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NORMAN BROS. PTY. LTD. MELBOURNE

Trip Through New South Wales in March 1949 with Gavin Casey.

Jim Fraser.

1

2

PROPERTIES VISITED.

Name	Owner	Time
Windeemingle.	Tinker	10 minutes.
Willow Point	Jeff White	1 day + night.
Cannanbar	Goldsborough.	1 day & 2 nights
Marrington	Robinsons	Mon. to Fri.
Moredunal	Simson	Saturday to Tuesd.
Ahgunyah	Prell	4 days

Manager - Ramage.

4

JOURNAL.

2nd March. Travelled just on 100 miles between 3 pm and 6:30 pm. Camped between Horsham and Warracknabeal. Photographed a large rock outcrop between Natimuk and ~~Horsham~~ Mafeville. We noticed a distinct change in the country as we passed into the Wimmera. A lot of water was lying over all the country.

3rd March. Covered 198 miles
Reached Mildura about 1:30 p.m after passing through country which varied from undulating wheatlands to Mallee scrub. Parallel sand-dunes ran for much of the trip at right angles to the road. Most of them were covered with light Mallee scrub.
Near Mildura were many orchards and grape vines. We saw Lock 11 on the Murray and had a swim.
We stayed at the Murray Hotel. which was quite good.

4th March. Called on Cannon from Dennys Lascelles who put us on to Dyason and Brownbill of the Mildura Co-operative. There we were shown over the canning and dried fruit works. Brownbill took us over the Settler's and Workman's Clubs. Then we went out to a "Fruit Block" which was made up of 100 acres of grape vines. We saw the grapes being picked into tins (wages 14/6 a 100 tins), after which they were carried by truck to a dip. They were under for 2 minutes. Then they were taken out and put on the drying racks. (Men working on the racks got £1 a day) The picking season lasts about 6 weeks, the drying season about 3 months. Grapes on the whole pay the growers better than oranges as their price remains steady and as the price of oranges fluctuates a great deal.

Left Mildura 3:30 pm.

Travelled through more fruit country to Wentworth then north on the Broken Hill road for 8½ miles. The country was mostly red sandy soil lightly covered with bluebush(?). There was much wind erosion. As we got further north the land improved. There was grass as well as bluebush covering the soil. Clumps of stunted gum trees were along the whole route. We camped at 4 p.m. at the Windeninghe turn off.

5th March. Rained all last night. Ended up sleeping in the cabin, very cramped. Water was all round us in the morning and chains were necessary. We walked across a red soil swamp to Windeninghe homestead and learnt that Harold Tumber had left for Melbourne. We returned to the truck. Travelled to the half way house where we had breakfast and then went on to Jeff White at Willow Point. All work had been called off because of the rain, but we were made very

8 Many people ran 1 sheep to 10 acres but Mr White said their land was going back and that they ran into much trouble during droughts.

welcome and were given lunch, dinner, bed and breakfast in the house. Mr White told us that 20 acres made up 1 sheep area that would be safe in any season. His property of 75000 acres, comprising two blocks of nearly the same size separated by Windemungle, had improved in the 20 years that he had managed it, although the average rainfall was now less than formerly. He took us out after lunch along a red hill to see some ewes in lamb but unfortunately the recent rains (2½ inches in 8 or 9 days) had made the going too boggy. However, we were shown a small lake and a large lagoon shaped dam full of water on the other side of the property also a sandhill marked by old blackfellows fires and pinnacles of clay-like sand six feet high that showed the original level of the soil.

Mr White and Angus an old Scotch bushman told us stories of droving Sydney Kidman's cattle from Lake Bancannia and Mamba to Broken Hill. They contrived

No bore water at W.P.

to say that Kidman's fortune had been begun by cattle stealing and that his managers had continued doing so after his wealth had been accumulated. In one mob of Kidman's cattle that Mr White drove there were 600 cattle and 17 different brands amongst them.

Mr White also told us a story of a native called Nanya. He had apparently escaped being put into a reserve in 1860. He had gone with two gins to country that was completely waterless about 30 miles west of Willow Point. They had got their water from the roots of certain bushes. In 1896 Nanya's tribe which was now made up of about 20 blacks was rounded up after a half-caste named Mitchell had discovered their tracks. Before they were sent to a reserve old Nanya, who was over 80 died.

Mr and Mrs White were extremely kind and hospitable. Nothing was too much trouble for them. Mr White has an amateur wireless station and has talked to people all over the world, including Russia.

