

GOULBURN. PAST and PRESENT.

Lantern Lecture.

By Frank Walker, F.R.A.H.S.

(Duplicate Copy)



THE CITY OF GOULBURN. N.S.W.

PAST, PRESENT and FUTURE. By Frank Walker, F.R.A.H.S.

There is a true saying that "THE PAST IS THE SEED FROM WHICH THE PRESENT AND THE FUTURE SPRINGS", and not only is the truth of this wise old saw apparent, but it emphasises the importance of history, and makes the study of it all the more desirable if we wish to obtain a clear perception of the events in the past history of all nations, so as the better to understand the times in which we live.

The story of Australia is, on the whole, curiously interesting. It provides us with the spectacle of the evolution and the upbuilding of a nation, as one writer puts it - "so close to us in point of time that the process can be studied with scientific minuteness". A little more than three generations separate us from the very earliest events of the settlement, and everything is on a great scale. The stage is an entire continent, with dramatic settings: and, moreover, we must remember that, as another writer has said "Australia offers the only instance in history where a whole continent has flying above it the flag of a single nation". Added to this we are the fortunate possessors of an unrivalled climate, unbounded mineral resources, and the possibility of becoming the world's supplier of grain. And, as if these were not enough, our scenic



Hamilton Hume

Hamilton Hume was born on January 18th, 1797.

In 1814 he made some very important discoveries in the Berrima and Bong Bong districts. In 1815 and 1817, accompanied by Surveyor Meehan he explored the Shoalhaven River, and in 1821 discovered the Yass Plains. In 1818, accompanied by Mr Throsby he discovered Lake Bathurst, and was certainly the first white man to pass over the site of Goulburn, but he never claimed credit for any of his discoveries. In 1824 he started from Appin for Port Phillip, and has earned undying fame for that great discovery. Hume died at his residence near Yass on April 19th, 1871, aged 76 years.



attractions are second to none in the known world, and without doubt our individual and collective wealth is on the same generous scale.

The building up of our great inland cities is a story by itself. There is first the wonderful and courageous effort of our pioneers, explorers, surveyors, farmers and settlers, whose heroic deeds in the early days of settlement have so often been described in song and story, over which the glamour of romance has been flung, not by any means to their detriment. The far-seeing eyes of some of our administrators have done much to produce the prosperity and progress which are ours to-day, and to which no limit can be set.

The historical facts which go to make up the story of the discovery of the Goulburn Plains are deeply interesting. The successes attained by the western explorers soon found others willing to risk their lives and fortunes in going in other directions, and foremost amongst these were the brothers Hamilton and John Kennedy Hume, two young native-born Australians, ~~the eldest, Hamilton, first seeing the light on June 18, 1797.~~ <sup>Jan?</sup> In 1814, accompanied by his brother he discovered that fine tract of country now called "Argyle", <sup>was employed in this tract</sup> and in the three following years, the last in company with Mr Throsby on his first tour to that part of the country. In 1818 he again accompanied Mr Throsby and Mr Meehan to the same district & discovered Lake Bathurst, and the Goulburn Plains, then known



by the native name of "Mulwarre".

When the reports of Hume's discoveries were laid before Macquarie he sent for James Meehan, the Deputy-Surveyor General, and Charles Throsby, and directed them to survey and lay out a road from the Cowpastures through the new-found country round the head of the Shoalhaven River and then to Jervis Bay. Macquarie always argued that new country was not of any use to the people without a road leading to a port. He was mainly responsible for the building of the Great Western Road, so he determined to have a Great Southern Road as well. In James Meehan's field book we get the first official reference to this undertaking in the following entry, dated March 18, 1818. "Commenced a survey of the country lying between the Cowpastures leading to the southward, in order to ascertain if a communication can be established to Jervis Bay".

