



Edward La Trobe Bateman, 1816-1897, artist
La Trobe on horseback at Jolimont, 1853
Detail from: *Stables & hay house at Jolimont*
Pencil and Chinese white on brown paper
Pictures Collection, State Library Victoria, H98.135/16

La Trobe and his Horses – testing times

By Peter McL. Hiscock AM

Peter Hiscock spent twenty-two years in the manufacturing sector in corporate finance, followed by twenty-two years as CEO of the Sovereign Hill Museums Association, Ballarat. A long-held interest in both bush walking and local history, particularly the exploration of Gippsland by A.W. Howitt, took him many times to the Crooked River, the Wannangatta and its tributaries, and the Victorian Alps. A keen horseman, he has always kept horses at his Buninyong property (c.1857) and had the luxury of being able to ride to work regularly. He was on the Museum Board/Museums Victoria, the Heritage Council and the Board of Tourism Victoria. His AM was for services to museums, tourism and conservation.

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Australia's celebration of horse and rider is more often fixed on the literary and visual images produced during the second half of the nineteenth century. The works of S.T. Gill, Adam Lindsay Gordon, Rolf Bolderwood and Banjo Patterson speak to this. La Trobe was before all this romanticism. Not from him the making of equestrian folk-law; indeed he treats his rides as incidental. Yet today they seem remarkable.

In this address I look at the likely bloodlines of the horses available in Port Phillip in 1839-40 and reflect on the way both horse and rider were tested in the infant colony. From La Trobe's notes¹ we can select a number of rides where his bushmanship or navigational skills would have been tested and so would the stamina and directional sense of his horse. Horses have a good memory for a track once travelled. La Trobe's horses needed that. And by today's standards they were not well treated.



La Trobe on horseback

Justin Smith as La Trobe seated on Leon, a Waler owned by barefoot farrier Martin Godwin, pictured at La Trobe's Cottage. The Waler's stocky physique was well suited to travel through rough country

Later I shall make a comparison with a modern day equivalent in the sport of endurance riding. I will select a number of La Trobe's journeys which reveal a very competent, self-reliant and assuredly fit equestrian, and the physical difficulties faced.

Visual images of Melbourne in its infancy suggest that very few of the dwellings had what might be discerned as stables. Most horses were corralled behind post and rail fences or tethered on road-side verges (see p.18). Yet horses were valuable and for the incoming Superintendent, an indispensable part of the job. Charles La Trobe had not only to bring his house but give thought to the horses he would need and how they would be quartered and fed. In Sydney during his briefing period with Governor Gipps he may have purchased horses although his notes are ambiguous. Sydney had horse markets; Melbourne in 1839 did not. On the journey to Melbourne he mentions three valuable horses being lost at sea without making it clear if any were his. Livestock were kept in crates on deck on smaller vessels or held in the crates but winched below. In either state, they were vulnerable in heavy seas.

Horses were not easily procured. In February 1839 Andrew Scott, a recent arrival from Scotland with his sons, walked from Melbourne to Geelong carrying saddle and

bridle to purchase a horse which he had heard was for sale through a countryman, George Russell.² Russell and Henry Anderson were in partnership on a run on the Moorabool. Scott purchased the mare for forty-eight pounds (half a year's pay for many). It was a propitious purchase enabling him to range over the west and northern districts looking for pastoral land. Later that year he was able to secure a run he called *Mount Boninyong* [sic].

Horses were being bred in New South Wales and Van Diemen's Land by the time La Trobe arrived. They were of predominantly Arab lineage but with perhaps some Andalusian or thoroughbred blood-lines. As the need for stock horses increased, some of the heavier 'dales' were included in the mix. Early days in Port Phillip saw some over-landed from Sydney and others shipped from Van Diemen's Land, but the remoteness of many squatting leaseholds in the Port Phillip District led to local breeding. It is unlikely that their progeny would have been around in 1839 but by 1846 Gideon Scott Lang who held the lease of *Narmbool* near Ballarat, as well as a lease in the vicinity of present-day Flemington, was said to have been exporting horses to India. English thoroughbreds, destined for the race track, had neither the staying power of the Arab nor its surefootedness in rough country. The Australian Waler³ proceeded from the same Arab origins but with some Percheron



William Strutt, 1825-1915, artist
Aboriginal black troopers
— Melbourne police with
English corporal, 1851
 Pencil and wash
 Parliamentary Library
 Victoria
 From the album *Victoria the Golden: scenes, sketches and jottings from nature.*
 Shows rider with swag and saddle-pouch

Clydesdale and thoroughbred strains. Walers performed so nobly in the Boer War and World War I but are neglected heroes.

