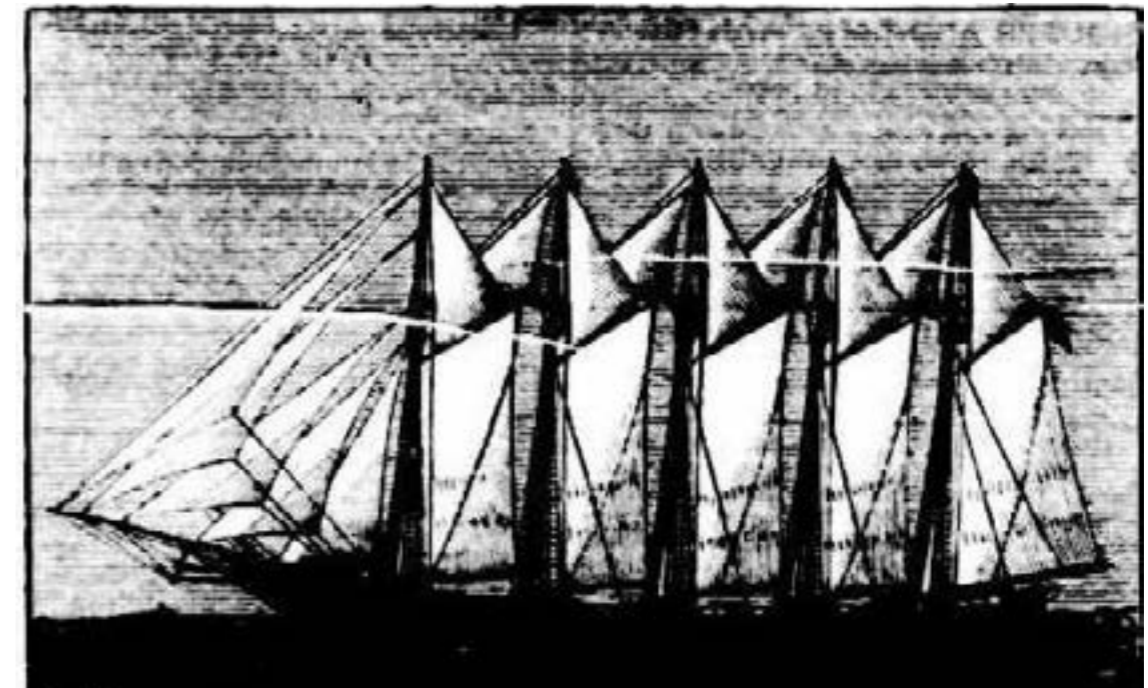
THE GOVERNOR AMES.

A FIVE-MASTED SCHOONER.

The above vessel—of which we give an illustration—is supposed to be one of the finest coasters of her kind, as she is undeniably the largest schooner built in America. At present she is at Port Pirie, timber laden from Puget Sound, whence she sailed on April 1, reaching Port Germein on June 30 with 1,825,000 ft. of lumber, of which 512,000 ft. were stowed on deck. Fine weather was experienced till making Cape Howe, and thence to arrival boisterous head winds prevailed. She is the only five-masted fore and aft schooner in the world. She was built at Waldoboro, Maine, by Lovett Stover, and launched in December, 1888. The cabins are fine spacious apartments finished in oak, with folding beds and every convenience for making life at sea pleasant. The central yard is of large dimensions, and the vessel shifts without ballast. On her first start she was loaded at Portland, Maine, for Buenos Ayres with 1,96,000 ft. lumber, and made the voyage in sixty days. The second voyage was from New York to San Francisco in 1890, with full cargo, in 41 days. She is commanded by Captain Davis, who is part owner, and her dimensions are 232 ft. long, 50 ft. beam, 21 ft. depth of hold. There are five masts, all rigged alike, fore, main, mizen, spanker, and jigger masts, the lower spars being 112 ft. long, with top-masts of 56 ft. The masts are of Californian pine, and the total spread of canvas is 7,000 yards. The sheet anchor is 7,400 lb. and stream anchor 6,000, served with 2½ cables. She is worked by eight men and officers, and is in every way a most novel conception of naval architecture.