6th March. Left Willow Point about 9 am. Saw occasional emus and kangaroos on the 110 mile trip to Broken Hill. The country was wet all the way and got greener as we approached Broken Hill. The road was slightly uphill for the last 40 miles, it was also very wet and slippery all the way. The going was heavy and chains were necessary. The truck did not boil despite a slight tail wind and constant low gear work. We found our room at the Freemasons Hotel satisfactory and the whole place seems very good. I rang Mr Zilka about 10 o'clock and he told us to go out to the Zinc Corporation about 9:15 a.m. in the morning. We have not yet heard from North Broken Hill Ltd.

7th March Reached the Zinc Corporation at 9:30 am and were shown over all the surface works which included the Foundry, Machine shops, Carpentry shops,

the elevator tower and the elevator control room. We saw the separating building where the zinc and lead are separated by the flotation process which was first developed in Broken Hill and is now used all over the world. All machinery with very few exceptions is made in the Machine Shop. Movable assets total more than £4½ M. Lead bonus received by all workers is now over £13. Because of this prices in the town are very high as all tradesmen try to get their cut of the bonus. The lowest paid worker gets about £20 in Zinc Corporation. £150,000 of timber is used below ground each year. New buildings cost about 2½ times Melbourne price. A new kindergarten cost £16,000. The Company erected it for the employees children.

about eleven years ago

an extensive tree plantation and orchard was begun by the company. A new company, New Broken Hill Ltd, is being built as a subsidiary to the Zinc Corporation. The new shaft will cost over £1 M.

At half past four we followed Mr Fisher's secretary out to the Flying Doctor station where we heard both ends of of medical advice and also inward and outward radiograms going over the air. Most of the inward ones told of the very heavy rain to the north of Broken Hill. At Tilcoduno there were nine inches and several people were surrounded by water and isolated. Everyone says that they have never heard of rains like this before. We have heard only rumours of the road to Bourke. Some say you would get through while others declare that the Road to Wilcannia has been washed away

8th March. Visited the North Broken Hill Ltd and were again shown over the surface works. The underground was out of action owing to the recent accident when two men were killed. The present layout is rather spread out but we were shown the plans for the new shaft and buildings which will be much more compact and economical.

In the afternoon we went over the Central Power Station which supplies power to all the mines. It has several huge diesel engines of from 1200 to 3000 h.p. They have begun extensions which will raise total h.p. to 50,000. They generate electricity and compress air. There were seven Swiss engines (Sulzer) of 3000 h.p. 2 stroke type, four 1200 h.p. British engines

of four stroke type and two new Swiss engines of 1500 and 1100 hp, both are two strokes. The two stroke engines are six cylinder, the four stroke eight. The pistons are almost the size of a door.

We found out that the roads are impassible from the R.A.A. office and that we cannot stay on in this hotel. all the other are booked out. Reg. Kashi is going to ask Mr G. Fisher if we could stay at the Zinc Corporation Guest House.

9th March.

Moved out of Zermans. Reg arranged us to go to the Zinc Corporation Bachelor quarters in Mica Sl. Town booked out. Another inch and a half during the night, the same at Mendee and Little Tofar. Roads hopeless by all accounts and impassible

for several days at least. Decided to try and truck the utility and gear by rail to Parkes a further east if necessary. Spent all after noon trying to get on to Dad or Mum. They thought trucking idea all right. The sky cleared a bit towards dusk.

10th March.

Learnt that we could not go by train till Saturday. The Wilcannia mail arrived about 2 p.m. The driver said that we would get through all right so we left B.H. about 3 p.m. The road was fair, boggy in a few places but the underneath was firm. We travelled about 25 m.p.h and got within about 60 miles of Wilcannia before we camped at 6 p.m.

11th March.

Set out at 8 o'clock and got well bogged at 9:15. All attempts to get out were useless till we

were pulled out by an old army truck at 1:30 pm. Arrived Wilcannia about 4 o'clock and learnt that the Bourke road was hopeless. Therefore we setout for Cobar and Nyngan. The road was rough but firm. The country flat with occasional sand hills. I photographed a flock of emus that came quite near the pitching. We camped about 6:30 pm 40 miles from Wilcannia after doing 100 miles in the whole day.

12th March.

We made a start about 7:30 pm and reached Cobar at 1 pm. Except for about 30 miles between Wilcannia and Cobar all the country appeared pretty wet. As we approached Cobar the timber became denser and there was

At Cobar there are gold and silver mines, the Zinc Corporation are reported to have struck it rich at one point.

