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## **Goulburn District Historical and Genealogical Society Inc.**

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### **Meetings**

General meetings will be held on the 4th Thursday of February, April, June, September (AGM) and October at the Goulburn Workers Club, McKell Place at 10.30am. All are welcome. December Christmas function location to be decided.

### **Access to Archives**

Public access to our archives is available at the temporary research centre situated at 324 Sloane Street between 10am and 4pm every Friday, Saturday and Sunday, or by appointment by ringing (02) 4821 1156.

### **Research**

Research enquiries welcome.

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### **Membership Fees:**

Junior (under 18 years)	free
Single	\$20.00
Family (2 adults)	\$25.00
Corporate	\$150.00

### **Disclaimer.**

The Goulburn District Historical and Genealogical Society Inc. or any members, either individually or collectively, accepts no responsibility for any information contained in this journal. Anyone acting on such information does so at their own risk.

## PRESIDENT'S REPORT

As we progress through winter, the time of our AGM approaches. It is to be held on 26 September at the Goulburn Workers Club, starting at 10.30am.

We would really appreciate people considering nominating for the committee of History Goulburn – there is a total of eight positions to fill: President, First Vice-president, Second Vice-president, Treasurer, Secretary and three committee positions. Meetings are held each month at a date and time suitable to all.

While a number of our current committee are willing to stand again, there will be vacancies and we would appreciate anyone offering coming on board. For more information, please feel free to contact us in person, via email [historygoulburn2580@gmail.com](mailto:historygoulburn2580@gmail.com) or call me on 0458 028 003.

And it will be an exciting time to join the committee as we hope to have our beloved home museum St Clair coming back into our life, after years of conservation. Our ongoing cataloguing work will aid the curation of displays for each of St Clair's 13 rooms that can be opened to the public.

Meanwhile, we continue to receive many requests for local history information – especially family and buildings – and these requests are fulfilled ably and professionally by our excellent research team. That team overflows with fascinating information about the history of Goulburn and her community, as well as the means to find even more.

**Hope to see you at the AGM on 26 September**

*Jennifer Lamb*  
*August 2024*

### **Passing of a Pioneer Death of an Octogenarian**

*Goulburn Evening Penny Post 13 June 1922.*

Mrs. Ann Harris; - the pioneers are passing. Another old and respected resident of this city, Mrs. Ann Harris, of Union-street, North Goulburn, died at 3.45 am on Sunday in her 81st year. She was the relic of the late Mr. W. T. Harris, the well know market gardener who died nine years ago. The old lady had been in fair health but was taken ill about a week ago, her death being peaceful. She leaves 5 sons and two daughters. The sons are Messrs. William Harris Albury; Walter, Bungonia; Thomas Goulburn; Arthur, West Maitland and John, Moss Vale. The daughters are Mesdames T. Grunsell, Bishop-street, and G. Brockway, Galong. Mrs. H. Kadwell, of Goulburn is a sister, and the late Mr. John Hatchlings of Rose Hill Chatsbury, was a brother, of the deceased.

The late Mrs. Harris was born in Devonshire, England on January 3 1842, and came to Australia 19 years later. She settled at Murray's Flats where she was married in the old Wesleyan Chapel (as it was styled in those days) in 1865. Later she and her husband came to Goulburn and resided in a cottage on Kent Grove near "Leigh's Folly," the walls of which were erected by Mr. Harris.

The Harris family also lived at Poplar Grove and Bungonia, finally settling about ten years ago at North Goulburn. Mrs Harris was always a prominent member of the Methodist Church, and she

leaves many friends in Goulburn. The funeral took place on Monday afternoon at the Methodist portion of the general cemetery.

### **Nurse A. E. Jeffcoat**

*Goulburn Evening Penny Post 9 June 1926.*

The death occurred at the residence of Mrs. A. J. Wheatley, "Hill View" Goulburn, on Tuesday afternoon, of Nurse Amy Elizabeth Jeffcoat, who had been spending a holiday in this city. The deceased, who was 55 years of age, was widely known and respected in Goulburn where she had lived for a large number of years. She was of a kind and benevolent disposition, and her work in the cause of charity during her long residence here will always be remembered.

Nurse Jeffcoat and Mrs. Wheatley (formerly Nurse Wallace) had been lifelong friends. Together they established a private hospital in Hurst street, Goulburn, which was later moved to Church Hill. After her companion's marriage, Nurse Jeffcoat carried on the institution for seventeen years. About 4 years ago she was forced to give it up on account of failing health and her successor was Sister Foxall.

Nurse Jeffcoat attended to the sick with unremitting care, and very often her services went unrewarded. The doors of her hospital were ever open to the sick, whether rich or poor. Many a patient who was in poorer circumstances were treated at her hospital free of charge.

The deceased, who was never married, is survived by her two sisters and a brother, Mrs. Geddes, (Katoomba) and Mrs. Marper (Merriwa) are the sisters and Mr. Jack Jeffcoat (Sydney) is the brother.

### **A Crookwell Pioneer, Death of Mr. William Churchill**

*Goulburn Evening Penny Post 25 May 1922.*

On Thursday, the 18<sup>th</sup> May, the death occurred of Mr. William Churchill, a pioneer of the Crookwell district, at the age of 83 years. The deceased, who was known and respected throughout the district, was born in the county of Somerset, England, in 1839, and while still in his teens he came to the colony. At the age of 18 he came to the Goulburn Plains, and some years later took up a selection at Kialla, near Crookwell. Mr. Churchill later married, and ever since he had resided at Kialla, where he died. Until about 15 months ago he had enjoyed good health.

