

Heritage

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Acknowledgement of Country

BMACHO acknowledges and pays respect to the past, present and emerging Traditional Custodians and Elders of this nation and the continuation of cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander peoples

Sir George Newnes, Baronet of Matlock

To many readers the ghost town of Newnes is familiar, located to the north of Lithgow in the Wolgan Valley. In the mid 1800s deposits of oil shale were discovered in the Valley and in the neighbouring Capertee Valley. Small companies exploited the deposits until in 1905 when the English company the Commonwealth Oil Corporation Ltd (COC) took over the leases.

A report by JE Carne, Assistant Government Geologist of NSW formed the basis of the decision to form the COC. When assay tests of the shale seams in the Wolgan Valley reached the boardrooms of London, a group of investors headed by Sir George Newnes decided to invest a large amount of capital in the venture. The Corporation's principal investor was Newnes. Other shareholders included Sir William Avery, Sir James Joicey, Sir John Brunner, Sir William Ramsay, Mr Leicester, Mr Duncan Alves, and William Blyth, all significant figures in the British mining industry.



The Commonwealth Oil Corporation Ltd works at Newnes, NSW

The company established mines and processing works, adjacent to which developed the town of Newnes, being named for the director. An associated coal mine was also established to serve the works. The works took several years to build, and the retorts were first fired in 1911. Oil was produced, refined and sent to Sydney. However, strikes, operational problems and lack of capital meant the place closed in 1912. It was reopened for a time by John Fell & Co but closed again in 1923. The extensive town which developed was gradually gone as the works wound down.

Associated with his shale-oil venture was a railway (financed/built by Sir George). This private railway branched from the main line at Newnes Junction and terminated in the Wolgan Valley. There are no tracks now but the tunnels may still be viewed and the old rail route makes for a great walk. The ruins of the processing works and the scant remains of the town remain a fascinating tourist attraction today.

So, who was this man who saw a future for shale mining in NSW, and what was his background?

George Newnes was born on 13th March 1851 in Matlock, Derbyshire, the youngest of six children, to Thomas Mold Newnes, a Congregational Minister at the Glenorchy Chapel Matlock, and Sarah Newnes (Urquart). His siblings were Esther, Rebecca, William, June, Edward & Anna.

After completing his schooling educated at Silcoates School, near Wakefield, at Shireland Hall, Warwickshire and then at the City of London School, he became a warehouseman. In 1867 he entered commerce in the "fancy goods" trade, working in London and Manchester before moving to Manchester where he started his publishing career.

In 1875, he married Priscilla Jenney Hillyard on 23rd December 1875 in Darlington, Durham, England:

NEWNES - HILLYARD Dec 23, at the Congregational Church, Darlington, by the Rev T M Newnes, (father of the bridegroom), Mr George Newnes of Manchester to Priscilla, youngest daughter of the late Rev. Jas Hillyard of Leicester

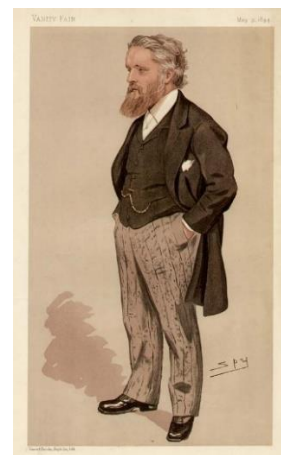
Priscilla was born in 1848 to James and Susannah (Lenney) Hillyard in Shropshire, her father being a Baptist minister.

George and Priscilla had two sons born in Manchester; the elder was Arthur, who died at age eight (his death was said to have devastated his father), and the younger was Frank (born 1876, later Sir Frank Hillyard Newnes).

In 1881 George was described as a restaurant proprietor, living in Stretford, Derbyshire. In 1891 they had moved to Tormoham and he was listed as a MP and journalist. By 1901 they lived at Putney and he was listed as a Newspaper proprietor.



1885



1894

As a young man Newnes was a collector of snippets of information – we might call it trivia today. In 1881 he began publication of the successful *Tit Bits* magazine. He became a publisher and a pioneer of popular journalism who established *The Strand Magazine* in August 1900. His career went from strength to strength and in 1885 he was asked to stand for election as MP for the Liberals in Newmarket which he won with a comfortable margin. He held the seat from 1885 to 1895, and then from 1900 until just before his death in 1910.



