

DATE	REFERENCE	DETAILS - those accounts for which there is more detail are listed separately
1838	Various	First publication of Major Thomas Mitchell's account of his explorations including in the Port Phillip District (Victoria). This is generally thought to have given many people confidence to tackle the overland journey, and the tracks left by his wagons were used as a guide by many travellers, in the first instance those coming south from Sydney with a view to settling.
1838	various	First stock driven overland from Sydney to Adelaide - Joseph Hawdon & others
1838	various	Charles Bonney drove cattle overland from Portland to Adelaide
1840	various	Punt over the Murray River at Wellington commenced operation
1846 Sept 25	Clyne, Robert - History of SA Police Force 1836-1916	First overland mail service left Adelaide for Mt Gambier, run by South Australian Police Force. Tenders had been called for a service from Adelaide to Port Phillip but none were submitted, so Lieutenant Governor Robe decided to begin a mail service as far as Mount Gambier anyway 'for the benefit of the settlers in the south east'. [Alexander Tolmer was then a Sub-Inspector of Police with responsibility for the mounted troopers and other police stationed throughout the country areas of South Australia.]
1847 Feb 18	Clyne, Robert - History of SA Police Force 1836-1916	" <i>Government Gazette heralded the inauguration of a full overland mail service</i> " (letters only, no parcels or newspapers) <i>between South Australia & New South Wales.</i>
1847 Sept	Clyne, Robert - History of SA Police Force 1836-1916	Series of relay posts established between Adelaide and Mount Gambier to support the mail service - located at Lake Albert, Salt Creek, Tulley's Station, McBean's Station and Johnston's Station - where police were located
1847	Ham's Map of Australia Felix & It's Squatting Districts	Shows town reserves, mostly on lakes and rivers in the West District or on the upper reaches of the Yarra and Maribyrnong Rivers, and 6 on travel routes to the north and north-east of Melbourne. Also landholdings, with a key to names of landholders in each district. A number of tracks are marked in the south east of Victoria
1849	http://www.murrayriver.com.au/paddleboats/river-boat-trail-wellington/	South Australian Government took over the operation of the Wellington ferry (punt), and constructed a new ferry landing. Originally established as a private enterprise in 1839, the Wellington Punt was the earliest and most important ferry crossing on the Murray River.
1849	Clyne, Robert - History of SA Police Force 1836-1916	Private mail service between Adelaide and Mount Gambier finally established - relieving police of the role.
1849	Blake L J - Gold Escorts pub 1971, quoting Talbot Leader 31 Oct 1908, p20	Referring to report from Dr C S Salmon of overland journey. " <i>Evidence exists that in 1849, two young men left Adelaide with two horse-drawn drays, well-equipped to attempt an overland crossing midway between the northern (Murray) and southern (via Portland) routes.</i> " .. " <i>Leaving in the early spring the two men found 'an imperfectly blazed track' whereon, without use of a compass, they may have spent much more time than the several weeks it took to reach a small gully. Probably from a shepherd or bush traveller, they learnt that this was Daisy Hill Creek; only a few miles northward was Carisbrook, a little settlement that formed a centre for some of the northern squatters. The young men located a squatters' track that trended south-east and followed it down to Melbourne. Gold had not been 'officially' discovered then.</i> " " <i>The reference to blazed trees suggests that early squatters or teamsters had marked parts of this route to central Victoria.</i>
1850 Jul 1		Colony of Victoria formed when Port Phillip District separated from New South Wales.
1851 Mar	Faull, Jim - The Cornish in Australia , pub 1983	More than 1000 men working at Burra mine
1851 May	Various	Reports of gold discoveries in New South Wales

1851 Aug	The South Aust Register	Law Report refers to people travelling between Adelaide, Mount Gambier, & Mosquito Plains (Narracoorte)
1851 Aug 15	The South Aust Register (Adelaide Observer 16th)	<i>“Gold discoveries had at length become tangible and 100 men were at work at the Loddon in the Pyrenees”</i> . Two reports quoted in Assayers Reports. Floods reported in South Australia and Victoria
1851 Aug 20	The South Aust Register	Reports of gold discoveries in Pyrenees (Clunes)
1851 Sept 4	(London) Times	Reports of gold discoveries at Bathurst (New South Wales)
1851 Sept 5	The South Aust Register	Report two steamers on Murray River, at least as far as Darling, <i>“on and after 1st October next”</i>