In February 1840 La Trobe records a very testing ride. In company with Nicholas Fenwick and Henry Smythe in very hot weather he notes this: 'heavy wandering for several hours in wooded country after passing Cowies Creek.'⁴ The country from Little River into the Anakie Hills was timbered and with Station Peak behind them there was no land-mark. It suggests they got a bit 'bushed'. Smythe was a surveyor, perhaps with some instruments in his pack; I am sure an adventurous traveller like La Trobe would have also carried a pocket compass. Clearly, they found their way out in country devoid of land-marks and he notes their eventual arrival at Mercer's huts and tents. So often the early tracks were made by stock or a bullock dray being driven over virgin soil, which could sometimes be misleading. Later on this journey they saw a forest fire: a new experience but one to recur.

I am very respectful of La Trobe's bushcraft which becomes increasingly evident in his journeys over the next fourteen years. In timbered country, the angle of a rising spur, the need to examine an unexpected feature, the twists and turns in a creek crossing, all test the ability to maintain orientation. La Trobe had also to become accustomed to the southern hemisphere; the northern sun is not where one instinctively looks, the night sky is different. In the bush, the rider must dodge low-hanging limbs in the understorey, adjust to stumbles in a rough gully or when his horse shies at unexpected movement, be that of a kangaroo, echidna or snake. On sharp descents to a stream,

the horse could slip, even stumble heavily – a test for the rider.

Of his many subsequent rides to Geelong and Shortland's Bluff (Queenscliff) over the next decade, many of them solitary, La Trobe, looking back, says: 'My ordinary way of going to Geelong was to send a relay [relief horse] to Greeves Inn on the Werribee, 20 miles, & go there to breakfast the following morning, reaching Geelong without difficulty by 11am – about 45 miles [altogether]'.⁵ The hard ride of some 25 miles (40 km) across the plains would have meant that both horse and rider would work up a sweat and test the fitness of them both.

His horse Blackey was purchased in 1840 through Donald Ryrie, whom La Trobe had visited at the Ryrie brothers' *Yering* run. Ryrie lent him a horse for three months and offered to buy La Trobe horses in Sydney. Blackey came at this time,⁶ and was destined to give sterling service. Unlike the gallop over the plains to Geelong, the track to *Yering* presented many hills. The Yarra had to be crossed and the historian Andrew Lemon suggests that the track east followed roughly the route of present-day Barkers Road and Canterbury Road, through Elgars Special Survey and then aligning with present-day Maroondah Highway east of Box Hill.⁷ Lilydale was then nothing more than a Ryrie outstation. Beyond this, the track skirted the higher ground above the river flats.⁸ The Ryries in 1837 had taken up 43,000 acres (17,400 hectares) of some of the most fertile country in the Colony. La Trobe was to become a fairly frequent visitor as the run and the accommodation improved.⁹ By 1850 *Yering* comprised a seven-room house prefabricated in England,¹⁰ but in 1840 things were fairly primitive. He most likely carried his



Charles Joseph La Trobe, 1801–1875, artist
Map of Gippsland, c.1845–1847

Australian Manuscripts Collection, State Library Victoria, H7567
 Shows a track through South Gippsland to Merriman Creek and a proposed route into eastern Victoria from Dandenong Creek to the La Trobe River approximately to the present-day Princes Highway. (May be viewed online, www.latrobesociety.org.au/images/LaTrobeMapOfGippsland.jpg)

own swag forward of the pommel. A lone rider could attach two small saddle-pouches behind him, in one a set of hobbles, perhaps a hoof-pick and hammer, in the other perhaps ‘tucker’ in a small tin box and a water bottle. In addition, a rope tether was needed.

