LAKE AUSTIN - Also known as the - ISLAND LAKE AUSTIN.

LOCATION = Latitude 27° 38' south by Longitude 117° 52' east. Located on an island in Lake Austin near the present town of Cue.[1] Visible on the western side of the Great Northern Highway.

HISTORY = The lake was named after its discoverer, surveyor Robert AUSTIN who explored this area in 1854 and had originally named the lake Great Inland Marsh.

The townsite, which was named after the lake, was gazetted in 1895. [2]

TRANSPORT SERVICES = The 1897 postal directory lists a bi-weekly coach from Yalgoo.[3] Then by rail in the 1898 postal directory.[4]

RAILWAY STATION MASTERS

COLLINGS, Harry = He is listed in the 1898 postal directory. [5]

HOWIESON, John = He is listed in the 1903 postal directory. [6]

POSTAL & COMMUNICATION SERVICES

POSTMASTER

DUGGAN, Michael = He is listed in the 1898 postal directory.[7]

WALL, George R. = He islisted in the 1903 postal directory. [8]

HOTELS AND ACCOMMODATION

MINERS ARMS HOTEL = The 1894 postal directory lists P. PHILBIN at an un-named hotel and as a storekeeper in possibly the same building.[9] The 1895 directory places him at the Miners Arms,[10] and the 1897 directory lists Jane PHILBIN. [11] P. PHILBIN returns to the listing for 1898 along with Thomas R. HURFIT who was also listed. [12] HURFIT is listed in the 1903 postal directory.[13]

RAILWAY HOTEL = John MUIR ran this hotel at an unrecorded date.[14] William G. MORTON is listed in the 1903 postal directory.[15] John DANIEL is listed in 1910. [16]

OTHER BUSINESSES

AMALGAMATOR = Charles HOSSACK is listed in the 1989 postal directory.[17]

BAKER 1 = The 1897 postal directory lists Joseph AULD as a baker.[18]

BAKER 2 = Dominici MARRACANI is listed in the 1898 postal directory. [19]

BAKER 3 & DRAPER = The 1903 directory lists William MORTON as a combined draper and baker. [20]

BLACKSMITH 1 = Harry CANN is listed in the 1898 postal directory. [21]

BLACKSMITH 2 = Harry PURKISS is listed in the 1898 postal directory.[22]

BLACKSMITH 3 = James YOUNG is listed in the 1898 postal directory.[23]

BLACKSMITH [1] 4 = The 1903 postal directory lists J. CLARK.[24]

BLACKSMITH [2] 5 = The 1903 postal directory lists Charles MATTHEWS.[25]

BUTCHER 1 = The postal directory of 1894 lists the business of Payze, Carlisle & Co. [26]

BUTCHER 2 = Samuel BREACH is listed in the 1897 [27] and the 1898 postal directory.[28]

BUTCHER 3 = Thomas HUTTON is listed in the 1903 postal directory. [29]

CAFE 1? = John McDONALD is listed with a "Refreshment Saloon" in the 1898 postal directory. [30]

CARPENTER 1 = Charles C. MANNERS is listed in the 1898 postal directory.[31]

CARPENTER 2 = Roland RUTLEDGE is listed in the 1898 postal directory. [32]

CARTER = John McDONALD is listed in the 1898 postal directory.[33]

DRAPER = The 1903 postal directory lists William MORTON as a combined draper and baker. [34]

ENGINEER 1 = Ernest E. CANN is listed in the 1898 postal directory. [35]

ENGINEER 2 = Thomas FRENCH is listed in the 1898 postal directory.[36]

ENGINEER 3 = Josiah HOCKING is listed in the 1898 postal directory.[37]

SOFT DRINK SUPPLIER OR MANUFACTURER = The 1897 postal directory lists John McDONALD.[38]

STORE MANAGER = Isaac MORRIS is listed as a store manager in 1903,[39] and continues to be listed in 1910. [40]

STOREKEEPER 1 =John M. MUIR is listed in the 1897 [41] and the 1898 postal directories. [42]

STOREKEEPER 3 = James PHILBIN is listed in the 1898 postal directory. [43]

LAKE DARLOT - Later known as - WOODARRA.

