

## SOUTH AUSTRALIA.

**I**N 1834 a Colonisation Committee, called the "South Australian Association," was formed. It consisted, in the first instance, of twenty-nine gentlemen, all of whom occupied leading positions, eighteen being Members of the House of Commons. A Bill for the colonisation of South Australia, promoted by this Committee, was introduced and passed the House of Commons with the support of the Secretary of State for the Colonies, and on the last day of the session of 1834 it received the Royal Assent.

The Act under which South Australia was founded empowered the Crown to erect "one or more provinces" in that part of Australia lying between the 132nd and the 141st meridians of east longitude, and between the 26th parallel of south latitude and the Southern Ocean. It further enacted that all persons residing within the said province or provinces should be free,—“not subject to the law or Constitution of any other part of Australia, but bound by only those which should be constructed especially for their own territory.” The measure provided that the entire proceeds of sales of land in that portion of Australia should be devoted to the transportation of labourers from the mother country, but that no convicts should at any time be sent to this favoured colony; and that a Constitution should be granted to the inhabitants as soon as they numbered 50,000 souls.

As the Commissioners were restrained from entering upon the exercise of their general powers until they had invested £20,000 in Exchequer Bills, or other securities, and until land to the value of £35,000 had been sold, in order to secure the mother country from expense in founding and governing the new colony, there was some little hitch at the beginning of the new establishment, and fears were entertained as to the ability of the Commissioners to dispose of a sufficient quantity of land to realise the required sum. At the outset the price of land had been set at £1 per acre, and each land-order was for 80 acres of country land and 1 acre of town land; the price for the whole being £81. At about this juncture the "South Australian Company" was formed, under the inspiring direction of George Fife Angas, with a large capital, intended for employment in the progress and development of the colony. This association offered to purchase at once the remaining lots of land at an upset price of 12s. per acre. The

Commissioners accepted the proposition, but, in order to act fairly by their former clients, allowed those who had paid for 80 acres of land at £1 per acre to receive 134 acres at 12s. per acre.

To Edward Gibbon Wakefield belongs the merit of devising this new method of colonisation. The essential principle of his scheme was that land should be exchanged for labour, instead of being given away or alienated for a merely nominal sum. The colony should, in short, be self-supporting from the very first, and a revenue created by the sale of the waste or unappropriated lands within it, which revenue should be used as an immigration fund; the price of land should, moreover, be fixed sufficiently high to secure a constant supply of hired labour for its cultivation. In South Australia the land was sold in unconditional and absolute fee simple, without reserve for any purpose. The three fundamental principles upon which the colony was founded were self-support, anti-transportation, and the voluntary principle as applied to religion.

The required quantity of land having been sold, and the investment of £20,000 in Exchequer bills completed, the Commissioners began their arrangements for the founding of the colony. In the first place the Governorship of the new community was offered to Sir Charles James Napier—"the Conqueror of Scinde"; but this gentleman wanted a military establishment, and power to draw upon the Home Government for funds in case of emergency; and as the Colony was intended to be self-supporting, his demands could not, of course, be complied with. He thereupon declined the proffered honour, and Captain Hindmarsh, R.N., a bluff, typical British seaman, was gazetted to the post on the 4th February, 1836.

In the meantime the despatch of emigrants had begun, the first vessel, the "Duke of York," arriving on the 29th July, 1836, and casting anchor in Nepean Bay. The first person to set foot on shore in the new colony, was also the youngest member of the party, namely, the infant daughter of Mr. Beare, the second officer. Other vessels began to arrive in fairly quick succession; and Kangaroo Island being then better known than any portion of the mainland, steps were accordingly taken by the Company's agents to make the settlement there. On the 19th August, 1836, Colonel Light arrived at Kangaroo Island in the "Rapid," and at once assumed command of the expedition. His first work was the selection of a site for the settlement—a task he set about with unusual care. After examining Kangaroo Island and various places on the shores of the Gulf of St. Vincent, he turned his attention to Port Lincoln in Spencer's Gulf, but without discovering any locality suitable for the establishment of a large settlement. He ultimately decided upon the arm of the sea upon which Port Adelaide is situated, and here he fixed the site of the colony's chief town.

Governor Hindmarsh arrived in the "Buffalo" in Holdfast Bay on the 28th December of the same year, and at 3 o'clock in the afternoon, under the shade of gum-trees a short distance from the beach,

proceeded with the ceremony of the swearing in of himself, the members of his Council, and other officers, and the reading of his Commission to the settlers, of whom there were present about three hundred. The Union Jack was then hoisted with the usual accompaniment of a Royal salute; the marines who formed the Governor's escort fired a *feu-de-joie*; the "Buffalo," lying in the offing, saluted with fifteen guns; and the foundation of the Colony of South Australia was an accomplished fact.

From the inauguration of the new settlement there was a lack of cordial relations between the administrative bodies. The Governor, the resident Commissioners, and the Surveyors-General had each large and administrative powers, and in exercising them there was mutual interference, producing dissension and collision most injurious to the prospects of the colony. The leading subject of dispute was the site of the chief town of the settlement, the Governor and Judge Jeffcott and some of their friends, having regard to the commercial capabilities of the River Murray, wished the capital to be situated at Encounter Bay; others, again, bearing in mind its splendid harbour, voted enthusiastically for Port Lincoln. Colonel Light was inexorable. He had examined the coast carefully. Kangaroo Island and Port Lincoln had successively been abandoned on account of their unsuitability. Adelaide, in its present position, he considered an ideal site. The river Torrens flowed through it and supplied water in abundance, the surrounding country was level and fertile, well-timbered and well-grassed, and the elevation above the sea-level was well adapted for drainage. To meet the objections of those who said that Adelaide was too far from the sea to be a commercial centre, Colonel Light surveyed a secondary town called Port Adelaide, and the wisdom of this arrangement is now fully justified.

A great cause of complaint was found in the slowness with which the surveys were made, months elapsing before any selection of land could be completed; there was, in fact, no adequate means of transport to carry the surveyors and their camps from place to place, while, all the time, of course, nothing in the way of production could be attempted, and the arrivals from England had no homes to go to, but were obliged to camp wherever they could. The condition of the colony at this period is described as that of a continuous "picnic." In the meantime, Mr. G. S. Kingston, then second in command of the surveying staff, sailed to England to lay certain views before the English Commissioners for the purpose of expediting the surveys. His suggestions were adopted, and Colonel Light immediately resigned. This implied reprimand, however, so preyed upon his spirits, that he sickened and died in the following year. His remains were accorded a public funeral, and were buried in the public square that bears his name, and a monument was placed over his grave.