1851 Sept 8	Adelaide Times (weekly)	Advertisement for firearms - don't go to the diggings without them!
1851 Sept	Faull, Jim - The Cornish in Australia , 1983	<i>“An advance party went (to the diggings) in September 1851 and, when most of its members returned in October to collect their families and belongings, it was the signal for a mass exodus from Burra. In December, the South Australian Register noted that 100 miners had arrived in Adelaide to join ships bound for Victoria.”</i>
1851 Oct 13	The South Aust Register	Report from Melbourne Herald headline <i>“Gold in Abundance”</i> , referring to <i>“richness of the goldfields at Buninyong, Kyneton and Ballarat”</i> .
1851 Oct 22	The South Aust Register	Advertisements for ships to Melbourne or Geelong begin to appear regularly in Adelaide press
1851 Oct 27 Also / ? or 1851 Nov 1	The South Aust Register , p 3	<i>‘The Burra miners have resolved to send a deputation to report on the ‘Diggings’ in Victoria before any general movement is made. The prudence and reasonableness of this united resolve cannot be too highly commended, and contrasts strongly with the rash proceedings of others among the working classes’</i>
1851 Oct	Blake L J - Gold Escorts pub 1971, p20	<i>“The reference to blazed trees suggests that early squatters or teamsters had marked parts of this route to central Victoria. The track gained clearer definition in October 1851, when a group of intrepid diggers, eager to save time and miles, struck east from Wellington on the Murray. They took aboriginal pads from native well to well and tracks between the few lonely stations in the Long Desert of South Australia to make a fairly straight route to the border. On the Victorian side the Little Desert could be similarly crossed by ways already trodden by both Aboriginals and white men. Swatters’ and teamsters’ roads usually followed streams to ensure a good water supply and avoid unnecessary crossings. The Wimmera River lead one almost to the Pyrenees Range.”</i> [this paragraph not referenced]
1851 Nov 1	The South Aust Register	Call for tenders for mail services between Wellington and Mt Gambier (weekly), between Adelaide and Mt Barker (daily), and between Mt Barker and Wellington (3 times a week)
1851 Nov 4	Adelaide Times (weekly)	Advertisement - <i>“for parties proceeding to the diggings. First rate covered cart, to lock up, fit for sleeping and keeping goods together, with a working horse and harness complete. Mr Curnow, Plough & Harrow, Rundle St”</i>
1851 Nov 25 (Scan)	The South Aust Register	Floods reported on the Murray River system, all lagoons full, and river navigable - <i>“It is now so deep that, I am told, a frigate might safely sail 500 miles up stream.”</i> (In reference to travel between Albury & Adelaide)
1851 Dec 13	The Argus (Melbourne)	First public announcement of discovery at Bendigo Creek
1851 Dec 13	Cusack, Frank, Bendigo, A History , 1973 p 25	Diggers already arriving at Bendigo Creek
1851 Dec 20	The South Aust Register	Report of diggers leaving Victorian goldfields on account of lack of water and not planning to return until March (quoting <i>“Geelong intelligence”</i>)
1851 Dec 22	The South Aust Register	Register of Rain Gauge in South Australia - showing highest rainfall since 1 Jan 1839, when table begins.
1851 Dec	Yandell, Thomas Courts - Reminiscences - SLSA	1889 Reminiscences relating to his trip to the Victorian goldfields (Forest Creek) in 1851 - appears in ‘Records of Castlemaine Pioneers’, Ch 3 published by Rigby 1972.

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1851	Ham's Squatting Map of Victoria	An update of 1847 map - main change is the appearance of surveyed roads in south eastern Victoria, along similar route to today's Glenelg and Princes and Henty Highways. Several more tracks in the southern Wimmera also appear.