LAKE DEBORAH

LANCEFIELD

HOTELS & ACCOMMODATION - In December George Richard MILBANK and his wife and daughter? arrived from Yundamindera to open their new hotel at Lancefield.[44]

LARKINVILLE

LOCATION =

INDUSTRY - Gold mining.

HISTORY = Mick LARKIN, Pat and Jack HEHIR, Bill MATHIESON, Bob CLOUGH and others prospected in the area and late in 1930 found some nuggets, which led to the establishment of the Larkinville alluvial field. It was here that the 1,135 ounce *Golden Eagle* nugget was dug up by Jimmy LARKIN in January 1931. Soon after this there were a thousand men on the field in a canvas town, but after nine months the alluvial field cut out.[45]

POSTAL & COMMUNICATION SERVICES - A Post Office was on the field soon after the *Golden Eagle* was found.[46]

OTHER BUSINESSES - Dining rooms and stores were on the field soon after the *Golden Eagle* was found.[47]

LAWLERS

LOCATION = South of Agnew. Latitude 28° 05' south by Longitude 120° 31' east.[48]

INDUSTRY = Gold Mining.

HISTORY = The party of Ned HEFFERNAN, Julius ANDERSON and Charles HALL set off from CUE in November 1892 and found some gold. They were followed by Patrick LAWLER in company with DONNELLY, SMITH, HARRIS and CAFFERTY who set off from CUE in June 1893. This party found gold there at Lame Horse creek, but it wasn't until LAWLER, in company with GIBSON, MOSES, NEVIN and DONNALLY returned to the site in 1894 that significant gold was discovered.[49] In September 1899 SMITH & Frank LAWFORD formed the *Lawlers Public Crushing Company* and opened a ten stamp battery about four and three quarter kilometres north west of LAWLERS on a five acre lease which included a Government well operated by James Thomas FINCH.[50]

The Government surveyed a townsite at Lawlers in April 1896 and the townsite was gazetted later that year.[51] The town was named after Paddy LAWLER.[52] The year it reached its peak population of 8,000 people it was the 3rd largest town in the state. [53]

UTILITIES = Water originally came from Scotties Soak some sixteen kilometres to the west.

POLICE & COURTS

POLICE STATION

The 1st officer in charge was Constable CONNOR in May 1896 and the police station, quarters and courthouse were erected in 1989. The station closed for the 1st time in May 1927 and in 1930 the quarters, camp and stables were apparently removed. These however must have been ancillary buildings as existing buildings were used when the station was re-opened in January 1938 with Constable MUNRO in charge. It was closed again in October 1950. The brick building was still standing in 1995 and was being used as an office for Plutonic mining.[54]

MINING WARDEN

CLIFTON, A. C. = He arrived in LAWLERS in August 1895 with his tent premises.[55]

HEALTH

MEDICAL PRACTITIONER

CROOKE, A. = Listed in the 1910 postal directory.[56]

CEMETERY = There was a cemetery north north west of the town.[57]

EDUCATION = There was a convent school that closed in about 1912.[58]

POSTAL & COMMUNICATIONS SERVICES = The telegraph line from Coolgardie was connected in 1897. [59]

A bicycle mail service from Coolgardie was introduced in 1895, and in circa 1895 it was extended to Lake Darlot by Mr CRUMPS.[60]

POSTMASTER

McGREGOR, W. H. = He is listed in the 1897 postal directory.[61]

ADAMS, H = He is listed in the 1910 postal directory. [62]

TRANSPORT SERVICES = F. & T. MAHOMET won the contract for a fortnightly mail run from Cue to Lake Darlot via Lawlers in October 1895.[63] Then in January 1896 Crews & Wigzell started a Mount Magnet to Lawlers [64] run which at least later extended to Lake Darlot, and lasted for six years.[65] The East Murchison Supply & Transit Association Ltd was established by June 1896 to use a route servicing Yalgoo, Lawlers, Mount Magnet and Cue.[66] Jules GASCARD obtained the gold escort rights in November 1896 and started a weekly coach service between Cue and Lawlers. Also that year a Cobb & Co service owned by Sidney[Later - Sir] KIDMAN and James NICHOLAS was running between Leonora and Lawlers. [67]

HOTELS & ACCOMMODATION - At one time there were six hotels in the town. [68]

COMMERCIAL HOTEL = The 1910 postal directory lists Thomas CALLAGHAN there.[69]

GREAT EASTERN HOTEL = This is the longest living of the LAWLERS hotels, being first licensed to C. T. S. MARSHALL in 1895. [70] Denis FITZGERALD is listed there in the 1910 postal directory [71] and it was in the hands of Thomas CALLIGHAN when Arthur Harcourt WERTHEIMER bought it in 1919. In 1929 WERTHEIMER downgraded it to a wayside inn.

