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

---

On the western coast of Spencer’s Gulf, Franklin Harbour is a secure anchorage, completely land-locked. Sand shoals extend southward from Port Germain 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 Germain, there are ten fathoms, or even more. On the side of Mount Olgina, 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, nearly vertical, and having a general course north and south. This formation is, in other counties, frequently rich in metallic ore.

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

From Lincoln, the Gambier Islands, the Gambia, and apparently the south-west extremity of York’s Peninsula, stratified limestone, of recent formation, horizontal, and similar to that of Adelaide, rests immediately on granite, about the intercalation of the transition, or other secondary rocks.

FRED. II. ROSE.
Lieutenant-Governor.

---

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

Port Germain, 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 no more than two t,athoms could be obtained.

A sandstone hilltop, 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 Germain should be from about four miles south of Point Lowly, on a course about E. by S. Port Germain is surrounded by mangrove swamps, over which it would probably not be very easy to form a good road.

The Register 2 July, 1879
The motion was carried unanimously.

Mr. Pirie 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 seconded and unanimously carried.

Mr. C. M. W. Smith was appointed to a township like Port Germain 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. G. A. Gollan seconded, and the motion was carried.

Mr. Darnley next called attention to the need of a bridge over Barossa Creek, which was the only entrance to the township. The work had been already proceeded with, 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. Gollan, and unanimously adopted.

Mr. A. C. Williams, J.P., proposed—That the thanks of this meeting be accorded to Mr. Coglin, M.P., for his prompt action, and expression of readiness to do his best to advance their interests, and that the memorial be, 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.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.

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

Register 9 September, 1880

JETTY AT PORT GERMAIN.
1880

Register 16th June, 1880

Register 16th July, 1880

Register, 15 October, 1880, p7

TENDER ACCEPTED
Engineer-in-Chief’s Department—Port Germein Jetty, John Wishart, £10,479 12s 2d.

Register 20th October, 1880

Register October 27, 1880

Register 29-7-1881

SA Register 8-4-1881

Register, May 7, 1881 p7

1881

SA Chronicle & Weekly Mail 8-1-1881

South Australian Register 30-7-1881
CONFLICTING INTERESTS—With regard to the expressed intention of the Government to appoint a Harbour Master and Sub-Collector of Customs at Port Germain, the Port Germain Gazette somewhat wrathfully says—“This may appear to the uninstructed 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 Germain Bay. As a matter of fact, in the official records and on the Admiralty charts no such place appears as Port Germain. If Germain 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 inward or outward, which have to stop at the anchorage will be catered and cleared at Germain, 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 Germain.”

SHIPPING ACCOMMODATION AT PORT GERMAIN 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 Germain with the present appliance per day? 2. What quantity of wheat could be shipped over the wharves and jetties at Port Pirie with the present appliance per day? The Treasurer (Hon. J. Glyde) replied—1. The Port Germain 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 wheat proprietors at Port Pirie estimate they can ship 34,000 bags of wheat per day of ten hours over their wharves and jetties.

Sir, the reply re Port Germain 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 times 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 Germain Superintendent’s estimate of what they can do with the present appliance (1,500 bags per day of ten hours). This is a serious matter, and will not rest here. He knows that four or five wharves have been loaded at the jetty, and that 500 or 600 bags in the most they have shipped in a day. Please take note. The time occupied by the horses in going from Miller’s House 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 130 bags per hour. Allowing an hour and a half for each load—and it cannot be done under if in that time—Port Germain can only ship with the present appliances about 800 bags per day of ten hours.

In the face of these facts, by what means does this Superintendant 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 truthfulness of the replies in the House to important public questions? If Port Pirie I need not say anything. Your telegraphic columns during the past few days have shown what they can do—not “estimates”—and that is considerably more than the returns estimated.

I am, Sir, re,
NORTH COUNTRYMAN.

August 3.
**1881**

Register June 24, 1881

**Register June 24, 1881**

9th November 1881

**SOUTH AUSTRALIA.**

**(FROM OUR OWN CORRESPONDENT)**

**ADELAIDE, THURSDAY.**

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 settlers there might be allowed to surrender their selections, and bid for them again at auction. They also asked that if they were overburdened 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 assent them this session, but he would deal with each case on its merits, and as the law was elastic, he thought it might grant such concessions as would enable settlers to tide over the present season, though, in his opinion, their land would never grow wheat.

