

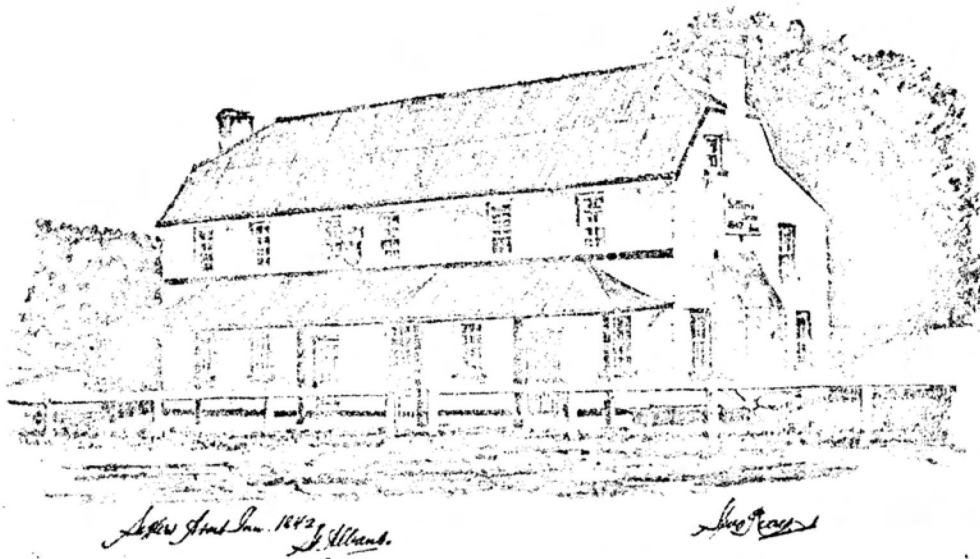


THE KOGARAH HISTORICAL SOCIETY

Postal Address: Carss' Cottage, Carss' Park, Blakehurst. 2221 Telephone: 546 7314.

SEPTEMBER, 1978

NEWSLETTER



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KOGARAH HISTORICAL SOCIETY NEWSLETTER

Next meeting, Thursday, 14th September, at 8.00 p.m.

Place: Exhibition Lounge, 2nd Fl., Kogarah Civic Centre, Belgrave Street, Kogarah.

Guest Speaker:

LADIES ON SUPPER ROSTER: Mrs. A. Skillicorne and Mrs. C. Hill

REPORT OF AUGUST MEETING

Business was mostly routine and the Treasurer reported a favourable bank balance. As the Leans were absent there was no museum report. The Social Secretary's report is substantially as given in August Newsletter except that there are still 9 seats available for the Jenolan Caves week-end, 4th-5th November. Helpers are sought for the Stall Day early in November. Winner of raffle: Mr. FitzHardinge; September donor: Mrs. J. Sheehan.

Donations: Mrs. Ward - a tin of Queensland butter packed for World War II forces.
 Mr. E. Upton - 3 beer bungs ex Toohey's Brewery; 1908 invitation (Farmer's).
 Mr. C. Gilbert - an "antiqued" shingle-cutter made by a friend of his.
 Messrs. A. and F. Midgeley - an illustrated history of Sutherland Shire and two 1913 photographs.

Also received was a photograph of Kogarah Fire Station with fire-engine drawn by two horses.

The President welcomed the Midgeley brothers, twins Fred and Alf, who combined to show slides and speak on the history of Menai. Originally named Bangor, the old name was changed to Menai. Subsequent development of the area required a subdivision and the old name was revived. Curiously, Mr. Midgeley who lived in Menai previously now lives in Bangor! As well as the slides, the Midgeley brothers had set up a very well-prepared series of photographs showing all facets of Menai's growth and culture, which members were invited to study at the close of the meeting.

Our President conveyed the Society's thanks and congratulated the brothers on their dedicated efforts.

NOTES ON MANAGEMENT COMMITTEE MEETING, 25th July, 1978

Most of this meeting was given over to the matter of listing places and buildings of local historic interest, and how best to go about this to get a satisfactory result. In the course of discussion the Chairman pointed out that under the National Heritage Act as it affected N.S.W. local councils have an advisory role, with the principal reference body the Heritage Council of N.S.W. which was established in 1977.

A W.E.A. notice of a conference from 23rd-24th September was read out.

Joseph Schmidt was a market gardener living in a house in Princes Highway, Carlton, which was inherited by his daughter. She has just sold this old property and it was agreed that she should be approached in the hope that she might not only provide information with local historical interest, but possibly be able to donate some items of value to the Society.

Mrs. Giersch and Mrs. Gardener (doctor's wife) had donated a hand-painted hand-fired piece depicting Australian wildflowers. It was decided that this would be suitable for the Society's Christmas raffle.