Some grass on the ground where formerly there had only been buckshot or bare earth. At Cobar we filled the Utility & (Cobar is 166 m. from Wilcannia) the set out for Nyngan 81 miles east. The road had been getting slightly better most of the time and now for the first time since we left Willow Point we were able to do a comfortable 40-45 m/p.h. On both sides of Cobar the country runs in wide parallel sand hills sparsely timbered on top & with more trees (pines & eucalypts) in between. Towards Nyngan the road was covered in a few places. Here also the gum trees were larger and greener. In some of the low lying country the ground was thickly covered with cork-screw. In Nyngan we asked the way to Carnamban which was 10 miles out on the Dubbo road. The Manager & his wife gave us dinner and we

camped on the veranda. We talked to Mr Ramage till 11 p.m. Cannaba is 75,000 acres and carries 1 sheep to 3 acres. It is entirely a stud property carrying c. 10,000 ewes divided into 3 classes. There are 600 in the 1st class, 1500 in the second and c. 8000 in the third. There are twenty rams in the first class and corresponding numbers in the others. The stud is not advertised at all but even so it is the sixth largest seller of Merino rams in Aust. Goldsborough properties get first pick of the sale rams.

Mr Ramage is keen on statistics regarding the stud ewes and rams. We were shown his own index system where the faults and progeny of all the stud sheep are listed. By this means it

can be seen if faults are recurring in the progeny or not. We were shown the 20 tof sires and told that wool weights are for young stud rams c. 25 lbs and that young flock rams should cut 15 lbs. Mr does not think that diffing would hurt ewes a fortnight before lambing. He complains of the usual labour trouble. He cannot get men, there are no good stockmen left on the property and the jackaroos are no longer reliable. Corriedale sheep are not entered in shows & Mr Ramage does not think much of people who breed sheep for show only. He believes a good reputation amongst graziers who have bought rams is much more important. He lambs in October & November & hopes for 85 % a better. Loses 15% of new born lambs.

13th March Sunday

We were shown over the buildings and cleaning shed which is going to be redesigned. Mr Ramage then drove us out to the farthest point of the property which is 27 miles from the homestead. We saw 3 mobs of sheep being driven in for crutching, two of which were very late owing to rain which had made it necessary to drive the sheep over water.

14th March.

We left Cannabar in the morning and reach Trange Research farm at 11:30 a.m (48 miles) We stayed there till after lunch and learnt of the work that is being done there. They have an excellent Aberdeen Angus stud and got a 1st & a 3rd at the Sydney Show last year.

There ewes seemed smaller than those at Canarbar and I would not think they are up to the same standard. They use progeny testing extensively. The catch is it takes about 3 years to get results.

Then we went on to Dubbo and out to Mangington which was about 80 miles from Trange. Dubbo is a big and up to date looking town. It also has a large aerodrome which is used when Mascot is closed. The rainfall at Dubbo is 23" as against 16 at Canarbar.

15th March.

Helped David prepare a combine to so barley and did c. 8 acres in the afternoon. In the evening we were all taken to the pictures. The country round Dubbo is hilly, well timbered and at

the moment very green.
16th March. Blow fly treated some ewes and sowed some more crop. We taken to a dance in the evening.
17th March. Loaded sold header on transport and sowed crop. Early night. Crop finished (barley & oats)
18th March. Treated mare sheep for blow fly and drove round back paddocks. Good line of sheep and well covered country. Went to 10,000 sheep sale at Dubbo in afternoon. Prices up in skies. All young sheep popular. Two tooth Corriedales bought 53/6. Went to bricks with twins that might quite good.
19th March.
Set out for Moradual and arrived about 4 pm. We passed through some really beautiful country which included the Coolah Valley

which is covered with lucerne on the river flats. The road map to Moedwal is rather misleading and the last 12 miles were done on little more than a bush track. (Rainfall 2 4 inches)

20th Sunday. Looked at the show polled Herefords in the morning. There were 3 or 4 really good animals while the others did not seem to be anything special. Ages varied from 18 to 24 months. We also saw some nice polled heifers with calves.

In the afternoon we played tennis on their grass court. It was quite good fun.

21st March.

Rode over the station and saw an old boring plant in action. Took photos of the No 1 show bull (for sale) and played tennis.

22nd March.

Left for Algunyah and got bogged 12 miles out for 3 hours

also got 1 back tyre punctured. The truck was greased and tyre mended at Coolah. Then we continued on our way which led over the abercrombies. We passed over them in the dark and drizzled all the way. Very steep. We arrived at Bathurst at 9.30 pm and at Abyquyah at 1 am on our last drop of petrol. Slept in cabin.

23rd March.