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

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

Arrived.—Leontida, from Ulverstone; Hoken, from Melbourne.
23 December, 1882

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

Disadvantages.—When approaching the chequered buoy on outer bar bring the upper fixed red light and the lower fixed bright light in line, heading in one, S.E. by E. E. & magnetic, nearly; this will lead close past the chequered buoy and clear the two mile channel of Assent Ferguson. Keep the lights in one until opening out the first fixed bright light at the entrance to the narrow, 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 kept 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.G.R.
President, Marine Board.
THE PORT GERMIN JETTY.

Sir—In the report of the Marine Board's proceedings contained in your issue of the 19th inst., Mr. Neill, of the Warden, 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 Germin Jetty for 1882 was £300. The writer did not give any estimate for the year, but for the two years from the time the first wheat passed over the jetty. The writer challenge Mr. Neill, stating that £300 was the amount collected for 1882 (1883) is given in your report, but this is a misprint, as the Board was not handed over to the Board till 1883. Therefore, it is impossible for Mr. Neill to state what was collected in that year, as the wheat had been shipped in 1883 previous to the Board setting the jetty, it is possible that Mr. Neill can only find his £200 in the records for that year, but he is evidently unaware of the fact that about £500 was collected before the Board had charge of the jetty, therefore the "saptent" Warden is as far wrong as he was before. The Warden is also in error when he states that £410 was the last net revenue, a large costing £25,000. As a matter of fact the first vote for the jetty was £35,000, but only about £21,000 was paid for it, the balance being spent in trucks, sidings, &c.

It is true there is an extension in course of construction, but to speak of the revenue that has accrued from the old portas 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 handled by the locomotive down to the ship's side.

As the "saptent" 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 achieve the traffic of a busy season will have to be made to allow horses to pass with incoming empty. The "saptent" 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 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 revolve the locomotive, neither then might think it desirable to spend the £1,000 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, and that the jetty suitable for horses would be more than the cost of the engine; but the Board says the wages of the engineer-driver and stoker would be £400 a year, so it would give 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 Germin Locomotive, but I forgot, there would be Captain Smith's difficulty of regulating the salary of those 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 "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 will allow the people in any given year to burn all their own fuel by having a belt wheel that could be attached to the engine to work for the saw; but this is merely a suggestion.

I am, Sir, &c.

F. G. CHARLES.

Register 23 May, 1883.

1883

Advertiser, 7 June, 1883

Messa, T. 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, Manbar Creek, Baroota, Tolwoi, Port Germin and Port Pirie, asking for the establishment of a through mail from Port Pirie via Port Germin to Port Augusta and back, thus giving to each place along the line of route a daily mail. The memorials pointed out that the distance to be travelled was not much, if any, more than the present route from Port Pirie to Manbar Creek, and that a large number of settlers would be benefited if a mail were given them. The petition asked for a mail from Booleroo to Germin, which was a very large farming district. The Minister, in reply, said 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 Germin and Port Augusta, the Minister said the postmaster would send the mail along the line, so as to have the whole of the facts before them with reference to the population of the district and probable cost. With regard to the other request, the Minister 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 postal and mail facilities to all parts of the colony.

1884

Register 15 January, 1884

PORT GERMIN, JANUARY 7.

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 Mena 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., have all sufficient wheat to commence shipping, and it is rumoured that all these merchants have vessels coming to finish loading at Port Germin.

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 more than one merchant is shipping it 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 graveside and the deceased was buried with military honours.

Our Band of Hope and Blue Ribbon Army are now in full swing. Wheat is worth 4s. per bushel, and flour 1s. 1d. per bag for old, and 1s. 2d. for new.
PORT GERMIN, September 9.

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

PORT GERMIN, November 9.