Hollerday House, Lynton UK after the fire



The ruins from the air 1932

He and Priscilla, when visiting friends Sir Thomas and Lady Hewitt at their house in Lynton, began his association with Lynton and North Devon. Having fallen in love with Exmoor and North Devon, England's little Switzerland, George Newnes had a large house built above Lynton on Hollerday Hill in 1893. In the earlier years whenever he and Priscilla visited, they would rent a house to stay in but in 1890 he purchased Hollerday Hill and began the process of building his own countryside hideaway. The house itself was built between 1893 and 1895with beautifully laid out surrounding grounds comprising about 400 acres. He turned to the services of Bob Jones as architect and builder for the house which was built in the Elizabethan style and had 21 bedrooms, bathrooms, principal and secondary staircases, a spacious lounge hall, four receptions rooms, and a billiard room. Over the years the house would see many a rich and famous visitor stay there including Sherlock Holmes' creator, Sir Arthur Conan Doyle in September 1902.

A year before the publication of *Hound of the Baskervilles*, Conan Doyle was in Devon as one of the celebrities attending the opening of Lynton Town Hall, the gift of Newnes to the people of Lynmouth and Lynton. Newnes was also responsible for laying out the cricket pitch and building a pavilion, starting a badminton club in the Town Hall. He paid towards the golf links at Caffins Down and in 1909, gave land adjoining the esplanade in Lynmouth for pleasure grounds. He was also a supporter of both the local Rifle Club and the Boy Scouts.



The Lynton & Lynmouth Cliff Railway

Newnes had an affinity with railways as could be seen from his involvement in the Newnes railway in NSW. To this end he masterminded the building of the Cliff Railway at Lynton and the Lynton-Barnstaple Railway, bringing commercial success to the area linking Lynton and Lynmouth villages. The steep gradient between Lynton and Lynmouth had always been a deterrent to visitors and a hard climb for the locals. In 1887 Newnes and Thomas Hewitt began to lay a 900 foot twin track up the steep gradient. The Cliff Railway was primarily used to transport goods and heavy items, including cars, but was soon used as a means of

transporting people between Lynton and Lynmouth. The unique water operated cliff railway was opened in 1890 and, apart from needing new track in 1908, operates now as it always has.

Building of the Lynton to Barnstaple line started sometime after 27th June 1895 when an Act was passed allowing the railway to be built. The honour of cutting the first sod was given to Lady Newnes and the railway was completed in 1898. It was officially opened with great fanfare on 11th May 1898. There were initially four locomotives and sixteen coaches and the average speed was about 12 mph. The route crossed Chelfham Viaduct, the largest narrow gauge railway viaduct ever built in Britain.



Sir George Newnes Bart.

In 1895 Newnes became Baronet of Matlock. He later provided a silver cup for the Newnes Trophy series of chess matches between Great Britain and the United States, conducted over transatlantic cable from 1896 to 1911.

He sought to fund many private ventures, including the COC in NSW as related above, but he also funded the British Antarctic Expedition of 1898-1900. One Carsten Borchgrevink, Norwegian polar explorer, had read a paper at the Geographical Conference in London in the late 1890s. He sought funds from British and Australian sources to fund a small expedition, and Sir George Newnes came to the party. Although treated with scepticism at first, the expedition was a success and proved that a winter could be spent on the ice. A glacier was named for their patron.

In 1909 Sir George, who had had been diagnosed with diabetes, was advised by his doctor to rest, so naturally he chose to come down to his house in North Devon.

There seemed no end to his generosity yet by 1908 his businesses were failing. The financial worries affected his health and by 1910 his fortune had gone and he died a broken man at Hollerday House. To their surprise the Newnes family found they were saddled with debt. The mansion was put up for sale in *The Times*, June 24, 1911 by his son Frank, who was handling the estate, but stood empty for three years before it burnt to the ground in 1913 in very mysterious circumstances.