PORT GERMEIN INSTITUTE.

Port Germein, April 5.
The Port Germein Institute Hall was formally opened to-day by Mr. J. Orchard, J.P. in the presence of a large number of visitors. A fancy bazaar is now being held, and it is expected that it will be a great success. A concert and dance will be held in aid of the Building Fund to-morrow evening.



1894

1 February, 1894

UNLAWFULLY KILLING A BULLOCK.

Port Pirie, January 31.

At the Police Court to-day, before Mr. W. Good, Ryland Oke Gill, a baker, and William Kerry Gill, a butcher, both of Port Germein, were charged on the information of Thomas Farrelly with unlawfully killing a bullock with intent to steal the carcase. The former was discharged, while the latter was committed for trial.

Advertiser 10 March, 1894

THE COUNTRY. ACCIDENT AT PORT GERMEIN.

Port Germein, March 7.

To-day a man and horse nearly lost their lives on the Port Germein jetty. An engine was being driven along the jetty, when it ran into William Hayball and his horse. The horse was caught on the counterweight and carried along about a chain. The horse's legs were cut a good deal. Both man and horse had a narrow escape.

West Australian Friday 29 June 1894

Inquest into drowning case in Fremantle

been dislocated. On the body were found a silver lever watch inscribed "M. O'Loughlin, Baroota," and a light gold albert with a medal attached. On the medal were inscribed the words "Presented to M. O'Loughlin for walking hack. Port Germein Agricultural Society, September 1889." There was a sum of £12 5s. 3d. in the pockets in gold and silver; also a £1 note, and an order from the Union Bank, Perth, on the Union Bank, Adelaide, for £100. Other effects found were a gold horseshoe scarf pin, a small gold nugget, and a pipe and key. Daniel Mulcahy, part licensee of the Commercial Hotel, deposed that he had known deceased for about three years. On Sunday last deceased came to stop at the Commercial Hotel, having just returned from Coolgardie. His wrist was bandaged at the time, but there was no mark visible on his face. Deceased told witness that he was going to Adelaide by the s.s. Bulimba, and took his luggage to the steamer on Wednesday afternoon at 3 o'clock. Witness last saw deceased alive at 6.30 on Wednesday evening, when he appeared to be sober.

At 4.30 p.m. the Premier and Treasurer, accompanied by the Hon. A. R. Addison, M.L.C., Messrs. G. Giles, M.P., the Engineer-in-Chief, Mr. Jefferson Stow, S.M., Mr. Jos. Orchard, and representatives of the daily press, took passage in the steam launch Petrel for Port Germein. The afternoon was wet and gusty, and the passage was somewhat rough. The Port Germein jetty was reached about 6 o'clock. An engine and trucks were in attendance and the party were very soon conveyed to the town.

AT PORT GERMEIN.

A banquet to the Ministry was given at Brown's Hotel in the evening. Mr. N. Simpson occupied the chair, about 40 gentlemen sitting down to an excellent meal. After the loyal toasts had been duly honored.

Mr. Geo. Stone proposed "The Ministry," and alluded to the fact that it was the first occasion on which the Premier had visited that part of the province. They were very proud to see him and he was sure that when Mr. Kingston had traversed the country that lay before him he would feel convinced that it was some of the finest wheat-growing country in South Australia. He judged from the speech recently made by the Premier before the Agricultural Bureau that he took a deep interest in agriculture. He considered the establishment of the village settlements was a mistake, and time would prove it. It was a pity that the country lying between Port Germein and Ooroo, where a vine had only to be stuck in the ground to grow, should be given up to sheep. He was pleased to see the action of the Premier in regard to the unemployed in Adelaide. There had been no further trouble since that decisive action was taken. At the same time he observed that the Ministry was composed of members holding different views on the question of taxation.