Rode round looking out for blown sheep. They all looked excellent. 1000 stud ewes 7 to 10 thousand flock ewes. Average wt. for all sheep was over 15 lbs. Flock rams should be 17 to 20 lbs. Merino stud rams cut heavier than corriedale stud rams but merino flock sheep are lighter. Prells got Grand and Reserve Champions at Sydney last year and

the 1st Thudungra lamb champs.
They also got other prizes and
have won 7 out of the last 11
Grand Champs. at Sydney.
Mr Pell put out some ~~They bear cows~~ Guthrie ewes
last year at Pell. for they had no bellies.
Bonar
is a Guthrie man
Mr Pell does a fair bit of judging.
Ahgungah is 5000 acres at 1½
sheep to the acre. Very pretty
country rather like Naren.
It is sown down with sub clover, rye
& phalaris. 27" rainfall

24th March.

Rode out and dressed a few
blown sheep with Tony. Then we
all crutched and ringed the
ram lambs for the rest of the
day. They all looked very well but
had just been drenched with
phenovis.

25th March Friday.

Paired and ringed the flock
rams. They were in 3 classes
specially selected, selected & flock.

The prices for these classes are roughly 15, 10 + 5 guineas. They have not risen in many years. I should think they are bigger and better than Guthries and also cheaper.
In the afternoon we put out the rams with the ewes.
Bull puts out 1% to start with, 3 weeks later another 1%.
Young rams go with young ewes to avoid any chance of in-breeding. His percentage does not drop and Bull does not think more than 2% is necessary at any time.
Gundowinga is 5000 + acres carrying 2½ sheep to the acre

26th March.

Fed the show sheep at Ahgunyah then went and watched the stud ewes being mated at Gundowinga. Saw and photographed last years Grand and Reserve Champion,

also the hope for this years show. Later we were shown the top stud ewes and the 12 best stud lambs which were going down in the show team. They all appeared to be magnificent sheep.

Bruce Archer came out from Gold that night. Hadn't seen him since I left Tuda House.

27th March Sunday.

Played tennis all day, 12 sets in all. Changed oil in the truck which is going very well. Cabin seems full of rattles and brakes are bad.

28th March.

Dropped Bruce at Goulburn and went on to Canberra. The country looked fairly good all the way but got drier. Canberra is very spread out. We saw the war memorial which is really

a magnificent building from some angles. The inside is full of war trophies and relics. Then we went and saw St Johns Church which is a very old hand wash in Canberra. The oldest grave I saw was marked 1845. We also went to parliament house and saw George V's memorial. None of it was very impressive. In fact the House of Representatives looked rather shabby.

29th March.

Left Canberra and travelled c. 200 miles to Woamangama belonging to C. O. Fairbairn. 24" rainfall + 1¼ sheep to the acre unimproved. Top dressing is done on the flats. Sent a very nice shorthorn stud. A young bull (15 months) had just arrived from Scotland

costing 4600 guineas. He was set much lower to the grand than the others. David Fairbairn has a corriedale cross on Pure blood. Country was green right through.

30th March. Wednesday left Montgomery of Woorangamo straight after breakfast and went to the Reservoir which we photographed. Then went on to Melbourne missing Albury. Country was green and fresh right down to Melbourne. Arrived city 3 p.m. Left films to be developed and went out to Carey where I stayed the night.

31st March.

Back to Warren via Ballarat.

OUYEN
QUIRINDI
WINDEMINGEE
MALLEE
WIMMERA.
NYNGEN
AHGUNYAH
BUNDELLA
MOREDUVAL
CANONBAR.
NANYA

Two Thousand Miles in a Month.

For several months I had planned a trip through New South Wales and on 2nd March of 1949 I set out with a friend, Gavin Casey. We had decided on a route, starting from Nareen, which was the family property in the Western District of Victoria, northwards through Horsham and Ouyen to Mildura. From there we would go to Broken Hill and Bourke, then south to Dubbo, Quirindi and Goulburn to give us a quick run home through Canberra and Albury back to Victoria.

As far as Mildura everything went very well and for the first time I saw what much of Australia was really like. From the beautiful timbered farmlands of our own district we soon passed into the flat red plains of the Wimmera. This country, and the drier Mallee to the north of it, was the most uninteresting part of our route. It has neither the settled peaceful appearance of the

rich graying lands to the south, nor yet the wild and fascinating beauty of the north. Where the Wimmera is flat with scattered eucalypts here and there, the Mallee is succession upon succession of wide parallel sand dunes. Erosion, nature's dreaded weapon in these dry lands, is painfully evident. Paddocks laid bare by the plow have been blasted by the wind and rain, but still the farmers sow their wheat and reap the harvest that can never be sure and safe. It was in these dry but rich wheat lands of Australia that the soldier settlers, after the first World War, strived for a living. For some the struggle was too great and the Mallee scrub reclaimed the farms as her own, but others, endowed with dogged courage and fortitude, have grown to love the Mallee and the hard, healthy life which it means.

