

Transport in and about Adelaide — c1865

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Duryea's panorama is a snapshot of Adelaide. By definition it is a static image of Adelaide and the people who inhabited the city. But Adelaide was a dynamic place with the city streets abounding with people, animals and vehicles of all sorts. Business and commerce were fundamental to the on-going life of the city that also boasted a complex social life. Much of this was identified with the various modes of transport of the time. Horses and the diverse range of vehicles to which they were harnessed were essential to Adelaide's commercial and social life at the time and set the pace at which the city worked.

Horse-drawn transport in Adelaide continued in one form or another well into the twentieth century, but it was essentially the only form of transport about the city when Duryea composed his famous panorama. This was a time before bicycles became popular in the 1870s — even then cycling was initially a faddish past-time rather than a cheap means of personal transport. This was also the time before the

introduction of horse trams with the formation of the Adelaide and Suburban Tramway Co in August 1876.

Adelaide boasted a population of 23 229 in 1866. All depended to a greater or lesser extent on horse-drawn transport as the means of getting around the city. Moreover, moving various goods efficiently was fundamental to the ordered life of the city.

Personal travel by public transport to and from the city was generally by means of horse-drawn coaches, though steam trains operated to Port Adelaide (since 1856) and Kapunda (since 1860). By this time W.B. Rounsevell, who migrated to South Australia in 1839, had established a basic coaching network linking the city with most of the major country towns in the settled area and was fundamental to the work of the postal department.

The coaching empire established by Freeman Cobb and three friends in 1833 established a presence in South Australia in 1866 and began services on 1 January 1867. An advertisement in September 1866 indicated that the network would include Willunga, Yankallilla, Strathalbyn, Goolwa, Wellington, Mount Gambier, Glenelg, Mount Barker, Nairne, Woodside, Mount Pleasant, Kadina, Burra, Clare and Mount Remarkable.ⁱ Rounsevell sold his business to Cobb & Co in 1868, though that company's South Australian operations continued only until May 1871 when the business was acquired by John Hill & Co.

Horse-drawn wagons brought produce and wool to the city from country areas not served by the northern railway or coastal vessels. Horse drawn drays and lorries were

the ubiquitous commercial vehicles within the city because of their versatility, but they were only two of a host of commercial vehicle types, many of which were specially adapted for particular purposes. Even Duryea had a horse-drawn mobile darkroom to assist him with the transport of photographic plates when outside his studio.

Many people such as cabmen and carters were directly engaged in the movement of people and materials about the city. Others such as blacksmiths, coachbuilders, harness-makers, ostlers, even feed merchants made a living by supporting those directly involved in transporting people and materials. There was a need to provision and tend horses in commercial stables, various businesses and hostleries; there was a need to build and service vehicles and provide all the accoutrements for horses. Coach builder J. Crimp of Grenfell Street had established his business in 1842.

Moreover, in a real sense, access to the means of transport around the city reflected a person's status and place in Adelaide society in 1865. Those of few means travelled about by foot, or perhaps took public transport if they had to travel beyond the city: those of means travelled in their own sulkies, buggies and coaches, sometimes with the services of a coachman.

Henry Hussey, a Protestant preacher, took a position as secretary to George Fife Angas in late 1865. He described the daily routine of his employer when the latter was in the city for parliamentary purposes and how he travelled to and from Parliament House by carriage. 'Unless pressed for time, Mr. Angas, before entering the carriage, would usually examine the wheels. Boxes, and springs: and also look to

the harness, to see that all was right in this direction. A kind word to the horses, and a familiar pat on the neck, would finish the inspection; and as the animals were well fed, and had not overmuch work to do, they were sometimes inclined to be a bit “frisky” before starting. The coachman, however, kept them well in hand, and as they knew him, they would soon be on their best behaviour.ⁱⁱ

Private carriages came in various models. The four-wheel phaeton with light-weight wheels, was drawn by two horses, though there were one-horse variations. The phaeton was enclosed at the back and was designed to be driven by the owner and had no box-seat for a coachman. The brougham was a favourite of the middle class. It was a small closed carriage that was low to the ground and was practical and favoured by professionals such as doctors and lawyers. Hussey wrote of taking the mail coach when visiting outlying districts, but he had a horse and trap with which to undertake his pastoral visitation closer to the city.ⁱⁱⁱ

The sulky with two large wheels and one horse, and only one seat was an all-purpose vehicle used by all people able to own such a vehicle. The light-weight four-wheel American buggy became popular after the gold-rush in the eastern colonies. These were adapted to a variety of styles in Australia. Hussey spoke of Dr Mayo attending his ill sister on one occasion. ‘Being too late for the mail, the doctor and I started in a buggy at about 7 p.m.’.^{iv}

The Landeau was an elegant four-wheel carriage that had hoods that could be opened or closed. Such were driven by the wealthy along with a barouch or closed carriage, these were often imported .