His early life around Goulburn and Crookwell was filled with adventure. He had several encounters with the bushrangers, Hall, Gilbert, and Dunn, and spent a good deal of time in endeavouring to capture the outlaws. In the early days the deceased drove a horse team from Sydney to Gundagai and Peelwood.

Mr. Churchill leaves a widow and family of six daughters and three sons. He had 40 grandchildren and eight great-grandchildren. The sons are Messrs. George (Lismore), Benjamin (Goulburn), and Frederick (Kialla), and the daughters are Mrs. G. Sleep (Taralga), Mrs. C. Plumb (Crookwell), Mrs. Sleep (Lismore), Mrs. J. Thoroughgood (Marulan), Mrs. E. Thurkettle (Crookwell), and Miss E. Churchill (Kialla).

### **Identities, Another Pioneer Gone**

*Goulburn Evening Penny Post 22 February 1921.*

Another of Goulburn's pioneers, Mr. Charles Colburt, died at his residence, Grafton Street, at 6.30 on Saturday evening at the age of 93, succumbing to heart trouble and old age. Though his health had given away during the past month he was bright and cheerful and his memory, sight and hearing remained unimpaired to the last, the veteran even making a jocular request for his pipe the day before his death.

The late Mr. Colburt was born at St. Noad's Huntingdonshire, England, in 1828, coming to Australia when he was 26 years of age. He took the coach from Sydney, passing through the Old

Township at the junction of the Mulwaree on his way to Lake Bathurst, where he settled down on a farm for about six years. In 1860 he came to Goulburn and entered the services of the late Mr. William Davies, in the Australian Stores, where he was regarded as one of the most conscientious workers who had ever handled goods.

After a while, tiring of the quiet life of the town, he gave ear to the call of the bush and went to Binda, whence he joined the ranks of the gold seekers at Peelwood and Tuena. He became a familiar figure in the Crookwell district, his reputation of being "straight as a rush" standing him in good stead among the traders of what was then "the outback country." Some ten years passed in adventurous travel through mountain country, and about 40 years ago he returned to Goulburn and opened a shop in Grafton-street, a venture which proved highly successful. Here he brewed his well-known hop beer, which is still sold in the city, the maker having some time since parted with his interests in the product.

Eventually, in 1908, when he was 81 years of age, he retired, still full of pluck and energy, and the evening of his life, though shadowed by the death of his wife, was calm and peaceful. He was always glad, almost to the end, to meet and talk with his old cronies, and his pipe, his faithful friend, was always at hand. A staunch Methodist from his boy-hood the old gentleman never lost his strong faith, and to the members of that communion he was known as "the father of the church," and he well merited the honour.

Mr. Colburt's wife predeceased him ten years ago. He leaves two sons and a daughter, Messrs, Charles Colburt (Sydney) Jabez Colburt (of Neville), and Mrs. E. Grant, of Grafton-street. There are 39 grandchildren and 32 great grandchildren, one of the former, Miss Austin, having for some years lived with her grandfather at his cottage in Grafton-street. The funeral which took place on Sunday afternoon, was largely attended, the members of the Methodist Church being present to do honour to their old friend.

### **Death of a Taralga Resident, Mr. Lachlan Ross J.P. Rossville**

*Goulburn Evening Penny Post 14 September 1922.*

One of our pioneers in the person of the above named gentleman passed away peacefully at his home at Rossville on Sunday night, aged 93 years. The deceased gentleman, although he was totally blind, kept moving about until comparatively a recent date, and remained conversant with public events, not only in his own state, but in the Commonwealth, through the medium of various members of his family. Notwithstanding his infirmity he was able to conduct visitors to any part of the premises and almost to any object within some distance of his homestead. He transacted his own business and signed his own name to the last. Mr. Ross came to the Taralga district about 1839, and the history of this old pioneer has practically been the history of the district since.

A man of keen intellect and good attainments from an educational standpoint he was always out to help any movement that stood for the advancement of the district. Although he was staunch and steadfast in his advocacy of what he believed was right, he was always tolerant enough to recognise and appreciate the other man's standpoint, and fall in with the views of the majority. Not only was this trait in evidence in public matters, but in private life the deceased gentleman was equally broad-minded, and had the respect and good-will of all classes and creeds in the community. He was a foundation member of the Agricultural Society and a staunch supporter of it all his life. He was practically the founder of the old Vigilant Committee and Progress Association, and in the days of the old School Boards was an invaluable member.

He was one of the first to agitate for the Taralga railway, and a story that will bear repeating is told of him in this connection. It happened 50 years ago. Mr. Ross's mother was then living. "How did you get on at your railway meeting?" said the old lady. "Oh, fine," said Mr. Ross, "the Minister has

promised us the line.” “I wonder, Lachlan, if you’ll live long enough to see that line,” said that wise old woman, who must have had a good insight into what Ministerial promises are worth.

When the gold diggings broke out, the deceased struck out for the Victorian fields, and the hardships, the excitement, and the experience of that trip are well told in a little booklet issued by Mr. Ross some years ago. The deceased is survived by a widow, two sons, and three daughters. The sons are Donald, who was a member of the A.L.H. and saw a good deal of active service during the war, and Lachlan. The daughters are Misses Annie Raynor, Pearl, and Marian Ross, all of whom live with their mother at Rossville.