It was also known as the *Lawlers* hotel or Werthy's after that owner. William [Bill] Alfred COCK took over the lease of the *Lawlers* hotel in late 1946 and installed Mrs Muriel Eileen RUNDLE as the manager. Then in 1949 he purchased the business and had it regraded to a hotel license,[72] which he kept open until 1955.[73] After some manipulation the license was officially transferred to his Agnew hotel in November 1956. [74]

LAWLERS HOTEL = The postal directory of 1897 lists J. A. V. BROWN.[75]

VICTORIA HOTEL = The 1910 postal directory lists David DENHAM.[76]

BOARDING HOUSE 1 = The 1910 postal directory lists A. FREEBORN. [77]

OTHER BUSINESSES

AUCTIONEER = Henry BARNES is listed as an auctioneer in the 1898 postal directory.[78]

BAKER = The 1910 postal directory lists A. E. BAXTER.[79]

BOTTLING WORKS = The 1910 postal directory lists the Eureka Bottling Works with C. Alfred ANDRESON as the proprietor. [80]

BOOTMAKER = The 1910 postal directory lists Albert E BRYANT.

BUTCHER 1 = Joseph Digby [Joe] WILLIS had started a butchery business by 1895 and was there until about 1900.[81] The business was advertising in February 1901 as WILLIS in a partnership with Bill MORRIS and William ROUTLEDGE named the Pioneering butchery.[82]

BUTCHER 2 = The 1897 postal directory lists Tulloch & Co. [83]

BUTCHER 3 = The 1910 postal directory lists F. DANIELLS. [84]

DRAPERS = The 1910 postal directory lists Birchley & Coates. [85]

FRUITERER = The 1910 postal directory lists Alfred B. ARNOLD.[86]

GROCERY = In 1936 Robert Henry HINGSTON started a grocery store, which the family presumably operated until 1938 when they left town.[87]

HAIRDRESSER & TOBACCONIST = The 1897 postal directory listed A. S.MITH.[88]

JEWELLER = The 1910 postal directory lists Walter FAWCETT. [89]

MARKET GARDENERS = The 1910 postal directory lists Arnold & Willis. This may be Alfred B. ARNOLD, who is the town fruiterer. [90]

NEWSAGENCY & BICYCLE SHOP = Peter COYNE opened a newsagency and bicycle shop there.[91]

PHOTOGRAPHER = The 1910 postal directory lists I. BILTOFT. [92]

STOREKEEPER 1 = The postal directory of 1897 lists J. BOWAN. [93]

STOREKEEPER 2 = The 1897 postal directory lists J. FLEMMING.[94]

STOREKEEPER 3 = The 1897 postal directory lists J. HOUGHLAGAN.[95]
STOREKEEPER 4 = The 1897 postal directory lists CALLAGHAN.[96]
STOREKEEPER 5 = The 1897 postal directory lists the East Murchison Supply & Transit Association Ltd as general storekeepers.[97]
STOREKEEPER 6 = The 1897 postal directory lists Stapleton & Hickey.[98]
STOREKEEPER 7 = BARRETT is listed in the 1898 postal directory.[99]
STOREKEEPER [7] 8 = The 1910 postal directory lists Katchee ABDUL ? .[100]
STOREKEEPER 9 = Edwin DUESBURY is listed in the 1910 postal directory.[101]
TAILOR = The 1910 postal directory lists J. CADDY.[102]
TOBACCONIST = Thomas FLOOD is listed in the 1910 postal directory.[103]
UNKNOWN - G. W. WHITE went into business as White & Clough in 1902, and possibly operated a store of unknown type.[104]

LENNONVILLE - Previously known as - EIGHT MILE - 8 MILE.