A proposed visit by members to Vacluse House on 24th September has not been able to be arranged.

MUSEUM REPORT

The following items have been added to our collection, and are acknowledged with thanks to the donors for their gifts and their interest in the museum and local history.

From:

- Mr. E. Upton, Kogarah - a gentleman's Swiss made pocket watch in gold case.
Miss N. Hamilton, Allawah - oak-framed engravings of Landseer sketches.
Mrs. E. Rigby, Caringbah - a pair of lady's black suede, lace-up boots, about 70 years old, never worn. Also a pair of wooden shoe stretchers.
Mr. L. Gerathy, Kogarah Bay - a "Tasma" cabinet radiogram (c. 1935).
Mr. Sheehan (assistant Ranger of Carss' Park) - a "Coleman" pressure lantern.
Mrs. Webster, Carwar Avenue, Carss' Park - 3 stone implements, thought to have been used by a local tribe of aborigines. Found on donor's property. An old horseshoe also donated.
Mrs. May Gaskin, Sutherland - a 9" diameter plate, coloured cream, deep blue and red-brown.
Mrs. C. Collins, Picnic Point - "Australia Unlimited" (S.M.H. supplement, 22.7.1968).
Mrs. E. Ward - a "Tilley" pressure kerosine iron, an iron "dog" used in railway sleepers, a 9 lb. flat iron (Sylvester's Patent), 2 gent's pipes, silver-mounted, in velvet-lined cases.
Mrs. C. Collins, Picnic Point - A food shredder and grater for fruit, vegetables, cheese, &c.
Mrs. M. Grieve, South Hurstville - 3 white embroideries (doiley, table centre, teapot cover).
Mr. N. Kelly, Vice President - commemorative card of "Kogarah Superior Public School" to mark new Boys' School opening, 1921; also to "keep in mind the signing of peace 28.6.1919. (W. T. Anderson, Esq. was Principal, and Hon. T. D. Mutch, M.L.A., was Minister of Education). Additionally, 3 photographs, viz, Newcastle Theatre interior; Riversdale Hotel, Goulburn; Bowen Terrace, Orange, N.S.W.
Mrs. M. Clark, Blakehurst - photograph of Kogarah steam tram in Montgomery Street, Kogarah.
Mr. A. Midgeley, Sutherland Historical Society - photograph of Kogarah Congregational Church cricket team (1915-16) including Mr. George Midgeley.

As well as these donations a number of items have been loaned by Miss G. Coxhead and we have been promised further items by several members for the needlework display being prepared.

The display by the St. George Philatelic Society has been changed for one showing some colourful and very interesting postcards of World War I era (ex Mrs. Common's collection).

More than 30 articles on loan from Mrs. King which have been displayed at Carss' Cottage for some years, have recently been returned to her at her request. The Society is grateful to have had them so long.

Articles donated at the August meeting will be listed in the next Museum Report.

There have been three special inspections of Carss' Cottage recently, in this order:

1. A group of three classes from Carlton Primary School, accompanied by three teachers - 20th July.
2. A party of about 35 people who visited on 24th July and enjoyed their morning tea in the courtyard. This was organised by the Victoria League for Commonwealth Friendship (1901).
3. On 21st August a class from Kurnell Primary School with their teacher.

The Museum Committee met on 12th August and will next meet at 3.30 p.m. on Saturday, 16th September, at Carss' Cottage.

GWEN LEAN

BLAKEHURST HISTORICAL SERIES will be continued next month with other articles on hand. - Ed.

N.B.

The Museum Rosters for September and October are at the back of this issue of Newsletter.

The following article has been contributed by our Librarian, Mrs. Elaine Howard

HISTORIC LANDSCAPES

We are accustomed these days to hearing the terms "preservation" and "conservation" of historic buildings, but are there any natural features of our suburban landscape which should always be retained as our heritage? On our tour to St. Albans we saw views that have remained unchanged for many years except for the gradual crumbling of old farmhouses. You may be familiar with the vista from Hobartville and other places near Richmond, Windsor and Ebenezer which still present us with that aura of rural promise and heartbreak which tempted and ruined many early settlers.

Nearer home we have Carss' Bush Park and along the George's River some other plots of land which we trust will always be retained for the enjoyment of every passer-by. Our suburban style of living is based on efficiency, but there is no real need for monotony or tawdriness. There are few suburban landscapes around which can still claim to reflect historical character, but those we have should be admired and used. Features may always be enhanced by creative planting and other improvements which add to usefulness and beauty (and of course regular maintenance and cleaning).

While there is so much interest in old suburban buildings made with stone or timber or bricks taken from the local landscape, many outdated structures are not efficient or beautiful. In England it is now common belief that it is "historical to ask for the sudden fossilization of a landscape which has (already) undergone repeated changes". Just because it is old and it exists is not the be-all and end-all.