Public transport

Not all residents could afford their own horses and carriage. Even if they could, there were often occasions when public transport was preferred. This was readily available in the city, but remained rigidly controlled by the city council.

City Council regulations required that drivers be licensed in accordance with By-Law 47 along with any vehicle that had to be ‘fit for the purpose for which it is sought to be licensed.’^v The regulations stipulated the amount of headroom within a cab and the distance of seats from one another. The regulations also stipulated the number of passengers that could be carried by any vehicle, with Hansom cabs being restricted to two passengers at one time. They also determined the numbers of horses to be used. So, one horse was sufficient for carriages licensed to carry up to four people; two horses were required for vehicles licensed to carry between six and 15 people; with four horses being required for vehicles holding from 27 to 39 people. Waggonettes proved popular in Adelaide. These were drawn by two horses and carried up to seven passengers, six in a section partitioned from the driver, three facing one another, the seventh with the driver.

There were only three places in the City where Hackney carriages, Hansom cabs could stand and ply for trade. These were on the crown of the roadway of King William Street, between Hindley-Street and Currie Street; on the northern side of North Terrace, between Parliament House and the Railway Station; and in Victoria Square, at the south end, opposite the Supreme Court. By-Law 47 demanded that Hackney carriages take their place at the stand in order of arrival and maintain this

order as carriages were hired and moved off. The same By-Law stipulated that a gap of 'eight feet' be left between every four carriages to permit pedestrians to cross the street.

There were 19 other stands for public carriages that plied particular routes. For instance, vehicles that travelled to North Adelaide departed from King William Street between Hindley Street and north of Gresham Street; vehicles travelling to Glenelg and Brighton started from a stand in King William Street opposite the Napoleon Bonaparte Hotel. There was a temporary stand for public vehicles opposite the Theatre Royal in Hindley Street on the occasions of performances in the theatre.

Fares were also regulated in accordance with the type of vehicle and could be established by time or distance. For instance a four-wheeled carriage with two or more horses cost 5s for the first hour or 1s for half a mile or less, while a two-wheeled Hanson cab with one horse could be hired for the first hour for 4s or 1s for half a mile or less.

Enclosed coaches used for longer distance travel, such as those used by W. Rouncevell & Son, and Cobb & Co, which acquired the Rouncevell business in 1868, were generally drawn by more than one horse. Coaches generally had a designated departure point within the city. For instance, Rouncevell's coaches left from the company's office in King William Street. There was quite a scene there on Monday 1 October 1865 when Rouncevell introduced three new omnibusses to his fleet. The *Register* described the occasion:

The central portion of King William-street was the scene of unusual bustle and excitement on Monday afternoon, in consequence of the starting of three new omnibusses from Mr Rouncevell's booking office. At the Post Office the summer season commences on the 1st of October, and Mr. Rouncevell determined to inaugurate it this year by bringing out his three recently-built omnibusses — the 'Alexandra' — 'Merrimac' — and the 'Monitor'. The first is to run to Willunga, the second to Mount Pleasant with the North-Eastern mails, and the last to Strathalbyn with the South-Eastern mails. These, in company with three others, started at 3'o'clock yesterday for their various destinations in the presence of a considerable concourse of spectators. On their departure a lively air was struck up by the Concordia band, which was proceeding by the Alexandra to the rifle matches at Noarlunga.^{vi}

Livery and Bait Stables^{vii}

Many besides cabmen and coach-drivers made their living providing transport for others. There were livery stables dotted all about Adelaide where a traveller could leave a horse for a time or hire one for an occasion. These provided employment for ostlers, stable-hands and grooms

Cobb & Co advertised the various services it offered in September 1866. The company proclaimed:

Messrs Cobb & Co. having completed the erection of their Stables [in Pirie Street] are now prepared to receive Horses upon Livery or Bait. Horses

and Buggies to Let. Also desire offers for the supply of Feed and Paddock accommodation upon any of the various Coach Routes of the Colony.^{viii}

Cobb & Co sought to offer a full service to travellers and others. An 1867 advertisement indicated:

Horses received upon Livery or Bait. Superior Harness or Saddle Horses, and an assortment of New American Vehicles to Let. Carriages for Wedding Parties provided. Horses and Carriages Bought and Sold. Messrs. Cobb & Co. are also importing Invoices of American Vehicles of best manufacture, direct from the States, which will be on view and for Sale.^{ix}

Hotels also provided similar facilities and the quality of the accommodation provided reflected that of the establishment. Well-appointed stables were a necessity for many city hotels. W.J. Hoath took over the New Market Hotel in late 1865. A feature of what he had to offer travellers was a ‘Good Six-stall Stable, with Stockyards, and excellent water.’^x

The Freemasons’ Tavern and Family Hotel in Pirie Street advertised ‘Extensive Stabling and Sheds for Traps.’^{xi} The East End Market Hotel boasted ‘Good Stables, and Loose Boxes, with Coach-house for 30 Horses, also excellent Paddock. Horses and Carriages for Visitors to the Botanical Gardens Free of Charge.’^{xii} So, in addition to employing bar and house staff, hoteliers were also required to employ staff to tend animals.

Business

Horse transport was vital for Adelaide businesses, many of which had their own means of transport, particularly if they were involved in manufacturing and delivery. These might be basic four-wheeled commercial vehicle such as a lorry, that was essentially a flat tray top without sides that was drawn by one or more horses. Such lorries were invariably used by breweries. These might be modified with sides and roofs to provide covered wagons, that might serve as a hawker's van, or one used by a commercial traveller.

Many businesses had their own stables rather than depend on contract services with carters. For instance, the auctioneers Townsend, Botting & Kay advertised the sale of a sodawater and ginger beer factory in November 1865. Lot 1 included the land and buildings in Waymouth Street, which in turn included:

Stone Stabling for Ten Horses, with Loft (this is a most substantial erection, and can be altered into a Store of two storeys by simply taking away the Stalls which are moveable).^{xiii}

Lot 2 included the associated plant and machinery and featured:

Wagon, 2 Spring-Carts,

1 Four-Wheel Van

4 Horses

In another instance, auctioneers Parr and Luxmoore were instructed to sell the plant and stock of a Currie Street wine merchant. The plant included '2 Good harness Horses and Harness [and a] Spring Dray, [a] Newport, [and a] Pagnell Cart.'^{xiv}

Particular small businessmen that depended on delivering their wares could be identified by their horse-drawn vehicles. So there were distinctive vehicles modified to suit butchers, fruiterers, grocers, hawkers and others. These were generally light-weight vehicles similar to the simple dray, but with different superstructures.

Many men of small means were engaged in carting. Their preferred vehicle was often a two-wheel dray. This was a versatile vehicle that could be manoeuvred easily. A dray was generally a heavy vehicle used for carrying material of up to two tonnes.

Private carters wishing to hire out their wagon, dray, cart or other vehicle for work within the city had to be registered with the City Council. The same council regulated where carters with wagons, drays and carts could ply for trade. These stands were in Grenfell and Currie Streets, beginning at King William Street and running east and west. The Council also determined where the carts should stand. For instance, the schedule to By-Law 7 stipulated that the Currie Street stand commenced 'ten feet west of the west alignment of Gilbert place'.^{xv} It went on, 'Carters are required to station and keep their drays and other vehicles in a direct line and on the crown of the roadway within the above limits.' Moreover, 'When the vehicles are upon the Stand the horses' heads to be all turned one way.'

Carters charged by the distance travelled or the time for which a vehicle was used. For instance the charge for goods up to 5 cwt over half a mile or less cost 1s 6d, or the same if the vehicle was hired for half an hour. A day's hire of eight hours cost 18s.