The remains were interred in the Presbyterian cemetery at Stonequarry, the funeral being largely attended. Among those who were present was Mr. Alexander Ross (a brother of the deceased), who notwithstanding his advanced age, was able to journey from Sydney for the event.

### **Granny Locke, Old Goulburn Native, Returns after 76 Years.**

*Goulburn Evening Penny Post 16 May 1922.*

After an absence of 76 years Mrs. J. Locke, who was born on Goulburn Plains in 1836, has returned to this city for a brief sojourn. She is now a resident of Gordon on the North Shore line (Sydney), where she is popularly known as “Granny.” Mrs. Locke, who is spending a few days at the home of her grandson, Mr. F. Howard, of “Yamba”, (Clifford-street), is wonderfully energetic for her age. She was only ten years old when she left Goulburn Plains, yet she has vivid recollections of the early appearance of the present site of Goulburn and surrounding landmarks.

The mother of this grand old lady came to NSW as a single woman on the “Renown,” the second immigrant vessel to reach these shores. Not long after her arrival she married Thomas Dover, and later came with him to Goulburn. “When I was a little girl playing about here,” Mrs Locke told a “Post” reporter, “I little dreamed that such a splendid city would spring up from the collection of bark humpies that I was accustomed to see here in my day. There was only one store then. The nearest hotel was miles away, and the storekeeper used to do a good business in selling rum in five-gallon casks. Shepherds who worked about here loved the rum. They used to come into the store at Christmas time to have an annual spree.”

In 1846 the Dover family left Goulburn for Burrowa per bullock wagon. Nowadays this trip is only a few hours journey for a motor car, but it took the Dovers three months to do the distance. After a few years residence in Burrowa the family journeyed to Sydney and here Mrs. Locke was married at the age of 15 to her late husband, Mr. James Locke, who was an assistant in the employ of a leading firm of ships’ chandlers. Mr. Locke died 37 years ago.

Sydney was full of convicts when Mrs. Locke went there. Land was cheap, and what have now become valuable sites could be purchased for a mere song. “In fact,” Mrs. Locke went on, “the land upon which the G.P.O now stands was bought for a bottle of rum. Most of the land in the heart of the Sydney today was sold to ex-convicts.”

In the good old days about which Mrs. Locke chats so interestingly Sydney’s leading storekeeper was a little man named Anthony Hordern, who used to hawk haberdashery, while his wife and child served in the small shop that was the nucleus of what is today one of the largest retail businesses in the Southern Hemisphere. There have been three Anthony Horderns since the original storekeeper of Mrs. Locke’s acquaintance.

“Granny’s” reminiscences would fill a book. She was present when the first sod was turned in the construction of the colony’s first railway – the Sydney to Parramatta line. Later she was among the first batch of passengers to Parramatta by the second train to travel on the line. That was the first train after the trial run.

Gordon residents have grown to love “Granny” Locke, who makes a comfortable living in a small mixed business in that suburb. She started the shop there 18 years ago, and had managed it

successfully ever since without assistance or advice for 14 years. She will return to her little shop on Thursday.

"Goulburn has grown such a fine place," Granny remarked, in reply to the reporter's usual query about "our city." But it's too cold for me now. I can recall when it was even colder. We had snow every winter then, and the winds were frightfully cutting."

Mrs. Locke had eight children, but only three are now living. She has ten grandchildren and an equal number of great-grandchildren. When the reporter asked about great-great-grandchildren, she threw up her hands in dismay and fidgeted somewhat in her chair. "Good heavens!" she exclaimed, "haven't I done enough?" With old age creeping steadily upon her, "Granny's" only wish is that she will never be a burden to anyone. She has never had a day's sickness, and has always been able to do for herself and others. Her only drawback now is that she is slightly deaf.

"When I become helpless," she says, "I have no further desire to live, so far, thank God; I have never been a trouble to anyone." The genial old lady gave the reporter as he left a warm handshake that he will not forget in a hurry.

### **House Numbering, A Goulburn Need to be Met**

*Goulburn Evening Penny Post 9 October 1919*

Mr. W. Biddle is in town under engagement to the council to complete the house numbering of the city. Each house in the principal streets will be numbered, and the cost to the ratepayers will be a 1/- per house. Some time ago the council placed an order for street nameplates, and as soon as these arrive steps will be taken to have them put up. The numbering of houses and the fixing of street nameplates are matters which have long called for attention.

The old system was right enough when Mrs. Smith round the corner could describe all the different Joneses over the hill, and the Browns over the way were known to everybody. But, of late years the Browns, Smiths, and Joneses have multiplied to such an extent that it is difficult to keep touch with them all. Anyhow, Goulburn is no longer a little one-horse town. It is a city, and one of the qualifications of the latter should be street nameplates and house numbers. The innovation will be a great convenience to business people and the post and telegraph officials.

### **New Jail Governor, Unfortunate Experience, All His Baggage Boggled**

*Goulburn Evening Penny Post 21 June 1926.*

A rather unfortunate experience greeted Mr. J. G. Powell, the new Governor of Goulburn Jail, on his arrival from Sydney in the early part of the week to take up duties of Governor of the local prison. Mr. Powell had arranged for his furniture and other belongings to be transported from the State Penitentiary at Long Bay to Goulburn by a city firm of removalists, and accordingly a large motor lorry laden with his goods was despatched from Sydney on Monday last.