The conservation of the historical elements in Kogarah depends on the responsibility of local people, both official and voluntary. The Management Committee of this Society is recording notable features, and these records and photographs form archives which will be preserved in the museum for the information of our members and visitors to Carss' Park, and may be a basis for communicating the aims of conservation to our fellow citizens.

Definitions from HERITAGE NEWSLETTER (Australian Heritage Commission)

The English Civic Trust draws a distinction between "preservation" and "conservation" of buildings.

"Preservation" is defined as retaining intact the total integrity of a structure, whereas "conservation" can be used in a wider sense to cover the rational use, re-use, adaptation, extension and enhancement of buildings.

Elaine Howard

MEMBERSHIP

These new members are welcomed into Kogarah Historical Society:

In May - Mrs. K. Bryant

In June - Mr. and Mrs. L. J. Bell; Moorefield Girls' High School

In July - Mr. and Mrs. T. Devine; Mrs. B. Earnshaw; Miss B. Prigg; Mrs. F. Robinson; Sans Souci Primary School

G. Johns

SOCIAL NEWS

Best wishes go to Mrs. Baughton (nee Enid McIlroy) for a very happy future. A well-known member, Mrs. Baughton will live mainly in the Moree district, making regular visits - to Kogarah.

Ken Cavanaugh is recovering from a recent sickness. Good health, Ken, from now on.

HISTORY OF THE HAWKESBURY REGION

Early in Australia's development Governor Phillip realised that the newly founded colony could not survive and could not prosper without food, arable land and men settled on that land. The colony was bound together by its need for survival. Settlers and convicts alike led a wretched life, virtually cut off from their homeland and relatives, their chief human contact those around them. They had to exist on a monotonous diet consisting largely of flour and salt beef. The arrival of ships from England was infrequent and the development of local farming was limited by the seemingly impassable mountains in the hinterland.

Phillip gave instructions that land was to be granted to any emancipated convicts and ex-soldiers likely to succeed as farmers. By way of experiment a portion of uncleared land at Rose Hill was given to ex-convict James Ruse and his wife. Their success opened the way for more such experiments. Free settlers from the U.K. were encouraged.

The size of a land grant depended on status - from officers down to suitable emancipated convicts, with free settlers in the middle. Grants were made in perpetuity to any settlers who stayed and worked their land for five years, prepared to feed and clothe the convicts assigned to them as servants; grants could be made for special services as well. The rise to power of the rebellious Rum Corps ruined many small-holders, except those too far from Sydney to merit attention.

It was Governor Phillip's expedition in June, 1789 that discovered the mighty river to the north of Sydney which he named after Lord Hawkesbury. The aborigines of the area called it DEERUBUN or DEENANUBBIN. The name Hawkesbury is borne only along the lower reaches of this river system stretching out for 300 miles. It is only at the junction with the Grose River that the Hawkesbury proper begins. Exploration in 1790 showed that its tributaries were the Warragamba, Grose, Colo, Macdonald, Wollondilly and, in lesser measure, the Nattai. The Nepean is actually the upper reaches of the river and is its source. The headwaters are in ranges southwest of Sydney, whence the waters unite to flow north, then east, finally discharging into the sea at Broken Bay, 20 miles north of Sydney.

The Hawkesbury has a very fertile basin; the richness of its soil seems inexhaustible and the periodical floods which swamp these rich alluvial flats merely seem to regenerate them. Tillage on the banks of the river has never ceased from the sowing of the first crops of maize, wheat and hay. Settlers came despite all odds; their spirit was indomitable and they stood firm, surrounded by thick bush wherein lurked hostile natives, without near neighbours and at the unpredictable river's mercy. It was in the broad valley of the Hawkesbury that the first agricultural land was seriously farmed by our pioneer settlers. A scattered group of "peasant" farmers set about cultivating the land and survived against marauding natives, the trade monopoly of the Rum Corps' officers and the frequent inundation of their holdings by the swollen river.

In his book on Australian history the Hon. Andrew Garran wrote: "The river therefore... is identified with the struggles of the young colony, and is still closely connected with the needs of Sydney. It gave the settlers their first rich pasturage; its banks were the scene of the first great wool-farm; its rich flats gave the first harvest; and the gorges in its upper reaches now give their daily supply of water to the city."

It was not until 1794 that Major Grose gave grants of land to the first twenty-two settlers. By 1810 the population had reached 2,380 but floods and near famine wrought havoc.

Phillip had explored Windsor in 1789 and settlement began there in 1794. Governor Macquarie chose five township sites above flood level in 1810 of which one was Windsor (named after the English Windsor) and finally he convinced the die-hards along the river

to settle above flood level. Here on the higher grounds the five towns - Windsor, Richmond, Castlereagh, Pitt Town and Wilberforce - came to life. Up to 1802 the two main settlements were Green Hills and Portland Place. Windsor was once head of navigation and next to Parramatta is the oldest country town in the State.