In Mildura we saw the wonderful effects of ~~[illegible]~~ irrigation in the mile after mile of grape vines and orchards which continued on both sides of the Murray as far as Wentwath. Irrigation has made possible the foundation of the fruit industry in Mildura which has given a decent job to thousands of farmers and workers. When one realises that the whole vast project was begun only a few years before the last war the result is truly remarkable.

After Wentwath we struck north for Broken Hill. For the first hundred or so miles the road followed the Ana Branch one of Australia's few inland rivers, unfortunately it does not flow all the year round but there is a scheme for diverting the flood waters of the Darling into the Ana Branch. If this is ever done it will surely be of great benefit. The country

here was almost dead flat with bluebush as the main vegetation and with stunted gums in scattered clumps. We had just begun to pitch camp about sixty miles of the Ilma Branch when we saw a heavy storm coming over from the north east. We decided to move on towards Windemingle homestead, where we hoped to stay for a couple of days.

Travelling in the half light, with the freshening wind stirring up dust storms all along the road, and with the sinking sun lighting up the red dust all round the sky, produced a strange atmosphere of solitude. Soon as the sun sank beneath the western sky, the lightning from the approaching storm lit up the horizon. By nine o'clock we had reached Windemingle turn off and there we camped for the night. As yet no rain had fallen but it was still extremely hot and humid.

However, early in the morning the rain began so we were forced to spend the rest of the night camped in the cabin of the truck. In the morning we found water all round us and we only got the truck back onto the road with the aid of chains which were needed for the next two hundred miles. The road to Windemingle went through a red soil swamp which we splashed across in our bare feet to the homestead. We learnt that Harry Tunkin, the owner, had gone to Melbourne for a holiday and his overseer advised us to call on Jeff White at Willow Point a few miles further on.

Despite the fact that we were complete strangers the Whites gave us a great welcome and treated us like kings. In the evening, sitting round the fire, an old Scotch shepherd called Angus, I never knew his other name, entertained us with

stories of the aborigines. One in particular, of an old black named Nanya, stuck in my memory. In 1860 he had gone with two gins into the waterless country about thirty miles west of the Ana Branch. Here Nanya hoped to evade capture and imprisonment in a reservation. His tribe gradually increased to about twenty members in 1890. It sustained life by getting water from the ~~roots~~ roots of certain shrubs and from whatever game it could kill. In 1896 a half-cast Mitchell discovered the tracks of Nanya's tribe which was consequently rounded up and sent to a reserve. But Nanya's spirit which had been so strong and courageous when he was wandering in his and hunting ground, broke in captivity and very soon he died.

The next morning ~~McLeod~~ Mr White showed us over part of his property. It was seventy five thousand

acres carrying one sheep to twenty acres safely. The country was looking particularly well as there had been good recent rains. Unfortunately his sheep were cut off by flood water and we could not reach them in the utility. The almost savage beauty and allure of the country impressed itself upon us and we could easily see that anyman who spent a few years there would never leave it for the closer settled areas.

In the afternoon we set out for Broken Hill a hundred miles further north. We had to keep the truck going very hard in second gear to make any progress at all over the chains and the soft boggy road made progress very difficult. There was water lying all ~~round~~ over the country which became greener and greener as we neared the Hill. For thirty miles on each side of the Hill the country was bleak and devoid.

of all timber. What trees there were had long since been cut down for fuel.

In Broken Hill we were given confusing reports of the roads to the north and east. Some said that we would get through and others that we would not. From the Flying Doctor Station we heard what was to us gloomy news. The country for hundreds of miles in every direction had been covered in good soaking rains. To the north at Tibooburra there had been fifteen inches in less than a week, almost twice ~~this~~ its yearly average. A heavy transport driver had got bogged and left his truck to return a couple of days later only to find the whole vehicle under water. The local mail service had not heard from three or four of its transports for three or four days. It looked very much as if Broken Hill was going to upset our

carefully made plan.