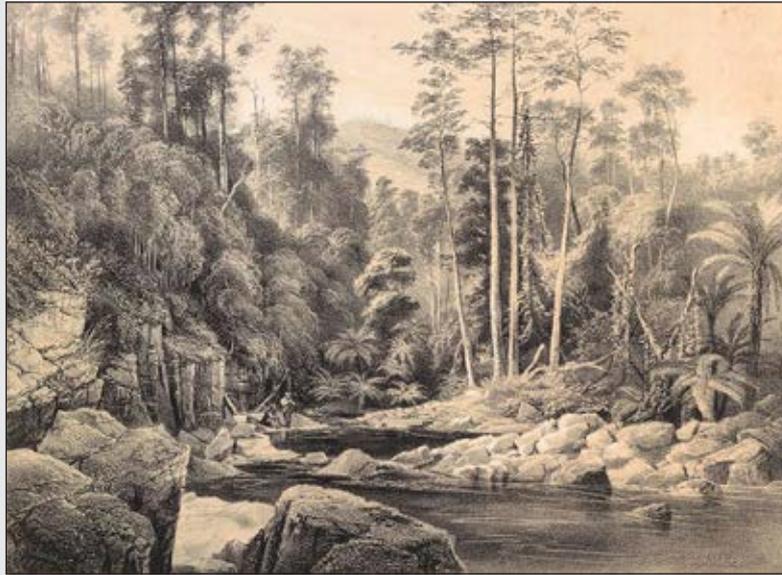
In her book, *Life in the Bush*, Katherine Kirkland gives an account of the many neighbours and visitors arriving at their hut near Beaufort, later Trawalla, with their swag:

Every settler, when riding through the bush, carries either a kangaroo rug or a blanket fastened before him on his horse, so that wherever he goes he is provided with his bed; and as it is not an uncommon circumstance for one to lose himself in the bush, and be obliged to sleep at the root of a tree, he then finds his rug or blanket very useful.¹¹

On the longer rides in Western Victoria and in South Gippsland La Trobe was accompanied by Captain Dana (Commandant, Native Police Corps) or surveyor Smythe as well as Native Police, with the party leading both pack horses and relief horses. Leading a pack horse can be tiring. A good horse will follow and in some country the tether may have been left to trail. La Trobe sustained an injury with a kick from a led horse,¹² so their management was not always easy.

His ride into South Gippsland in March 1845 would have been exhilarating because it was exploratory, but taxing because of the terrain. He was accompanied by Henry Dana and Frederick Powlett (Commissioner for Crown Lands, Western Port). Lightly timbered open country south of Nerre Nerre Warren [*sic*] would eventually yield to the magnificent eucalypt forest of the Strzeleckis which Ferdinand Mueller was to describe as park-like. Starting from the Police Paddocks to Manton’s Station, their trek on a south-westerly course skirted first, the swamp country (present-day Koo Wee Rup) and the deep forest spurs and took them roughly towards present-day Wonthaggi. There were many creek crossings and the difficult country around the Tarwin would have challenged navigation. As they rode on towards Cape Liptrap and Wilsons Promontory, swinging then towards Port Albert, a change in to grassy plains country would have been welcome. It was country most likely managed by fire-stick burning by Aboriginal people prior to settlement: something which perhaps only their Native Police companions could comprehend.¹³ This excursion took them to Eagle Point near present-day Paynesville and Lake King (which he named). On the return they endured a miserable night (12 March) camping without water in a burnt forest—think of the horses.¹⁴

The duration of the excursion in March 1845 (15 days) with over 750 miles (1,200 km)



Nicholas Chevalier, 1828–1902, artist
Charles Troedel, 1836–1906, lithographer
Agnes River, Corner Inlet, Gipps Land, 1865
 Tinted lithograph
 Pictures Collection, State Library Victoria, H9366

covered, necessitated camping equipment. It is not described. Contemporaneous drawings suggest both British army-style bell tents and the more common rectangular ridge tent were in use. The Native Police were equipped with the former. There were some major crossings. La Trobe's account is brief but to the point in describing 'difficult terrain'. At Andersons Inlet they 'swam over 7 horses & got over the baggage'.¹⁵ That would have taken some time and heavy labour. Perhaps the baggage was rafted to keep it dry.

Later in this excursion, he talks again of difficult crossings including a major river he was to name the Franklin, near present-day Toora, and then another steep-banked crossing of a river he was to name the Agnes.¹⁶ The party had nine horses including pack horses and more than four hours was spent getting them over.¹⁷ The reader should not assume that when confronted with a deep river, a horse happily plunges in. Difficulties can arise particularly if the horse is suddenly out of its depth. Its natural reaction is to swing face about. One suspects everyone got wet; they probably stripped off but Victorian reserve makes this unmentionable.