There were many other businesses directly supporting horse transport. James Alexander Holden had migrated to Adelaide in 1854 and established his leather-making business in 1858. In 1865 J.A. Holden & Co, now in King William Street described the business as wholesale saddlers, saddlers ironmongers and whip manufacturers. Coachbuilders, Duncan and Fraser formed their partnership in 1862 and had their business in Franklin Street. Blacksmiths of the time included Squire Smith in Hindley Street, J. Penrose in Halifax Street and P. Mullaney in Pulteney Street.^{xvi}

Speed

In 1865 as now, transport was fundamental to the life of the city; then as now the pace of life generally reflected that of the means of transport available. This was further determined by Council By-Law 38 which demanded that:

Every person who shall ride or drive any animal or animals, whether attached to any vehicle or not, at more than a walking pace round the corners formed by the junction of any public or private street in the City of Adelaide with any other street in the said City, or across the intersections of any of the streets of the City, or along or across the City Bridge, shall for every offence forfeit and pay upon conviction a penalty not exceeding Ten Pounds.^{xvii}

The walking pace was not restricted simply to driving round corners. By-Law 40 provided financial penalties for ‘Every person who shall drive any horse or other

animal drawing any wagon, dray, cart, or other such carriage without springs, at any faster rate than a common walk, through, over, or along any street, road, or thoroughfare in the City of Adelaide.’^{xviii}

The Council sought to restrict the speed of horses and horse-drawn vehicles within the City, but this was not enough to prevent accidents. The local papers reported as many as two or three mishaps each week, many of them caused by horses being startled. For instance:

On Saturday afternoon a party of gentlemen were driving southward along King William-street in a dog-cart, when the shaft horse became restive and fell near the corner of Weymouth-street, and the whole were thrown out. Mr. James Haining, who had occupied the back seat, was not hurt, Mr. Grant Gosse, who was driving, escaped with a slight cut on the knee, but Mr. Henry James received some rather severe bruises on the face, and his right arm was broken a little above the wrist. Dr. Bayer immediately attended, and in the course of the day Mr. James was sufficiently well to proceed to his residence at Glenelg.^{xix}

The same paper provided another example

On Friday evening, October 27, an accident occurred on the City Bridge-road, happily attended by no serious result. It seems that some ladies were driving over to North Adelaide in Mr. Bruce’s carriage when the vehicle came into collision with another and was capsised. The ladies

were thrown out, but were not seriously injured, and the only apparent damage done was the twisting of the step of the carriage.^{xx}

Examples are legion:

About 12 o'clock on Tuesday October 31 [1865], a horse and cart belonging to Mr. Menz, baker, Roper-street, driven by his son, bolted from Currie-street west, and came into collision with a horse and spring cart, the property of Messrs. G.&R. Wills & Co. at the corner of Hindley and Morphett streets. One of the legs of Mr. Menz's horse was broken, but no other damage was done.^{xxi}

In another instance:

On Tuesday afternoon, October 15, two powerful horses attached to a dray, the property of Mr. Lawless, of Hindley-street, bolted from Victoria-square, down King William-street. . At the corner of Currie-street, they turned suddenly into the footpath, and galloped along the pavement, passing under the Exchange verandah, and scattering the quiet *habitués* of that locality with pantomimic rapidity. One gentleman made a clean bolt over Mr. Tomkinson's iron railings, spikes and all; while a much respected banker was nearer being deprived of his balance than he has been since the crisis of last year. After carrying away several of the temporary props under the Exchange verandah, the dray was suddenly brought up with its shaft against Messrs. C.E. Darton and Co.'s premises; but as the leaders' traces gave way at the same moment, he again galloped on till a heavy fall convinced him that it was better to take things quietly. Considering the

‘imminent’ risks that so many incurred, it is marvellous that the mischief done should have been so trifling, being confined to the props under the colonnade, a scratch or two on the front of Messrs. Darton’s warehouse, a few fractures on the body of the dray, and the breaking of the shafts.^{xxii}

The very next item noted a young boy playing with others in Pulteney Street ‘was suddenly knocked down and run over by a spring-dray through which his leg was broken.’