Captain Hindmarsh was continually embroiled with his subordinates throughout his term of office. He was a distinguished naval officer of

the old school, habituated to the employment of a most autocratic command, and as such was not well suited for a position of merely nominal superiority. Complaints were forwarded to the Secretary of State for the Colonies, Lord Glenelg, who wrote sharply to the effect that, upon his own showing, Captain Hindmarsh appeared "to be incapable of carrying on the government; with the exception of the Judge and the Harbour-master, he was, more or less, at variance with all the official functionaries of the colony." He was recalled in 1838, and Mr. George Milner Stephen was sworn in as Acting-Governor.

During Hindmarsh's term of office, a Supreme Court was established. On April 3rd, 1838, Mr. Joseph Hawdon arrived overland from Sydney with a mixed herd of 335 head of cattle. Soon after, Mr. E. J. Eyre arrived with another herd of 300 head, and Captain Charles Sturt (afterwards Colonial Secretary) with one of 400 head. At this point in the colony's progress the habitations erected were of the flimsiest materials. Government House was merely a reed hut, and most of the other dwellings were structures of a similar description. In January, 1839, the old Government House was burnt down, and nearly the whole of the executive and legislative records up to that date were destroyed. Cultivation continued to languish, and food was daily growing dearer. Flour was worth £30 per ton, beef 1s. a lb., tea 4s. a lb., and other things in proportion; and these prices were sometimes exceeded. The only watchmaker received 17s. for cleaning a watch. The Australian Company tried to carry on the whale-fishing, and for some years the only exports were whalebone and oil, but there was no external trade in either mineral, pastoral, or agricultural products.

Governor Hindmarsh's successor was Colonel Gawler, K.H., who arrived in the colony on the 12th October, 1838. When Governor Hindmarsh arrived in the colony the population was 546 souls; when he left it had increased to 2,377. When Colonel Gawler arrived there was a population of 3,680. The new Governor found the affairs of the colony in a deplorable condition, and he made strenuous efforts to evolve some show of order, but his headstrong actions only served to involve the settlement in still deeper confusion. The finances were in such a perilous state that in 1838, when the expenditure totalled £16,580, the revenue amounted to only £1,448. The people, too, instead of opening up the country, remained in the city; while of the rural holdings, which were in the hands of the proprietors, only about 200 acres had been devoted to the plough. The Governor did his best to get the people to proceed with the cultivation of the soil, and with some success. He projected extensive public works to provide employment for the landless, and had, of course, to incur a heavy expenditure. He drew upon the Home Government to meet current liabilities, and his bills were returned dishonored.

The revenue for 1839-40-41 amounted to £75,773; the expenditure during the same period was £357,615; thus leaving a deficit in the

public accounts of £281,842. In consequence of this, Colonel Gawler was recalled, and he was superseded by Captain George Grey, to whom Governor Gawler had extended the utmost consideration on his arrival in Adelaide some time previously, ill, and suffering from spear-wounds inflicted by the blacks.

There is little doubt, at this distance of time, that Colonel Gawler was treated by the Commissioners somewhat unfairly. They sent out shipload after shipload of emigrants, for whom their representative had to provide in some manner; but they did not furnish him with the wherewithal to do this. He believed in the province, and drew on its future. When he left, after three years of office, the population had more than doubled; the land under cultivation had increased from 86 to 2,503 acres; the sheep depastured from 28,000 to more than 200,000; and the export trade from next to nothing to over £100,000 in annual value. With Gawler's dismissal came a period of acute crisis. Confidence in the colony was not only severely shaken, it was well-nigh destroyed, and adverse criticism from without attacked its fundamental principles. For a time economists unhesitatingly pronounced the Wakefield scheme of colonisation to be a failure. The colonists, however, stood loyally by their departing Governor, and showed their sense of his integrity and ability by farewell addresses and a gift of £500; while the Duke of Wellington is reported to have said of him, on one occasion, "Gawler could not act otherwise than wisely, for he never did a foolish thing in his life."

Colonel Gawler personally took part in the exploration of the colony, and during his administration sent out various parties to discover land suitable for settlement. One of the most sensational efforts to penetrate the mystery of the interior was undertaken at this period. This was the great journey made by Mr. Edward John Eyre, in 1840, to reach Perth overland from Adelaide. After untold sufferings, the murder of his white companion by treacherous aboriginal servants, theft of provisions, and desertion, he accomplished 1,500 miles of travel along the coast-line, breaking at one point his monotonous journey when he fell in with, and was succoured by, a French whaling ship in command of Captain Rossiter. Refreshed by a long rest and abundant food, he ultimately reached Albany, after an absence of nearly thirteen months from Adelaide, where he had long been given up for dead.

The departure of Governor Gawler marked the conclusion of the experimental stage of colonisation. The office of the Commissioners in London had been abolished, and the Government of South Australia was vested in the Secretary of State for the Colonies. Captain Grey, the new Governor, was instructed to inaugurate the most drastic retrenchment, the sudden collapse of the financial credit of the province pressing with peculiar insistence on the attention of the British Parliament. A Select Committee was appointed to investigate the affairs of the struggling settlement, and an outcome of its report was a

vote of £155,000 as a loan to cover some of Colonel Gawler's bills. This amount was afterwards converted into a free gift. Besides this sum, £27,900 was loaned to the colony for the payment of Colonel Gawler's bills on the Colonisation Commissioners, and £32,646 to meet bills drawn by Captain Grey for the support of the "pauper immigrants," and to meet the interest on the bonded debt of the colony temporarily assumed by Great Britain. These amounts were repaid, and the debt due to the British Government was thought to have been extinguished in 1851; but, as late as 1887, a claim for £15,516 on account of interest was made against South Australia. Although the colony was not legally called upon to satisfy this demand, the amount was paid over, and with this incident terminated the monetary difficulties arising from Gawler's policy.

Captain Grey began his office as Governor of South Australia in a period of financial disaster, which his policy of retrenchment and taxation was alleged to have aggravated; hence his rule was intensely unpopular from its very inception. The colony was in a state of bankruptcy, and numbers of people were ruined beyond redemption. The colonists felt their troubles intensified by the cessation of that partial control over their own affairs which the previous Governor had allowed. The new Governor was the servant of the Secretary of State, and the province had practically become a Crown colony. It was ruled, under instructions from England, by Captain Grey and his Executive Council, the people having no voice in the imposition of taxation, or the expenditure of revenue. The Governor exercised his power to its fullest limit, but he certainly had an unpleasant and unpopular task to perform. His chief effort was directed to force an unwilling people to leave the town and settle in the country, and in this he had some slight measure of success. Before his arrival a Municipal Council of Adelaide had been elected, but Captain Grey found that it interfered with his independence of action, and he determined to get rid of it. As his relations with the Council became more and more strained, he questioned the legality of its acts and disregarded its suggestions, and finally the Corporation, which was the first ever established in a British Colony, became defunct. Grey's unpopularity continued to increase, and at a public meeting of the citizens his policy of taxation and retrenchment was denounced in unmeasured terms. The Governor was, however, inflexible, and showed that he was determined to adhere at all hazards to the line he had marked out for himself. As time wore on, things began to improve, and the relations between the autocrat and the settlers became more endurable, so that on the eve of his departure from the colony he enjoyed a measure of public favour which might, indeed, be almost regarded as popularity.