Owing to the shocking conditions of the roads, however, the lorry became bogged near Sutton Forest late on Monday, and it required some hours of hard work to free it. A short distance further on it was again stuck up, and after it had been extricated this time it was decided to abandon the attempt to get through to Goulburn and return to Sydney until the roads hardened sufficiently to enable it to pass over them without fear of bogging.

Thus Mr. Powell and his family arrived at their new home with hardly anything more than that in which they stood up. Fortunately, however, neighbours came to their aid, and through kindness the new Governor and his family have been able to supply the deficiencies in their household wants until their belongings can be brought from Sydney.

### **Long Way Round**

### **Doctors Rough Journey, Through Shoalhaven Wilds**

*Goulburn Evening Penny Post 27 February 1926.*

If any further argument in favour of the contribution on a road and causeway across the Shoalhaven were needed, it is supplied by the epic journey of a Goulburn medical man, who drove 72 minutes to reach a patient who, as far as actual distance is concerned, was only 12 miles from Bungonia.

Miss B. Ayre, daughter of Mr. and Mrs. R. Ayre, of Jerrara, Bungonia, whilst on a visit to Tallawang Station, across the Shoalhaven, was taken ill. A telephone call was put through to Goulburn and the doctor, in Mr. Tuft's car, arrived at Bungonia on Thursday morning. Picking up the girl's parents the doctor set out for Tallawang via Oallen Ford, Welcome Reefs, and Nerriga.

The car covered 72 miles of rough country, after it left Bungonia, but when it pulled up it was only 12 miles from that township as the crow flies. Had the Tolwong to coast road been in existence the station could have been reached in half the time. The drive is described by the doctor as a dreadful one. The last 23 miles was over mountain ridges, along a track which at times was almost impassable. At several places the axe had to be brought into play and doctor and chauffeur hewed a way through fallen trees. It was like cutting a road through the wilderness. In one place logs had to be dragged from the scrub and used to lever up the car wheels. It took six hours to cover the 46 miles from the main road.

When the party, weary with exertion reached Tallawang Station it was found that Miss Ayre needed careful nursing. To bring a nurse by car in time was practically impossible, and it was decided to secure help from Tallong. From Tallong to Tallawang communication is made in fair weather by a bridle track, which winds down fearsome precipices and through the wild gorges of the Shoalhaven, impassable when the river is high. It takes courage and horsemanship to negotiate the road.

But there are girls in the Australian bush who make light of danger and difficulty. Within an hour of the receipt of the message at Tallong a nurse who was also an experienced horsewoman was on the way to the Shoalhaven and not long after she arrived at Tallawang.

Miss Ayre is now progressing favourably, thanks in no small measure to the pluck of her medical attendant and the intrepidity of the nurse from Tallong.

### **“Glorious Goulburn”**

#### **That Marvellous Memorial, Visitors Praise Our City**

Goulburn Evening Penny Post 6 March 1926.

“Goulburn is a glorious city, and you ought to be proud of it,” said Mrs. Hubert Willy, manager of the NSW ladies swimming team, on Tuesday night. The Post representative assured Mrs. Willy he was.

“I should think you would be,” she continued, “Mr. Brennock and Mr. Greig motored us to the Memorial on the hill this afternoon and all of the glorious views-“

“And what do you think of our War Memorial,” asked the pressman.

“Wonderful,” was the reply. “It is grand in its conception and its position, and it seems to be so different to the stereotyped memorial one sees in other towns.” “I like Goulburn,” she added. “The streets are so wide and well-kept and clean. We only missed the trams, and I don't know if they are much to miss, either.”

Miss Alice Edmond, the Victorian, was equally enthusiastic. “If I couldn't live in Melbourne I'd like to live in Goulburn” she remarked.

That was the limit in praise from a Victorian and the pressman left them feeling in his heart that if a Melbourne girl could say that then Goulburn couldn't be such a bad little burg after all. The Victorian girls left for Albury on Tuesday night and the NSW team returned to Sydney on Wednesday by the Inter City coach. After the swimming carnival they were entertained by the Swimming Association at supper at the Wentworth, where a pleasant hour was spent.

### **Old Goulburn**



## **Discoveries at Knowlman's Corner, Ancient Tannery Unearthed**

Goulburn Evening Penny Post 15 July 1922

An interesting glimpse into the early history of Goulburn was afforded a Post representative on Friday morning, when he was shown the result of some excavation work at the rear of "Frazer's Building," now being remodelled and incorporated into Knowlman's Corner.

At the back of the block, and adjoining "The Corner" building, Mr. Armstrong is carrying out excavation work for the foundations of a large reserve-stock store, and the picks and shovels of the workmen laid bare some old masonry and brickwork. Finding it necessary to go dipper, further disclosures were made. Large, well-constructed pits, lined with brick and cement, evidently covered a large area, while a big deposit of leather clippings and waste, with tannery and ashes, points to the fact that many years ago a tannery existed on the site.

One of the earliest tenants of the old corner was a saddler, by the name of Musgrave, and it is assumed that he conducted the tannery in conjunction with his business. It is, however, possible that the tanning pits antedated the shop by many years.

There may be some old citizens who can throw light on the subject. Much interest has been aroused by the discovery, and Mr. J. E. Knowlman has secured a few excavated relics for exhibition in his windows.