1852 Jan 2	The South Aust Register	Report of Overland Parties to the Diggings:
1852 Jan 14	Blake, Les (Ed) - A Gold Digger's Diaries (Ned Peters) , 1981	Party of 5 men set out for the Victorian diggings - Henry Evans, John Opie, Edward Roberts, Walter T Peters and Edwin Frances (Ned) Peters. Route via Mr Barker, Strathalbyn, Murray River crossing not specified, western edge of Ninety Mile Desert, (guided by group of Aborigines), Coorong, Tilley's Flat, Reedy Creek, Mosquito Plain, Lake Wallace, Glenelg River, Rose's Gap (Grampians), Glenorchy, near Forest Creek (Fryers Creek).
1852 Jan 15	The South Aust Register , p 3a	Overland Route to Mt Alexander: Account of the journey - new route being opened – to be confirmed!! Suggested more direct route to the goldfields needed - instead of following the overland mail route
1852 Jan 23	Ragless, Margaret - An ankerchief of 'erth , 1986	Oliver Ragless & group (5 brothers and 2 brothers-in-law), left Gawler for Vic goldfields - Route: via Enfield, Langhorne's Creek, Wellington, McGrath's Flat, Wood's Well, Salt Creek, Tilley's Flat (Coorong), Baker's Station, Reedy Creek, Mosquito Plains, Lake Wallace (here there was a party of Cornish miners with a knocked up horse), Officer's Sheep Station, Pinson's Sheep station, Wilson's Sheep Station, Horsham, Wimmera River, Clarke's station, Crowlands, crossed the Pyrenees and to Mt Alexander. .
1852 Jan 23	Clyne, Robert - History of the South Australian Police Force 1836-1916 , p 109	<i>Deputy Surveyor General, John McLaren, directed to explore & map direct route to the diggings, sinking wells twelve miles apart along the way.</i>
1852 Jan 26	Clyne, Robert -	Deputy Surveyor General, John McLaren, left with party of sappers to map route - as per Jan 23 direction
1852 Jan 28	Snell, Edward - The Life & Adventures of – pub 1988	Group of 7 men (& boys?) left Adelaide for Vic goldfields Route: via Echunga, Macclesfield, Langhorne's creek (lots of drays round about us all bound to the diggings), Wellington, Coorong, Tilley's Flat, Brown's Station, Cole's Station, Musquito Plains, Merino Inn (Naracoorte), Border Inn, Lake Wallace, Mt Arapiles, Major Firebrace's Station, Horsham, Glenorchy, Burnbank, Mount Alexander.
1852 Jan late	Adelaide Morning Chronicle , repeated in The South Aust Register Jan 31 Also Ragless, Margaret - An ankerchief of 'erth , 1986	Published a 'suggested overland route' to the Victorian goldfields - on the basis of information provided by Sergeant Rose, a policeman who for the preceding two years had been stationed at Mosquito Plains (McIntosh's Station), and was 'acquainted with the whole country between Adelaide and Mt Cole, near Mt Alexander. The proposed route plus three (shorter) variations were given with suggested halting places, being those commonly used by horsemen. Intermediate stations were also given with appropriate mileages, and in some cases directions. References to Ham's Squatting Map were given for locations in Victoria. Variation 1 involved turning inland (s-s-e) at Tilley's Swamp towards McIntosh's. Variation 2 involved turning inland at Salt Creek to Lawton's Station, Tatiara. (Variation 1 & 2 were deemed not to be safe for 'travellers unaccustomed to the Bush'). Variation 3 involved travelling east from Wellington through the Hundred Mile Scrub to Horsham (along a route similar to that taken by McLaren's survey team). The report refers to their objective to ensure water available every 12 miles.
1852 Jan 31	Clyne, Robert - History of the South Australian Police Force 1836-1916 , p 109	Alexander Tolmer, Commissioner of Police in SA, writes to the Governor suggesting formation of a Gold Escort. A 'trial' agreed to - see Feb 10.