In 1991, the terrace of Hollerday House was dedicated to the people of Benouville, a town twinned with Lynton. A small section of dry stone walling surmounted with a slate slab and dedication board was erected to commemorate this. The land was then presented by JW Holman for public use.

Newnes died on 9th June 1910 aged 59. He is buried in the Lynton Old Cemetery, at Lynton, succeeded in the baronetcy by his son, Frank. His death was announced in the North Western Advocate and the Emu Bay Times on Saturday 11th June 1910. Priscilla died 1925 at about age 77 in Bournemouth, Hampshire, England.

The following is an extract from Hilda Friederichs' eulogy:

"Kind Sir George". "..... He was very near the end when he wrote the final sentence: "The charm of the place has grown on me so much that a short while ago I came here to reside permanently "; and it was at Hollerday where he died quietly one morning when June threw all its glory upon the enchanting scene. As he lay dead in the silent house high up on the hill, every day and almost every hour brought additional proof of the strong hold which Sir George Newnes had on the affection of those who knew him. His winning personality had gained him friends wherever he went and whenever he came into personal touch with others. The servants of his own household were devoted to him, and even the two male nurses who had been in attendance for some weeks before the end, and knew him only in the last stages of mortal disease, mourned him as one who had grown dear to them. As the wonderful floral gifts began to arrive, and overflowed from room to room, they spread around his simple coffin a living pall of roses and lilies and palm and bay. Glancing at the messages sent with these farewell tokens you felt that there was hardly one but had in it the unmistakable note which only comes with the sense of personal loss. and many a man and woman whom, in his own quiet way, he had befriended they all put that into the words wherewith they bade him the last good-bye, which shows that the heart is stirred, and which no amount of mere esteem or admiration can ever call forth. And you had but to glance at the faces of those who followed the coffin as it was carried by the volunteer bearers down the winding road which he had cut out of the desolate and barren rock, to see that genuine sorrow had brought them out of their busy world to accompany on his last journey the staunch and loyal friend, the man to whom they were drawn by the human bonds which outlast all other ties. It was this which gave the funeral in the hushed and mourning village its unique and touching character, and which, by those who were present, will ever be remembered as something finely and tenderly human. It was the best tribute to a man much honoured and esteemed for the services he had done to the public, who, from the beginning to the end of his life, possessed in an extraordinary degree the rare quality of drawing men to him through their affections, and of keeping friends by reason of his own goodness and kindness of heart."

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Food for thought Editor's note

Firstly, BMACHO would like to remind contributors of the deadlines for information to be inserted in *Heritage*. We certainly do receive notification in regard to many events, but unfortunately, they often miss our Newsletter deadlines. Having said this, we do continue to spread the word via email to all members.

It should be noted that the deadline for each issue of *Heritage* is advised in each Newsletter, so keep an eye out for those dates. Once we are notified we can reserve space to promote your events and news.

In this issue of *Heritage* we have taken some time to look at people – two convicts, a baronet and an outspoken newspaperman/artist, all with connections to the Blue Mountains region. In addition, we present a quirky article about the *big smoke*, an aspect of the city that we don't often take the time to notice!

We certainly have a diverse range of characters who have made up our past. A descendent of convict Samuel Freeman has recently contacted BMACHO seeking further information. This is timely as we are currently seeing the wonderful *A Moment in Time* exhibition at Hartley which focuses on the Hartley Valley, the original custodians, the first Europeans, and the road makers under William Cox. Samuel Freeman was one of the carpenters who worked on that first road. The exhibition is scheduled to be open until 28th April, and it was hoped that it could be extended to the end of May. Don't miss this event which was first staged some 10 years ago, and which has lost none of its original relevance under the curatorship of historian Joan Kent.

Joseph Douglass is the convict made good story, and his descendants and the residents of Kurrajong can testify to the contribution he and his family made to the development of Kurrajong and Kurrajong Heights, through his hard work and dedication to providing for his family.

Baronet Sir George Newnes never set foot in Australia! But as a philanthropist he was never one to miss an opportunity and we have him to thank for his foresight and investment in the early development of our mining industry in the Lithgow area. And he was also a railway enthusiast!!