Many hazards are mentioned by other riders: Ernest Leuba provides a harrowing account of his horse being snagged in deep mud and eventually drowning and nearly losing his own life.¹⁸ Capt. Hepburn was also to write of an incident:

I was stripped... with my shirt and all my underclothes with [Joseph] Hawdon's watch and my own all stuffed into my boots and slung round

my neck, so in I go. This horse had been in the habit of crossing at low tide, and as soon as he found that he would have to swim he began to plunge up and down, reaching the ground at each plunge, first with his fore and then with his hind feet, and dipped me up to the neck. However, I kept my seat and landed safe. We then set about drying our clothes.¹⁹

On this excursion in March 1845 to South Gippsland La Trobe had a close call, later recounted in a letter to his brother:

My horse having fallen and turned completely over upon me in attempting to scramble over a deep narrow water course completely hidden in the scrub, keeping me pinned down under him, half in half out of the rut for three or four minutes whilst he was struggling and kicking over me. Fortunately I kept my head out of the way of his heels, and was able to take advantage of his becoming quiet through exhaustion to worm my way quietly from under him with only a few bruises.²⁰

This rather understates what is every rider's greatest fear: going down under a horse. He was lucky. Four days later, having completed a traverse of south Gippsland the return journey from Eagle Point began.

In his long rides as the Crown's principal representative, La Trobe had a precedent. Governor Lachlan Macquarie between 1810 and 1822 made many tours of inspection 'of



Eugene von Guérard, 1822-1901, artist
Forest, Cape Otway Ranges, 1865
 Chalk lithograph, tint stones on cream paper
 Pictures Collection, State Library Victoria, H25818

newly discovered country' in company with his wife (who was reputed to be an excellent horsewoman) as well as ten officials and companions, plus those handling the equipage. In 1815 on one journey, he meticulously records that they rode 277 miles in nine days including two days of thirty-eight miles.²¹ Macquarie was criticised for having spent 500 pounds on camping equipment imported from India. That is a huge sum. It will be noted that La Trobe recorded a similar daily average mileage through virtually unexplored country and with vastly less baggage.

Later in this same year (1845) La Trobe made his three attempts to reach Cape Otway. These have been covered in other articles in *La Trobeana*.²² Suffice to say that the Otways offered their own tests of fortitude and navigation. We can glimpse the terrain in the art works of Guérard and Chevalier, or for that matter in a drive along Turtons Track. In such a high rainfall area the going would have been heavy for the horses, the descent down the long spur into Wild Dog Creek very testing. The eastern route was abandoned in the attempt, so they swung westwards in what was a long hard-ridden detour towards Warrnambool. Maintaining sustenance was not easy and occasionally in the *Notes*, we get a glimpse of the privations.

Let us now consider the difficulties of navigation. In 1849 between Cape Otway and

Moonlight Head, La Trobe and Dana became completely lost and they: ...'had a day of the most severe exertion ever encountered... heat, hunger, thirst & doubt'.²³ An experienced and fit adventurer like La Trobe would have carried a pocket compass and maybe a small telescope. One can deduce that he was often taking a fix on a peak or land-mark and then following a rough bearing. In the timbered but undulating country to the north and west of the Cape Otway there are few stand-out features. At different times he uses terms like 'steered for' and sometimes 'seriously missed' or 'difficult to hit', indicating dead reckoning. He obviously had an innate sense of direction. The prismatic compass was invented in 1812 and was most likely in his travel kit. It comes into its own when a topographical map is oriented beneath it, a bearing read off and the prism then used to define a forward course in the hair line. However, they had no topographical maps. It would be a further thirty years before Skene as Surveyor General had completed the Colony's detailed topographical survey. Those maps are elegant and still in use even in this era of GPS.