1852 Jan	Blake L J - Gold Escorts pub 1971 quoting Letter J W Cole	J W Cole with 5 mates tackled the overland track, with fully loaded dray, two of the party going ahead by ship to Melbourne with heavy goods. "Members of the party helped to haul the Wellington punt, laden with several other

	in SAA D 3019/3 (L)	drays, across the Murray River. They then set out by way of Cooke's Plains to Binnie's, where they took the south - eastern track to Sandford [where Wannon and Glenelg Rivers meet] ". "The track they found was a 'well-beaten one from the traffic of hundreds of drays'. Route continued through Western District of Victoria past Mount Emu and Mount Elephant to Melbourne to meet the rest of the party.
1852 Jan - Feb	Blake L J - Gold Escorts , quoting McLaren's survey fieldbooks, report & maps, pub 1971, pp 31-	Detail of McLaren's survey - with relevant observations re terrain, water, river crossings, locations, land holders, etc as far as Heifer Station Creek (Navarre) as " <i>With the road ahead so clearly defined and well used, to proceed further would be pointless</i> ". <i>"The survey work was easy (along the Wimmera River). This was the main Wimmera road which, if one wished, could be followed upriver across to Burnbank, then south-east to Geelong. It was another station and teamster track for supplies and loading wool down country. This way had come all over-landing diggers in the past few months; numerous parties passed Maclaren's men frequently now."</i> NB: The Gold Escort route did not reach as far south as Burnbank, turning to left (east) at Green's station 12 miles from Glenorchy. (see entry 1852 Feb 10 for Tolmer)
1852 ?	Blake L J - Gold Escorts pub 1971 quoting account in 'By Bullock Dray to Bendigo, in Educational Magazine , Melbourne, November 1954, p 444	" <i>John Kentish and his mate George claimed to have made the first crossing with Bullocks</i> ". Their dray carried " <i>a tent, bedding, provisions, mining tools, two single barrel guns, a pair of old-fashioned horse pistols, and a large supply of ammunition</i> ". " <i>Crossing the South Australian desert, they took it in turns to scout ahead for native wells or soaks. After clearing the scrub, they had to force the bullocks over 30 miles in one day to the next watering point, where the exhausted animals had to be rested for several days.</i> " They saw several 'jaded and half-starved' horses abandoned. They lived 'quite well' 'off the country' and 'several times met small groups of Aboriginal nomads'.
1852 Feb 3	Ninnes, Thomas notebook - SLSA D7054(L)	Thomas Ninnes and large extended family group - left Burra for Vic goldfields - route via Coorong, Tilley's Flat, McIntosh's, Mt Arapiles, Horsham, Daisy Hill, Bullock Creek. Account written in retrospect.
1852 Feb 3	Thomas, John Jr account - SLSA D7654(L) & Bill Thomas D7628(Lit Ms) -	Same group as Ninnes above - " <i>Thomas Thomas, of Skilly, his brother John, of Burra, with his three sons, John, Wm. Henry, and James left with a party which included Thomas Ninnes, Joseph Ninnes, William Roach, and others from Burra.</i> " " <i>The Coorong natives were kind, exchanging fish in return for flour, tea and sugar.</i> "
1852 Feb 3	Rule, Charles Sandry - Log Book - SLSA D7486(L)	Charles Rule (b 1826) left Burra with 4 other men + 10 yr old boy for Victorian goldfields - Route via Burra to Adelaide, through Glen Osmond south-east to Echunga, Macclesfield, crossing the Murray River at Wellington, Lake Albert, the Coorong, Tilley's station, Baker's, McIntosh's, Border Inn, Mt Arapiles, Wimmera River, Horsham, Glenorchy, McKinnon's Head Station, Loddon River, Mt Alexander. Took horses and a bullock dray to carry their equipment and food. Near Lake Albert Rule " <i>found a great many encamped by some waterhole dug into the sand</i> ". He described a 240 metre wide Murray River and good fresh water, ducks and fish, trading with Aborigines - in exchange for tobacco or money.