The jetty end had quite a busy aspect this morning, when the barque Thorntill was lying on one side receiving the barque Trooper, the steamer Nepean, while the steamer Yassina was waiting for tugs to load the barque Trooper. The barque Thorntill was loaded with wheat from the Granary. The captain was absent, the pilot was at the wheel, and the barque Trooper was in charge of the steamer Nepean. The barque Thorntill was loaded with wheat from the Granary. The captain was absent, the pilot was at the wheel, and the barque Trooper was in charge of the steamer Nepean.

Advertiser, November 10, 1884, p. 6.
1885
The Brisbane Courier Saturday 12 July 1884

Adelaide, July 11.

A deputation waited upon the Commissioner for Works to-day, urging the construction of a railway from Port Germain, eastward to Orroroo. A memorial in favour of the line, signed by the owners of 200,000 acres of land, was presented.

The deputation informed the Commissioner that they had already given instructions for a survey along the route suggested. The Government would not be disposed to construct a line to Orroroo only, but it was a question whether the railway should reach Peterburg 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 in the greatest promptitude.

25 June, 1885

Total Wreck of the Barque Mars.

Four Lives Lost.

[By Telegram from Our Correspondent.]

ADELAIDE, WEDNESDAY.

On the 18th inst. the barque Mars, from Melbourne to Port Germain, 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 man to render all the assistance in their power. Messrs. Currie and Adet, of Melbourne, are 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 all ill, being an old man. Only the body of the captain has been washed ashore; it was burned 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 Fancy 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:


1886
The Register 4-11-1886

Fort Germain November 17.

A meeting was held at Brown's Hotel on Saturday evening last on the following subject, namely: The necessity for holding the annual race meeting on December 20th; and that Messrs. Brown, Keightley, Hendry, Milbank, Barrow, and Lacy be appointed a committee to collect subscriptions. 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.

Aberdeen Weekly Journal 20-1-1887

 Remarkable Discovery of a New Ammonite.

An interesting article from the pen of Dr. John Reid, M.A., president of New Caledonia, has been contributed to the Australian Medical Journal. The writer gives a full description of the important discovery which he had recently made, and in which he received the assistance and advice of Mr. W. J. Tavener, an amateur geologist. The new ammonite is a substantial discovery, and is obtained from the strata of the Durnes Formation.

The whole plant is preserved in fossilized condition, and is regarded as an important discovery. The specimen was obtained from the strata of the Durnes Formation, and is regarded as an important discovery. The specimen was obtained from the strata of the Durnes Formation, and is regarded as an important discovery.
A new Australian remedy is described by Dr. John Reid. Fort German, B.A., in the Australian Medical Gazette. A new active principle is obtained from the Euphorbia Drummondii, a species growing in abundance in many parts of Australia, and dangerous to stock. By decomposing a rectified spirit tincture of the plant, adding ammonium, and separating the precipitate by filtration, he obtained an "active principle" which he named drummondin. 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 needle 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 the use of drugs either injected or ingested has very striking therapeutic properties. An injection of four minims of a 4 per cent solution, quickly relieved the usual symptoms of scorpion bites, and a second injection cured a sore. It relieves cases of sprain so promptly, that lead lotions will be forgotten. Dropped in the eye, it produces instant relief of the eyeball, and relieves the pain. Placed on the tongue, it produces anesthesia and loss of taste, even to quinine.

The Register, 30 October, 1888

The South Australian Marine Board received an indent of 60,000 tons 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 German on Tuesday, and received the congratulations of the residents on the recent deepening improvements to the jetty.

Port German Jetty

To the Editor,

Sir - I am "interested" there may be 50 feet (and over) depth of water alongside the Port German Jetty at low water springs, and he need only refer to the latest Marine Board report, pp. 137, 138, 139, 140, 141. Our published shipping records show that amongst the many ships which had been loaded at Port German Jetty were the Rova, 760 tons, 20 ft. 2 in. draught; City of London, 614 tons, 20 feet draught; Cape Breton, 614 tons, 20 ft. 2 in. draught; Teal, 200 tons, 10 ft. 3 in. draught. Not one of these vessels got around whilst at the jetty, being all at all states of the tide, nor have any vessels been able to handle their masts through bad weather, simply because the harbour is so thoroughly protected naturally. These are indisputable facts, and not secondhand hearsay information such as the writer signing "interested" admits he goes upon.