When Macquarie founded the five towns the Hawkesbury supported wheat crops as the principal produce. Today dairying and market gardening are the primary industries and among secondary industries are butter and cheese making and vegetable canning. The beautiful river scenery has stayed almost unchanged.

Besides those mentioned in Mrs. FitzHardinge's articles, other river crossings came in the course of time, viz - Peats Ferry, 1840; Windsor Bridge, 1875; Brooklyn railway bridge, 1889 with the name Hawkesbury River given to the nearby railway station. From 1930 to the opening of the road bridge on the Pacific Highway in 1945, diesel ferries conveyed traffic across the river.

Pathetic reminders of those who pioneered the land in the Hawkesbury Valley - vestiges of abandoned properties, from farms and inns to churches and interment sites - catch the visitor's eye nowadays. They are forlorn, neglected, and ravaged by the elements and vandals.

Gwen Coxhead

These two articles were written by Mrs. Una C. FitzHardinge, one of the Society's research team.

1.

THE MACDONALD AND HAWKESBURY RIVERS

It was not long after the establishment of the colony at Sydney Cove in January, 1788, that Governor Phillip began looking about for land suitable for farming, so that the settlers could grow food. In June, 1789 he left Pitt Water by boat for his second exploring trip in Broken Bay. Captain John Hunter, later Governor, was a member of the party and has given us an account of the trip in his Historical Journal, 1787-92. This is the first description of the Hawkesbury and some of its tributaries by a European.

The party found the Hawkesbury and rowed up it and eventually reached a place where "the river divided into two branches, one leading to the north-west, the other to the southward". (The north-western branch was the Macdonald river, the southern main channel of the Hawkesbury). "We took that which led to the north-west, and continued all day rowing up this arm, which was in general shoal water, from four to ten and twelve feet, and its breadth from about 20 to 30 fathoms: the banks of this branch were in general immense perpendicular mountains of barren rock; in some places the mountains did not reach the margin of the river, but fell back a little way from it, and were joined by low marshy points, covered with reeds or rushes, which extended from the foot of the mountains to the edge of the river. At five in the evening we put on shore and raised our tents at the foot of one of the mountains, where we found a tolerable dry spot for that purpose; and in the morning of the 2nd we proceeded higher up, but this morning's progress was a good deal retarded by many large trees having fallen from the banks, and which reached almost across the river; for here it was so narrow that it hardly deserved that name.

"By ten o'clock we were so far up that we had not room for the oars, nor indeed water to float the boats; we therefore found it necessary to return, and before noon we put on shore, where I took a meridian altitude of the sun, which gave our latitude 33° 21' south, and we judged, by the estimated distances marked in my sketch, that we were about thirty-four miles above Mullet Island". (now Dangar Island).

"At the place where we last passed the night we were examining the ground around us, as was customary wherever we placed our tents for the night; and about half a mile distant, some of the gentlemen found a small hut; they saw a person they took for a native woman,

and who, upon our approach, fled with great precipitation into the woods. They went to examine the hut, and found two small helpless children in it; the poor little creatures were terribly frightened, but upon their being kindly treated, they seemed to recover a little from their fear. They appeared to be in great distress, apparently from want of food; they had a little fire by them, and in it was found a few wild yams, about the size of a walnut. Upon a supposition that the parents of these children would soon return, after our leaving the place, a hatchet and some other trifles were left in the hut.

"Next morning while the people were employed in striking the tents, some of the gentlemen again visited the hut which they now found unoccupied; the whole family were gone, and the hatchet etc. were lying by it. It is really wonderful that these people should set so little value upon such an useful article as an axe certainly must be to them; this indifference I have frequently seen in those who have been shown the use of it, and even when its superiority over their stone hatchets has been pointed out by a comparison. It is not easily to be accounted for"

The party rowed down the Macdonald, and turned right and went up the Hawkesbury. About 8 miles up they turned into the Colo river, the "upper branch", and rowed up it. The "last branch" referred to is the Macdonald.

"Both this and the last branch we examined probably extend many miles further than we with our boats could trace them, but they did not appear, where we left off the examination of them, to be navigable for any vessel but the canoes of the natives, which do not draw more than two or three inches of water. We saw several natives in these branches, but they fled into the woods on our approach. The wretched condition of the miserable natives who have taken up their residence, for a time, so far back from the sea coast, where no fish are to be had, or killing the different kinds of animals which are to be found here, otherwise I think it impossible they could exist at any distance from the sea; for the land, as far as we yet know, affords very little sustenance for the human race".