A feature of the brickwork in the old pits is the excellent workmanship. The mortar is as hard as granite, and the workmen found that the bricks before the medium in which they were set. The cement facing is also a fine example of the work done in the early days.

## **Flooded Goulburn**

### **Records Almost Broken 7 Inches in 30 Hours**

Goulburn Evening Penny Post 27 July 1922

The heavy rains of Monday and Tuesday morning continued without cessation on Tuesday evening, the downpour after sunset on that day being heavier than at any time since the storm commenced. The rain poured down hour after hour, till the drumming on the roofs became a burden and the longing for quiet almost an obsession. The streets were swept by the driving sheets of water; gutters became rivers and rivers wide stretches of tumbling waves, while gardens were transformed in quagmires and open flats into lakes. The storm reached its height about midnight, when the falling drops seemed blended into a solid mass, but there was no actual easing-off until 4 o'clock on Wednesday morning.

At that hour a terrific squall burst over Goulburn. Through the roar of the rain crashes of thunder heralded what was actually the culmination of the 64 hour deluge, vivid lightning flashing incessantly. For about 20 minutes a fierce wind raged and then the storm passed and the rain eased off to a mere drizzle, finally ceasing about 8 o'clock. The easterly wind persisted, however, and the morning was dull, with occasional gleams of sunshine.

### **A Watery Waste**

Most Goulburn citizens were abroad early. The news was soon noised abroad that the rivers had reached great heights and all who could made for points of vantage overlooking the river valleys. From Rocky Hill and the upper slopes of "Bartlett Park" those who were fortunate enough to ascend the eminence saw a watery waste extending from the junction of the Wollondilly and the Mulwaree to far beyond the Goulburn racecourse, which was a foam-flecked sea, the hedges and buildings standing out like islands. Gundary Plains were submerged, and Thorn's Bridge almost surrounded, while the yellow flood lapped the foot of Eastgrove's slopes and covered the bridge to that suburb.

### **The Wollondilly**

On the watershed of the Wollondilly the fall was equally heavy, and the river rose steadily throughout Tuesday night. The Baw Baw low-level bridge was under water, and at Rossiville, where the Sooley joins the bigger waterway, a sheet of water extending over a square mile spread it

waves north, west, and south. The roar of the water at the upper weir could be heard at West Goulburn, and the sight at the point was a wonderful one, masses of spray rising many feet in the air. At the Marsden Bridge dam the view was impressive, but there was practically no waterfall at the weir, as the flood simply swept over like a gigantic ripple. At this point the water was 20 foot deep. Below the bridge gardens were invaded and fences swept away, the Wollondilly between Victoria and Kenmore streets being over half a mile wide. The Chinese gardens below Kenmore House were inundated and partly washed away, the same fate overtaking the Chinese gardens at Thorn's Bridge.

An old lady who has resided near Marsden's Bridge for half a century informed the Post representative that not for 40 years had the Wollondilly been so high, and she verified the statement by indicating the stump of a tree which marked the limit of the 1900 flood and which was yesterday four feet in water. "I don't know about the Mulwaree," she said; "but I know I'm right about this river."

### **The Mulwaree**

During the night the Mulwaree River reached the highest level that it has attained in recent years. Official advice states that the river, which in normal times is merely a chain of ponds, has never been so high since 1900. Many houses in various portions of Eastgrove and other low-lying parts were flooded, and in some cases occupants were obliged to stack their furniture and seek shelter in the homes of more fortunate neighbours, situated on higher land.

It must have been a night of terror for families in the flooded houses. None of them had at first any idea that the position was so serious. When huge volumes of water swept swiftly through the yards, however, they realised

### **The Hume and Hovell Bicentenary.**

*The 3<sup>rd</sup> of October 2024 marks the Bicentenary of the Hume and Hovell expedition, which pioneered a route now followed by Australia's busiest highway.*

*The story below was written by the late Stuart Hume to commemorate the sesqui-centenary of the expedition. Stuart was descended from Francis Rawdon Hume, the explorer's favourite nephew, described as 'the son that he never had.' It was first published in The Goulburn Historical Society Bulletin in October 1974.*

*Please be warned that the writer reflects the attitudes of his time, and some of the content may be mildly offensive to some.*

*History Goulburn, in partnership with the current Stuart Hume, is planning to commemorate the event in October. Please stay tuned for an announcement.*

### **LOOKING BACK ON HUME AND HOVELL**

The 3rd October, 1974 marked the Sequa Centenary of the commencement of one of the least appreciated yet most productive expeditions in the history of Australian exploration, that of Hume and Hovell and their six assigned companions, Boyd, Bollard, Angel, Fitzpatrick, Bossowa and Smith.

With a minimum of equipment the party travelled from Sydney to Port Philip and returned in 16 weeks. There are now many cities and substantial towns along or close to their route that could well

commemorate the journey, notably Goulburn, Yass, Tumut, Albury in N.S.W. and a host of townships in Victoria.

The expedition started from Humes home "Brookdale," Appin on 3-10-1824. A cairn made from the stone of this, his first home, marks the spot today. Travelling via Bungonia the party reached Goulburn on 11th October where the men camped at about the site of Macquarie's camp of 1820, on the Mulwaree near the present Lansdowne Bridge.

Next day they crossed the flats to Broughton's Stockyards which stood at the rear of the writer's home "Garroorigang." The present Garroorigang Road between "South Hill" and "North Hill" lies directly on the explorers' route. The expedition reached Hume's station, now "Collingwood", on the Fish River three miles from Gunning, on the 13th October, and it is from here the epic story really commences, for Hume's Station, founded in 1821/2 was then the "farthest out."