~~Nevertheless we put in the a day with the Zinc Corporation and with North Broken Hill Ltd. which are two of the most modern and richest zinc and lead mines in the world.~~

However, four days later, when ~~we~~ we heard that the mail from Wilcannia had got through, we set out. On the first day the road formation was comparatively good and we did about sixty miles. On the second day out, we bogged the truck in a washaway covered with silt like sand. There we stayed despite much pushing and shoving for the rest four hours till ~~&~~ we were ignominiously pulled out by a big truck. We reached Wilcannia in time for a late lunch. Here, about half the inhabitants seemed to be aborigines who were mostly stockmen on nearby stations. ~~to Wilcannia~~

In Wilcannia we quickly

learned that the black soil road of the Darling to Bourke was impassable, therefore we were forced to take the road due east through Cobar to Nyngan. This route proved to be extremely monotonous and uninteresting. The country was mostly flat and covered with buckshot or small gibber stones. It was almost devoid of vegetation as far as Cobar where the gums began to regain a little of their normal stature and dignity. Between Cobar and Nyngan the road became quite good and for the first time in four hundred miles we could move along at forty miles per hour. The country here was intersected by wide parallel sand dunes sparsely timbered on the crests but quite densely in between. Contrary to my expectations emues and especially kangaroos were few and far between. This is a typical example where a young country has, through neglect

and indifference allowed her native fauna to be ruthlessly hunted and killed. Present game laws are still inadequate and do not prevent wasteful killing.

Ten miles south of Nyngan we stopped over a weekend at Cannonbar Station. We were once more in what might be called an economically safe area. This country is not beautiful, but its box covered and well grassed plains do not hurt the eye as does the mile upon mile of buckshot, of bare earth and of endless space.

From Cannonbar we passed through Trange to Dubbo where the freshly green paddocks provided a striking contrast to the plowed fields sown with wheat. Then we hastened on our way to Moredunal homestead fifty miles west of Quirindi. Here we passed through the beautiful pleasant Coolah Valley. On each side of us were pleasant lucerne flats,

some were eighteen inches high while others were newly cut. All around us the sheep ~~[illegible]~~ plateau like hills rose as cliffs from a calm sea. When we wound our way out of the valley over the hills, we looked back on the afternoon sun casting deep shadows below us, as twilight came to the Coolah Valley. After passing over black soil flats near Bundella Post Office we found Moredunvale homestead nestling in some hills. We passed a peaceful weekend there, played tennis and rode their three year olds.

The next leg of our trip was a long one for a slow truck and as we once more had the delightful experience of being bogged for three and a half hours sunset was upon us with only half the days journey done. We had had to retrace our steps through the Coolah Valley, but from then on we were breaking new ground.

Before us were the Abercrombies over which neither of us had ever passed. A pitch black night caught us only in the foothills. There was mile after mile of steep hills and steep descents. On one side the mountains reared up to their majestic heights, while on the other the road seemed to fall away into an impenetrable abyss. Ten o'clock found us at Bathurst with only normal gradients for the run to Crookwell. We reached Ahgunyah at Crookwell between one and two in the morning after what we thought was a wearying and hazardous journey. My only regret is that I missed seeing the Abercrombies in the day time, for I believe there is some truly wonderful scenery to be found in their midst.

The Pulli's of Ahgunyah rose on 23rd March to find their unheralded guests asleep at their front door. They made us very welcome and showed us over their property.

The country was well sown with improved pastures but the lack of good timber gave the hills rather a bleak appearance. Here we saw possibly the finest specimens of the corriedale sheep in the world. They have been developed from the English Lincoln and the Australian Merino and are particularly suitable for the heavy carrying grazing lands in Australia.

From Albury we went through Goulburn to the much publicised but confusing and scattered Canberra. This city was planned to be a great metropolis and consequently everything was planned on a grand scale. Unfortunately there is little to encourage anyone to go there unless one is a civil servant or a politician. Therefore the great Canberra is not, and will not be. We soon moved on to Yass and Gundagai. The country

was green and mostly well-timbered. It was all typically Australian, but unlike the Australian countryside in general, it had no peculiar attractia of its own.

We passed back into Victoria over the Hume Causeway. On one side was a huge sheet of water over a mile long gently lapping the concrete structure of the dam, while on the other the jets from five enormous valves stirred the placid waters into white boiling foam. The hundred and eighty miles to Melbourne through gently undulating hills did not take long for we were on one of the few first class roads in Australia. I left Gavin at Melbourne and drove the two hundred odd miles home to Nareen.

All my life I will have memories of calm nights beneath the sky, of waking

before dawn to see the sun rise in the east and of driving over the lonely bush roads with dust eddying all round. The deformed Mallee scrub and the ghost farms, the great plains and the endless sand dunes. hills, the majestic mountains, the beautiful valleys and pleasant hills, all these are part of Australia, and part of my memories. ~~all these have taken over the mask of a foreign nation impress me with the their character and appeal. They are the reason why true Australians so staunchly uphold their own.~~

and part of my memories. Amongst them will I find my home.

April.

15/- lost at races.

1st March a.

23/9	new kettle.
5/-	taxi from W.O.H.
5/6	lunch
2/-	tea
7/6	cable
3/6	penguins.
20/-	Wright.
9/-	provision
76/3	

70
5
9 1

3/6	lunch.
3/-	fares to W.O.H. etc.
2/-	afternoon tea.
7/-	dinner
5/-	lunch
96/9	

£5 T.C.