Meehan and Hume started on this date, first crossing the Razorback Range, thence over Stonequarry Creek through Bong Bong (now Moss Vale) - laying out the old Southern road as it exists in parts to-day. On March 22 Throsby joined the other two, and the three pushed on, but apparently the Shoalhaven was in flood, for after attempting to get around its waters, and failing to effect a crossing, they determined to part, Mr Throsby returning the way they had come, and the other keeping to the south-west in hopes of still heading the river

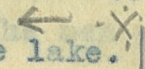


John Oxley *JB et al*

John Oxley was born on the 12th April, 1799, his full name being JOHN WILLIAM JOSEPH MOLESWORTH OXLEY. When joining the Navy he told the Admiral his full name. The Admiral replied "Oh damn it all, John Oxley is good enough for me". Oxley entered the Navy in 1801. He was appointed Lieutenant of H.M.S. Porpoise in 1808, and arrived in Port Jackson on the 16th November, 1808. Was appointed Surveyor General of New South Wales in 1812, a position he held for over 16 years. He led several expeditions into the interior & made many important discoveries. He married the youngest daughter of John Norton, of "Fairlight", Milgoa, and died at his residence "Kirkham" on the 26th May, 1828.



but a few days later the attempt had to be abandoned.

They then returned to the neighbourhood of Lake Bathurst, but remarkable as it seems did not claim the right of the discoverer to give the lake and plains a name, and it was not until 1820 they were named by Macquarie. In October of that year Macquarie determined to visit what was called "the new country". Up to this time he had not permitted any settlement on the new found plains, but during the year the British Government sent out a Royal Commissioner in the person of J.T. Bigge, to enquire and report on the state of the colony. Bigge wished to see this new country, and accompanied by Oxley, the Surveyor-General, he went to Bathurst, and from there journey<sup>ed</sup> across to the new country, arranging to meet Macquarie at the lake.  From Oxley's Journal we learn that a start was made from Bathurst on October 17, 1820, arriving at Goulburn Plains on the 25th. He estimated the length of the plains as ten miles, with an average width of five miles, <sup>and</sup> ~~with~~ an area of abot <sup>u</sup> 35,000 acres of useful grazing land. On the 27th the party proceeded to examine a large lake of reputed salt water, some distance to the south+west. The lake was found to have an extent of about 15 to 18 miles from north to south, with a width of from five to seven miles. On the 28th the Governor named this sheet of water Lake George, in honour of the reigning sovereign. Joseph Wild, to whom the honor of discovering Lake George belongs, was a stockman in the employ



Under date of Wednesday, 25th October, 1820, Governor Macquarie wrote in his Diary as follows: "...Before I came home I fixed the future Township for a fine district, immediately to the eastward of the low range of hills skirting the eastern shore of Lake Bathurst"



of Mr Charles Throsby. It is a regrettable fact that this gentleman (Throsby) has been totally ignored by all writers on Australian exploration, but who performed heroic service in this district, being closely associated on many adventurous journeys with his friend Hamilton Hume.

When Macquarie returned to Sydney he at once permitted the new country to be opened up, and in the Stock and crop returns for 1821 we find that 34½ acres in this locality were under wheat, 2 acres under barley, 3 planted with potatoes, and ¾ under garden. There were 28 horses, 4000 horned cattle, 6000 sheep and 22 hogs. This was the genesis of the great city which but lately entered into its second centenary, and has undoubtedly, a fine career still before it. But the memory of the men who blazed the track must never be allowed to fade, and perhaps in the future, visitors to the city of the Plains may see a worthy monument standing in the main street, whereon is recorded the names of those heroic pioneers who, in the dim past, courageously pushed out into the unknown wilds and helped to lay the foundation of the Goulburn of to-day.