The long rides in the Western District to the Grampians or north to Pyramid Hill or east to Gippsland are impressive.²⁴ One such completed only two months after the aforementioned South Gippsland excursion took in Geelong, Colac, Warrnambool, then on to Belfast (Port Fairy), followed by a huge northern sweep taking in Trawalla (near Beaufort) then Decameron



**Wilbraham Frederick Evelyn
Liardet, 1799-1878, artist
Joseph William Lowry,
1803-1879, engraver
View of Melbourne
Port Phillip, 1845 (detail)**

Engraving, proof on brown paper
Pictures Collection, State Library
Victoria, H18113
Superintendent La Trobe centre,
Major St John police magistrate
left, Mayor Henry Condell right,
depicted on the south bank
of the Yarra River, opposite
Collins Street hill

(Navarre) and homeward via Learmonth's *Buninyong* station. It tallied nearly 600 miles or 960 kilometres spread over fifteen days.²⁵ Given time spent at the settlements or stations, it meant at least forty miles (or 65km) on successive days. On many of his journeys he expresses disappointment at a lack of relief horses or hard feed. In the *Notes* we read often of their horses being 'knocked up'. In May 1845 for instance, after the long ride from Colac he and Dana had made it to Synnot's (Little River). There was no feed and Dana's horse was exhausted. La Trobe though, after a rest pressed on, arriving home at midnight. He adds 'brave horse'. Hopefully someone was woken to wash down 'the brave' and give him some feed.

La Trobe's disappointment at lack of feed is understandable. A horse replenishes its energy much more quickly on hard feed (grain). Hubert de Castella wrote that at the outstations each hand was allotted several horses, two of which were kept yarded for his immediate use, with the others foraging for feed in the bush.²⁶ It was found to be cheaper to supply the stockman with at least two horses even in the 1840s than to supply hard feed to maintain one horse in fit condition for continuous use. This also shows why sometimes La Trobe could borrow horses for circuits or return rides.

Several journeys in 1847 tell of different trials. In June La Trobe had left Corio mid-afternoon on his own. Darkness closed in by 6pm. It was a very dark, overcast, moonless night. He spent twelve hours in the saddle on a ride of forty miles. A taxing journey as horse and rider picked their way along. Not for him the reassurance of a sighting of the Southern Cross, nor for Blackey the scent of a stable mate close

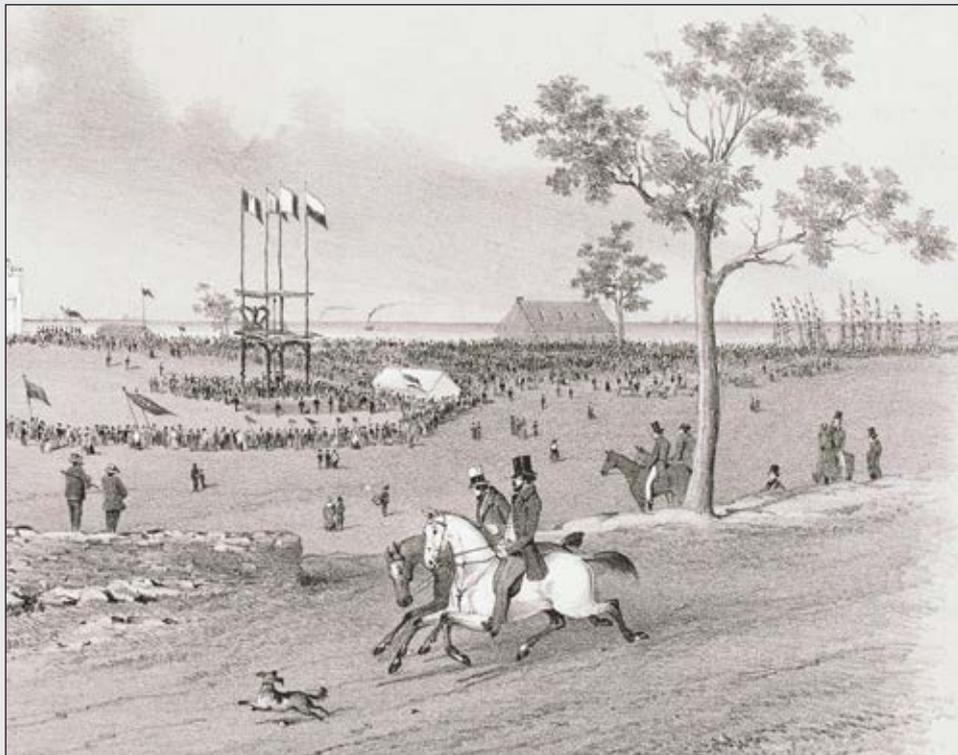
by. Arriving home after 2am a footnote, 'poor Blackey'.²⁷ I would say noble Blackey – so much of the way-finding relied on him.