However much or little may have been due to Captain Grey's policy, there is no doubt that during his administration the colony passed through its darkest hour. Before the close of his term of office, pastoral products were found to be increasing, and agriculture was spreading

rapidly, but the prices of all staple commodities were low in the extreme. But at a time when sheep were being boiled down for their tallow, and wheat was worth but half-a-crown a bushel, the splendid copper-mines of Kapunda and Burra-Burra were successively discovered, and proved the salvation of the province. The only capital invested in Burra-Burra was £12,320; while the return in copper, before the workings were stopped in 1877, amounted in value to close upon five millions sterling. These valuable finds occurred very opportunely. The Home authorities had so little faith in South Australia's future, that Governor Grey was instructed to send to Sydney all the immigrant labourers then employed on Government works. The Governor took the responsibility of ignoring his instructions. He was aware that numbers of persons had already left for New Zealand and other settlements. He was aware also that the expense of deportation would be much greater than that which would be incurred by keeping the labourers employed at the cost of about £4,000 per quarter, and he advised the Imperial authorities to the effect that, had he at once sent all the immigrants away, the colony would have been irretrievably ruined, and the whole expenditure spent upon it utterly lost. He writes: "I should, in the first instance, have had to send away 2,427 souls—that is, one sixth part of the whole population; the fact of having done so would have made paupers of a great many more, who must have been removed in the same manner, and there would have been no labourers remaining in the colony to procure food for those who were left." When Captain Grey assumed office the population was 14,562; when he retired on the 25th October, 1845, it had increased to 21,759. The steady increase in the number of the people was one of the constant embarrassments of his position. Throughout his term of office the ordinary revenue was never equal to the expenditure, and recourse had constantly to be had to land sales, the proceeds of which were levied upon to meet current liabilities.

In 1840, in the time of Governor Gawler, there had been some trouble with the aborigines, who had murdered the seventeen white survivors of a wrecked brig named the *Maria*; and two of the natives were court-martialled and summarily hanged. About nine months afterwards, in 1841, Mr. Inman, while overlanding sheep, was, with two drovers, severely wounded, while all the sheep, numbering some 7,000, were carried off by the aborigines who had attacked the party. Major O'Halloran was sent out with an expeditionary force to trace and punish the offenders; but was recalled in consequence of the censures passed on Colonel Gawler for his execution of the two murderers concerned in the *Maria* outrage. Thereupon some volunteers under Lieutenant Field, R.N., took up the enterprise. This second party of whites was surrounded by a body of natives, some 200 or 300 strong, and, after shooting some of their assailants, its members barely escaped with their lives. Another expedition was then organised in Adelaide, but Governor Grey intervened, and refused to allow it "to levy war or to exercise

any belligerent actions " against the offending blacks. A police party, consisting of an inspector and twenty-nine men, sent to the protection of some settlers in one of the disturbed districts, next encountered a tribe of disaffected aborigines. A conflict between the two parties took place, and thirty blacks were killed and about ten wounded. Although there was a strong disposition in certain quarters to blame the police, an official investigation resulted in their complete exoneration ; but, to obviate as far as possible the occurrence of similar troubles in the future, Mr. E. J. Eyre was appointed Protector of Aborigines, and stationed at Moorundi, on the Murray. He soon secured the confidence of his charges, and from that time outrages by the blacks upon white travellers entirely ceased.

In the second year of Grey's administration, Captain Frome, R.E., Surveyor-General, led an expedition to examine the country round Lake Torrens, but did not penetrate far beyond Mount Serle, the country proving so inhospitable that he was forced to beat a retreat. Several other unsuccessful attempts were made to reach the centre of the Continent, but notwithstanding these failures, Captain Sturt was despatched, at the instance of the Imperial Government, on a similar quest. He left Adelaide on August 10th, 1844, and returned in March, 1846, having been absent for about nineteen months. This expedition was rich in discoveries of fine pastoral country now occupied by prosperous squattages ; but it was made tragic, also, by the horrors of the Great Central Desert. The terrible privations of Captain Sturt so greatly affected his sight that he gradually became totally blind. He was granted a pension of £600 per annum by the South Australian Government, which he enjoyed until his death, in 1869.

On account of the trouble in connection with the Maori War, the Imperial Government, anxious to employ the proved ability of Captain Grey, sent him to New Zealand, and provided what was practically a *locum tenens* in Lieutenant-Colonel Frederick Holt Robe, who was suddenly summoned from the Mauritius, and assumed control of the colony on the 25th October, 1845. The administration of this officer, who was privately sworn in as Lieutenant-Governor only, was particularly colourless, his policy being chiefly confined to following in the footsteps of his predecessor. In the few instances in which Governor Robe took personal initiative, he invariably made mistakes ; what he did was afterwards reversed, and what he refused to do was afterwards carried into effect. He imposed an impolitic royalty on minerals, which was soon abolished. In the face of strong opposition he devoted public money to the support of religion, and thereby stirred up a great deal of strife. He granted to Bishop Short, as the site for an Anglican Cathedral, an acre of land in Victoria-square, in the very heart of the city, close to where the General Post Office now stands ; but the validity of the grant was successfully contested by the City Council on behalf of the citizens, in 1855, the Supreme Court deciding that the Executive had no power to alienate any part of the public estate. The Lieutenant-Governor also refused his consent to a proposal to

re-establish the City Corporation. Still, notwithstanding the weakness of his administration, the Colony, during his term of office, continued to prosper, and to recover the prestige it had lost with the collapse of the Gawler régime. Agriculture in particular had made important advances, its development being greatly assisted by the invention of improved wheat-harvesting machinery. Governor Robe held office until August, 1848, by which time the population had increased to 38,666, compared with 21,759 in 1845. The ordinary revenue had grown from £32,433 to £82,411 during the same period. The proceeds of the land sales, from the foundation of the Colony to the date of Colonel Robe's departure, amounted to £530,877.

Two years before Governor Robe's departure, Mr. J. Ainsworth Horrocks organised an expedition to solve the problem of the interior. Mr. Horrocks had been in the Colony since 1839, and had gained some experience in the work of exploration. He now, in 1846, proposed to cross the head of Spencer's Gulf, and travel north-west from the further side of Lake Torrens. The expedition, which had suffered greatly through want of water and the hostility of the natives, was, however, brought to a tragic close within a month from the date of its inception, by the accidental death of its leader.