A few words concerning the very first beginning of the town may find a place here. The ~~original~~ plan of establishing a town at Goulburn Plains seems to have had its origin in a scheme for the settlement of a number of discharged soldiers of the N.S. Wales Veteran Companies in certain selected

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localities, of which Goulburn was one. Towards the latter part of 1828, the Assistant Surveyor, Mr R. Dixon, furnished a design showing a few allotments under the name "Township of Goulburn Plains", situated within a bend of the Wollondilly, immediately<sup>e</sup> above its confluence with the Mulwarre Ponds. This design was submitted to the Governor who <sup>substant</sup> approved of it as "part of the town", and his endorsement to that effect will be found on the plan dated, 20th May, 1829. In the following month the Colonial Secretary informed the Surveyor General that it was proposed to call the town recently named "Goulburn Plains" by the name of "Lorn". This proposal was objected to by the Surveyor General, who urged the retention of the original name which had been given to it by Governor Macquarie, and in this protest he was upheld by the Executive Council.

*Site altered, 8/2*  
On the occasion of a visit to Argyle paid by the Governor, Sir Richard Bourke in June, 1832, he took exception to the township site approved by his predecessor, being largely influenced in this decision by the determination of the ~~see~~ position of the new road southerly. A new site was selected some distance south-westerly of the original one and Mr Govett assistant Surveyor, prepared a locality plan, preparatory to a design being furnished later. The streets and allotments were finally marked on the ground by a Mr Huddle (who eventually laid out the city of Melbourne), and in furtherance of approval by the Governor and Executive Council, it was notified as the



"Town of Goulburn".

The art of settlement was then in its infancy, and the future city commenced its career in a very unpretentious manner, a few log huts irregularly scattered about, forming the only indication of progress in this direction. Even in 1842 the <sup>a</sup>greater part of the country <sup>a</sup>remained in its primitive condition, and a store at Goulburn, which occupied the site of the present Imperial Hotel, at the corner of Auburn and Verner -streets, was the only establishment of its kind between Sydney and Melbourne. With the discovery of gold in the Bathurst district a great tide of population swept westwards, Goulburn coming in for its share. With the continued steady increase of population the town became ripe for self-government, and in June, 1859, it was proclaimed a municipality.

In 1841 the population of Goulburn and district was 655. Ten years later it had risen to 1518, and in 1861 it had about doubled itself. In 1871 the population stood at 4,450, and in 1911, forty years later the figures were 10,923.

Regular postal services were established in N.S. Wales in 1828, but it was not until 1835, when a mail service, twice weekly was given to Goulburn. A daily mail coach service (Cobb & Co) was running in 1862, via Camden to Campbelltown, the railway terminus at that date. The line was opened to Goulburn on the 27th May, 1869.

A writer on Goulburn in the early forties, com-



Estates and Owners in the Goulburn District,  
in 1855.

"Goulburn Plains"	W. Broughton
"Strathaird"	) First occupied in 1826 ( Captain Lachlan Macalister, 17th Regt.
"Kenmore"	William Lithgow, Auditor General
"Richlands"	John Macarthur
"Chatsbury"	Sir Charles Cowper
"Rossiville"	Captain Rossi
"Lockyersleigh"	Major Lockyer. (later on the Rankin family took possession
"Inverary"	Dr Reid
"Gurrundale"	Dr Turner
"Wollogorang"	Messrs Chisholm
"Currabungla"	Captain Macalister
"Titanna"	Dr Gibson
"Springfield"	Messrs Faithful
"Taralga"	John Macarthur
"Arthursleigh"	Hannibal Macarthur
"Landsdowne"	William Bradley.

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Traces of the old original roads from Sydney to Goulburn may still be found in the district, and an interesting account of the second one may be found in the "New South Wales Almanac for 1835", where a detailed itinerary is given. Without taking up too much time I might transcribe a portion commencing from the 116th mile post:-

"At 116 miles leave Major Lockyer's estate.

118 Cross the Wollondilly by ford.

118½ recross the Wollondilly by ford

119. Join the new line of road to Goulburn

as it was called the Plains, which has only been marked

thus far. On the left is Tourang Hill.