And there are many about the mountains who would be familiar with the sight of George Finney and his top hat! He was always outspoken, saying what he thought, and was always going to put some people offside. However, what would the press do without George as a leading article! He was a press man himself and said and drew things that people were thinking but were too afraid to say themselves. This in turn sent him changing jobs frequently from newspaper to newspaper, but his caricatures have stood the test of time and remind us that we live in a country where we are still able to have free speech. His art then drew on all his experiences, culminating in a collection that is still memorable and valued today. Hope you enjoy these articles and more and we look forward to seeing many of you at our up and coming Conference at Springwood on 6th May.

The reality of living in 19th century Sydney

It is well known that Sydney in Victorian times was a place to leave as often as possible, particularly in summer, in order to breathe clean fresh air in places such as the Blue Mountains. The mix of smoke and fog known as *pea-souper fogs* or *smogs*, the result of damp weather combined with the output from abundant coal fires, led to London acquiring the nickname *The Big Smoke* in 1874 and the cause persisted until the *Clean Air Act* was enacted in 1956. But I have not been able to prove that Sydney was known as either *The Big Stink* or *The Big Smell* although the term *Smelly Old Sydney* has been used.



That Sydney had an unpleasant odour in the 19th Century led to a satirical magazine publishing a poem in 1875 that laid the blame for the smell on inactive Aldermen, viz.

*The Board of Works, the Board of Works,
That very oft its duty shirks,
And leaves the filthy drains to stink
Till fever ripens on their brink;
E'en thus 'twill be when PUNCH is gone,
The filthy drains will still smell on,
And other fingers, pens, and ink
Will tell the tale of Sydney's stink.*

And two decades later those politicians were still being blamed:

.. the normal smells of Sydney are as smellful (sic), and the filthy dust of Sydney as dusty and as dirty as ever. Meanwhile the hot weather approaches, the air is stiff with miscellaneous dirt, and the city stinks with an exceedingly great stink. Some day something will fall heavily upon our aldermen and hurt them. The survivors may then possibly wake to the knowledge that they run one of the filthiest cities in the universe.

Of course, there were numerous horses in the streets to add to the aroma but attribution of the problem of the Sydney stink to animals was not the main aim of the Clergy who used the presence of the equine smell to bring attention to their task of condemning gambling.

Sydney stinks with the foulness of the stable and running track and Sydney sermons are unequal to the task of purifying it.

But the stink of Sydney was not attributable to one source and the smell varied in different suburbs where distinctive noisome industries such as tanneries were often the main sources. And as in London, domestic coal fires were very common and contributed to aerial pollution of both smell and particles. When Redfern was the terminus of many railway lines a great number of engines were held there until needed with the boilers kept alight and hence the locality gained the smell of incompletely combusted sulphurous coal. But some areas of Sydney had smells that were attractive as Warren Fahey explained so well.

Even in the first half of the 20th Century the unpleasant odour of Sydney still provoked comments in the press.

I went to school in Sydney, and was employed there for many years, and the further a man gets away from that abode of stinks, sewers, sharpeners (sic) and salacity (sic), the better.

And it seems that the problem had not been resolved even by the mid 1950s when:

An American woman phoned ... 'I'm sorry to blow my top' she said 'But the conditions are so appalling I can't help it. Sydney absolutely stinks. I wouldn't come back here for a million dollars'.

Thankfully such offensive smells have become less common and now in the current Century they mostly seem to emanate from rubbish tips and recycling plants and depots. How to combat the odours was a problem that plagued those residents of Sydney back then. For the more affluent one solution was to take sojourns in the countryside.

Moss Vale has an excellent climate, acceptable to men of tastes, who desire immunity for Sydney stinks in summer season.

And

Everything outside the smell of Sydney sewerage is outback

although escapees did not necessarily go as far away as would today be called *the outback*.



Another approach was to mask the vile smells. Floral nosegays and the like might not have been strong enough to dominate some of the odours of earlier days. But:

Havannan (sic) cigars ... would not be an unpleasant or insanitary relief to thousands from the monotonous smell of Sydney sewage and decaying vegetable matter which so often haunts the lower part of the gardens – so that, though tobacco might be malodorous to the few, it would be deodorising incense for the many.