On Major Robe's recall, Sir Henry Young was transferred from the Eastern Province of the Cape of Good Hope, of which he was Lieutenant-Governor, to take similar rank in South Australia. He had previously been Governor of Prince Edward's Island. Though not an administrator of remarkable ability, he fulfilled the functions of his office with considerable success, and the province, generally, prospered under his rule. The Colony is indebted to him, amongst other things, for the introduction of an extensive main-road system, and the institution of valuable local government organisations in the form of District Councils. In 1851, South Australia experienced a severe, albeit temporary, check in the exodus of population that followed the discovery of gold in Victoria. The attractions of the gold-fields almost denuded the province of its labouring population. Merchants, bankers, and all owners of property were reduced to the severest straits for lack of labour; mines stopped working, business enterprise was arrested, and all branches of industry came to a standstill. At this crisis, Attorney-General (afterwards Sir) Richard D. Hanson, at the suggestion of Mr. G. S. Walters, of the English and South Australian Copper Company, adopted a measure to make gold by weight a legal tender at a fixed standard value. The principle was incorporated in the Bullion Act; the overland escort was organised, and a portion of the wealth won from the Victorian fields by the South Australian diggers was diverted into their own colony, thus exercising a beneficial effect in the restoration of confidence in the resources and credit of the province.

Another event of great historical importance was the opening-up of the Murray River to steam navigation. Captain Cadell had descended the river from Victoria in a canvas boat, and this exploit had drawn

fresh attention to the value of the stream as a means of intercolonial communication, and a source of prospective profitable traffic along its course. Governor Young took a keen interest in the matter. Many accidents had happened at the mouth of the river, but the Governor believed that a good harbour might be constructed at Port Elliott, and a short tramway made thence to the Murray at Goolwa, distant 7 miles. He, therefore, procured the offer of a bonus to the man who should take the first steamer up the stream as far as the Darling Junction, and he himself accompanied Captain Cadell to Echuca, 1,300 miles, in the "Lady Augusta."

Prior to Captain Cadell's voyage up the Murray in the "Lady Augusta," Mr. William Randell had built a small steamer at Mannum, on the Murray, about 80 miles above Goolwa, and had steamed up the Murray, and for some distance along the Darling, but his craft did not fulfil the conditions which would entitle him to the reward.

In his Murray River projects, the Governor was undoubtedly too sanguine, not sufficiently taking into account the circumstance that the water supply of the Murray was variable, and that the eastern colonies also might have views with regard to the exploitation of any possible traffic. The tramway proposed by him was, however, constructed, and a sum of £20,000 was spent in constructing a breakwater at Port Elliott. "He believed and wrote," says one of his critics, "that it would become the New Orleans of the Australian Mississippi, but the money was literally thrown into the sea." The water-borne traffic of the Murray never greatly benefited South Australia, for when it began to grow to any appreciable volume it was promptly tapped by the Victorian railway system. Nevertheless, in the broad Australian sense, the passage of the first steamer up the river was a highly important historical event. Railways to the Port and northward were also initiated, but in consequence of the lack of experience in construction, these cost the Colony enormous sums; in one instance 8 miles of line over level ground, with no engineering difficulties to surmount, and only one bridge to be built, involving an expenditure of nearly a quarter of a million sterling. It would appear, however, that a large proportion of the money spent was absorbed in providing work for the unemployed in order to relieve the labour market; the number of workmen employed on certain contracts in some cases being far in excess of actual requirements.

The Corporation of the City of Adelaide, whose powers had lain in abeyance for nine years, was revived by the Governor in 1851; but even before its revival a great alteration had been made in the political constitution of the colony. In 1851, the old system of Government by an Administrator and a nominee Council was abolished, and a legislature of one Chamber created in its place. This Chamber was composed of sixteen elected, and eight nominee members, four of the latter being Members of the Executive Council, and filling the chief official posts in the province. The other four were appointed by the Governor himself, subject to the approval of the Crown—though this was merely

a matter of form. The new Chamber was designated the Legislative Council, and exercised control over the expenditure chargeable to the general revenue of the colony; whilst the Governor, as representative of the Crown, possessed the disposal of all the income derived from the sale or leasing of public lands. Earl Grey, the then Secretary of State for the Colonies, was the inventor of this form of Colonial Government.

In 1853, the population of the colony numbered 79,000. In the Imperial Act, under which South Australia was founded, it was provided that the inhabitants might frame a Constitution for themselves as soon as they numbered 50,000 souls. In accordance with this provision, and about two years after the inauguration of Earl Grey's scheme of government, the Legislative Council passed a Constitution Bill, under which was to be called into existence, a Parliament, to consist of two Chambers—one elected by the people, and one to be nominated by the Governor as representative of the Crown, the members of the latter being appointed for life. The measure was sent to England for the Royal Assent; but the proposed new Constitution did not satisfy the colonists, and being strongly petitioned against, the Bill was referred back to the province.

Sir Henry Edward Fox Young was promoted to the Governorship of Tasmania, and left the colony to take up the duties of his new office on December 20th, 1854. Under his administration the land revenue increased from £32,935, in 1848, to £383,470, at the conclusion of his term of office. The general revenue increased for the same period from £82,911 to £595,356. The population, in 1848, was 38,666 persons; since that date immigration had added to the muster roll of the colony no fewer than 93,140, while the increase of births over deaths for the same period was 7,897; yet, so great had been the exodus during the gold-fever years, that the total population at the time of Governor Young's departure was only 92,545; many people, in fact, simply used South Australia as a free-passage stepping-stone to the Victorian gold-fields.

Sir Henry's successor did not arrive in the colony for six months, the Government being administered in the interim by the Hon. B. T. Finnis, who had, up to that time, been Colonial Secretary.

Sir Richard Graves MacDonnell assumed the reins of Government on the 8th June, 1855, and surrendered them on the 4th March, 1862; thus serving the longest term of all South Australia's Governors, administering the affairs of the province for a period only three months short of seven years. On his arrival the Governor found the province in the throes of military enthusiasm. The outbreak of the Crimean War, in 1854, had aroused fears of a Russian descent on Australia, and, in common with some of the sister colonies, South Australia made hurried preparations for such a contingency. A strong regiment of foot was enrolled, with a small force of cavalry, and three batteries of artillery, but the arms and equipment were extremely inadequate, while the defences of the port and shipping were almost entirely neglected.

With the conclusion of peace, however, between Russia and the belligerent powers, this sudden accession of military ardour rapidly evaporated.

The colony's affairs were now in a flourishing condition. It had a satisfactory revenue, and politically the only problem before it was the framing of a popular Constitution. After the general election, to ascertain the wishes of the colonists on this important subject, the estimates framed by the Governor were forwarded to the Legislative Council; but instead of being discussed in the ordinary manner, they were referred to a Select Committee composed of six elected members and one nominee. The Committee protracted its sittings for several months while it criticised the Governor's policy, the public service being carried on in the meantime by credit votes. When the Committee dispatched an address to the Governor requesting him to send revised Estimates to the Legislative Council, he replied in a trenchant and masterly manner, and thereby won over to his views the great bulk of the colonists.