120. The farm of E. Lockyer, junior,

On the right is a road towards the estates

of Mr Lithgow, Mr F. Macarthur, and others,

on the western, or left bank of the Woll-

ondilly...further off are the farms of

the late Archdeacon Mr Scott, Mr Charles

Cowper, Mr T. Moore, and Mr M'Alister...

124. On the left a road leads through the farm

and station of Mr Bradley, towards Taramo,

and here the extensive open plains relieve

all the land on which the eye of the traveller; At Taramo some

veterans are located, the road passing the

fine farms of Dr Gibson, Mr Justice Stephen,

Mr Paton, and Mrs Templeton, called "Conchipo-

molong". There are other farms at short

intervals along both banks of the Milwarre

ponds, as far as Lake Bathurst, such as

"Bangalore", the farm of Mr John Reddall:

Those of the Faithfuls, Fentons, Lieut.

Burrowes, and Mrs Elliot, and "Bushranger's

Hill", belonging to the M'Farlane's. Then

comes the ten thousand acres of Mr Thomas

Kent, given him by the Home Government for

his discovery of the Mimosa bark extract.

There is much good land vacant all about

the country.

On the right, the township

(Goulburn) has been fixed by the Governor,

in a favorable spot, near the angle formed

by the Milwarre with the principal branch

of the Wollondilly".

The Almanac from which I quoted the above was published in 1835, so that this road activity occupied the years from 1832, during the administration of Governor Bourke.



Dealing with those "Links with the Past" which in an old city like Goulburn are still in evidence, there are yet living in the district many descendants of the fine race of Pioneers who have helped to make the history we are interested in to-day. Dr David Reid, of "Inverary", Bungonia, was a very old identity. His son, of the same name left his father's homestead in 1836, for Cooma Station also owned by his father. In 1837 the son started with stock for Victoria, the new country as it was called then, and started a station near Wangaratta. Another old identity was Charles Haon, of Brisbane Meadows, whilst A Mr Charles Eiden, of "Bungella", had much to do with the genesis of the district. The Mitchell family were represented at the time of the Centenary by Mrs James Mitchell, who lived at "Table Top". Thomas Gibson, who with William Bradley, the Faithfuls, Captain Hovell, and several others, owned all the land on which Goulburn now stands. These have mostly passed away but Mrs Gibson, widow of the first named resided a few years ago at "Burrumbuttock". The Barbers of "Glenrock", Marulan, have "crossed the Great Divide", but the widow of Charles Barber, a son, resides at "Bellvale" near Yass. A grandson of Phillips, who managed the Bradley estates was alive in 1920, whilst the names of the Mitchells, Styles, Daniel Cruise, and Robert Fuller, of Bungonia, call up old memories of the past. It is said that the first white woman born in Goulburn was Mrs Anne Byrne, of the Byrne family, Spring Vale, who first saw the light in 1818- two years before Oxley's time. Mrs Byrne's father became the owner of some fine blocks of Goulburn land, and it is claimed that his daughter declined the free gift of the block extending from the Commercial Bank to the Town Hall, and thence back to Sloane street.



Another claimant for the honour of being the first white woman in Goulburn is made on behalf of a Mrs Jane Steer, who died in 1884. She was amongst the first free settlers in the district, and knew the place in its infancy, when the site was occupied by one brick house and a few bark huts. ~~John Heddle, the Surveyor who laid out Melbourne, made the survey of the locality in 1833, which survey included a large area of what originally was the old township, and several blocks of the present city of Goulburn.~~ The first Town lots were sold by Government order in 1833.