Peter C. Rickwood

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From convict ship to Kurrajong settler

The Convict Ship

On 9th September 1815 the *Sydney Gazette and New South Wales Advertiser* announced the arrival in Port Jackson of the ship *Baring*, under Captain Lamb, carrying 298 male convicts, two having died along the way from London. The guard consisted of a detachment of the 34th Regiment of Foot, and the passengers were Mr Parker, and Mr Pucking and family. The ship had departed London on 20th April and sailed via Madeira and Rio de Janeiro. She arrived at Port Jackson on 17 September 1815.

Captain Lamb then gave notice of his intention to depart the colony in October. However, before he could do so several of the crew absconded. The *Baring* departed Port Jackson bound for Calcutta but had to return on the following Sunday before once more setting sail on the Monday. At the last minute a woman had attempted to hide on the ship with intent to escape from the colony, was returned to shore. *Baring* then left Port Jackson on 6th November bound for Calcutta, having been able to procure a cargo of coal in Sydney Cove, which added to his income from the voyage.

The *Baring* was built in London in 1801. A three-decked ship, she was launched at Deptford for Robert Charnock for the East India Company. *Baring* made six voyages to India for the British East India Company (EIC) between 1802 and 1814. Following this she was sold and her new owners, J.W. Buckle & Co. of London, chartered her out as a convict transport. She then made two voyages transporting convicts to Australia sailing under John Lamb, Master, in 1815 and 1819. Her last appearance in Lloyd's Register is in 1820, although she was recorded as still trading under John Lamb, master, on the London, New South Wales run in 1824.

The Master of the *Baring* in 1815 was John Lamb, born at Penrith, England, the son of Captain Lamb of the East India Company. At eleven years of age he had become a first-class volunteer on the *Port Mahon* sloop commanded by his uncle William Buchanan, and within a year he was a midshipman on the *Northumberland*. In 1803 he served on several ships patrolling the English Channel and the Irish coast, and then on the *Warrior* he won the favour of Captain William Bligh. Bligh had him transferred to the *Lady Madeline Sinclair* to accompany him to New South Wales in 1806. Lamb was promoted to lieutenant in 1808 and his last naval service was on the *Union*. He returned to England in 1814 and joined Buckles, Bagster & Buchanan, undertaking the two convict voyages in 1815 and 1819 as Master.

The Kurrajong settler

At the conclusion of the 1815 voyage on the *Baring* to Port Jackson the prisoners were all disembarked on 15th September and distributed to settlers and into government service.

Seventy-four men were sent to Windsor, thirty-four to Liverpool, and thirty-three to Parramatta. Amongst those under assignment was also one Joseph Douglass (sometimes Douglas), one of three convicts assigned to Sir John Jamison at *Regentville* at Penrith.

Douglass was described as a labourer aged 44, 5ft 10 ¼ inches tall, with a ruddy complexion, brown hair and blue eyes. Over time, Joseph was the only one of these three assignees to remain in Jamison's service for the entire period of his servitude.

Joseph Douglass was born in County Down, Ireland in 1783, however, at the time of the crime he and his family were living in Scotland. Joseph had married Mary Orr Burgess in Ireland in about 1802, and by the time of Joseph's conviction they had five children. They had returned to the land of their predecessors in about 1807 due to the religious unrest in Ireland at the time, probably looking for seasonal work on farms.

Joseph Douglass had been convicted of stealing at Dumfries Court of Justiciary Scotland and was sentenced to transportation for 7 years. The Douglass Archives describe the incident of theft as follows:

On market day, Wednesday 9th March 1814, Joseph Douglass, cottager and servant for two years to Robert Newall at Airdree farm in the parish of Kirkbean, Kirkcudbright, Scotland, drove his master's horse and cart into Dumfries town and put them up at William Potter's inn. He entered the jewellery and hardware shop of James Patterson at 29 High Street, and stated that he wished to purchase a silver watch valued at about four guineas. After being handed a watch he immediately ran with it out of the shop. He next visited the shop of John Berwick, merchant, also in High Street, under the pretence of wishing to buy two pieces of cotton cloth, which he carried out of the shop without paying for them. At Potter's inn, as he was putting the cart to the horse, James Patterson appeared with William Potter. They searched Joseph, and found the watch in a cow manger in the stable, after which they took him to the council chambers where he was committed to the prison.