1st. Sir, &c.,

Port German, October 20.

NAUTICAL

The Otago Witness 28-9-1888

The barque Zadok, which left Port German, South Australia, on March 20th, has been lost at Lebadey's as overdue.

The Register, 30 October, 1888

DEPUTATIONS.

THE WANTS OF FROME.

On Tuesday morning the members for Frome, South Australia, met at the offices of the Ministry, and various wants of the district of Frome. They asked the Secretary that berths for two woodsmen should be provided, and for the supply of twenty additional horses. In reply, Mr. P. C. Greenhill, who represented the district of Frome, said that 100,000 tons of wheat would be shipped from Port German during the present wheat season. He had no doubt that 200,000 more tons would be shipped during the next season. Mr. Gillingham asked that some telegraph wires might be brought down from the northern line. The Treasurer promised that work of building might be carried on with the aid of the telegraph wires. In reply, Mr. W. H. P. Greenhill said that the works would be done as soon as the money was raised.

The Register, 18 January, 1888

The Brisbane Courier Mail Monday 24 September 1888

The Register, 18 January, 1888

NT Times & Gazette Saturday 19 March 1887

The Register, 18 January, 1888
PORT GERMIN JETTY.

TO THE EDITOR.

Mr—Enclosed is a letter in Friday’s issue of your valuable paper, re Port Germin’s claims to the Barrier trade. I think he is a bit out of his reckoning when he rates with another 300 feet more put to the Port Germin 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 Germin 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 Germin has no shelter whatever. She gets full force of all the wind and sea. Talking about the Shuttles 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 only one of those steamers alongside the jetty, if the wind don’t come up, the jetty will either be missing or the steamer will have to hang 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 10 feet or more below the present bottom. With these falling tides I should think Port Germin should be out of the running for the Barrier trade at present. Port Pirie wants 3 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, yours,

INTERESTED.

Port Augusta,

1888

Register 23rd October 1888

South Australian wheat by the ship Airsty from Port Germin, has been sold on the Continent at 36s. 1/4d. per quarter.

S.A. FARMERS’ ASSOCIATION.

BAROOTA AND TELOWIE.

A meeting of this branch was held at Brown’s Hotel, Port Germin, on May 29, there being present—Messrs. C. Stone (in the chair), H. Hillam, Bews, Williams, Biggin, Fryer, Porter, McDonald, 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 Farnes.

Correspondence was read from Mr. T. S. Marshall, secretary to local branch of agricultural bureau, asking for the cooperation of members of the association in its objects. It was decided to further the interests of the bureau as far as possible. Mr. B. M. House, and Mr. Bews, seconded—“That the Commissioner of Crown Lands be asked to place the hundreds of Baroota, Telowie, and Winnawarre under part iv. of the Woods and Forests Act of 1882, and that the proposition be forwarded to the local branch of agricultural bureau be endorsed by them.” Carried.

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

1889

West Australian Friday 8 February 1889

1 June, 1889

21 August 1889
A FATALITY NEAR PORT GERMAIN.
September 24, 1889.

...Register 10 March, 1890

THE PORT GERMAIN JETTY.

The members of the Marine Board arrived here today. Their attention is called to the following:

1. The jetty at Port Germain has been constructed, and is now in use.

2. The jetty is in good condition, and the work is progressing satisfactorily.

3. The jetty is to be extended and improved, and work is to be commenced immediately.

4. The jetty is to be equipped with all necessary appliances, and work is to be completed within the next six months.

5. The jetty is to be opened to the public within the next twelve months.

Register 10 March, 1890

1890

1891

THE MARINE BOARD AT PORT GERMAIN.

By Telegraph.

Port Germain, January 23.

The members of the Marine Board arrived here today. Their attention is called to the following:

1. The jetty at Port Germain has been constructed, and is now in use.

2. The jetty is in good condition, and the work is progressing satisfactorily.

3. The jetty is to be extended and improved, and work is to be commenced immediately.

4. The jetty is to be equipped with all necessary appliances, and work is to be completed within the next six months.

5. The jetty is to be opened to the public within the next twelve months.

Register 10 March, 1890

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 markets. From the Continent there is no inquiry at present. In London, prices are firm, and the "visible supply" there has increased to 12,715,000 bushels, against 17,739,000 bushels a fortnight ago.