LOCATION = Latitude 27° 58' south by Longitude 117° 50' east. About thirteen kilometres north of the present town of Mount Magnet.[105]

INDUSTRY - Gold mining.

HISTORY = The area had rich quartz reefs and gold was discovered there in 1894 by the prospectors LENNON and PALMER and the town was named after LENNON, although it was at first known as the Eight Mile, as it is eight miles from Mount Magnet.

In 1896 a request was received from the Lennonville Progress Committee for a townsite to be gazetted. The townsite was gazetted in 1898.[106]

TRANSPORT SERVICES = A railway station was opened in 1898.[107]

LEWIS & REID TIMBER MILLS - COLLIE AREA

LOCATION = There were two timber mills on the one company horse trams line. One six kilometres north west from Collie and the other nine kilometres north of Collie.[108]

HISTORY = The Number 2 Mill was built during 1912 to 1913 and was noted as being eight miles [12.9 kilometres from Collie]. This was presumably the road distance and not the direct distance and possibly makes it the timber mill listed under location, as six kilometres in a direct line from Collie.

The saw mill itself was constructed of rough round timber and corrugated iron and its various equipment was powered by Marshall steam driven portable engines.[109] There were yards for fifty horses and adjacent to the mill were a large shed shared by the blacksmith and wheelwright, plus a small shop for the saddler.[110] At times the population numbered thirty families with an equivalent number of single men.[111] Timber from the mill was drawn by horsepower along rails to the Allanson Railway Siding. These rails were made of wood with the exception of a length of about 1.6 kilometres of steel track used on a steep section of the rail system.[112]

The original residences for each family was an unlined two room weatherboard cottage with calico in place of glass for the window. Roofs and chimneys were also weatherboard. No stove was provided and cooking was done out of doors on an open fire. Several homes had home made extensions made to them. Single men rented one room huts[113] in a separate area known as bachelors row. There was also a company owned boarding house in this area, which provided bachelor meals for those who wished them.[114] The Lewis & Reid timber mills were purchased by Bunnings in 1923 and closed.[115] The actual closure may not have taken place until 1925.[116]

EDUCATION = After agitation from the parents a single room classroom with an adjacent single mans hut were built by Government contractors. These were both to much higher standards than the company accommodation and although unlined had first class weatherboard walls, corrugated iron roofing, a galvanised iron chimney, two glazed windows and painted hessian ceilings.[117]

HEALTH = There were outdoor toilets with kerosene tin pans. On Sundays a pick up was made and the contents were emptied into the mills fire chute.[118]

OTHER BUSINESSES = [Unfortunately no dates are available for these entries]
STORE - The store carried essential groceries, hardware and drapery.[119]
BUTCHER 1 - Until the company opened a butcher's shop meat was supplied twice a week by a town butcher via a small horse drawn cart.[120]
BUTCHER 2 - Later the timber company supplied a butcher and butchers shop near the horse yards. Stock was slaughtered each week day afternoon at a yard about 1.6 kilometres downstream from the mill.[121]
VISITING MERCHANTS - A greengrocer called once a week. There were also visits from booksellers, jewellers, photographers[122] and regular visits from Ottom Singh who travelled and lived in his horse drawn four wheeled wagon selling materials, cotton and related goods.[123]

HALLS = A wooden community hall with a lean to kitchen was built in about 1920 from materials donated by the company.[124]

LEWIS & REID TIMBER MILLS FORWARD CAMP - COLLIE AREA

LOCATION - There was also a **forward camp** that was about 6.4 kilometres from the mill.

HISTORY = It contained twelve crude dwellings housing both men and women, a rudimentary boarding house and a blacksmiths shop. As no surface water was available a well about 30.5 metres deep was dug.[125] This may be what another source identifies as the mill further out on the timber line.

LINDEN - Formerly called - GRIFFITHSTON.

LOCATION = Latitude 29° 18' south by Longitude 122° 26' east.[126] On the south western side of Lake Carey and about 1.6 kilometres north of Mount Linden.

INDUSTRY = Gold mining.