Come 1819 and with the help of Sir John Jamison, Joseph was able to provide the necessary proof of income and the Governor's dispatch to London named Joseph as capable of supporting Mary and his five children in his appeal to have them join him in the colony.

Later that year Joseph applied for a ticket of leave. Subsequently on 8th October 1822 he submitted his first petition for land to the new Governor, Sir Thomas Brisbane.

Joseph received his Ticket of Leave (number 2076), and later his Certificate of Freedom (number 2812) in 1825 when his seven year term was completed.

His wife, Mary, had finally arrived at Port Jackson, as a free settler aboard the *Woodman* in 1823 with the five older children, while the three younger children were born in the Colony.

Their children were recorded as Margaret, Jane, Orr, Eliza, James, Mary, Joseph and John, with Sarah being born after the 1828 Census.

So, Joseph had put everything in motion to begin a new life with his family around him. The family first settled at Penrith, where Joseph had continued in Jamison's employment, as his plough and seedman until 1822, when he became a tenant farmer of a small section of the *Regentville* estate.

Although Joseph's first petition for land was for land at the Cowpastures, this was denied as it was in the vicinity of the Macarthur estate which would not have accepted him as a land-owning former convict.

He petitioned again for land and was successful. He and his son Orr settled for land on the Bells Line of Road at the Kurrajong Bush and obtained separate titles, Orr on his property *Orrville*. Joseph applied for further land but was denied. Then his son James applied and was granted land nearby on *Ardrey*. In all their holdings totalled 190 acres.

The Douglass home was constructed about 1825 still stands at Kurrajong Heights today. It was built of hand hewn hardwood with a sandstone floor and was run as a guest house. The land included the property on which St David's Church is built, going up the "Douglas Hill".

By 1828 Joseph was also farming fifty acres nearby, with 15 acres cleared and 14 acres cultivated, running twelve cattle.



Ivy Lodge (Lochiel) 1918



Ivy Lodge (Lochiel) 1950s

In 1929 the Douglass's were joined in the area by a Samuel North who had received an adjoining grant of 320 acres. The Douglass family enterprise was not to last as Orr sold out in 1832 to Samuel North and James soon after, selling to Joseph.

By 1832 Joseph had decided to become an innkeeper and he petitioned Governor Bourke, advising that he could provide accommodation to passing travellers and he requested a license to sell spirits free of license duty, there being no public house that side of the Hawkesbury River. Although he received the appropriate magisterial support, no license appears to have been granted. The premises was called *Ivy Lodge* (now known as *Lochiel*), and continued to operate as a guest house for travellers on the Bell's Line of Road offering meals, and also stabling & fodder for horses.

In 1833 Joseph was successful in purchasing another 50 acres nearby, at Gibbons Hill. In August 1841 Joseph Douglass and Samuel North subdivided some of their land and established the Village of Northfield, selling off blocks at auction. William Bowman of Richmond purchased quite a few lots, including the lot where St David's now stands, donating the land for the use of the church.

By 1834 the boarding house was thriving, and business at *Ivy Lodge* was successful although Orr and James had moved on. In particular the place boomed in the 1950s following the discovery of gold near Mudgee in 1851.

Mary died in 1857 at Kurrajong and after her death Joseph lived with his youngest daughter Sarah and her husband Cuthbert Cowling at Gibbons Hill, while son John and his wife Ellen managed *Ivy Lodge*. Ellen was herself the daughter of innkeeper Michael Keenan, late of Keenan's inn at Hassans Walls and then at Jews Creek near Ben Bullen on the Mudgee Road, and so was an ideal person to carry on the high reputation of *Ivy Lodge*.