The Constitution Act was introduced into the Legislative Council, where it was discussed and finally adopted, whilst the dispute was still proceeding between the Select Committee and the Governor over the Estimates. The Bill was passed in the last session of the old Legislative Council of 1855-6, and, receiving the Royal Assent, was in due course returned unaltered to the colony and proclaimed on the 24th October, 1856. The Constitution was modelled somewhat on English lines, the Parliament consisting of two Chambers, a Legislative Council and a House of Assembly, both of them established on the elective principle. The Upper House was chosen on the basis of a property qualification of electors; the House of Assembly was chosen on the basis of manhood suffrage. The qualifications of an elector for the Legislative Council were a £50 freehold; a lease, registered, having three years to run, or a right of purchase of the annual value of £20, or the tenancy of a house of the clear annual value of £25. Any natural born or naturalised British subject, who had attained the age of 30, and had resided in the Colony for three years, was eligible as a member of the Upper House, which consisted of eighteen members, elected for twelve years. The Council was not subject to dissolution, but one-third of the members were to retire at the end of every third year, the order of retirement being decided by ballot after the first elections had taken place. The members of the Upper Chamber were elected by the whole province voting as one constituency. The House of Assembly consisted of thirty-six members, elected on a basis of manhood suffrage under a registration of six months duration. The Lower Chamber was liable to dissolution by the Governor, failing which event its life was triennial. Members of the Assembly were elected for specified districts into which the colony was divided, and the mode of election for both Houses was by ballot, the principle of which was adopted at the instance of "the father of the ballot" in Australia, the late F. S. Dutton.

Sir Richard McDonnell had never been Governor of a colony with an independent Constitution; yet it was under his auspices that the work of constitutional reform was completed. The Act materially altered his position, and he was not easily reconciled to the changed status in which he found himself. Under the new Constitution he was no longer able to act on his own initiative, but was under obligation to act on the advice of his responsible Ministers. For a while the Governor considered it to be his business to give advice to his Ministers, and to prescribe the policy of the Government; but he soon accepted a more correct view of the situation, and contented himself with the mere formal concurrence in the drafted policy of his responsible advisers.

The first Ministry, which was a makeshift one, lasted for less than four months; the second, nine days; the third, twenty-nine days; and the fourth, two years and nine months. During the term of office of the last mentioned responsible Ministry, that admirable measure known as the Torrens Act, for simplifying the transfer of land, and for securing titles to it, was passed into law. It originated with Mr. (afterwards Sir) R. R. Torrens, whose experience, as Collector of Customs, in the transfer of shipping property, supplemented by the legal knowledge of European land legislation possessed by Dr. Hübbe, enabled him to frame a Bill so well suited to colonial conditions that the transfer of real property could be effected under its provisions with almost as much ease as the transfer of ordinary goods.

The railway connecting Adelaide with its port was completed and opened to traffic during the McDonnell régime, as well as the line from the capital to Gawler, and thence to Kapunda; and a beginning was made in constructing lines for telegraphic communication. Mr. Charles Todd constructed his first telegraph line from Adelaide to the Port, but the immediate revenue therefrom was infinitesimal, a rival line opened by Mr. McGeorge a few weeks previously having captured most of the business. The Government, however, intervened, and bought out Mr. McGeorge's rights for a sum of £80, and caused the line to be removed. The next extension of communication was to Gawler. In less than three years the system had extended as far as Melbourne. To Sir Richard McDonnell the establishment of the works that furnish an excellent supply of water to Adelaide and the suburbs is also attributable; and during his rule in 1861 the province gained an extension of territory (which has, however, never been of much real advantage) by the acquisition of a strip of country known as "No Man's Land," containing 80,000 square miles, and lying between the former boundary of the Colony and that of Western Australia, and carrying the western boundary of the province west as far as the 129th meridian of east longitude. The mining industry received a great impetus by the discovery of rich deposits of copper in Yorke's Peninsula, and many mines were opened, of which the most famous were at Wallaroo and Moonta.

In 1856, an engineer named B. H. Babbage, who had been employed on the City and Port Railway, and who possessed to have considerable geological knowledge, was sent north to search for gold. He failed to find the coveted indications, but the three expeditions he conducted, and that of Warburton, who was sent out to recall him, added largely to the general stock of accurate information. In the year following Babbage's first expedition, Deputy-Surveyor-General G. W. Goyder was instructed to examine and survey the country which had been discovered by Babbage, Warburton, Swinden, and others, and returned with a glowing description of large fresh-water lakes, tall perpendicular cliffs, and so forth. The Surveyor-General, Captain Freeling, R.E., was at once sent to the scene of the alleged discoveries, but found nothing to justify his deputy's rhapsodical descriptions. It was very plain that Mr. Goyder had either been deceived by the mirage or misled by a rainy season. In June, 1858, John McDouall Stuart, who had been draughtsman with the expedition of Captain Sturt to Central Australia, began a series of explorations that eventually solved the problem of the interior, and culminated in the crossing of the Continent from south to north. He first made repeated examinations of the country between Lake Torrens and Lake Eyre, fixing a new base for northern exploration and discovering a more practicable route. Accompanied by a single white companion and a native, he penetrated as far as 28°20' south latitude, and 134°10' east longitude. In 1860 Stuart again set out, with the intention of crossing the Continent, and had penetrated the interior beyond Mount Denison (about as far north as 21°35' south latitude), discovering and naming Central Mount Stuart *en route*; but exhaustion, scurvy, general sickness, rapid decrease of provisions, hostility of the blacks, and above all, want of water, compelled him to beat a retreat for the settled districts, which he reached after suffering the greatest privations. On his return to Adelaide, the Government organised a fresh expedition and gave Stuart the command. With twelve men and forty-nine horses, he left Chambers' Creek Station on New Year's Day, 1861; but waterless desert and impenetrable scrub stayed the advance of his water-famished and exhausted party when within only 4 degrees of the northern coast, and he was again obliged to return. Once more he was sent north, and that within a month of his arrival in Adelaide. There was keen rivalry between South Australia and Victoria as to which would first reach the northern coast. Burke and Wills had already started, with the advantage of having a shorter route to traverse; but John McDouall Stuart had the knowledge, and experience won from defeat as well as from signal victory. The party left the settled districts early in 1862. On July 24th, of the same year, Mr. J. W. Thring, the third officer, riding somewhat in advance of the party, cried out, "The Sea!" Stuart's diary thus tells the story:—"The beach is covered with a soft blue mud. It being ebb-tide, I could see for some distance, and found it would be impossible for me to take the horses along it. I therefore kept them where I had halted them, and allowed half the party to come

to the beach and gratify themselves with a sight of the sea, whilst the other half remained to watch the horses until their return. I dipped my feet and washed my face and hands in the sea, as I promised the late Governor, Sir Richard McDonnell, I would do if I reached it. After all the party had spent some time on the beach, at which they were much pleased and gratified, they collected a few shells. I returned to the valley where I had my initials cut on a large tree (J.M.D.S.), as I intended putting my flag up at the mouth of the Adelaide." The explorers were royally received on their return to Adelaide. Stuart was given a grant of 1,000 square miles of grazing country and in all about £3,000 in cash. But he died in less than seven years. Crippled, half blind, and utterly broken down, he could struggle forward while work remained to be done, but the numberless privations he had suffered had made a fatal drain on his energy, and he rapidly sank when the battle was over.