1852 Feb (early)	Leworthy, Malcolm Henry - "A Trip to the Victorian Diggings in 1852" (in ' South Australians at the Victorian Diggings , 1852, published in South Australia Vol V, No 2, Sept 1966	Party of 5 including Malcolm Leworthy left from Hindmarsh Valley, near Victor Harbour. Route : Port Elliott, Goolwa, crossing the mouth of the Murray River by whale-boat belonging to a local fisherman. 'Blackfellow' acted as guide to watering places as far as McGrath's Flat. Beach travel proved difficult. Continued via " <i>Tilley's Swamp, Ten Mile Point, and the late Mr James Brown's Avenue Station, through the Musquito Planes (sic) and Border Town.</i> " [this is unlikely to be the contemporary Bordertown, a distance to the north - perhaps Apsley] " <i>We were not short of company during this and the remaining part of the journey. Hundreds of parties were, like ourselves, on the road to fortune in all kinds of vehicles, from the Bullock dray to the Donkey cart, and one man had the pluck to trundle a</i>

		<i>barrow with his goods and chattels all the way overland. We had to cross over the Grampians hills through the Wimmera district and making a bee line as near as possible for the Forest Creek diggings."</i>
1852 Feb 6	Marshall, John Ham account (handwritten transcription) - SLSA D7468(L)	Left North Adelaide for Vic goldfields. Route - via Mt Barker and German Town (Hahndorf) where they sold 1 horse and two good bullocks to cope with the hills. Crossed Murray River at Wellington, bought fish from 'the black's and swam in Lake Alexandrina. Coorong. Combined with 5 or 6 other parties to get through swamp near Salt Creek. Tilley's Flat, Baker's Station, Mt Arapiles, Horsham, Loddon River where camped and rested to arrive on 1 st day of March (licence period). One thunderstorm the only rain all journey. Mr Marshall, Mr Goss, Mr Williams, Mr Edgecombe, Mr Butcher, Mr Hoggits
1852 Feb 10	Blake L J - Gold Escort , and others	Assay Office opened in Adelaide - a requirement of the Assay Bullion Act passed on 28 January. Price set at £3/11/0 - exceeding the ruling price in Melbourne by 10/6.
1852 Feb 10	Various, including Clyne, Robert - A History of the South Australian Police Force 1836-1916 p 111 Further detail of Tolmer's first route given in Blake L J - Gold Escort , pub 1971	Police Commissioner Alexander Tolmer left Adelaide to establish mounted police escort from Victoria's central goldfields. Accompanied by two constables, a native guide (procured at Wellington) and pack horse, Tolmer headed out on the direct route being surveyed by McLaren (see 23 Jan). Took 10 days (Clyne says 8 days from Wellington - presume 2 from Adelaide). Route via Mount Barker & Langhorne's, to Wellington, then Binnies Well, Two Wells, Bordertown (then Scott's Woolshed), Mount Arapiles, Horsham, along the Wimmera River to Glenorchy, Navarre, Moonambel, to Adelaide Gully, Forest Creek Meanwhile, M/C William Rowe had left Adelaide on 9 February "with the police cart and three horses to make his way along the overland mail route through Mount Gambier and Portland" and continuing on to meet Tolmer at Mt Alexander [route from Portland not specified - but Ham's Squatting map and others show several options available]. He (Rowe) was joined by a trooper withdrawn from each of Wellington, Mosquito Plains and Mount Gambier posts. (NB: Check reference to travellers meeting the troopers in vicinity of Mt Alexander)
1852 Feb	Clyne, Robert - A History of the South Australian Police Force 1836-1916 p 111	Account of first gold escort: <i>Encountering a great deal of traffic on the road to Wellington, where he camped the first night, he recorded overtaking numerous parties heading to the gold-fields 'in almost every description of vehicle'. During February the Wellington ferry carried some 1,234 passengers, 1,266 horses and bullocks and 164 carriages. £64 in fees was collected.</i>