The Premier, who was received with applause, said it gave him great pleasure to be among them that night. Although it was his first visit to Port Germein he would have been here long ago if he had only known he would have had such a nice reception. (Hear, hear.) He found that by the chairman's programme he was tied down to 10 minutes for his reply, and he only wished that the same rule prevailed in Parliament. (Laughter.) The Ministry had every reason to be proud of the work they accomplished last session. (Hear, hear.) He could not pass by one remark of Mr. Stone. If there was one man to whom he was particularly indebted personally and politically it was the Hon. Thos. Playford. The Ministry had lost a good man, of whom they were proud, and he was going where he would do good service to the country. (Cheers.) He had always understood that Mr. Playford was in favor of the progressive taxation of land if it went along with other forms of progressive taxation, and the policy of the present Government included both these branches. (Hear,

1894

1 May, 1894

THE COUNTRY. FIRE AT PORT GERMEIN.

Port Germein, April 29.

A fire brought on Saturday the cry of "Fire" aroused the township of Port Germein, and it was found that the premises of Mr. J. J. Netting, chemist and druggist, were ablaze. A rope ladder to the second story was his hope of saving anything. Although the water-main passes in front of the premises there is no fire-reel to tap the main and water had to be drawn from private watertaps and bucketed out of tanks. The fire soon spread to Mr. F. H. Flugge's bran, flour, and chaff store and destroyed all his stock. The front part of the store was occupied by Mr. William Giles, a fruit and produce merchant, who had a stock of about £40 worth. This was also destroyed. Mr. Netting had part of his loss covered by a policy in the New Zealand Company, but Mr. Flugge and Mr. Giles are not insured. All the buildings are Mr. Flugge's, so his loss is considerable. If a hose could have been fixed at the watermain the chaff and bran store and Mr. Giles's produce store could have been saved.

The bran and flour burned all night, and was still blazing at 7 o'clock this morning. There is no evidence of the origin of the fire, and it was first heard cracking by Dave Abernethy, who sleeps at the rear of the chemist's shop, and he gave the alarm.

The roof of Gill's butcher shop, which joins Flugge's chaff store, took fire, but Police-trooper Blake got on the top of the roof and with a good many willing helpers the fire was beaten back and the shop saved.

COUNTRY NEWS.

PORT GERMEIN.

October 17

The season's prospects have rapidly and most surprisingly improved in this district since the end of September. Some farmers expect to get a return of six to eight bushels of wheat. The season, however, is late. The hay harvest has hardly got a start yet.

The ship Indore completed loading her huge wheat cargo during the week, and is now lying at the anchorage awaiting the first blast of wind to be off. Her cargo consists of about 32,000 bags, the last half of which was put aboard at Port Germein jetty. This is the second ship of over 2,000 tons loading at this port.

Two of the Rodondo's passengers—Mr. W. Ey and Mr. S. H. Parry—were proceeding to Western Australia from this district as representatives of a local Company formed for the purpose of prospecting for gold. They left Port Adelaide again on Tuesday in the Gabo.

The anchorage opposite to Port Germein is occupied at the present time with four of the finest class of sailing ships afloat—Indore, 2,088 tons; Loch Nevis, 2,320 tons; Routenbourn, 1,977 tons; Mowhan, 2,750 tons. The Loch Carron, of 2,075 tons, is also towing out to load at Sydney.

23 November, 1894, Page 6 Advertiser-
The Marine Board

The board authorized the repair of the jetty locomotive at Port Germein, but thought the trucks might be left as they were until the close of the approaching wheat season.

The SECRETARY reported that Messrs. J. Darling & Son's notice of termination of the lease of the dredging reserve wharf at Port Pirie would expire on December 10. Their present rent was £157 10s. per annum, and they had offered £39 p-r annum for a renewal. The PRESIDENT said he would look into the matter; in any case the lease could not be surrendered until its terms had been complied with.

NT Times & Gazette Friday 21 December 1894

From an official return just published the following figures are given as the original cost of some big jetties and wharves in South Australia:—
Palmerston jetty, £54,740; Kingston jetty, £39,607; Wallaroo jetty £38,660; Morgan wharf, £38,559; Glenalg jetty, £37,446; Port Augusta wharf, £35,239; Port Germein jetty, £28,325.
As far as cost goes ours stands head and shoulders above the others.