HISTORY = Four claims were registered there in late 1895. One in the names of J. GREEN, M. McCLELLAN and the PYKE brothers, one in the names of James LINDEN, D. HARTIGAN and T. BURGESS, and two in the names of W. GOODRICH, M. W. HAYWARD, and D. HAUNORT. Other leases were registered in 1896.[127] M. W. HAYWARD applied for two business areas central to all the original leases in about 1895/6[128] In 1896 Warden OWEN suggested a townsite be created and used the name Griffithston for

the place, but departmental officers in the Department of Lands and Surveys felt this name unsuitable, and suggested LINDEN instead. Mount Linden is located just to the south of the townsite, and has been shown on maps since 1897. It is not known who the name commemorates, although it was probably a prospector.[129] Despite theses arrangements there were only six men on the field in September 1896. By December 1896 the streets had been aligned on the approved site and the town was gazetted in January 1897. Arrangements were being made in July for a proper survey, which was completed by October 1897.[130]

The area was reduced to one resident by about 1906, but began to recover to the extent of there being about seventy people there by December 1907 or 1908.[131] In about 1913 their was another surge of interest in the town.[132]

UTILITIES = A windmill was erected at the towns only well in about 1907.[133]

CEMETERY = This reserve located north of the town at 29˚ 17.32' south by 122 degrees 25.28' east was gazetted in 1898. Eleven people are known to be buried there.[134]

EDUCATION = The only government school was opened in August 1946 with Mr A. C. HENDERSON as teacher. It appears to have only operated until the end of 1947 and in 1957 the building was sold to G. HARDIE of Yundamindra station, who used the materials at the station homestead. Although the exact site is not confirmed the school was apparently sited halfway between the town and the State Battery using a classroom and shelter shed from Beria and bachelor's quarters from Burracoppin.[135]

TRANSPORT SERVICES = A coach ran from Menzies via Niagara to Linden in about 1900, but had presumably ceased to operate before 1907 when it was reported that there was no regular transport to the area.[136]

POSTAL & COMMUNICATION SERVICES - The post office was run from the Linden hotel by Mrs Henrietta SWANSON in about 1917 and moved to OTTERY's store in 1932 with the closure of the hotel.[137] It continuing to be sited there even after the store closed in about 1939/40.[138]

In 1947 William DETEZ replaced the tin post office with a better building from the Lancefield mine. His manager William HUTCHINGS apparently wrote that the business was closing in 1951, but the same source states that it operated until the late 1950's, and the building was sold to and removed to Yundamindra Station.[139]

HOTELS & ACCOMMODATION

LINDEN HOTEL1 = M. W. HAYWARD used one of his original business areas to establish a hotel on what later became Lot 24 on the corner of Athol and Wilgress Streets. The Lot was later registered in his name in October 1897.[140] This is presumably the same property that Herman K. M. [Max] SPITKA, formerly of the Wooladdie Hotel near Menzies had obtained a license for as the *Linden* Hotel by 1899.[141] It was de-licensed in about 1902 and by 1906 only the stumps of the hotel remained to show where the town of Linden had been.[142]

LINDEN HOTEL 2 = A second Linden hotel was opened by Jas McAPPION in about 1913 [143] and continued through a number of operators until Frank CULLEN closed it in 1932.[144]

BOARDING HOUSE 1 = In about 1906/1907 Mrs COBB opened a boarding house.[145]

BOARDING HOUSE 2 = Ella MAXWELL operated a second boarding house in about 1913. [146]

BOARDING HOUSE 3 = There appears to have been a boarding house operated by Mr DELLAR in 1947, but this may not have been in the town. [147]

OTHER BUSINESSES

BAKERY = In about 1913 A. CLARK opened a bakery on Willgress Street which he continued to operate until the 1930's.[148]

BLACKSMITH = F. B. ALLENSON set up business an about 1913.[149]

BUTCHER = In about 1906/1907 Harry RICHARDS and Alf LOYD start a butchering businesses.[150]

CARPENTER = Jos PALMER set up business in about 1913. [151]

HAIRDRESSER = Thos ROBERTS set up business in about 1913. [152]

METALLURGISTS = Wesley & Speering set up business in about 1913.[153]

ORE BATTERY = A two stamp State Battery managed by David MESSINGHAM was erected south of the town in 1908. This was replaced by a ten stamp battery in 1911 [154] that operated until it was mothballed in 1918, then temporarily re-opened in 1920/21.[155] By 1934 mining had virtually stopped but regained impetus in 1936. The State battery was also revived as a leased operation by Thomas G. HEATH at that time [156] and lasted as a leased business until 1951.[157]

STOREKEEPER 1 = One of M. W. HAYWARD's original business areas on what later became the corner of Athol and Wilgress Streets was the site of a general store operated by O. JENKINS. The Lot was registered in his name in October 1897.[158]

STOREKEEPER 2 = A general store was opened by P. FITZGERALD, R. RAFTIS and M. TWOOMY in about 1900.[159] This had been removed from the site by 1906.