A few days later on 31 October 1967 the *Register* recorded another accident:

On Wednesday afternoon, October 30as one of Messrs. Cobb & Co.’s busses was starting from the yard in Pirie-street, the horses took fright and bolted up the street. When near the Freemasons’ Tavern the driver was thrown from his seat, and one of the horses fell, thereby detaching itself from the rest. The others turned into King William-street round the Government Buildings, and then down Flinders-street. When opposite St. Paul’s Church they ran under a verandah, knocking it down and breaking several panes of glass in a shop-window, besides doing other damage. The driver was taken to the Freemasons’ Tavern, and was attended by Dr. Clarke. Although he has received several bruises, he is not believed to be seriously injured.^{xxiii}

Effects of Adelaide buildings

It is not easy to see from Duryea’s Panorama, but the dominant form of contemporary transport had a significant effect upon the building stock of the city. It is evident from the above that there were many stables built within the city. Many of these were associated with business premises; others complemented some of the grand homes and their attendant coach-houses. The noxious nature of stables, the prevalence of flies in summer and the need to store feed, meant that these buildings were separate from the main business premises or dwellings, often with access via rear lanes.

Stables and coach-houses added value to a property and they were noted in contemporary advertisements:

Warehouse and Extensive Cellar, Grenfell-street, next to the *Register* and *Observer* offices. To be Let. Private Road at the side, and good Stable at the rear. Apply to Andrews, Thomas & Clark.^{xxiv}

To Livery Stablekeepers — To be Let, A large Store, fit for any General Business, with a Six-Stall Stable, Shed, Water and spacious Yard, situated in Currie-street. In good order and terms low. Apply at Rein's [?] Family Hotel, Currie-street.^{xxv}

For Sale by Private Contract. First Class Town Residence, Fully Furnished, with Immediate Possession.

The Undersigned are favoured with instructions from the Proprietor, who is about leaving for Europe, to dispose of, by private contract, the lease (three years to run at a moderate rental) of a really most desirable Family Residence, situated on one of the best terraces in the City, and commanding a view of the Hills, unsurpassed for beauty by any in the colony. The House comprises Drawing, Dining and Four Bedrooms, Kitchen, Bathroom, Cellar, and Three-Stall Stable, Servants Room, Coachhouse, and Hayloft, all in thorough repair, with the whole of the Furniture nearly new, to be taken at a valuation, and all the Requirements of a Gentleman's Residence.^{xxvi}

Royal Visit.

Horses and horse-drawn vehicles set the pattern and pace of daily life in Adelaide. This was routine and mundane for the most part but was punctuated periodically by pomp and ceremony. Horses were generally fundamental to the success of these occasions also. There were few if any more celebrated occasions in 1860's Adelaide than the loyal welcome given to Prince Albert, the Duke of Edinburgh, when he visited Adelaide in 1867. Indeed, Duryea photographed the Duke of Edinburgh and recorded features of his visit to South Australia.

The royal visit was the justification for the South Australian government acquiring its own 'State Coach' in order to convey the Prince from Glenelg, where he had landed from the *Galatea*, to the city on 31 October 1867. The *Register* described the coach in detail with a great deal of pride:

As it is the first [State carriage] we have ever had in this colony posterity will of course wish to know something of it. In the language of the trade, it is a dress barouche, and its history commences at Melbourne, where it was purchased a few months ago, Though of colonial workmanship, it is built from an English model, and is said to be a facsimile of a favourite of Her Majesty at Osborne. Its most remarkable qualities are its lightness and elegance. In the decorations more regard has been paid to taste than to display, the colour being chocolate, picked out with light vermilion, and the lining of deep blue. It carried off the medal at the Intercolonial Exhibition recently held in Melbourne, and our Melbourne cousins were

not at all gratified when they heard that it had slipped through their hands. We have their own authority for the assertion that it is the most handsome carriage in Australia.

The journalist was not so complimentary when he referred to the horses harnessed to the carriage.

The team [of] two pair of bays do not perhaps deserve quite so high praise, but they were the best that could be made out of the material and the time at command. They had been carefully trained for months beforehand, and were the dons of a rather extensive stable specially formed for the use of His Royal Highness and suite during their stay in the colony.^{xxvii}

Though having acquired a State coach for the prince, the government had to hire carriages for other dignitaries and sought tenders for the hire of:

Two pair horse open carriages, each to contain Three Persons besides Coachman, are required to join the Royal Procession from Glenelg to Adelaide. Address Civil Service, Treasury, Adelaide, stating terms and description of Carriage.