In July he made another long sweep through the South West in what he describes as dreadful weather, taking both Blackey and Bluebeard, but at his lodging there was neither shelter nor food for the horses.²⁸ Then a third journey in September of that year brought this little tragedy:

I rode over the Plains accompanied by Marley, he riding Blackey. Long on the road... Blackey just in from grass, & overfed by a bad groom, gets poorly cared for by Fyans, all evening & night & dies of inflammation the following day, in spite of all we could do.²⁹

La Trobe allowed himself a passing regret: 'A good horse & companion, I had ridden him for 8 years. Very much grieved. Buried him by the river side' (the Leigh). The fact that he was buried, itself no easy task, says something of his affection for the horse. Blackey most likely suffered an intestinal blockage which can follow a sudden change in diet. It is possible though, that he may have suffered a series of heart attacks. On his ride back La Trobe climbed Station Peak. Perhaps from there, a wistful look back towards the Leigh.

Two months later, in November eight days spent in Gippsland in company with Dana, Edward Grimes and a trooper would test any rider. After leaving Bun-Bunyep [*sic*] on their second day out, and traversing what he describes as a cleared road with rough bridges over four creek crossings, they entered very wet



Samuel Thomas Gill, 1818–1880, artist
Laying the foundation stone of the Geelong & Melbourne Railway, 1853 (detail)
 Chalk lithograph

Pictures Collection, State Library Victoria, H18108

There is no known picture showing La Trobe as a fast rider, but Gill's portrayal of the Lieutenant-Governor arriving for the ceremony on 'a day of bustle' in Geelong depicts him navigating the dog hazard

forested country. In heavy rain they made camp. La Trobe slept in a tree which says much for conditions on the ground.³⁰ We can picture the scene: poor smoky fire, wet clothes, miserable, hungry, hobbled horses and most probably, leeches. Next day, further east of Moe Moe [*sic*] they were joined by Charles Tyers and Alfred Brodribb, and headed for Hobson's arriving hungry and wet. They may have gained relief horses. Their next camp was at *Snake Ridge* run near Rosedale on their fifth day out. From there they began the return. It was an excursion of close to 300 miles (480 km). As usual he pushed hard. La Trobe records a brief glimpse of the Baw Baws doubtless with the clouds lifting.

We can gain a better view of this country through the eyes of Bishop and Mrs Perry who in February 1849 took an extensive trip into Gippsland.³¹ They had driven out to the Police Paddocks (present-day Rowville) where Dana had obviously been detailed by La Trobe to look after them. This he assuredly did, escorting them with five Native Police troopers. The Perrys recorded each of their escorts' names and had discourse with them throughout the journey. They were driving with a horse

in the shafts and another as outrigger,³² and behind them a trooper leading Mrs Perry's pony Blossom with side saddle loosely buckled. After twenty miles driving through forests they arrived at the *La Trobe Inn*. There they lunched, left the carriage and continued on for another twenty miles riding their horses and stopped overnight at the *Burna Burnip*, an inn of rough slabs. They describe the deep gullies, five in all, with tree ferns twenty feet (over six metres) high encountered on the next day as surpassing the best in a conservatory. On the following day, still in bush country we can share Mrs Perry's elation that she had ridden forty-five miles in a day. Remember that she was riding side-saddle and cantering the flat stretches but still entranced by the magnificent forest country. East of the Morwell they rested for a few days at a station (not identified) and then began their swing south to Alberton where the Bishop took services in a store and chose a site for a parsonage.³³

La Trobe and contemporaries like Dana, Mueller, Guérard, or Howitt thought their rides unremarkable. To us they seem extraordinary. On many of his journeys he rode over sixty-five kilometres on successive days. In this age, the

sport of endurance riding provides a comparison. Competitors ride courses of sixty, eighty or 120 kilometres through varied topography in a day on very well prepared horses. It is not a race. The horse has a pre-start veterinary check giving full metabolic profile. The course is usually split into forty-kilometre legs and a half-hour after each leg is completed, there is another full veterinary check reading pulse, temperature, blood pressure and the horse is trotted to confirm free movement. If the horse fails, the rider withdraws. At the conclusion there is another check. Annually there is the Tom Quilty ride, 160 kilometres in a day. The latter aside, the distances per day are similar, the times are shorter but the emphasis is on the fitness of the horse. What endurance riders term a marathon (240km) ours might have deemed just something incidental to a normal week's work.