STOREKEEPER 3 = RAFTIS returned in about December 1907 or 1908 to once again open a store. [160]

STOREKEEPER 4 = There was a surge of commercial interest in about 1907 or 1908, which saw John COUGHLIN open a second general store. [161]

In about 1913 Arthur WERTHEIMER, a carrier from Murrin Murrin took over one of the stores and Samual OTTERY took over the other. [162] By 1927 Samual OTTERY was the only store keeper [163] and this appears to been the case until the store closed in about 1939/40.[164]

LION TIMBER MILL - This timber mill became - MOUNT HELENA - east of Midland Junction.

LOCKEVILLE TIMBER MILL - WONNERUP AREA

LOCATION = Near the coast , about two and a half kilometres north of east from Wonnerup. [165]

INDUSTRY = Timber mill.

HISTORY = George SIMPSON, Richard MITCHELL, James ODDIE and John DITCHBURN, partners in the W.A. Timber Company established a mill and jetty there in 1870 or 1871. They also completed a railway running east to their logging station at Yoganup by June 1871. Horses were used for the first two months because they couldn't land what was actually the first steam locomotive to operate in the State. By 1886 the rail system was thirty kilometres long. The company was in financial difficulties by mid 1887 and an auction of its assets was held in Melbourne in June 1888. The Government of Western Australia purchased the mills and other assets in May 1895. [166]

LUCKNOW TIMBER MILL - COLLIE AREA

LOCATION = About ten kilometres west south west of the present town of Collie. [167]

INDUSTRY = Timber mill.

HISTORY = This South West Timber Hewer's Co-Operative Society timber mill was built on a company railway line that was connected to the Government line west of Collie in September 1905. The line was six kilometres long by November and had reached a winding fourteen kilometres by the time it was connected to the new mill. The timber rights for the mill date to 1909, but the commencement date for the mill is not recorded as yet. [168] The mill was destroyed by fire on the 8th of October 1912 and closed. [169]

LUNENBURGH RAILWAY SIDING - Original name of - FERNBROOK RAILWAY SIDING

LYALL'S TIMBER MILL

LOCATION = About ten kilometres south south west of the present town of Collie. [170]

INDUSTRY = Timber mill.

HISTORY - The mill was built in 1904 by J. W. [Jack] LYALL, a goldfields timber merchant supplying mining timbers. He built a horse drawn wooden railed horse tramway of about nine kilometres in length to the Government railway line at Collie Cardiff. The mill was bought by Bunnings Brothers in 1906, and they operated it in a much expanded form as the Collie Timber Company. The wooden tramway was later replaced with steel and extended for locomotive use with a number of company lines into the forest. The mill was destroyed by fire in February 1918 and March 1936. After the second fire the mill was only rebuilt to half its former size. The company railways in the area, which once totalled about one hundred and four kilometres were closed in 1957 and road haulage instituted until the mill closed in 1968. [171]

1 https://www.landgate.wa.gov.au/corporate.nsf/web/History+of+country+town+names+-+a . - Accessed January 2010

2 https://www.landgate.wa.gov.au/corporate.nsf/web/History+of+country+town+names+-+a . - Accessed January 2010

3 Postal directory 1897. p 177.

4 Postal directory 1898. p 177.

5 Postal directory 1898. p 177.

6 Postal directory 1903. p 177.

7 Postal directory 1898. p 177.

8 Postal Directory 1903. p 177.

9 *The Western Australian Directory* [PIERSSENE] 1894. p 131.

10 *The Western Australian Directory* [WISES] 1895. p 68.