The procession proceeded along the Bay Road to its junction with West Terrace where the colonists had erected a large arch, then turned right to proceed down South Terrace. The *Register* journalist recorded in words, what Duryea had recorded on film only two years earlier:

South terrace, though not ranking among the aristocratic parts of the city is the one that would most favourably impress a stranger at first sight. With

more regularity than East-terrace it commands an equally good view of the hills. With less architectural pretension than North-terrace it has much more natural beauty, and also more peace to enjoy it, being equally free from the glare of the sun and from the bustle of business. It is a suburban street, almost the only one that is left in Adelaide. The residents have done their best to second the efforts of nature in producing an agreeable impression on the royal mind. The shrubberies and garden plots that front most of the cottages had been fresh trimmed. All the regular flagstaffs within sight had mounted the Union Jack, while flags and streamers had been improvised at every corner. ... in passing the Park Lands which skirt the terrace the Prince saw the last of the pleasant country through which he had been carried in triumph.

The procession turned into King William Street which featured in Duryea's photograph. About 100 metres from the South Terrace junction the City fathers had erected a great arch that spanned the road. Here the Prince received the freedom of the city:

Seen from the south the centre of the city resembled a picture set in a frame, with Victoria-square in the foreground, and the Albert Tower rising behind it in graceful yet massive outline.

There were horse-drawn vehicles for every function. The feature of the fire brigade protecting the city at the time was the horse and dray with essential equipment that included hoses, ladders, and other equipment. Mains water had been laid on to the

city in 1861 and fire plugs had been fixed to the mains. This meant that firemen simply connected the hose to the fire-plug nearest the fire.

There were horse-drawn vehicles for every occasion. The Cobb & Co advertisement already quoted offered wedding carriages. Perhaps these were also used when Governor Sir Dominic Daly's body was transported to the West Terrace cemetery for burial on 22 February 1868, though his remains were carried on a gun-carriage. Other colonists generally made the journey in a four-wheeled hearse, resembling a landeau with the hoods closed, always richly decorated: relatives followed in a mourning coach, with friends following in coaches.

Duryea's photographs give the impression of little movement on the city's expansive streets: certainly he captured no incidents of bolting horses. However, there was movement taking place between the frames as horses and horse-drawn vehicles plied the streets to sustain the city's commercial and social life. Horses and horse-drawn vehicles were fundamental to Duryea's colonial Adelaide. They set the pace of the city.

ⁱ *Adelaide Register*, 12 September 1866.

ⁱⁱ Henry Hussey, *More than half a century of colonial life and Christian experience: with notes of travels, lectures, publications etc*, Hussey & Gillingham, Adelaide, 1897, p. 312.

ⁱⁱⁱ Hussey, p. 337.

^{iv} Hussey, p. 338.

^v Thomas Worsnop, *By-Laws, Rules, Orders and Regulations of the Corporation of Adelaide in force within the City*, City of Adelaide, Adelaide, 1874, p. 33.

^{vi} *Register*, 3 October 1865.

^{vii} Livery, an allowance of provender for horses ‘at livery’, kept for the owner, and fed and groomed for a fixed fee. The food or provender so dispensed: an allowance or ration of food served out. Hence, Livery Stable a stable where horses are kept at livery, or a let out (with or without carriages) for hire. Bait, to cause a creature to bite for its own refreshment; to feed. To give food and drink to (a horse or other beast) Food refreshment, especially a food for horses, or slight repast for travellers upon a journey.

^{viii} *Register*, 11 September 1866.

^{ix} *Register*, 1 November 1867.

^x *Register*, 3 October 1865.

^{xi} Josiah Boothby, *Adelaide Almanac Town and Country Directory and Guide to South Australia for 1865*, Platt, Wigg, Howell and Rigby, Adelaide, 1865, p. 123.

^{xii} Josiah Boothby, *Adelaide Almanac and Directory for South Australia, 1872*, J. Williams, Adelaide, 1872, p. 148.

^{xiii} *Register*, 8 November 1865.

^{xiv} *Register*, 7 November 1865.

^{xv} Worsnop, p. 14.

^{xvi} See descriptions in Boothby, 1865.

^{xvii} Worsnop, p. 30.

^{xviii} Worsnop, p. 31.

^{xix} *Register*, 10 October 1865.

^{xx} *Register*, 28 October 1865.

^{xxi} *Register*, 1 November 1865.

^{xxii} *Register*, 16 October 1867.

^{xxiii} *Register*, 31 October 1867.

^{xxiv} *Register*, 12 December 1867.

^{xxv} *Register*, 7 December 1867.

^{xxvi} *Register*, 6 November 1867.

^{xxvii} *Register*, 1 November 1867.