### **ONE HUNDRED AND FIFTY YEARS AFTER**

On looking back over the years on that Historic journey it is apparent that it was one of the most fruitful expeditions in the history of Australian exploration. Accomplished on a shoestring budget at the time, it received scant recognition and the participants even less. Further, 30 years after, when the fruits of that achievement were being fully exploited and enjoyed by the settlers who swarmed in when the squatters' paradise opened up, the merits of the journey were further eroded by a "newspaper war" between the principals that was to the credit of neither.

Today, whatever disagreements those principals had on their outward journey seem insufficient to warrant the slanging match that completely destroyed any friendship the success of the journey may have engendered between Hume and Hovell. Thus it was inevitable that merits of the journey would suffer, clouded as they were by the exhumation of the forgotten squabbles that almost wrecked the trip in 1824.

Early historians tended to relegate it to a minor place in Australian exploration and an odd map maker excluded it altogether. It was, however, a magnificent achievement. The terrain was largely mountainous, and Australia's two greatest rivers, swollen as they were by snow water, were no mean hazards, considering the paucity of the equipment.

### **THE EXPEDITION: IT'S AIMS AND PERSONNEL**

Briefly, the primary aim of the expedition was to find a route from Sydney overland to Weston Port with the secondary objective, that should the party meet with an unfordable river, it was to run it down as far as practicable. This latter instruction was to be Hume and Hovell's bone of contention. It reared its head at the Murrumbidgee and almost terminated the journey at the Murray.

The Government contributed some guns, ammunition, tent, pack saddles, etc., plus promises which it failed to keep. Thus it was very largely a private expedition to which the principals contributed equally in supplies and servants.

Complete biographical data relating to Hume and Hovell is to be found in the Australian Dictionary of Biography and other sources and is well known to most. Hume was Australian born, of free parents. Hovell, a sea captain able to navigate had been born at Yarmouth and was eleven years Hume's senior. Despite Hume's contention to have been 'sole leader' it was undoubtedly a 'joint' affair. Thus two more areas of conflict were to bedevil the trip.

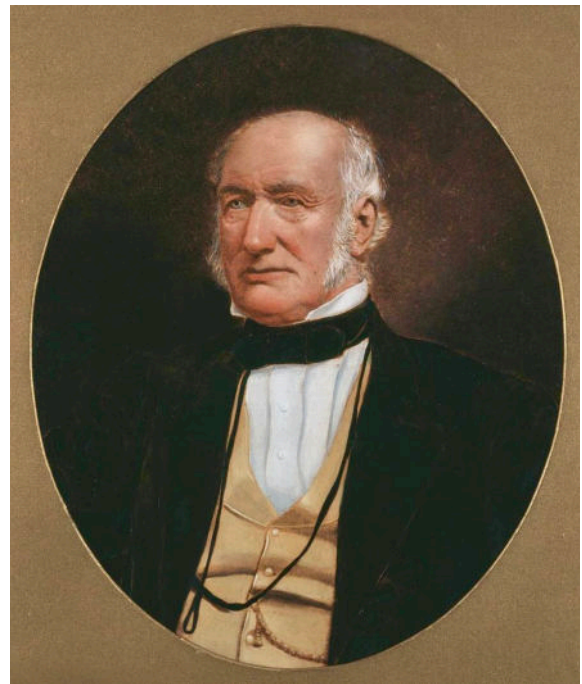


Hamilton Hume in later life  
Courtesy Wikimedia Commons

Of the assigned servants, Hume brought Harry Angel, Claude Bossowa, and James Fitzpatrick; Hovell - William Bollard, John Smith and Tom Boyd. The latter, a servant of Hume's uncle, John Kennedy, was 'lent' to Hovell for the expedition.

Biographical data relating to the assigned is known to very few Australians and the time has come for them to receive long overdue recognition for the parts they played. Three were to become substantial and respected landowners, namely Angel, Boyd and Fitzpatrick. Of the remainder Bollard, Smith and Bossawa, with the possible exception of Bollard, seem to have slipped unhonoured and unsung into the limbo of the forgotten.

"Old



William Hovell 1866  
Courtesy Mitchell Library

Harry" Angel's story is a fascinating one. Sent out for life, records indicate that he was "framed" by an uncle, who held with Harry's father a farm on Salisbury Plain. The two brothers fell out and Harry's uncle planted £40 in a hayrick, letting it be known where it could be found. Caught with the goods, Harry was transported for life for theft.

Years later, on his deathbed the uncle repented and cleared his nephew. The Home Government offered him a unconditional pardon and a free passage home. By now a well-established landowner on the South Coast at Angels Creek and Lake Albert, Wagga, Harry accepted the pardon but decided to stay. He is buried in the Church of England Cemetery at Wagga with his belated pardon and family bible.

He had married a widow named Ledwige with a small family and had several of his own. His descendants are legion.

A great hand with bullocks he proved his worth on the trip and remained throughout his life a firm friend of Hume with whom he often stayed at Cooma Cottage, Yass, whilst ferrying supplies to his Riverina properties. He strongly supported Hume in his controversy with Hovell in 1855.

James Fitzpatrick was a political prisoner sent out from Ireland for 7 years for "attacking a dwelling house with firearms" (probably the landlords!) On arrival he did a bolt, was promptly recaptured and was about to pay for the escapade with a term on the roads when the opportunity to go with Hume arose and he took it.