Horses were worked much harder in the nineteenth century, some until they dropped. La Trobe was no exception but did spell his horses regularly at the Police Paddocks, sending them out with a groom from *Jolimont*. Mostly from his letters to daughter Agnes³⁴ we learn a little of his stable: Bluebeard, Billie, Caverley, Hassan, Marie, Noggnogery, Prince (a fine strong grey), Roger, Tasman and Tommy; then there was Mamma's pony Vic and his favourite Blackey. La Trobe encountered similar hazards to Major Mitchell in 1835. The virgin soils were soft and subject to small depressions. He calls them 'crab holes'.³⁵ Then in forested country wombat holes could give way, bringing the rider down and risking a leg break.

There are other journeys which look challenging and which involved some climbing and exploration on foot, with horses either hobbled or tethered awaiting the return. Those in the Grampians, Macedon, or Tallarook would have tested the navigational skills – not so much to find the peak but to find their mounts afterwards.

As the pressures of goldfields administration mounted La Trobe's journeys to *Yering* would have been a relief. His visit in early 1852 driving the family in a drag (a wagon with two transverse seats and storage space behind) gave him obvious pleasure,³⁶ but one ride two years later took my eye. He covered the thirty-six miles (58 km) in an afternoon.³⁷ Perhaps his friend Paul de Castella was impressed with this sprint but probably not. His last ride, not long before his final departure, was from Yan Yean along the bush track ascending Mount Disappointment. La Trobe certainly would not have walked his horse. Perhaps though, from the top, a wistful look back over Yan Yean towards the distant town, which he was soon to leave.

From the scant *Notes* a picture emerges of a very fit, resilient man imbued with a sound sense of direction and the ability to ride long and hard. Unlike near contemporaries, Mueller or Howitt, both of whom also spent weeks in the saddle, La Trobe seems driven by a sense of urgency. Was it a conflict between his natural desire for adventure on one hand and his conscientious devotion to the paper-work on the other? Was he hard on his horses? Given that so often he rode them to complete exhaustion, even by the standards of the day, I think he was.³⁸ He was often accompanied by Native Police, yet they remain largely unacknowledged. Their horsemanship, so recently acquired, their contribution to finding the way, their bit-part in taking forward relief horses or tracking those hobbled, we have to glean from Dana's writing if at all. La Trobe covered vast swathes of the Colony in conditions that none of his successors would face and always at some personal risk.³⁹ Folk-law aside, I think he could ride with the best of them.