In this year the landmarks of the old Township consisted of a small shingled Gaol, or Lockup, with four cells, built in 1830. A little rough-hewn Court House, where the chief Magistrate of the time—Dr Gibson, of "Tiranna", Lachlan Macalister, of "Strathaird", and later old Captain Rossi, & Messrs Stewart and Allman, sat in stern judgement on the hapless culprits brought before them. Nearby was the bark-roofed quarters of the officers, and the "humpies" of the mounted Police, under Captain Christie and Lieut. Darley. Another old landmark was Mat Healey's public house, still standing, and once in the occupation of the late Mr Twynam. This was the first licensed hotel in old Goulburn. The stable adjoining this venerable dwelling place is the first stone building erected in Goulburn, where Church services were sometimes held. The name "BEN DOOLAN" a later proprietor, still appears over the entrance door, the letters now barely distinguishable. Close by was Benjamin's store. The first Races were run on the old township course in 1839, when the aborigines outnumbered the spectators by 10 to 1. Seven miles north of Goulburn was the old Towrag Stockade, the chief Penal Settlement in the southern district. As many as 250 prisoners were here at one time under the charge of



Lieut. Darley, who was the first to take command, succeeded in 1836 by Lieut. Waddy. Two classes of prisoners were kept here, the light sentenced man, & the "lifera". The latter wore a yellow and black uniform, and marched to and from their work in heavy irons, being guarded whilst at work with soldiers with fixed bayonets. At night-time they were accommodated in "Sleeping boxes", 12 feet square, 10 men to a cell. The first brick Gaol was erected in 1845, and the first court was held in a building still in existence in Montague-street, afterwards the "Argyle Hotel".

"Rossiville" the residence of Captain Rossi, was once visited by Gilbert and Dunne, the bushrangers, during the absence of the Captain. They ransacked the place and made off with a number of the latter's effects including clothes, jewelry and eatables, and also helped themselves to the Captain's favorite mare "Jenny Lind". Constable Nelson was shot at Collector by Dunne, on January 26th, 1865, the raid on Captain Rossi's house taking place the previous year.

Thousands of natives roamed the country in 1833, and a camp of 300 blacks with their families existed about this time, near Camden.

The first section of the main Southern Railway line, Sydney to Goulburn, took 15 years to build, the first through passenger train arriving in May, 1869. Lord and Lady Belmore came to Goulburn to attend the opening ceremony, the latter planting an oak cutting in Belmore Park to commemorate the occasion, which is now a lordly tree. The length of railways opened in 1855 was 15 miles. In 1905 three thousand, two hundred and eighty miles were in operation.

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It would be difficult to gauge the astonishment of the worthy Lacquarie, if by any chance he was able to revisit the scenes of his past



revisit the scenes of his past exploits and allowed to ~~view~~<sup>h</sup> gaze upon the present city of Goulburn, with its wide thoroughfares, its fine public and private buildings, and the general air of virility and progress which characterises its community. He would be pardoned if his first impressions led him to think that he had descended into another world, and a closer inspection would still more confirm him in his belief

To the complete stranger Goulburn comes as an agreeable surprise, whether viewed from the approaching ~~train~~ train, or from that eminence a few miles away, known as Governor's Hill. Thickly clustered houses, overtopped by many three and four-storey erections, a distant glimpse of long streets, pleasantly shaded by trees in vigorous growth, and beyond a chain of ~~the~~<sup>the blue</sup> clad hills, are the first impressions a visitor receives. When he has alighted from the train at the wholly inadequate and unpretentious station, and finds himself precipitated into the noise and bustle of a thriving city, his surprise gives place to satisfaction and pride that all the evidences of a complete civilization are to be found so far from the metropolis.

Goulburn ranks as the second most populous inland centre in the State, and is third in its contributions to the Treasury. It is rapidly advancing into a premier position as a health resort, and as a tourist and manufacturing centre. During the past few years over £120,000 has



been expended in buildings, and the demand for accommodation is still on the increase.