1852 Feb 10	Blake L J - Gold Escort , pp 43-51 referring heavily on Tolmer's papers and various other references	Details of Tolmer's first Gold Escort journey, which (as per MacLaren's survey party - see entry Jan-Feb 1982) provides observations on terrain, water, river crossings, locations, land holders, etc - as far as Heifer Station Creek (Navarre). The section of Tolmer's account from Glenorchy is summarised here: Route: From Glenorchy followed "the main line of route from Wimmera to Melbourne or Geelong" but, on reaching Green's station, 12 miles from Glenorchy, "Tolmer took the track to the left to avoid travelling as far south as Burnbank" (saving approx 20 miles). "On a gum tree fork he cut a notice: 'Take to the left' for the benefit of MacLaren and all overlanders following him. The ride to the Navarre Inn was an easy one, through well-watered, timbered country." From Navarre they took the "northern track [around the Pyrenees Range] which twisted circuitously through valleys of the foothills, skirting the main range that lay to the right, and passed through a gap in the Range (Moonambel)." ... "After forwarding the Avoca River (just north of present day Avoca) the troopers road east, through stringybark and box country, to McNeils' (Bet Bet) Creek" south of Carisbrook and crossed Mount Greenock (McCallum's) Creek

		<p><i>“approximately where Craigie is now”</i>. They continued on through ‘Rodborough Vale’ then owned by Edward Bucknall and <i>“forded the Deep (Tullarooop) Creek a few hundred yards below the homestead”</i>. (Later a toll bridge was built there, but the escorts always passed through without charge - the bridge is now underneath Tullarooop Dam). They crossed Middle Creek, the boundary between Bucknall’s Rodborough Vale and Alfred Joyce’s Plaistow, to the north of Mount Tarrangower. <i>“Joyce spoke of the track that went past his front gate as ‘the main road from Adelaide”</i>. Beyond Plaistow they <i>‘crossed another plain before they reached the Major’s Line’</i> bullock track cut by Major Mitchell’s drays in 1836, <i>“which curved in an arc north-east through Green Gully to a crossing place on Barker’s Creek, just north of where Commissioner William Henry Wright had established his camp, offered the shortest route to the goldfields. To the north-east, from the intersection of the Adelaide Road and the Major’s Line, the thickly-timbered mass of Mount Alexander stood out clearly.”</i></p> <p>[NB: More research is needed into where the track to the north east to Bullock Creek (Bendigo) branched off - initially possibly Carisbrook, but perhaps from Moonambel north-east via Dunolly]</p>
1852 Feb 19	Clyne, Robert -	First Gold Escort arrived at Mt Alexander - distance 360 miles. <i>‘Unsurveyed and through dense scrub and desert, it was a remarkable feat.’</i>
1852 Feb 23	Blight, Brian - Cornish Farmers at Open Range ,	Moyses, Trestrail, Blight, Rundle left Clare for Vic goldfields (returning for Xmas 1852). Route tbc.
1852 early - date not given	Blake L J - Gold Escort pub 1971, p20 reference not given	<i>“Hampshire-born Henry Robb Hyde and five companions loaded several drays and overlanded to Forest Creek, moving to Bendigo field when the rush set in in early 1852. The horses for which they had paid £10 apiece in South Australia brought £65-70 in Victoria.”</i>
1852 Mar 5	Blake, Leslie James - Gold Escorts in Australia, Rigby, 1978 and others	1 st return journey of Tolmer’s Gold Escort from Forest Creek (Castlemaine) - route via Plaistow, Daisy Hill, McKinnons, Navarre, Longrenong, North of Horsham, Polkemmet, North of Mt Arapiles, across Little Desert to McKinley’s Well, Tattiarra Station, Victoria / South Australian Border, Scott’s Woolshed (Bordertown), west to, Monster Mount, Two Wells, Limestone Well, Reedy Well, Binnies Lookout, Hawks Nest, Perkindoo, Wellington and on to Adelaide.
1852 Mar 8	Marshall, John Ham account (handwritten transcription) - SLSA D7468(L)	On 8 March met Tolmer Gold Escort - camped on Wimmera River near Grampians, (Horsham)
1852 Mar 9	Auhl, Ian - The Story of the ‘Monster Mine’, pub 1986	Francis Treloar and John Lovely “made [their] wives comfortable in a cottage in North Adelaide” before sailing to the Victorian diggings. Reference to other family records indicating children of parents originally working in Burra, being born in Adelaide - indicates likelihood of others making similar arrangements.