Hunter was writing from his own bitter experience: the settlers too went hungry and food had to be grown for them, first up the Parramatta river and from 1794 on the banks of the Hawkesbury too. It was the Hawkesbury soil that provided most of the grain for the early years of the colony.

There were some early land grants along the Macdonald, but they did not become numerous until the building of the Great North Road opened up the area around Wiseman's Ferry in 1828-29. The Post Office Directory of 1832 states:

"The Macdonald is navigable for a considerable distance, and is thickly studded with grants as far up as Boree Swamp; there are not less than 50 or 60 farms in cultivation on this river."

Settlement and Changes

St. Albans was established in 1841. The Wells Gazetteer of 1848 lists it as containing 21 inhabitants and 4 houses; the old hotel was opened in 1842, but the Gazetteer does not specifically mention it. Wollombi and Macdonald comprised a police district and an incorporated district of New South Wales by 1848 records the Gazetteer.

Much of the traffic along the Macdonald went by water and even as late as 1930 some farm produce was transported by boat, but tracks did develop along parts of the river. These were gradually improved, especially from 1864 on. A track northwards from St. Albans along Wallambine Creek went on to join the Great North Road at Mt. Manning. By 1881 it was officially considered that

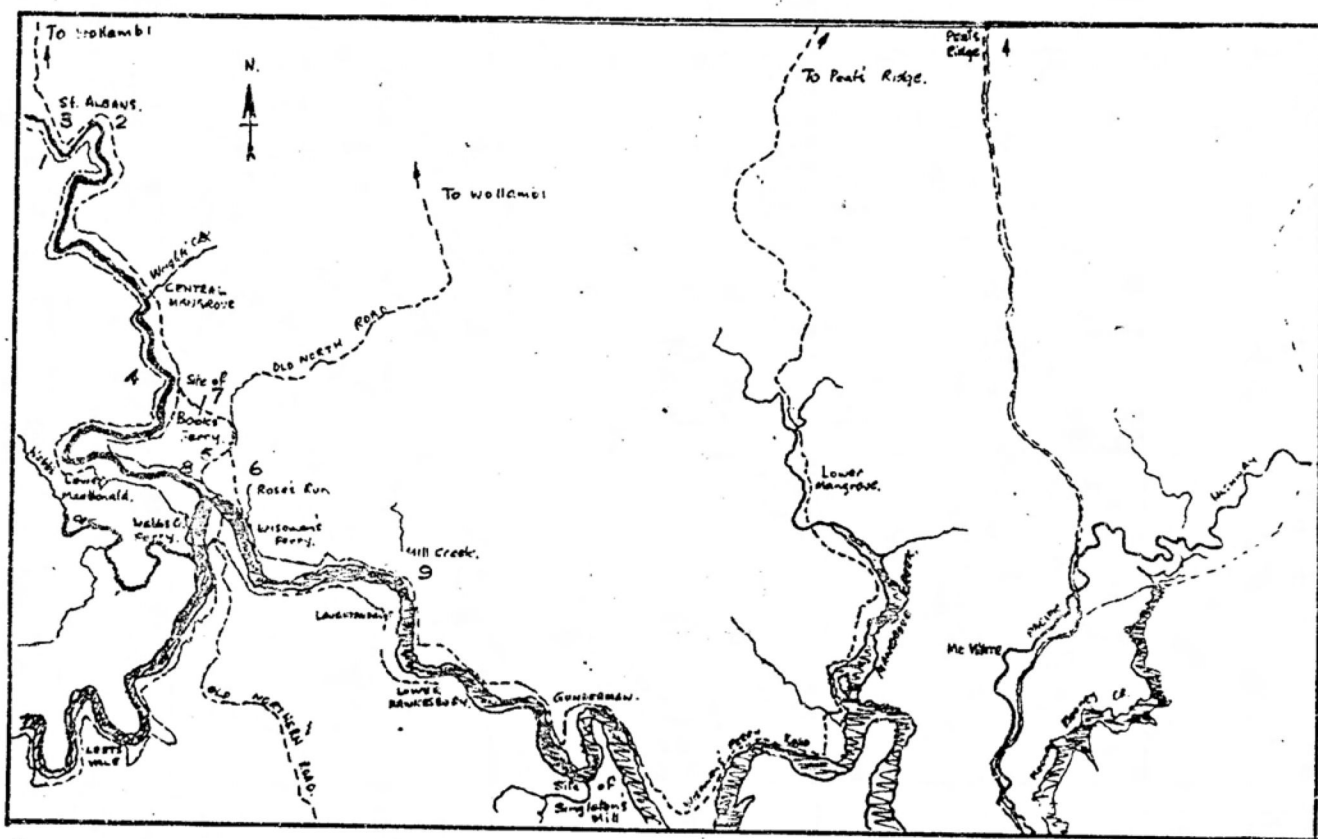
"this road will ere long be the main line of communication between Wiseman's Ferry and Wollombi", and in 1884 it was formally opened. Travellers apparently preferred this road, which ran through more settled and better water country, to the old Great North Road, which ran for about 44 miles through barren and sparsely inhabited country. So until the building

of the road which crossed the Hawkesbury at Peat's Ferry and the later development of the expressway and the bridges, the main road from Sydney to Newcastle ran up the Macdonald and through St. Albans.