THE COUNTRY! DROWNING CASE AT PORT GERMEIN.

PORT GERMEIN, December 28. —John Taylor, the Port Germein jetty lightkeeper, was missing this morning, and as nothing could be heard of him it was surmised that he had fallen overboard and was drowned. The drags were consequently got out but the body could not be discovered. Later in the morning, however, the body was washed ashore. The deceased was an aged man and leaves four unmarried daughters. The Collector of Customs (Mr. T. N. Stephens) visited here to-day and made temporary arrangements for looking after the lighthouse. The funeral of the deceased takes place to-morrow. An inquest was considered unnecessary.

Register, 29 December, 1894

PORT GERMEIN LIGHTHOUSE- KEEPER DROWNED.

Port Germein, December 28.
The jetty lighthouse-keeper, Mr. J. D. Taylor, was missing early this morning. It is considered probable that he was catching crabs, of which he was very fond, during the night, and that, losing his balance he fell overboard. Harbourmaster Brimage and assistants were using the drags all this morning, but the body has just been found on the beach. An inquest is to be held to-day.

Friday 25 October 1895

(FROM OUR CORRESPONDENT.)

ADELAIDE, October 23.

The first load of new season's wheat was brought from Port Germein to-day. The sample is very fair, going 65lbs. to the bushel.

West Australian Friday 16 April 1897

SOUTH AUSTRALIA.

ADELAIDE, April 15.

A general order has been issued from the Staff Office, dated April 15, that the Government authorise the selection of a detachment of mounted troops, consisting of two officers, one sergeant-major, one bugler, and 20 rank and file, to proceed to England to take part in the celebration of the Queen's Diamond Jubilee under the following conditions:—Free return passages for officers and soldiers; an allowance of £10 per head for officers, and £8 per head for the men; for outfit purposes a bonus of £20 per head for officers, and £10 per head for the men; and barrack accommodation, etc., while in England. Preference will be given to good rifle shots, with the view to their taking part in the Bisley matches.

The members of the defence forces went into camp at Cheltenham, near Port Adelaide, to-night. Provision has been made for 1,040 men, 220 tents being erected. The Jamestown, Port Germein, and Spalding companies' mounted rifles arrived during the afternoon, and the Yankalilla, Gumeracha, and Mount Gambier mounted rifles entered later. The Moonta company is expected to reach the camp to-morrow.

The steamer Thornley, which brought a cargo of coal from Newcastle, having discharged a portion of her cargo at Port Adelaide, started for Port Pirie with the balance. On passing the Althorpes this morning she ran hard and fast upon the south-west reef, but got off immediately. On sounding the wells it was found that the double bottom was full of water. She returned immediately to Adelaide.

16-12-1896 From North Otago Times

ADELAIDE, THIS DAY.

A case of Asiatic cholera has been reported near Port Germein. The patient has been strictly isolated.

**A LETTER FROM RUDYARD
KIPLING.**

**A TRIBUTE FROM PORT
GERMEIN.**

PORT GERMEIN, November 10.

Early last year some of the Port Germein friends of the late Dr. J. W. Nicholls erected a handsome tombstone on the doctor's grave. The deceased was an enthusiastic admirer of the writings of Rudyard Kipling, and it was decided to inscribe on his tomb-

stone the last verse of the poem entitled "L'Envoi," as being both suitable and appropriate:—

And only the Master shall praise us, and only
the Master shall blame,
And no one shall work for money, and no one
shall work for fame,
But each for the joy of the working; and each
in his separate star,
Shall draw the thing as he sees it for the God of
things as they are—

Later on a member of the committee took a photograph of the grave and tombstone, and Mr. T. S. Marshall, the moving spirit in the matter, sent a copy of the photo to Mr. Rudyard Kipling in London, explaining the circumstances. The letter ran thus:—

"Port Germein, August 16, 1897.