Endnotes

- 1 Dianne Reilly (ed.), *Charles Joseph La Trobe: Australian Notes 1839-1854*, Yarra Glen, Vic.: Tarcoola Press, State Library of Victoria and Boz Publishing, 2006.
 - 2 Glenice Wood Lake, *The Land they Learnt to Love: ten years in the life of a squatting family in the Port Phillip District, 1839-1849*, Ballarat: Glenice Wood Lake, 2018, p.27.
 - 3 Waler was a term coined by the British in India for horses bred in the colony of New South Wales. Waler Horse Society of Australia Inc, <https://www.walershorse.com/sample-page> (accessed 2 August 2018).
 - 4 *Australian Notes*, p.93.
 - 5 *Ibid*, p.110.
 - 6 *Ibid*, pp.93-94.
 - 7 Andrew Lemon, *Box Hill*, Melbourne: Box Hill City Council in conjunction with Lothian, 1978, p.6.
 - 8 Marian Aveling, *Lillydale: the Billanook country, 1837-1972*, Carlton, Vic: Gray Hunt, 1972, pp.14-16.
 - 9 La Trobe visited *Yering* five times: 1840, 1851, 1852, 1853, 1854; the later years when the property was owned by Paul de Castella and Adolphe de Meuron, nephew of Sophie La Trobe. (Ed.)
 - 10 Hubert de Castella, *Australian Squatters*, translation [of *Les Squatters Australiens*, 1861], with introduction and notes, by C.B. Thornton-Smith, Melbourne: Melbourne University Press, 1987, p.60.
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- 11 Kathleen Kirkland, *Life in the Bush* [1839-1841] by a lady, [Edinburgh: Chambers, 1845], p.10.
- 12 25 October 1840, 'First visit to the Goulburn River... Got a kick from a led mare on way to Green[e]'s', *Australian Notes*, p.100.
- 13 Bill Gammage, *The Biggest Estate on Earth: how Aborigines made Australia*, Sydney: Allen and Unwin, 2011, pp.161, 168-169.
- 14 *Australian Notes*, pp.128-133. See also Fay Woodhouse, 'La Trobe in South Gippsland', *La Trobeana*, vol.4, no.1, April 2006, pp.3-7.
- 15 *Australian Notes*, p.128.
- 16 Named after his eldest daughter who was to leave for Switzerland for her education.
- 17 *Australian Notes*, p.132.
- 18 de Castella, pp.132-133.
- 19 Thomas Francis Bride (ed.), *Letters from Victorian Pioneers: a series of papers on the early occupation of the colony, the Aborigines, etc., addressed by the Victorian pioneers to His Excellency Charles Joseph La Trobe, Esq.*, Melbourne: Trustees of the Public Library, 1898, p.50.
- 20 Letter to Peter La Trobe, 6 April 1845, Australian Manuscripts Collection, State Library Victoria, H6976, cited John Barnes, *La Trobe: Traveller, Writer, Governor*, Canberra: Halstead Press, in association with State Library Victoria and La Trobe University 2017, p.192.
- 21 Lachlan Macquarie. *Lachlan Macquarie, Governor of New South Wales: Journals of his Tours of New South Wales and Van Diemen's Land, 1810-1822*, Sydney: Trustees of the Public Library of New South Wales, 1956, pp.111-127.
- 22 Tim Gatehouse, 'Our First Class Light': the role of Charles Joseph La Trobe in building the Cape Otway Lighthouse', *La Trobeana*, vol.16, no.3, November 2017, pp.15-27; Dianne Reilly, 'La Trobe's Discovery of Cape Otway', *La Trobeana*, vol.4, no.1, April, 2006, pp.10-12.
- 23 *Australian Notes*, p.176.
- 24 For a chronology of journeys see Dianne Reilly Drury, *La Trobe: the Making of a Governor*, Melbourne: Melbourne University Press, 2006, pp.263-266.
- 25 *Australian Notes*, p.133-136.
- 26 de Castella, p.66.
- 27 *Australian Notes*, p.158.
- 28 *Ibid*, p.160.
- 29 *Ibid*, p.161.
- 30 *Ibid*, p.162. The eucalypts in parts of Gippsland were so big and the burnt hollows of such size, that some early settlers dwelt in them whilst building their home.
- 31 Frances Perry, *Australian Sketches: the journals & letters of Frances Perry*, edited by A de Q. Robin, Melbourne: Queensberry Hill Press, 1983, pp.106-119.
- 32 The term 'outrigger' today applies to a horse in training in a special brake. In this instance though it was a means of ferrying a relief horse. It was firmly attached to one shaft, so bore no load.
- 33 The Bishop was soon to find that the Rev. Willoughby Bean had already purchased a parsonage. (Loreen Chambers, article forthcoming in *La Trobeana*, 2019.)
- 34 La Trobe Neuchâtel Archive, Australian Manuscripts Collection, State Library Victoria, MS 13354/27, Charles La Trobe to Agnes La Trobe, 29 January 1848 and 28 February 1852 (extracts accessible via the La Trobe Society website).
- 35 *Australian Notes*, p.93. The scientific name for these naturally occurring depressions is 'gilgai'.
- 36 *Ibid*, p.210.
- 37 *Ibid*, p.222.
- 38 For a contemporary's view, see Annie Baxter Dawbin. *A Face in the Glass* (Melbourne: Heinemann, 1992) describing La Trobe's party arriving at Yambuck 13 May 1845: 'Presently up rode the Squadron - composed of Messrs La Trobe, Henty, Blair, Dana and Ritchie - and after remaining some time, rode to Belfast. Mr Learmonth accompanied them... Mr La Trobe has an intelligent eye & is gentlemanly in his manner. I'm told he is an amusing companion; but he is cruel to his horses I think in riding so terribly fast'. (p.72)
- 39 The *Notes* record several falls whilst riding, and sprains, bruises and other injuries of varying severity that La Trobe sustained in the bush.