The years have brought great changes. The two mills downstream from Wiseman's Ferry closed long ago; they used to grind the grain from the Hawkesbury, Macdonald and Mangrove. The Macdonald has silted up and floods have brought sand to many of the river flats. The farms have grown fewer in number and the population smaller. There is far less through traffic up to the Hunter and Newcastle: most of it goes by either the Pacific Highway or the Calga Expressway and the Putty-Singleton road across the Colo River.

There are new developments too; traffic by water has come back, but as ski boats, not small steamers and schooners, that speed up the reaches. Farms are deserted, but holiday cottages are being built and at times there are plenty of people about. The crops grown have changed too; the most notable up the Macdonald is the plantation of poplars which covers nearly every flat. The timber has many commercial uses, but is a long way from the vital food crops of the early years of settlement.

MAP OF THE HAWKESBURY VALLEY REGION (as drawn by Mrs. FitzHardinge)



- | | |
|--|---|
| 1. Bridge and Police Station | 6. Rose's Run, Route of old North Road |
| 2. C. of E. Church | 7. Link from old North Rd. to Book's Ferry |
| 3. Methodist Church | 8. Old stone culvert, convict built |
| 4. Ruins of St. Joseph's (Catholic Church),
on western side of Macdonald River. | 9. Remains of old stonework at mouth of creek
(mill about $\frac{1}{2}$ mile upstream) |
| 5. Old North Road | |

THE HAWKESBURY REGION - ROADS, PEOPLE and PLACES

Today motorists may drive up along the Hawkesbury from Spencer at the mouth of Mangrove Creek past Wiseman's Ferry crossing; then up the Macdonald River along the eastern bank. A bridge at St. Albans allows a crossing for the continuation of the drive down the Macdonald along the western bank and on to the Hawkesbury. Just above Wiseman's Ferry settlement, there is another crossing by Webb's Creek Ferry.

The present Wiseman's Ferry lies approximately 54 road miles from Sydney in a north-northwesterly direction. Originally it was located lower down river but in 1830 it was moved to its present site after Sir Thomas Mitchell's survey in 1829. In the first place the ferry was built by Solomon Wiseman (did his parents have a sense of humour - was he aptly named?) whose ghost is said to haunt the homestead (nowadays an hotel) on the old northern road near Wiseman's Ferry.

Wiseman himself was superintendent of convicts sent to work along the Hawkesbury River. He is reputed to have shown little mercy to his gangs. Debatable for its truth, a story goes that he held kangaroo trials in a cave called Courthouse or Judgment Cave in the hills above the river. He was cursed by a convict whom he allegedly flogged to death. Years after his own death his grave was broken open and his bones scattered. Some travellers who have stayed at the hotel claim to have seen the ghost haunting his bedroom.

Travellers to the Hunter Valley when the north began to be opened up had to cross the Hawkesbury at Wiseman's Ferry to go via the Great North Road, built by convicts in 1823. For 20 miles the road rose sharply, running due north. From the river, it ascended via Rose's Run, as it was called, then traversed the Judge Dowling Range and continued on to Wollombi and the Hunter Valley. In 1829 Governor Darling objected to the road's sudden steep ascent from the river. Major Mitchell was therefore called on to survey a more suitable site and build a new ascent. It was for this reason that Wiseman's ferry had to be repositioned further up the river. From the ferry, the new road turned left, following the river's course almost as far as the mouth of the Macdonald River, after which it veered right for the uphill climb, joining the older road at the top of the ridge.

THE GREAT NORTH ROAD represents a remarkable feat of road construction. For about 3 miles it is hewn from the side of the mountains and is formed with massive stone walls supported by huge stone buttresses. There are at least two bridges in the construction and the numerous stone culverts are well below the surface of the roadway and all stonework is without mortar, the fit and weight of the cut stone blocks being sufficient to hold them firmly in position. The road was so well built that its stonework is as good today as when its convict builders sweated and bled to bring it to completion: the way it has withstood the ravages of time is remarkable.

At one time there were 520 convicts in the labour gangs, many of whom toiled in unbearable summer conditions bound together in chains, wearing heavy metal leg-irons. Their agony must have been excruciating. It took them five years of ceaseless heavy labour to extend the road from Wiseman's Ferry to Maitland. Once Maitland was known as Wallis Plains. Major Morriset of the 28th Regiment who was a commandant at Newcastle for some years made the first overland crossing from Newcastle to Sydney.