"To Rudyard Kipling, Esq. Dear Sir,—I take the liberty of sending you, under separate cover, some photos, including a photo of a tombstone on the grave of the late John William Nicholls, M.D. (Dublin), on which is inscribed the last verse of your poem, 'L'Envoi.' The late doctor was an ardent admirer of your works, and indeed you have many such in this far-off corner of the world. The verse in question could not describe the doctor better. His heart was in his work; he cared not so much for payment, but for the mastering of illness, and in the midst of all his success was cut off. We have communicated with Dublin University, but cannot get any news or whereabouts of his people; but, though there were no relatives near him at the last, he had friends, who saw his body decently buried and his grave cared for. With apologies for troubling you, I am, yours respectfully—T. S. MARSHALL."

just come to hand:—

"The Elms, Rollingdean, near Brighton, September 26.—Dear Sir—Yours of August 16 with photos to hand. I cannot tell you how touched and proud I am to think that you found any verses of mine worthy to put on a good man's grave. You must be a brotherly set of folk at Port Germein to do what you have done for the doctor's memory, and here in England I take off my hat to the lot of you. There is nothing a man's people value more than the knowledge that one of their kin has been decently buried when he has gone under in a far country, and some day or other Port Germein will get its reward. Will you send me a copy of a local paper so that I may know something more about your part of the world. I don't quite understand the photo of the jetty, which seems to be trending towards the South Pole. What do you do? What do you export? What back country do you serve, and how many are there of you? By the look of the cemetery and the railway station you must be pretty new. I want to learn 'further particulars,' as the papers say. Thanking you again for your courtesy, believe me, very sincerely yours, RUDYARD KIPLING."

12 November, 1897

Advertiser, 8 May, 1897

A PECULIAR ACCIDENT
PORT GERMEIN, May 7.—A serious accident has happened to Mr. Thomas Commons, farmer, of Mambray Creek. Whilst working at a well he fell in, and remained clinging to the side of the well with a portion of his body in water for nearly three hours before he was discovered and brought to the surface. Dr. Walker, who happened to be in Port Germein to-day, has gone out to the sufferer, whose condition is critical. A resident doctor is sadly needed here.

1897

Hawke's Bay Herald, NZ 27-11-1897

A gentleman at Port Germein, South Australia, recently wrote to Mr Rudyard Kipling, enclosing photographs of a stone the people there had erected over the grave of Dr. John William Nicholls, a Dublin graduate, who had endeared himself to the people, and had died solitary among them. Upon this stone they carved a stanza of Kipling's, of whom Dr. Nicholls was a warm admirer. Mr Kipling wrote back:—"I cannot tell you how touched and proud I am to think that you found any verse of mine worthy to put on a good man's grave. You must be a brotherly set of folk at Port Germein to do what you have done for the doctor's memory, and here in England I take off my hat to the lot of you. There is nothing a man's people value more than the knowledge that one of their kin has been decently buried when he has gone under in a far country, and some day or other Port Germein will get its reward. Will you send me a copy of a local paper, so that I may know something more about your part of the world? I don't quite understand the photo of the jetty, which seems to be trending towards the South Pole. What do you do? What do you export? What back country do you serve, and how many are there of you. By the look of the cemetery and the railway station you must be pretty new. I want to learn 'further particulars,' as the papers say. Thanking you again for your courtesy, believe me, very sincerely yours. Rudyard Kipling."

1898

The Register 5-9-1898

DEATH OF MR. T. S. MARSHALL.