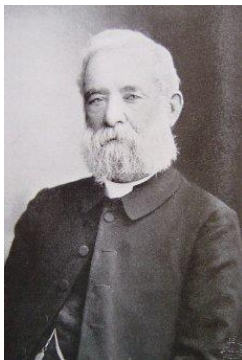
Ivy Cottage (post office) 1950s

However, Joseph's relationship with his daughter and her husband were to deteriorate due to dealings with regard to the property at Gibbons Hill following a relationship breakdown for his daughter, and Joseph moved out.

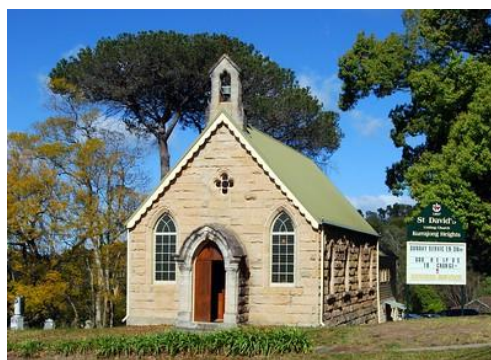
His son John and his wife Ellen continued to run the farm and boarding house, with Ellen managing the house while John was away droving. In about 1867 John extended the accommodation by building a cottage adjacent to *Ivy Lodge*, that is, *Ivy Cottage*. The cottage still stands today and has been used as a post office, garage and cafe over many years. A pre-fabricated structure, oral history records that the building was shipped from England, so it may have been a Hudson prefabricated building.

Then in 1868, with Ellen being very ill and after the death of three of his children, John sold *Ivy Lodge*, the new cottage and the remaining 26 acres, to George Bowman of Richmond, thus ending the 36-year life of the Douglass family at Kurrajong Heights. John and Ellen moved down to their other farm "*Ardrey*", where Ellen died in 1870 aged only 39. *Ardrey* and adjacent purchases remained in the Douglass family for three more generations, the last of it being sold in 1966 after the death of Miss Nina Douglass.

In 1875, George Bowman transferred the property to his daughters Eliza and Mary Ann and their husbands Rev James and Dr Andrew Cameron. Mary Ann and Andrew, both ill, lived in the Douglass cottage and they died in 1876. At some stage the old house was renamed *Lochiel House* after the homeland of the Cameron clan and its chief, Cameron of Lochiel. In 1959 the two houses were sold as separate residences.



Rev James Cameron



St David's Church



Douglass grave

Joseph died in 1865 aged 82, at Richmond. Joseph and Mary were originally buried in an orange grove opposite the guest house, but in later years their remains were disinterred and are now buried in the cemetery at St. David's Presbyterian Church Grounds, Kurrajong. This is but a brief history of Joseph Douglass and his beginnings in the colony. A great deal more detail in regard to his life, family and land dealings has been provided by researcher Patricia Downes (see reference below), for those interested in pursuing this story further.

**Note: Joseph's surname was actually spelt with two ss's and I have applied this throughout the article. However, many references to Joseph fall back on the single "s", as can be seen from the references below.*

References:

Census of New South Wales: November 1828: Edited Malcolm Sainty & Keith Johnson 1985
Ship News: Sydney Gazette and New South Wales Advertiser (NSW : 1803 - 1842), Saturday 9 September 1815, page 2
Baring ((1801 Indiaman): Wikipedia
Hunter Valley Ancestors: Convict Ships: Convict Ship Baring
Joseph Douglas: www.convictrecords.com.au
Joseph Douglas (1783-1865): WikiTree
Joseph Douglass 1782-1865: First Settler at Kurrajong Heights NSW: Patricia Downes 2004
www.members.pcug.org.au
History of St David's Church: www.facebook.com/SDavidsKurrajongHeights/
Joseph Douglass, 1783–1865 (aged 82 years): www.australianroyalty.net.au
Joseph Douglas: The [Douglas Archives 2021](https://www.douglasarchives.com/)

Samuel Freeman, convict & rough carpenter

Under the orders of Governor Lachlan Macquarie in July 1814, a party of men commenced making a road from Emu Ford on the Nepean River, across the mountains and from there to Bathurst. The colony was seeking new pastures and settlement lands as it expanded and had been hemmed in by the Nepean River and the mountain escarpment.