From the beginning water was a problem along the Great North Road. Cavities were excavated deep into the rocky outcrops and moisture penetrated through the strata to lie in the basins thus formed. It was the need for water for the bullock teams, coach horses, riding horses and thirsty travellers which eventually led to the abandonment of the old road in favour of one where water was more easily obtainable.

To get the masonry for the road blocks, the convicts would drive a horizontal line of wedges just beneath the top layer of a natural rock wall. This "cap" could then be removed fairly easily. A second parallel line of wedges would then be placed below the first, according to the depth of boulder required and the blocks of rock would be marked out in similar fashion and cut out individually. They were massive pieces for in places the

road rises to a height of 40 feet. Eventually the road was abandoned when better routes were discovered and roadmaking techniques were simplified.

THE MACDONALD VALLEY attracted more settlement, causing a track to be opened from the Great North Road not far from Wiseman's Ferry to St. Albans (1841). Two river crossings had to be made; the first of these, across the Macdonald river, was first by punt (Whalan's) and later by ferry (Book's), giving access to the western side of the river. Book's Ferry was sited just downstream from St. Joseph's Catholic Church. It was closed in 1945. A bridge near St. Albans gave access from the west to the township. In time the track was extended, going on to Wollombi and the Hunter Valley.

Next a road was constructed along the eastern side of the Macdonald, joining the Great North Road very close to Wiseman's Ferry. About the same time a road was built connecting the road on the western side with the Hawkesbury where Webb's Creek ferry was started. It is now possible to drive along both sides of the Macdonald. Two crossings of the Hawkesbury still function - Wiseman's Ferry and Webb's Creek Ferry, the one downstream from the Macdonald and the other just upstream. The road from St. Albans to Cessnock is still in use.

The old road on the eastern side of the Hawkesbury had so many bends that farmers with horse-drawn vehicles had to walk their animal around the bends with the utmost care, often having to push the vehicle to assist its safe passage. Even Governor Darling had problems when he was once travelling on it. Newer routes eliminated the difficulties.

ST. ALBANS was a resting place and stopover for travellers en route to the north. As early as 1840, Assistant-Surveyor Dalgety planned for a town at the St. Albans site. John Bailey was given a grant of 60 acres of land in the vicinity in 1823 and in all probability he was responsible for the name since he came from St. Albans in England. In 1841 the proclamation of St. Albans as a town was gazetted in "The Australian" and the "Sydney Gazette", as well as in the "Sydney Morning Herald".

Cobb & Co. coaches called regularly at St. Albans. The two-storeyed Settlers Arms is an original inn from those times (see cover illustration). Built by convicts, it was first licensed in 1842. The National Trust classes it as the oldest existing hotel building between Parramatta and Newcastle. It still trades and is a tourist attraction. Extremely interesting, its roof line is completely lacking eaves. It was formerly known as the Travellers' Rest and was first occupied by John McKay. One of the rooms has a distinctive stone fireplace. A horse trough in its grounds has been carved out of a single piece of stone and is of the same type as was once used on the Carss estate. (This relic subsequently disappeared or has been covered over).

CHURCHES. There are two historically notable churches at St. Albans, one now a ruin. Within the town boundaries, on a hillside overlooking the town and the river, is the Anglican Church, still in use. Unfortunately it was closed to visitors on the day our members were there. It is said to have some nice traditional windows. The building is solid and in a good state of preservation.

Across the river, a little farther down on the western side and also on rising ground, is the burnt-out shell of St. Joseph's Catholic Church - a sad reminder of what happens in isolated areas where resources to save property are simply not available.

Information given on a notice outside St. Joseph's states: "St. Joseph's acquisition by the National Trust has ensured the preservation of the historic ruins of this old Catholic Church. Bishop Polding laid the foundation stone of this church on 22nd December, 1837 and it was completed in 1884 with the help of £300 given by an emancipated convict, John Watson. Originally it was planned to be the cathedral of the Hawkesbury with proposed additions to seat 1,500 persons. At that time there were approximately 400 Catholics in the Valley. In the mid 1850's a Cistercian monk, Fr. Norbett Woolfrey, took over the parish and added a second floor to the porch. He intended founding a monastery with his brother, Odillo, and Fr.

F. K. Johnstone. This plan was abandoned a year later on the death of Odillo. A bush-fire in the 1830's destroyed the shingle roof. Records show that there were only 25 parishioners at that time, farmers having left the valley after two floods."

Beside the church the graveyard is nowadays very neglected. Some of the headstones bear interesting inscriptions which are becoming increasingly difficult to read as the lettering suffers from exposure to the weather.