When Governor McDonnell left the province, the population had increased to 126,830 from 92,545 in 1854. The revenue had expanded from £453,641, in 1855, to £558,587; the area of land under cultivation in 1853 was 129,692 acres, in 1862 it had grown to 320,160 acres; the number of sheep depastured in the two years named were respectively, 1,768,724 and 3,431,000. In 1854 the imports were valued at £2,147,107; in 1862 their value had decreased to £1,820,656; whilst in the same period the exports had grown from £1,322,822 to £2,145,796.

Sir Richard McDonnell was succeeded in the Government by Sir Dominick Daly, without any interregnum of administration, the change being made on 4th March, 1862. Prior to his arrival in South Australia the new Governor had filled a similar position at Prince Edward's Island.

The first years of Sir Dominick's administration were troubled by the judicial imbroglio brought about by the persistence of Mr. Justice Boothby in regarding himself as the only lawfully appointed judge of the Supreme Court of South Australia. His appointment had been made by letters patent under the great seal of the province by Sir H. E. F. Young, and the exceptional character of the method in which he had received his office caused the judge to scout the claims of his colleagues and question the legality of their acts. Voluminous correspondence passed between the Governor, the Secretary of State for the Colonies, and Mr. Justice Boothby himself, and the quarrel seemed to be interminable. The whole question was so intermixed with constitutional difficulties that no finality could be arrived at. Vain efforts were made to enforce Judge Boothby's retirement, and he was ultimately proceeded against under an Act of George III, which, it was considered, would meet his peculiar case. However, his death which took place a few months after proceedings were initiated against him, brought this unpleasant incident to a close.

On the 6th July, 1863, the Northern Territory, or Alexandra Land as it was then called, until that time a part of the colony of New South

Wales was, by Royal Letters Patent, annexed to the province of South Australia, as a reward for the enterprise shown in the promotion of the exploring expeditions of Stuart, McKinlay, and others. It was thereupon resolved to found a settlement in this newly acquired domain, and extensive sales of land were immediately held. The first expedition, however, became disorganised, years rolled by while preliminaries were being settled, and the holders of land-orders clamoured for the refund of their payments. At this juncture Mr. Goyder was sent north, with a strong staff of surveyors, to lay out the settlement. He at once selected Port Darwin as the site of a capital, and there formed the ground-plan of the town of Palmerston. The further development of the interior was facilitated by Sir Thomas Elder's importation in 1862, of a breeding herd of 117 camels. It may here be remarked that the first camel introduced into South Australia had been used by the ill-fated Horrocks on his exploring expedition in 1846.

Towards the end of the year 1867, His Royal Highness the Duke of Edinburgh, in command of the "Galatea," paid a state visit to South Australia, and was entertained by the Governor. The royal visitor was received with the most enthusiastic demonstrations of loyalty, and, during his stay in Adelaide, performed the ceremony of laying the foundation-stones of the General Post Office and of the Wesleyan College which bears his name. Five months after the Prince's visit, the Governor, who for some time had been in feeble health, was attacked by a serious illness, and died on the 19th February, 1868. He was buried with military honors, no greater public demonstration ever having been witnessed in the colony.

During Governor Daly's rule, John McKinlay, the explorer, who had already distinguished himself by heading an expedition from Adelaide to Port Denison in Queensland in search of the remains of Burke and Wills, made a notable and perilous exploration of the Northern Territory, when the settlement formed there was in danger of total collapse. Part of the journey was performed in a punt made of saplings, over which the hides of slain horses had been stretched after the meat had been jerked for food. Both alligators and sharks, attracted by the smell of the raw hides, followed, and time after time nearly swamped the frail craft; but after days of danger and hardship the party safely made the entrance to Beatrice Bay. An almost equally perilous voyage was that undertaken by Mr. J. P. Slow in the "Forlorn Hope" from the settlement to Champion Bay, Western Australia—a voyage that added considerably to the knowledge of the country in the neighbourhood of the north-west coast.

On the decease of Sir Dominick Daly, the government was administered by Lieutenant-Colonel F. G. Hamley, of the 50th Regiment, the senior military officer on active service in the Colony, and he held the post of administrator until the arrival, twelve months afterwards, of the Rt. Hon. Sir James Fergusson, Bart. The new Governor took up the reins of office on the 15th February, 1869, and left the Colony for the

Governorship of New Zealand on the 18th April, 1873. During Colonel Hamley's administration, important changes took place in regard to the manner of disposing of the waste lands of the Crown. Prior to this, land had been sold at auction—a system which had created a class of persons known as "land sharks," who attended all Government land sales, and bid for and bought all they could secure, and kept it in the hope of receiving speculative prices from the people who required the land for genuine settlement. Settlement was restricted also by the formation of land monopolies favoured largely by the auction method of disposal. By the introduction of a new Land Bill, called "Strangway's Act," an attempt was made to remedy these abuses. Land was sold on credit, the full amount of purchase money being payable within four years from the date of the sale. The limit of selection was 640 acres. New evils, however, arose from the operations of the new Act—the common evils of all Australian land systems, the evasion of the residential provisions and "dummying"—but the general effects of the Act were distinctly beneficial.

An extension of the Northern railway to Burra, 100 miles north of Adelaide, took place during this period, and other schemes for improved internal communication were canvassed, but the greatest achievement under the Fergusson régime was the construction of the transcontinental telegraph line which connected Adelaide with Port Darwin, and consequently with London. The entire distance from the South Australian capital to the northern port is 1,975 miles, and for hundreds of miles at a stretch the interior was without a solitary white inhabitant. Large areas were absolutely destitute of timber, and no less than 19,000 iron telegraph poles had to be used. The line was begun simultaneously at each end, and in less than two years the wires had met, and were connected near the centre of the continent.

Sir James Fergusson had identified himself with all schemes for the advancement of agriculture, and took a most substantial and generous part in useful popular movements, but his claims to estimation as a far-seeing statesman rest rather on his organisation of a bold public works policy, the carrying out of which has helped very largely to develop the productiveness and increase the wealth and prosperity of the province. After his departure Chief Justice the Hon. Sir R. D. Hanson administered the affairs of the colony till the arrival of Mr. (afterwards Sir) Anthony Musgrave, who assumed the reins of office on the 9th June, 1873.