The United Kingdom from all parts the quantity is now estimated at 16,230,000 quarters, against 16,173,000 quarters twelve months since. There have been some fresh arrivals from Australia, and this description has lately met with more inquiry at 3s. 6d to 3s. 8d per bushel. The Rio Belf, from Port Germain, has been sold at 3s. 6d for Newcastle, and on passage two cargoes from Port Pirie have changed hands at 3s. 6d for June bill of lading, and 3s. 6d for September bill of lading. From New Zealand

Register 24 February, 1890

PROVINCIAL TELEGRAMS.

PORT GERMAIN, 22 January, 1891.

The bodies of Robert Hayball, aged 45, a sailor, who was working on a farm, and of Mr. Huie, who was working in the town, were found dead yesterday in Port Germain. The bodies were found in the skiff of the steamer, which was found adrift in the river. A fair sample of the absurdity of Mr.

Register February 11, 1891

West Australian Thursday 3 September 1891
Page 6 from 'The Karri Timber Controversy'
A large and representative meeting of residents of the district was held at Brown's Hotel, Port Germain, on Wednesday, 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 to the many complimentary terms to the active interest Mr. Orchard had always taken in public matters having for their object the advancement and welfare of Port Germain 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. Simms, J.P., Marshall, J.P., Hillson, J.P., Mallighan, Brown, Dunstan, and Brown, and others endorsed the Chairman's remarks. Mr. Pennyfield specially referred to the great liberality and courteous hospitality of Mr. and Mrs. Orchard. Mr. Orchard, in his speech of 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 Germain and the numerous friends he had there. Although he had removed his home, he could say his sympathies and feelings were still with Port Germain, and he would always remain ready to work for the benefit of the port in the future as he had done in the past.

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. He agreed that the district 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 was more than worth while. He assured the residents that all the country along the west side of Flinders' Range was a most fertile and productive land, adapted for fruit and wine culture, and other useful products, and more especially so for the cultivation of the raisin grape. He predicted that in twenty years' time the district would become the "Malaga" of Australia.

---

PROVINCIAL ELECTRICALS.

THE GOVERNOR AME.

A FIVE-MASTED SCHROONER.

The above vessel—of which we give an illustration—is supposed to be one of the finest schooners of her kind, and is the undoubted bar-rose schooner built in America. At present she is at Port Pirie, timber laden from Fages Point, and due to arrive homewards about November 23. She is the only five-masted fore-and-aft schooner in the world. She was built at Portland, Maine, by Larue Steever, and launched in December, 1892. The cabin is of large dimensions, and the vessel is without sail. On her first run it was hauled at Portland, Maine, and made the voyage in sixty days. The vessel was from New York to San Francisco in 1890, with full cargo, in 41 days. She is commanded by Captain Davis, who is a master, and her dimensions are 232 ft. long, 30 ft. beam, 21 ft. depth of hold. There are five masts, all iron, the main, main, mizen, spanker, and jigger masts, the lower yard being 112 ft., long, with four masts of 36 ft. The masts are of California pine, and the total spread of canvas is 7,000 yards. The steel anchor is 6,000, served with 23 cables. She is worked by eight men and officers, and is in every way a most novel conception of naval architecture.
The Advertiser 23-4-1894 page 7

At 4.40 p.m. the Premier and Treasurer, Mr. G. A. Brodie, and Mr. R. H. Addis, M.E.C., Missionary-Resident, were detained by a number of persons, who were in a state of excitement, and at the Missionary's residence, the Rev. Mr. Bulman, and the Rev. Mr. T. L. Gill, on the Missionary's premises. The excitement was caused by the arrest of a man who was suspected of having stolen a horse from the Missionary's premises. The man was taken to the police station, where he was charged with theft.

At Fort Germain.