10/6	dinner.
8/3	pictures.
3/9	lunch.
1/6	afternoon tea
4/-	breakfast.
1/3	telephone.
6/6	lunch.
3/-	tea
6/6	dinner
2/6	Call to Doreen
47/9	

4/6 lunch
1/6 afternoon tea.

6/6 dinner
4/6 breakfast
5/- lunch
5/- dental floss & toothpaste.
5/6 - dinner
2/- afternoon tea

34/6
5/- lunch
3/6 breakfast
9/9 mending cricket bag

52/9
47/9

60 0/6

£5 cheque

9/6 tobacco
3/6 toothbrushes
2/6 razor blades
2/9 beer
3/6 lunch
3/- eggs
2/- breakfast
3/6 dinner
22/6 trip to Wales avec Oscar

62/9

21 February

6/6 lotion
3/- food.
23/9 new condensbatteries
12/- pictures
2/6 haircut
2/- call to Green
2/6 Warnpflete Society

2/12/3

17/6 fare to L. £5 Brown Cash.
12/6 cable home
24/6 lunch & dinner
15/- taxis
9/- lotion

£3/18/6

0/0 Tot.
13/6 papers & magazines
5/- cable
5/- air letters.
7/6 stamp.

1/17/6

£8/8/3

Doctor fees
9/- Lotion
6/0
Lotion 6/0

at 21st February.

Total Drawings	269	9	8
	3	15	9
	2	13	4
	18	7	-
21 Feb.	296	5	9

£20 in T.C.

Doctor + Medicine.

£	3	3	-	— Ingram.
£	4	15	-	— Dare + Hotel Lads.
	3	5	9	— Tolians
		6		
		11	6	✓
£	12	11	3	
		9	-	

8/- lunch with David.
4/- bus fares.
3/- provisions.
6/6 chemist. { 6 Feb
2/6 stamps. { 21 Feb.
5/- airletters.
3/- films.
2/- provisions.
2/6 golf fees.
4/- bus fares.
2-0-0

10/- to account for loan of bike

Extra £28

14 Jan

£269/9/8 drawn to £13 Jan.
£20 in T.C.

Medicine.
5/- 6/6 lotion.
£3/3/- Ingram
£3/11/- Squash racquet
£2/2/- Oxford Chemistry prem.
~~6/6 lot~~

Begining 15 Jan.

£3 - 15 - 9 J.C.R.

£2 - 13 - 4 umbella. S. + W.

5/- visitors licence.

8/- chemists lotions.

6/- exercise books (16-24 Jan)

17/- bike repairs.

4/- old book

£2 - 00 Cash.

14/6 G.T. James (sherry)

£2/16/6 glasses + china, Knights.

Drawn fr cash 24 Jan.

7/- assay holder

3/- pictures

7/- lunch with Nick.

5/- lotions.

2/6 cleaner

3/- gun belt, mended.

2/6 haircut.

3/- marmite, salt meat.

7/- pictures

fr drawn 6 Feb. cash.

at 7 Dec.

Total drawings

by cheque £115/14/2

bank order £17/17/-

Travellers cheque 40/-/-

£173/11/2

£35 on hand in T.C.

£1/10/- to scout.

15/- golf balls

10/- photos.

8/- cleaners

16/- lotion

5/- fares

6/- Xmas cards.

11/- fare

5/6 postcards

7/- cable home

3/- stamps

6/- church

27/- rubber boots

6/- stamps

5/- hunting fees

11/- rail fare.

£2/-/- B.M. crew.

10/- air letter & lunch

£11/1/6

Doctors fees.

£4 /15/- to Leeds
£3 /5/9 Lothian
16/- lothian.

£1 1/- for round Shalford with R.
£11/1/6
20/- rail fare to Co.

£12/1/6
15/- cleaner 15/-

£12/16/6
15/- provision rations & food.
18/6 haircut & chemist

£20 on hand by T.C.

£95/18/6 College Bills.
115/14/2
17/17/-
40/-/-

£269/9/8 to 13th Jan.

Drawn.