Ruins which were probably once settlers' homes abandoned after floods or some other cause are scattered throughout the valley. In many deserted gardens, the neglected trees looked frail and weary, exhausted to the point of extinction after their long years of struggle to keep on living.

Here it seems appropriate to quote a poem written by a 12-year old schoolgirl, Helen O'Donoghue, Yarralumla, A.C.T.

ESCAPING CONVICT

I had to keep running,
I had to keep on;
 My feet beat a rhythm,
 A desperate song.
The hounds are coming:
They are coming my way,
 Their lust for my blood
Expressed in each bay.

I couldn't keep going;
I dropped to the ground.
 Blackness engulfed me.
 I could not hear the sound
Of the red-coated troopers
Who picked me up
 Where I lay,
 And carried me back
To grim Moreton Bay.

In her two articles Mrs. FitzHardinge's principal sources of reference were:

Captain John Hunter, Historical Journal, 1787-1792
New South Wales Calendar and General Post Office Directory, 1832
Well's Geographical Dictionary of the Australian Colonies, 1848
T. H. Upton, The Establishment of Direct Road Communication Between
Sydney and Newcastle (D.M.R. Reprint).

MUSEUM ROSTER FOR SEPTEMBER

<u>Date</u>	<u>Attendants</u>	<u>To open museum</u>
3rd	Mr. and Mrs. J. Howard	Mrs. E. Howard
10th	Mrs. M. Armstrong and Mrs. M. McArthur	Mr. J. Veness
17th	Mr. and Mrs. FitzHardinge	Mr. J. Lean
24th	Mrs. D. A. Hatton and Mrs. M. Grieve	Mrs. D. Hatton

MUSEUM ROSTER FOR OCTOBER

<u>Date</u>	<u>Attendants</u>	<u>To open museum</u>
1st	Mrs. G. Johns and Mrs. G. Taylor	Mrs. G. Johns
2nd (Public Holiday)	Miss G. Coxhead and Friend	Mr. J. Lean
8th	Mrs. A. McOnie and Miss M. Foley	Mr. J. Veness
15th	Mrs. J. James and Mrs. S. Kelly	Mrs. S. Kelly
22nd	Mrs. B. Dodd and Miss P. Harry	Mr. J. Lean
29th	Miss K. Duggan and Mrs. M. Wright	Mr. J. Veness

If any date given is inconvenient, please 'phone me as soon as possible.

GWEN LEAN (57 5940)

THE KOGARAH HISTORICAL SOCIETY

Patron - Ald. K. R. Cavanough

President - Mr. J. Veness

6 Lance Avenue, Blakehurst. 2221
Tele. 5463932

Hon. Secretary - Mrs. B. Butters

36 Louisa Street, Oatley. 2223
Tele. 57 6954

Hon. Treasurer - Mrs. G. Johns

38 Princes Highway, Kogarah. 2217
Tele. 587 4843

Vice Presidents -

Mr. N. Kelly and Mrs. M. Grieve

Social Secretary - Mrs. J. Sheehan

23 Beach Street, Blakehurst. 2221
Tele. 546 2198

Publications Officer - Miss G. Coxhead

61 Carwar Avenue, Carss' Park,
Blakehurst. 2221

Meetings: 2nd Thursday each month at
8.00 p.m. in the Exhibition Lounge,
2nd Fl., Civic Centre, Belgrave St.,
Kogarah

Carss' Cottage Museum, Carss' Park,
Blakehurst opens for inspection from
1.00 p.m. to 5.00 p.m. each Sunday
and public holiday

Activities - To promote interest in
the history of the Kogarah Municipality
and Australia in general.

Admission charges: Adults ... 30c.,
Children ... 10c.; Maximum per Family
(4-5 persons) ... 80c.

Membership: Enquiries to Hon. Secretary.
Visitors always welcome.

Tele. 546 7314

Donations for Museum of historical interest may be left with the Attendant when
the museum is open. Donor's name, address and details of item/s donated are
requested for due acknowledgment and Society's records.

Society's Noticeboard

Kogarah Presbyterian Church celebrates its 90th Anniversary in October and,
as part of these celebrations, our Society - per kindness of Mrs. Grieve and Miss
Coxhead - will contribute a showing of the history of Kogarah. This will take
place during a P.W.A. function on 10th October at 2.00 p.m. when "old treasures"
and their history will be on display.

Anyone interested will be welcome and the P.W.A. would love to see your old
treasures too.

Please contact G. Johns for any further information.

Thought for the Month of September

"Taste like an artificial canal winds through a beautiful country; but
its borders are confined and its term limited. Knowledge navigates
the ocean and is perpetually on voyages of discovery."

Isaac Disraeli

THANKS to all those who have been working so hard recently to make the Open Day
at Carss' Cottage Museum a success, with a special "thank you" to Mr. F.
Grieve, husband of Vice President Maisie Grieve.