1852 ‘early’	Faull, Jim - The Cornish in Australia, pub 1983 referring to Trevena, John - Reminiscences of a journey to the Victorian Diggings, in Kapunda Herald, 22 June 1928	William Trevena, wife Jane & 6 children, 3 Trevena relatives and a fellow miner and his wife. “They had 2 bullock teams and 3 horse, one of which John Henry rode most of the way. The horses and bullocks had to swim across the Murray River, while the families were paddled across by Aborigines in canoes. The bullock drays were pulled across the river by Aborigines on the opposite bank.” “Trevena recounted the troubles associated with the long drive through the ‘ninety mile desert’ (now Coonalpyn Downs), the difficulties of crossing the River Loddon which was so rough the bullocks could not get a footing, and tedious daily progress that lasted for seven weeks before the party reached Bendigo.” [Coonalpyn Downs appears to indicate the ‘northern/inland’ route]
1852 ‘early’	Family history records - also	Edward Martyn Delbridge b.1808 St. Agnes (stonemason) with wife Mary (nee Pearce) and 7 children arrived SA 1850

	South Gippsland Genealogical Society Inc Newsletter Sept 2010 Vol 2 No 33	and went to Burra where another child was born. Made the trek from Burra to the Mt Alexander Goldfields in early 1852. Oral history is that mother, baby and the girls rode in the wagon and father and the boys walked. At night the boys slept under the wagon. At some stage there was a minor problem with some aborigines.
1852 Mar	Faull, Jim - The Cornish in Australia , pub 1983	Approx 360 mining at Burra - compared with 1000 in March 1851
1852 Apr 30	Ragless, Margaret - An ankerchief of 'erth , 1986	Oliver Ragless & group (5 brothers and 2 brothers-in-law), see Jan 23 for journey to goldfields: Return journey by different 'Gold Escort' route (northern) route. Met several overland parties, and the MacLaren survey party on 4 May 1852 west of Navarre. Close to Mount Alexander, " <i>Kept the line easily as trees are chopped on both sides</i> ", but surveyor's line not so easy to follow in the Wimmera. " <i>Wimmera River running level with the top of the bank when first crossed</i> ", but when crossing it further on, the flood had not come down so far.
1852 May	Blake, L J - Gold Escort , pub 1971, quoting Diary of Charles Homes, May 1852 in SLSA D 3787/1 (L)	Charles Holmes, took ' northern ' route of Bonney, Hawdon & Eyre [bringing stock from Sydney], to the north east, along the Murray River as far as Swan Hill where there was a punt to cross the river, and then along the Loddon (a tributary of the Murray) to the goldfields. " <i>A longer route, but assured water supplies for horses and bullocks all the way.</i> "
1852 Jun	Eamer, John Harman letters - SLSA PRG1153/1	Two items in collection of letters: 'Experiences Forest Creek gold diggings, June 1852' and 'Return from the diggings, January 1853 experiences' (not sighted - details of travel unknown)
1852 ? ?	Curnow, Sam & Stephen, letters - dates tbc	Stephen Curnow travelled to Australia on the 'Great Britain' from River Mersey (Liverpool) 21 Aug ? year. He returned to Cornwall on the 'Anglesea' from Melbourne on 31 Jan 1857. Letters between Sam & Stephen Curnow, Stephen Trythall & John Williams - mention names of people seen or heard of during his travels, including trip to Victorian goldfields
1852 Oct 9	Payton, Phillip - The Cornish Overseas , 2 nd Ed'n 2005, p 236-7	Whitford brothers, John, James & William - <i>Travelled by bullock dray - arriving Daisy Hill diggings on 10 Nov 1852. On the way, loaded up with flour & bacon at Macclesfield. Were troubled by lack of feed and water for the bullocks, complained 'bitterly of mosquitoes'. Swampy country was difficult to negotiate.</i> . (also quoted in Cornish Miner in Australia (Cousin Jack Down Under) pub 1984
1852 Nov	Faull, Jim - The Cornish in Australia , pub 1983	Number working at Burra mine reduced to approx 100 - compared with more than 1000 in March 1851
1852 Oct - Nov	http://www.murrayriver.com.au/paddleboats/river-boat-trail-wellington/	During October and November the Wellington punt over the Murray River serviced 3000 passengers, 361 carriages and 2777 draught oxen.