11 Postal Directory 1897. p 177.

12 Postal directory 1898. p 177.

13 Postal directory 1903. p 177.

14 PALMER, Alex - *The Coach Roads to Cue and Beyond*. - Hesperian Press & LAP Industries. 1993. p 59.

15 Postal directory 1903. p 177.

16 Postal directory 1910. p 194.

17 Postal directory 1898. p 177.

18 Postal Directory 1897. p 177.

19 Postal directory 1898. p 178.

20 Postal Directory 1903. p 177.

21 Postal directory 1898. p 177.

22 Postal directory 1898. p 178.

23 Postal directory 1898. p 178.

24 Postal Directory 1903. p 177.

25 Postal Directory 1903. p 177.

26 *The Western Australian Directory* [PIERSSENE] 1894. p 131.

27 Postal Directory 1897. p 177.

28 Postal directory 1898. p 177.

29 Postal directory 1903. p 177.

30 Postal directory 1898. p 178.

31 Postal directory 1898. p 178.

32 Postal directory 1898. p 178.

33 Postal directory 1898. p 178.

34 Postal Directory 1903. p 177.

35 Postal directory 1898. p 177.

36 Postal directory 1898. p 177.

37 Postal directory 1898. p 177.

38 Postal Directory 1897. p 177.

39 Postal Directory 1903. p 177.

40 Postal directory 1910. p 194.

41 Postal Directory 1897. p 177.

42 Postal directory 1898. p 178.

[43] Postal directory 1898. p 178.

[44] PALMER, Alex - *Yundamindra Its Towns Mines People and Station.* - Hesperian Press. Carslisle. 2006. p 51.

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[46] KING, Norma - *Rushes and Finds Near Old Kambalda.* - Kalgoorlie. 1976.

[47] KING, Norma - *Rushes and Finds Near Old Kambalda.* - Kalgoorlie. 1976.

[48] https://www.landgate.wa.gov.au/corporate.nsf/web/History+of+country+town+names+-I - Accessed 2010 February.

[49] PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. p 1.

[50] PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. p 24.

[51] https://www.landgate.wa.gov.au/corporate.nsf/web/History+of+country+town+names+-I - Accessed 2010 February.

[52] PASHLEY, A.R. [Don] - *Policing Our State A History of Police Stations and Police Officers in Western Australia 1829 - 1945.* - Educant. W.A. 2000. pp 296-297.

[53] PASHLEY, A.R. [Don] - *Policing Our State A History of Police Stations and Police Officers in Western Australia 1829 - 1945.* - Educant. W.A. 2000. pp 296-297.

[54] PASHLEY, A.R. [Don] - *Policing Our State A History of Police Stations and Police Officers in Western Australia 1829 - 1945.* - Educant. W.A. 2000. pp 296-297.

[55] PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. Page 2.

[56] Postal directory 1910. p 195.

[57] PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. p 10.

[58] PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. p 25.

[59] PALMER, Alex - *The Coach Roads to Cue and Beyond*. - Hesperian Press & LAP Industries. 1993. pp 86-87.

[60] PALMER, Alex - *The Coach Roads to Cue and Beyond*. - Hesperian Press & LAP Industries. 1993. pp 86-87.

[61] Postal directory 1897. p 178.

[62] Postal directory 1910. p 195.

[63] PALMER, Alex - *The Coach Roads to Cue and Beyond*. - Hesperian Press & LAP Industries. 1993. pp 86-87.

[64] *Murchison Times & Day Dawn Gazette.* - 1896 January 5th.

[65] STEVENS, G. P. - *Early Coaching Days.* - Western Australian Historical Society paper.

[66] *Murchison Times.* - 1896 June 27th.

[67] PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. p 3.

[68] PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. pp 77-78.

[69] Postal directory 1910. p 195.

[70] PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. pp 77-78.

[71] PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. pp 77-78.

[72] PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. pp 77-78.

[73] PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. p 70.

[74] PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. pp 77-80.

[75] Postal Directory 1897. p 177.

[76] Postal directory 1910. p 195.

[77] Postal directory 1910. p 195.

[78] Postal directory 1898. p 178.

[79] Postal directory 1910. p 195.

[80] Postal directory 1910. p 195.

[81] PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. p 93.

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[83] Postal Directory 1897. p 178.

[84] Postal directory 1910. p 195.

[85] Postal directory 1910. p 195.

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