It was a wise choice. Despite a narrow squeak near Geelong when he was pursued and almost speared by hostile blacks, he lived to become a substantial landowner near Cootamundra ("Cowcumbra"), for a time held "Cavan" at Yass and finally settled at old "Glenlee," Campbelltown. It is still owned by his great granddaughter (Miss Fitzpatrick), the last of his blood line. He, too, strongly supported Hume and remained his close friend till death.

Tom Boyd proved the most valuable of the assigned servants. Like Hume, a powerful swimmer, he was first across the Murray and with Hume ran a line across the flooded and ice-cold Murrumbidgee. He pioneered much of the Tumut district where he settled at Gilmore. He had many ups and downs, finally "dying on a pension in a bark hut."

Some embittered descendants allege that "his sons went through all his money." He married Ellen Hickey and had 12 children. There is a charming story as to how he came to marry Ellen. Staying at an hotel in Sydney and determined on this occasion to find himself a suitable wife, he noted a broom lying across a corridor. Two housemaids going about their duties stepped over it and went on. "I'll marry the first girl who picks up that broom," Tom said to himself. Along came little Ellen who promptly grabbed the broom and started to sweep furiously. Thus they met and married and lived happily ever after . . . she was an industrious and cheerful little wife to the end.

Tom has many descendants, some still in the Tumut-Adelong district and there is a memorial to him and his work in the Catholic Cemetery. He used to say he "was nabbed whilst crossing a field on his way to Mass in the ould sod." Records indicate that he was transported for life for highway robbery. He too, supported Hume, and on his many trips guiding settlers and ferrying supplies he was also a frequent visitor at "Cooma Cottage."

In 1883 he was present at the opening of the Railway link between Sydney and Melbourne at Albury and saw steam trains span the river he had swum 59 years earlier. He was the last member of the expedition to die (1885).

If Tom Boyd was the most useful of the assigned Claude Bossawa was probably the weakest member of the party. Given the task of wheeling the perambulator or measuring wheel lent by James Meehan to Hume, it became "Claude's wheelbarrow." Undoubtedly the most historic survey instrument the Colony could claim, it was broken and abandoned south of Kilmore in Victoria. With it Meehan had measured every farm and road in the Colony from 1803 to 1820.

Nothing is known of Bossawa beyond Hume's statement that he died at Goulburn prior to 1855. There is no record of his death nor is there any record in archives of a convict Bossawa. The only other reference to him is to the discredit of the writer, William Broughton Jnr., who stated he was a "chicken hearted fellow whom he had often thrashed on his father's farm." (William Jnr. was long noted for his irascibility and ill temper).

Bollard, according to the late T. D. Mutch was in reality Samuel Bullard, who died at Regentville in 1868. Death was certified by a friend and that he "was supposed to have left a wife in England."

Other authorities such as the Hon. James Gormly state that he kept a pub in Gundagai in 1868 and the N.S.W. Directory for 1868 confirms this. The Rev. Steele states that he kept a hotel at Picton and died there in 1954. Bollards still living in Picton have no knowledge of an ancestor who "went with Hume and Hovell."

John Smith seems doomed to remain a Smith in a haystack of Smiths. One vague reference says Smith became a constable at Campbelltown and died without issue.

Hamilton Hume of course had no issue and such of his family of that name that are around today come from his brother Francis Rawdon Hume, of which Mr. Stuart Hume of Goulburn is the senior member. Captain Hovell's line has always had a somewhat slender grip genealogically, there being only one son in each succeeding generation. The family is represented today by his great grandson, Mr. Ross Hovell of Canberra.

The expedition could not have succeeded without the assigned servants whose reward for "services rendered" were two tickets of leave grudgingly given to two of Hume's men, Angel and Fitzpatrick - no mention of Claude. How Hovell's men fared is not known to the writer.

### **The Journey**

The story of the expedition has been told often enough and only a brief outline of the route taken is of interest in view of what is now referred to as the "Hume Highway." On the last long leg of the journey the party left Hume's station hut on what is now "Collingwood," Gunning, and not Lake George as is so often stated. The date, October 17th, 1824. The station hut stood close to the present homestead on the Fish River or more correctly Lerida Creek. The start had been delayed two days due to bad weather and the disappearance of a native guide who got cold feet at the last moment.

On the 18th they sighted the Yass Plains and noted "Mt. Brisbane" (Mt. Bowning) and on the 20th halted at the swollen Murrumbidgee.

The route indicates that they passed very close to the site of Hume's last home "Cooma Cottage" and hit the Murrumbidgee at a point between Good Hope and Taemas Bridge. How they crossed it here with an improvised punt made from a cart body and tarp is well known. The spot is now covered by the backwaters of Burrinjuck Dam.

Their desire to pursue a direct southerly course brought the party into trouble with ranges and it was forced to abandon its carts very close to Wee Jasper where they crossed the Goodradigbee but not before they had traced it to its junction with the Murrumbidgee at Burrinjuck, and being blocked returned to leave the valley at the Micalong Creek. They crossed the Micalong Swamps and reached the Goobraganda on 31st October. They were thus many miles to the east of the present Highway. Picking up the Tumut or "Doomat" they crossed it near the present Blowering Dam on 3rd November, nearly driven mad by mosquitoes and sandflies in particular. As a final annoyance blowflies 'blew' everything available including their blankets. Still bent on pursuing that southerly course the ranges became virtually impenetrable and from about Tumbarumba they got their first view of the Snowy Mountains in all their glory.