1st Oct.		£10/-/-	(differ that £4.)
3rd	L	£10/-/-	Cadogan 5 nights
5		£5/-/-	
7		£5/-/-	Custom & Carters £2/17/-
11		£31/-/-	Magdalen College
15		£4/4/	Southfield Golf Club
15		13/9	Photos, Will R. Rose
17.		£2/-/-	Cash
21		13/10	Le Monde
24		£11/0/-	Oxford Union
29		£2/-/-	Cash
2 Nov.		£5/15/-	J.C.R. Xmas cards drink etc.
2		£2/14/3	Adamson, tie, cap, tennis shoes
3		£2/-/-	tennis balls.
9		£2/1/-	boot repair.
12		£2/-/-	Cash
17		£1/8/4	photos.
17		£3/11/6	fottery shop
19		£2/-/-	Cash
26.		£2/-/-	Cash
30		£8/17/-	Blackwell's 1/14/2
Rec.		Cotton	
		£1/15/6	Squash racquet.
		£115/14/2	

£40 travellers cheques.

£2/10/- fare to Leeds
£1/9/6 hotel at Leeds.
15/6 meals on train.
£4/15/0

Paid for out of cash.

£3/5/9 lotion
£1/2/6 books
10/- bike chain.
7/6 gown
£1/3/- printing of Travelogue
£1/-/- air letters
£8/8/9
£1/10/- train + bus fares.

At the 7th December 1949.

£115/14/2 by cheque
£17/12/- by bank order for Hatch Club.

+ £40/-/- travellers cheques.
£4/15/- Leeds.

£35 in T.C. on hand.

Gone.

Lunch	4/-
Dinner	1/-
Tea	3/11
Dinner	9/-
4 Lethal drinks	12/4
	2/-
	£1 8/7/0
9½ gls	£1/6/3
	£2/18/6
	10/17/11
	4/16/10
	£18/19/3

17 25
1 14 6
16 11
1A 2½ 15/

£19

£ ~ 15/-

Mal

Petrol + Grease + puncture	£2/2/-
tyre caps	1/-
Wire to Pull	2/-
Beer	2/3
2 petrol	6/
16 petrol	4 8/-
Hotel Cambena	£1/15/-
Drinks	2/-
8 petrol	22/4
sweets	2/8
	£2/14/5
	£8/4/3
	£7/5/11
	£7/4/3
	£22/13/7

Gore.

CASH ACCOUNT.

ARTICLE	PRICE
Billy	2/3
Bread	8
Fruit & drinks	4/-
Lunch	2/-
Oil (AX)	23/5
Drinks	1/-
Drinks	2/-
2 Petrol	6/-
Door handle	~~16~~/-
Cigarettes	25/-
Handkerchiefs	14/6
	£4/16/10
Truck	£1/-/-
Fares	2/-
Zeunarans Hotel	£5/19/-
Lunch	4/4
Drinks	1/6
Parcel Post	1/-
Drinks	1/2
Wires	3/10
Truck	£1/17/9
7 petrol	£1/2/2
Cars	4/-
7 petrol	£1/2/2
	10/13/11

Mal.

ARTICLE	PRICE
7 gls petrol }	21/8
1 bottle meths. }	
lunch	5/-
petrol	21/-
drinks	1/-
Boot cleaner outfit	6/-
Hotel Murray Mildura	£1/15/-
Two breakfasts at half waghouse	6/6
Telephone calls	1/3
15 gls petrol	£2/6/10½
	£7/4/3½

Trucks	5/9
Sticking plaster	4/-
Phone calls	2/10
Drinks	1/-
Dinner	7/2
Lunch	3/6
4 petrol	12/6
9 petrol	£1/10/-
Lunch	7/10
9 petrol	£1/9/10
Lunch	5/-
Truck Breakdown	8/-
Drinks	2/6
Cigars	2/6
	7/5/11

TRUCK LOG.

DATE	SPEEDO.	PETROL	OIL
2-3-49	2378	~~15~~	—
3-3-49	2503	6½	—
3-3-49	2661	7	—
4-3-49	2684	2	—
6-3-49	2863	4 T	—
7-3-49	2895	10½	—
8-3-49	2918	—	changed
10-3-49	2949	4	—
11-3-49	3072	9	—
12-3-49	3238	9	—
14-3-49	3472	10	—
20-3-49	3549	7	—
22-3-49	3696	9½	—
22-3-49	3903	3½	—
25-3-49	3956	2	changed
28-3-49	3981	12	—
29-3-49	4074	4	—
29-3-49	4252	8	—
30-3-49	4408	9¼	—
30-3-49	4507	5	—

4507
2378

2129 | 17 3/4

122 | 2129 | 17 3/4
122
97
85
94

15

REMARKS.

Full Naeen
Full Lah
Mildura.
Mildura.
30 miles from Broken Hill.
Full (4½ gls into the tin)
Serviced + brakes adjusted. (AX)
Full
Full
Full
Full & greased.
—
Full & greased.
—
Full 4 into tin

Full
Full

17 3/4 miles per gallon for all fuel of 4.738 miles.

Total cost £22 each.