Sir Anthony Musgrave's administration lasted till the 29th January, 1877, a term of three and a half years, during which period there was much political conflict and unrest. At the close of the session of 1874, Mr. James Penn Boucaut, one of the ablest lawyers and foremost politicians of the colony, emerged from the political conflict to power as Premier of a Ministry with a "broad and comprehensive" policy to place before the country. The dominant principle was the development of national resources on a regular plan, and at a cost of £3,000,000,

which Mr. Boucaut proposed to raise as a loan, the interest being provided for by the imposition of increased taxation in the form of stamp taxes and probate and succession duties. Twice the taxation proposals passed the Assembly, and twice were they rejected by the Council, and Mr. Boucaut refused to go on with his public works. His Ministry was removed by a non-confidence vote, and the Hon. John Colton was sent for. This gentleman formed a new Cabinet, and adopted the whole of the Boucaut policy except its proposed taxation. The sum of £3,000,000 was raised on loan, and various new railways were projected, all of which have since been constructed; the Probate and Succession Duties were adopted and became law, but the Stamp Act which had been contemplated was not proceeded with. The Boucaut policy of internal expansion and public works construction was for a series of years the chief political subject, and, indeed, long after Mr. Boucaut, through his having accepted a seat on the judicial bench, had ceased to have any direct connection with it.

Pending the arrival of Sir Anthony Musgrave's successor, Sir William Wellington Cairns, K.C.M.G., the Government was administered by Chief Justice Samuel James Way, who has often filled the same office. Sir W. W. Cairns, who was transferred from Queensland, remained in the colony less than eight weeks, and left behind him hardly a trace of his visit. The only public functions he performed during his stay in the province were the opening of the Victoria Bridge on 24th April, 1877, and his attendance at the inauguration of the Senate of the Adelaide University and the enrolment of its members. He resigned his office on the 17th May following, and the Chief Justice again became Administrator, and remained so for nearly five months. During the administration of the Hon. S. J. Way (July, 1877) the overland telegraph line to Western Australia was completed as far as Eucla, a small port about 160 miles west of the head of the Great Australian Bight.

Sir William Francis Drummond Jervois, C.B., C.M.G., R.E., arrived in Adelaide on the 2nd October, 1877, and remained in office till the 17th November, 1882. Sir William Jervois held the rank of Colonel in the Royal Engineers, and was Governor of the Straits Settlement when he was appointed to South Australia. He subsequently attained the rank of Lieutenant-General. Besides having distinguished himself as an officer, he was esteemed one of the greatest authorities on fortifications among European experts. He had had many and varied experiences in England, at the Cape, and in India, and afterwards filled the position of Governor of New Zealand.

Almost immediately after the new Governor's arrival, the overland telegraph line from Adelaide to Perth, connecting West Australia with the telegraphic systems of the other colonies and of the world, was completed. It follows the coastline for the most part along Eyre's track over 979 miles of that difficult country first traversed by the foot of white men hardly forty years before, and it joins the South Australian

system at Port Augusta. The next year the first sod of the transcontinental railway from Port Augusta to Port Denison was turned by the Governor, who opened 200 miles of it four years afterwards. At present the works on this line reach a point (Oodnadatta) 737 miles north of Adelaide. On 30th July, 1878, Sir William Jervois laid the foundation-stone of the Adelaide University; and on 12th June, 1881, the two young princes, Albert Victor and George of Wales, paid an unofficial visit to the colony, where they were well received.

Sir William Cleaver Francis Robinson, K.C.M.G., succeeded Lieutenant-General Sir W. F. D. Jervois on 16th February, 1883, and he remained in office a little over six years. The Governor was absent from the colony for short periods on seven separate occasions, and was represented sometimes by the Chief Justice and sometimes by His Honor J. P. Boucaut. Upon the departure of Sir William Robinson for Victoria on 6th March, 1889, the Chief Justice again administered the Government pending the arrival of the Earl of Kintore on 11th April of the same year.

The most noteworthy incident of the Robinson régime was the celebration of Her Majesty's and the colony's dual jubilees, fittingly commemorated by the opening of the South Australian Exhibition on the 21st June, 1887. The exhibition was a great success. It was kept open for six months, and was visited by 789,672 persons. The expense of erecting a permanent building which reverted to the Government, and a portion of which is now used as an Art Gallery, was £33,898, while the total cost of the exhibition was £68,702.

The exhibition was held at the conclusion of a time of severe financial crisis. The market values of all staple commodities had fallen ruinously; mines had become unprofitable and had been closed up; harvests had failed for want of rain; and the continued drought had involved stock-owners in heavy losses. A feverish period of land speculation had been followed by disastrous reaction, and hundreds of investors had been rendered penniless by the failure of the Commercial Bank, and the collapse of other joint-stock associations. Just, however, when they were most required, large metalliferous discoveries were made, the Teetulpa gold diggings giving employment to thousands, and above all, rich deposits of silver and tin were opened up in the Barrier Ranges in New South Wales, adjoining the South Australian border. Pastoral products, long depressed in value, began to rise, and the season of 1887 opened with an early and copious rainfall extending throughout the settled districts, and bringing with it an assurance of renewed agricultural prosperity.

The Right Hon. the Earl of Kintore, K.C.M.G., arrived in South Australia on the 11th April, 1889, and left his charge on the 16th January, 1895. Several South Australian Governors have taken a keen interest in the exploration of the interior. Notably among Vice-regal enthusiasts of inland discovery were Governors Gawler, Young, and MacDonnell, the last mentioned being particularly anxious to cross

the Continent. The realisation of this ambitious project was reserved for the Earl of Kintore who, in 1891, made the voyage to Port Darwin in the Northern Territory, and returned to Adelaide *via* the telegraph line route. He is the only Governor who has crossed the Continent from sea to sea.

Lord Kintore's successor, Sir Thomas Fowell Buxton, K.C.M.G., arrived in the colony on 29th October, 1895. From the date of Lord Kintore's departure until the arrival of Sir Thomas Fowell Buxton in October, the Government was administered by the Chief Justice, who had at the beginning of the year 1891, received a commission as Lieutenant-Governor of the Colony from Her Majesty. Two months after the new Governor's arrival the Federal Enabling Bill passed both Houses of Parliament. A novel experiment in Legislation, the State Advances Bill, was also passed into law, and a State Bank under the Act was established under it on 1st February, 1896. In July following tenders for mortgage bonds for the banks were opened; the amount required being £30,000 at 3½ per cent., while the total applied for was £59,600. The first four months of the year 1896 were marked by terrific gales, which wrought great damage to the shipping and other property; the 22nd February and 10th of April being two days of especial rigour and disaster. On the 25th April, the general elections throughout the province were held, and are noteworthy in marking the first occasion in the history of the colony on which women exercised their newly won right to the franchise. No less than 66 per cent. of the women enrolled voted. The Adult Suffrage Bill had passed through all its stages in committee on the 13th December, 1894; on the 9th of February following, a cablegram had been received from England announcing the Royal Assent; and on the 19th March of the same year, the assent itself had been received. The result of the elections showed that all the fears expressed by the opponents of the measure were wholly without foundation.