By the 9th December they were in serious trouble in an endeavour to penetrate the scrub of the Dividing Range which Hume afterwards referred to as "the Big Hill." Completely frustrated at what Hume named Mt. Disappointment they circled westward in desperation and found a pass near

Kilmore, sometimes referred to as Hume's Pass or the Pass of Kilmore. It was not far from here on the 3rd December that they had crossed the last big river on the West of the Divide - the Goulburn.

Shortly after this Claude shed his "wheelbarrow." Meehan's famous wheel, previously damaged, fell to bits and was abandoned. That spot they named "Perambulator Hill." From Kilmore the country fell away toward the Coast. The going became easier. Off course for Western Port by about a degree the party missed the Yarra but crossed the Werribee and Marybrynong Rivers on the western side of Port Philip and hit Corio Bay at Kennedy's Creek, now named Hovell's Creek. They camped upstream on fresh water near the present Lara and a cairn marks the spot today.

Though the return journey was reasonably uneventful the supplies were almost exhausted and the party suffered severe privations which were to leave Hume with a legacy of ill health and discomfort throughout his life. Two of the assigned servants were too weak to travel the last leg of the Journey from the Goodradigbee to Gunning. This they did in one of the abandoned carts which the explorers found intact together with some much-needed supplies.

The Journey had taken 16 weeks.

The results of the expedition had an immeasurable impact on the expansion and development of the Colony. If the switching of Governor Darling for Brisbane and the Government's preoccupation with it and other matters resulted in little recognition by it of the importance and value of the discoveries, there were others who were quick to take advantage of such a bonanza in the way of fertile, well-watered and unlimited grazing for the taker.



Hovell's Grave

*Photo Darcy Kennedy October 2023*

By 1828 Henry O'Brien had penetrated as far as Jugiong. Sturt found Warby opposite the Tumut at Gundagai in that same year and by 1836 settlers were on the Murray and were "leap frogging" into Victoria. The Riverina too saw settlers pushing out along the Murrumbidgee, the Billabong and The Edwards. Darling's "limit of settlement," the 19 countries, had long become a joke.

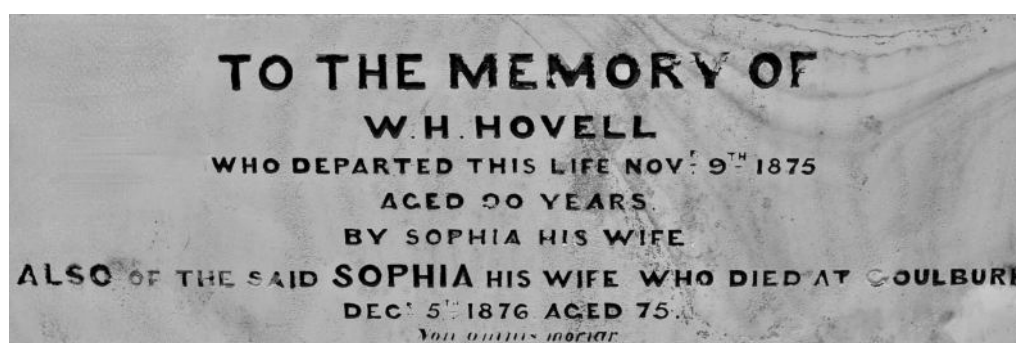


The 60's saw settlers beyond the Darling and at the 'back o' beyond' on "The Corner Block" as far west as Sturt's Depot Glen was Frank Hume, one of Hamilton Hume's nephews. The widow of his murdered brother John Kennedy Hume of Collingwood, Gunning, by 1842 had founded Yarrawonga. His sister's children were on the Kiewa at Gundowringa and at Barnawatha in the 1830's. The family had been far from idle.

The wealth returned over 150 years from the country opened up by Hume and Hovell and its immediate hinterland cannot be assessed, but in the initial years it put the Colony on its feet and helped to keep it there ever since.

The tangible rewards to the principals were meagre compared with indulgences granted to others who did far less by comparison. Both were forced to sell their 1200 acre grants to defray expenses, though Hume received an additional grant for "discovering a new route over the Blue Mountains and his work with Capt. Hovell." The Govt. fell down on its promises of cattle and complained bitterly about the state of the "equipment" returned to it by the party. That Hume at Yass and Hovell at Goulburn ultimately became prosperous citizens of their respective towns was entirely due to their own efforts.

Hume and his wife Elizabeth (nee Dight) are buried at Yass, the graves beautifully cared for thanks to Yass Rotary. Hovell's grave is also in good order in Old St. Saviour's Cemetery at Goulburn. It was restored by public subscription in the 1930's. Harry Angel's memorial in the old Wagga Cemetery is erect and as legible as ever. Fitzpatrick's vault in the Roman Catholic Cemetery at Campbelltown is also in good condition. Boyd's memorial, once almost obliterated by overgrowth received attention a few years ago. This year could see it get any attention necessary. It seems doubtful that Bollard lies at Regentville in the old virtually forgotten cemetery - Bossowa? and John Smith? - wherever they are however will be remembered on this year of grace 1974 - the Sesqui Centenary of the now famous Journey of Hume and Hovell and Party.



Inscription on the side of the Grave viewed through the memorial surround.

Photo Darcy Kennedy