From an educational standpoint Goulburn is singularly blessed. St. Patrick's and ~~King's~~ <sup>High School</sup> Colleges are well known throughout Australia, and besides these are the ~~Church of England Grammar School~~, Our Lady of Mercy's College, ~~Presbyterian Ladies' College~~ the ~~High School for Girls~~ (first and best equipped in Australia), and other State and Private Schools. Two beautiful Cathedrals occupy commanding positions, and are an ornament to any city of thrice the size of Goulburn.

As regards Climate, Goulburn is well favored. Its elevation above the sea is 2074 feet, and through its peculiar geographical position, the summer air is cooler than the Blue Mountains, whilst almost nightly a delightful sea breeze sweeps across the city, lowering the temperature to an appreciable degree.

Fortunately Goulburn is blessed with the opportunity of expanding its area when the time comes, to almost any extent. No one can look ahead into the years as yet unwound from the web of time, without realising the gigantic possibilities of this great country. Fifty, sixty, a hundred years hence, when population has flowed into Australia in never ceasing streams, when its boundless resources have been exploited: when the smoke of thousands of factory chimneys proclaim the establishment of uncounted manufacturing indus-



tries, and our great sea ports are thronged with vessels from every quarter of the globe, and all the sacrifices of blood and treasure we have made are forgotten, we shall feel that at last we are worthy to take our stand amongst the other great Nations of the earth, and fulfill the destiny that has always been ours. In that day who will recognise the Goulburn of the present? Miles of busy streets stretching out into the country upon whose surface electric and petrol-driven vehicles run in every direction. Gigantic "sky-scrapers", replacing the modest four or five-storied building and fleets of Aeroplanes coming ~~from~~ from places on the very confines of Australia, bringing their loads of passengers & mails with the ease and certainty unknown even in these progressive days. The old style of civic government and administration will have given place to something far more effective and permanent, and that bugbear of present-day inland communities, -centralization-, will long ago have been discarded for something which gives every chance to the cities of the interior, in their efforts at self-centering, and their natural desire to shape their own destinies, unhampered by the great metropolis which stands upon the coast line of every State.

~~Such then may be the record of just a few of the great changes which will inevitably overtake the Goulburn of the future, and of many other great inland cities, with the same, or equal advantages. BUT whatever of good lies in the~~



celebration of the

The Centenary of the discovery of the Goulburn Plains took place in October, 1920, when the late Sir Walter Davidson, Governor of New South Wales was present and took a very lively interest in the day's proceedings. A message was received from his Royal Highness, the Prince of Wales, who was at sea in the "Renown", regretting his inability to be present and sending his goodwill to the city and citizens of Goulburn. Perhaps the most interesting part of the day's proceedings was the Historical procession through the streets of the city, when representations of the old pioneers were shown, including John Oxley and party. Bushrangers and Aborigines were plentiful, and a special place in the procession <sup>was reserved</sup> for a personage representing Governor Macquarie. An old mail coach was brought from Braidwood to impress upon the present generation the inconveniences of travel to which their forefathers were subjected ~~to~~, and a bullock team attracted no little attention from the Sydney visitors. Many descendants of the original land grantees participated in the procession, amongst which were Miss Faithful, Mrs Ernest Johnson, Miss Poidevin, Miss Alison Kelso, granddaughter of Dr Gibson, of "Tiranna", Miss Throsby (descendant of Dr Throsby, who accompanied Oxley on his first visit to Goulburn) and others. Later in the day the Governor was presented to the old identities who were lined up to receive him, and whose united ages aggregated 1265 years-fifteen persons in all. The city was brilliantly illuminated at night and a Pageant Play concluded the evening's entertainment.

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What great changes will overtake the city and district in the future ~~it is hard to prophesy~~ <sup>may be along the lines</sup> just indicated, or there may be a slower ex-



pansion, but whatever of good lies in the years to come we can never overlook the "Map Makers" of the past, or seek to belittle their heroic endeavours to win through when the first infant steps towards a magnificent future were haltingly made.

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Frank Walker.

Chatswood, July, 1928.