Aumberland, the missionary, was given at Browne's Hotel in the evening. Mr. N. H. Cowles occupied the bar, and a number of persons sitting down to an excellent meal. After the meal, several persons were entertained with a song, and the party were very soon conveyed to the town.

The Courier News.

Fire at Port Germain.

Port Germain, April 29.

An overnight fire at Port Germain destroyed the town. The fire started at 11 p.m., and was discovered at 2 a.m. The damage was estimated at £10,000.

West Australian Friday 29 June 1894

Inquest into drowning case in Fremantle

Inquest was held into the drowning of a man at Fremantle. The inquest was conducted by Mr. J. J. Clarke, and the jury found that the man had drowned while attempting to rescue a child who had fallen into the water. The man was identified as Mr. W. H. Clarke, a fisherman.

Register 20 October, 1894, p6
23 November, 1894, Page 6 Advertiser-
The Marine Board

The board authorised the repair of the jetties at Port Germein, but though the works might be left as they were until the closing of the approaching winter season.

The Register reported that Messrs. J. Darling & Co.'s notice of termination of the lease of the dredging reserve at Whitby would expire on December 19. Their present rent was £31 10s. per annum, and they had offered £30 10s. per 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, £44,760; Kingaroy jetty, £39,607; Wallaroo jetty £28,600; Morgan Wharf, £28,325; Glenside jetty, £77,406; Port Augusta wharf, £30,239; Port Germein jetty, £223,325. As far as cost goes ours stands head and shoulders above the others.

Register, 29 December, 1894

PORT GERMEIN LIGHTHOUSE-KEEPER DROWNED.

Port Germein, December 29. - John Taylor, the lighthouse-keeper, was working on the booms this morning, and nothing could be heard of him, it was assumed that he had fallen overboard and was drowned. The rescue was an aged man and leaves four unmarried daughters. The Collector of Customs (Mr. J. B. Broadbent) landed 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.

1895

Friday 25 October 1895

(South Australia.

Adelaide, October 23.

The first load of new season's wheat was brought from Port Germein to-day. The sample is very fair, going 65½ lbs. to the bushel.

1896

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 GERMAIN.

PORT GERMAIN, November 10.

Early last year some of the Port Germain friends of the late Dr. J. W. Nicholls erected hand-carved tombstones 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 tombstone the last verse of the poem entitled “L’Envoi,” being both suitable and appropriate:

“...And only the Master shall blestus, and only the Master shall bless us, and no slave shall work for none, and no slave shall work for fame. 

But each for the joy of his work; and such a harmonious star.

Shall draw the thing as he sees it for the end of things as they are.”

Later on a member of the committee took a photograph of the grave and tombstones, 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 Germain, August 16, 1897.

“To Rudyard Kipling. Esq., Dear Sir,—I take the liberty of sending you, under separate cover, a copy of a photograph of the grave of the late John William Nicholls, M.D. (Dublin), on which is inscribed the last verses 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.”

12 November, 1897

Advertiser, 8 May, 1897

A gentleman at Port Germain, 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 Germain 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 Germain 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 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.”

1897

Hawke’s Bay Herald, NZ 27-11-1897

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 Germain, who died on Saturday under very distressing circumstances. Mr. Marshall was the son of Mr. T. B. Marshall, the well-known stockkeeper at Melrose, educated at Mr. J. G. Cole’s St. Mary’s Grammar School, Warratah, and in conjunction with his father he opened a branch store at Port Germain 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 Germain, and the late T. S. Marshall was one of the driving forces in the formation of the Northcliffe Hall and other buildings in the town. The late T. S. Marshall was a man of many parts, and his death is mourned by a large circle of friends. As a member of the Magistrate’s Committee, Mr. Marshall took an active part in agitating for a railway to link up the station with the important wheat-growing districts in the direction of Booele. Nothing was a more popular stockkeeper where Port Germain and the district were concerned, and many a visitor has been under obligations to him for his kind and ready assistance. He did much for the community, and his death is a great loss to his many friends in the district. Mr. Marshall, who has been a member of the town council for many years, was always a (continued on next page)
The inquest on the body of the late T. S. Marshall was re-opened at Port Geographe 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.