The Calvert expedition, rendered tragic by the death from thirst of two of its members, started out from Adelaide on the 23rd May, 1896. A more extended reference to this expedition will be found in the chapter dealing with Western Australia. On the 7th August, 1896, the Governor opened the Happy Valley Waterworks at Clarendon. The installation of this magnificent system involved an expenditure of £500,000.

The year 1897 opened dismally in the Northern Territory. On the 7th January a terrible hurricane, accompanied by two shocks of earthquake, and a storm that raged with unabated fury for several hours, practically destroyed the town of Palmerston, and inflicted damage and loss that would be underestimated at £150,000. During the following month the city of Adelaide also suffered severely from the effects of a storm, the suburbs being flooded and the intercolonial railway greatly injured.

The Imperial authorities had decided to appoint a Supreme Court Judge to the Judicial Committee of the Imperial Privy Council, and the selection fell on the Hon. S. J. Way, the Chief Justice and Lieutenant-Governor of South Australia, who received his appointment to the newly created post on the 22nd January, 1897. On 17th March following he left for England to fulfil the duties of his position, and on 19th June, in connection with the celebration of the Record Reign Jubilee, he received the honorary degree of Doctor of Laws from the University of Cambridge, and was subsequently, to the great pleasure of his fellow-citizens, created a baronet.

Pursuant to an arrangement arrived at with the other colonies steps were taken to appoint delegates to an Australasian Federal Convention. The election of members of the Convention took place in South Australia on the 14th March, 1897, the whole province voting as one constituency. The Convention opened at Adelaide on the 22nd of the month, the Premier the Hon. C. C. Kingston, being appointed President, and the Hon. Sir R. C. Baker, Chairman of Committees. The proceedings of the Convention are elsewhere described.

In 1897 several important names disappeared from the history of South Australia. On the 6th March one of South Australia's noblest-hearted benefactors passed away. This was Sir Thomas Elder, G.C.M.G., M.L.C. He it was who introduced a breeding herd of camels into the colony, and made the exploration of the interior practicable and possible. At his own cost he had fitted out several expeditions to open up the country. He established a Conservatorium of music in Adelaide, and, besides benefiting the province in a thousand ways during his life-time, left to be divided among the various public institutions of South Australia the noble bequest of £155,000. Another death was that of Sir Henry Ayers, G.C.M.G., a South Australian politician of many years standing, and a man closely identified with public affairs and the progress of the province. He died on the 11th June. On the 18th July the bodies of Charles Wells and George Jones, the ill-fated members of the Calvert exploring expedition, who had perished of thirst near Johanna Springs; Western Australia, were accorded a public funeral at Adelaide.

Little remains to be said in order to bring this brief historical survey to a conclusion. Sir Thomas Fowell Buxton left for England on the 29th September for a six months' holiday. On the 20th December he despatched a cablegram to Adelaide announcing his resignation, for family reasons. The Lieutenant-Governor again discharged the duties of administration until the arrival of Sir T. F. Buxton's successor, the Right Hon. Hallam Baron Tennyson who arrived in Adelaide on 10th of April, 1899.

In the following table will be found a list of the different ministries in South Australia from the establishment of Responsible Government

to the date of the publication of this volume ; also the date of appointment to and retirement from office of each.

No. of Ministry.	Name.	Period of Office.		Duration.
		To	From	Months. Days.
1	Finniss .....	24 Oct., 1856	21 Aug., 1857	21 28
2	Baker .....	21 Aug., 1857	1 Sept., 1857	... 11
3	Torrens .....	1 Sept., 1857	30 Sept., 1857	... 29
4	Hanson .....	30 Sept., 1857	9 May, 1860	31 9
5	Reynolds .....	9 May, 1860	20 May, 1861	12 11
6	Reynolds .....	20 May, 1861	8 Oct., 1861	4 18
7	Waterhouse .....	8 Oct., 1861	17 Oct., 1861	... 9
8	Waterhouse .....	17 Oct., 1861	4 July, 1863	20 18
9	Dutton .....	4 July, 1863	15 July, 1863	0 11
10	Ayers .....	15 July, 1863	22 July, 1864	12 7
11	Ayers .....	22 July, 1864	4 Aug., 1864	... 13
12	Blyth .....	4 Aug., 1864	22 Mar., 1865	7 18
13	Dutton .....	22 Mar., 1865	20 Sept., 1865	5 29
14	Ayers .....	20 Sept., 1865	23 Oct., 1865	1 3
15	Hart .....	23 Oct., 1865	28 Mar., 1866	5 5
16	Boucaut .....	28 Mar., 1866	3 May, 1867	13 5
17	Ayers .....	3 May, 1867	24 Sept., 1868	16 21
18	Hart .....	24 Sept., 1868	13 Oct., 1868	... 19
19	Ayers .....	13 Oct., 1868	3 Nov., 1868	... 21
20	Strangway .....	3 Nov., 1868	12 May, 1870	18 9
21	Strangway .....	12 May, 1870	30 May, 1870	... 18
22	Hart .....	30 May, 1870	10 Nov., 1871	17 11
23	Blyth .....	10 Nov., 1871	22 Jan., 1872	2 12
24	Ayers .....	22 Jan., 1872	4 Mar., 1872	1 10
25	Ayers .....	4 Mar., 1872	22 July, 1873	16 18
26	Blyth .....	22 July, 1873	3 June, 1875	22 12
27	Boucaut .....	3 June, 1875	25 Mar., 1876	9 22
28	Boucaut .....	25 Mar., 1876	6 June, 1876	2 12
29	Colton .....	6 June, 1876	26 Oct., 1877	16 20
30	Boucaut .....	26 Oct., 1877	27 Sept., 1878	11 1
31	Morgan .....	27 Sept., 1878	24 June, 1881	29 27
32	Bray .....	24 June, 1881	16 June, 1884	35 23
33	Colton .....	16 June, 1884	16 June, 1885	12 ...
34	Downer .....	16 June, 1885	11 June, 1887	23 26
35	Playford .....	11 June, 1887	27 June, 1889	24 16
36	Cockburn .....	27 June, 1889	19 Aug., 1890	13 23
37	Playford .....	19 Aug., 1890	21 June, 1892	21 16
38	Holder .....	21 June, 1892	15 Oct., 1892	3 24
39	Downer .....	15 Oct., 1892	16 June, 1893	8 1
40	Kingston .....	16 June, 1893	1 Dec., 1899	77 15
41	Solomon .....	1 Dec., 1899	8 Dec., 1899	... 7
42	Holder .....	8 Dec., 1899	.....	... ..