There were few men better known and more highly respected in the North than the late Mr. T. S. Marshall, of Port Germein, who died on Saturday under very distressing circumstances. Mr. Marshall was the son of Mr. T. B. Marshall, the well-known storekeeper at Melrose, was educated at Mr. J. S. C. Cole's Stanley Grammar School, Watervale, and in conjunction with his father he opened a branch store at Port Germein shortly after leaving school. He very soon established a thriving business. To know Mr. Marshall was to respect him, and in all transactions his word was regarded as his bond. He freely gave both time and money to forward the interests of Port Germein, and the fine Institute Hall and other buildings in the town are largely the result of his untiring labours. As a member of the Vigilance Committee Mr. Marshall took an active part in agitating for a railway line to connect the seaport with the important wheat-growing districts in the direction of Boole-roo. Nothing was a trouble to the popular storekeeper where Port Germein and the district were concerned, and many a visitor has been under obligations to him for his uniform kindness in making his stay pleasant and instructive. His sudden death, as the result of a revolver accident, will prove a severe loss to the district, and it will come as a great shock to his many friends in the city and the country. Mr. Marshall, who has for a number of years acted as correspondent and agent for "The Register" and "Observer" at Port Germein, married a daughter of Mr. W. V. Brown, an old resident of that town.

THE COUNTRY.**THE LATE MR. T. S. MARSHALL.**

PORT GERMEIN. Tuesday, September 6.
The adjourned inquest into the death of Mr. T. S. Marshall was conducted at the Police Station to-day by Mr. G. F. Steinthal, Coroner. Charles A. Chalk recognized the body. Last saw deceased alive after dinner on September 2. Shortly afterwards heard two shots. Ran out, pushed open the door of a back bedroom, and saw the deceased lying on the bed groaning and bleeding profusely in the head. Went for the police.—David Abernethy, dealer, said that whilst he was standing in Mr. Marshall's yard he heard revolver shots. Followed Mr. Chalk into the room, and saw the deceased. Went for a doctor.—Henry Paetke, carpenter, said he was discussing business matters with Mr. Marshall during the morning. Deceased remarked—"When I die you see that I am buried alongside poor old Dr. Nicholls." He had, however, made a similar remark on previous occasions.—Dr. Bain said he saw deceased lying on the bed. His head and clothing were covered with blood. Examined the head and found a bullet wound with an aperture through the right temple 1 in. from the eye; the exit was near the left temple. Deceased was unconscious and insensible until his death twenty-seven hours later. The case was hopeless from the first. By the Police—The wound was self-inflicted. It was fired close to the head. Mr. Marshall had been suffering in his head for some time past, and had been under his treatment, as his nerves had been unstrung.—Arthur S. Marshall, storekeeper, last saw his brother alive at 2 o'clock. They had dinner together. De-

ceased had been worried lately, and was going to take a holiday. Witness came to take charge of the business. Deceased had never mentioned any brain affection or indicated that he would commit suicide. Exhibit A, with the words, "I cannot stand my brain any longer, good-by all," was in the handwriting of deceased. Did not know of any private troubles likely to cause him to commit suicide. Had never seen the revolver produced.—M.C. Burton gave similar evidence. He produced papers found on the deceased.—The Jury found "That deceased, then being of unsound mind, did come by his death through a revolver shot fired by his own hand and not otherwise."

West Australian Wednesday 7 September 1898 P5

The inquest on the body of the late T. S. Marshall was re-opened at Port Germein to-day. The evidence went to show that the deceased had been suffering from pains in the head lately. On the day of his death he wrote on a piece of paper, "I cannot stand my brain any longer. Good-bye all." A verdict was returned of suicide while of unsound mind. His relatives and friends never heard the deceased speak of suicide. He had suffered from nervous troubles for some time. He wanted a holiday, and had completed arrangements for his brother to supervise his business while he was absent.

THE STEAMER DAWN AGROUND.

Our Port Germein correspondent wrote on February 11:—The steamer Dawn ran aground on the bar at low water mark when leaving the Port Germein Jetty yesterday morning. It was high water at the time, and the captain miscalculated the available sea room he had in the inner berth he was occupying, and in trying to steer round the steamer forged ahead, and before she could be checked had run up on to the bar, which shallows rapidly from deep water. As the tide was ebbing nothing could be done until high water this morning, when the steamer was easily floated off, and resumed her voyage. Whilst the Dawn was lying high and dry at low water the seamen were busily engaged cleaning her bottom, whilst residents and visitors had the novelty of walking round the vessel, which was practically on dry land.