This first “road” was completed in only six months between July 1814 and May 1815 by a working party composed mostly of convicts with a variety of skills, along with some who were employed as labourers. A number of officers and men assisted with management. They were under the supervision of William Cox, landowner and magistrate at Windsor, who was well known among convicts for his power to recommend pardons and tickets of leave.

The actual building of the road involved the clearing of a trafficable route (for carriages and wagons of the day) of vegetation, boulders and rocky outcrops. The formation of the road itself was as minimal as the terrain allowed, with low side-cuttings and embankments as necessary. Cox kept a comprehensive journal which shows us today how he went about the project and how his men attended to the tasks.



Emu Ford start of Cox's Road



Rock drains near Woodford – on Cox's Road alignment

Cox's party consisted of 30 men: his personal servant and a military guard of 8 men. These included a guide, a storekeeper, a doctor, a constable, a blacksmith, carpenters, and soldiers. There were 2 natives, who joined the party on 27th August. Other natives had been with them on 8th August.

The workers were listed as convicts and labourers. In the 1814 muster some 24 labourers were listed as being *at the mountains*. They had all been selected by Cox on account of their physique being *well inclined hardy men, who had been some years in the Colony, and accustomed to field labour*.

Upon completion of the road, Cox recommended three men for free pardons, one was to be granted a ticket-of-leave, and all the others emancipation. The men had been offered a reward of simply an improvement in status in life – there seems to have been no monetary payment for their day's work other than the provision of provisions, which consisted basically of salt pork, flour, biscuits, tea and sugar, to which Cox added from his own resources fresh beef, cabbage and corn. There were special issues of a gill of spirits from government stores as compensation for a particular effort or extremely harsh conditions. The men provided their own bedding, but were issued a *suit of slops* – trousers and a smock – a pair of shoes, and a blanket on the 18th of July. Further shoes were issued on 12th September and 27th November with a second pair of trousers on 26th November. As a special gesture, Cox gave each man a new shirt for Christmas! There were no further issues of blankets, although the diary frequently mentions that their blankets were wet and very uncomfortable, as they were sleeping under whatever shelter they could find, and it seems that tents were not provided for them.

A certain amount of limited information can be found about each of the convicts employed on building the road. A recent research inquiry of BMACHO has highlighted one Samuel Freeman, one of the more skilled men, and we take the opportunity to examine his background here.

Samuel Freeman was not listed as a labourer, but as a rough carpenter, that is, he and one other, William Dyne, assisted the main carpenter with wood working tasks such as bridge building. Freeman was mentioned several times in Cox's journal in November when he, along with several others, was listed as unwell, perhaps suffering from the damp bedding they were faced with. He is mentioned by name in Cox's journal:

- November 11 - S Freeman laid up with a cold and swollen face.
- November 14 - S Freeman, cold and swollen face.
- November 17 - Freeman on sick list.
- November 19th - S. Freeman on sick list.



Descending Mt York



View down over Fish River crossing

However, by January all were well and truly up and about and contributing, as Cox reported *Finished the bridge over the Fish River this evening. It is a strong & well built one spanning 75 feet by 16 feet.*

Samuel Freeman was born about 1785 in Bedfordshire, England, to Samuel Freeman and Mary (Hall) Freeman. He had at least one sibling, a brother William.

At age 15 he had been employed as a millwright and was convicted at the Hereford Assizes for stealing. Samuel had been found guilty of "stealing" items out of the sleeping room of one Joseph Bigg: one bank of England note for twenty pounds and forty guineas and one half guinea. From the chamber of the same house he stole a scarlet printed Kerseymere waistcoat and one pair of dark colored breeches. The crime took place in Kimpton, Hertfordshire at about the hour of five in the afternoon on 10th October 1799.

However, he was actually found not guilty of breaking & entering, (this being a different offence) but was sentenced to death by hanging nevertheless for the theft, on 3rd March 1800. His death sentence was reverted to transportation for life, and he was conveyed on the *Earl Cornwallis* to Sydney in 1801 with 294 other convicts.

Freeman joined William Cox's gang and was employed there for the duration of the road building project in 1814 and 1815. Because of his excellent work he was recommended by Cox for emancipation and was granted a convict pardon on 5th June 1815. He was listed as height as 5 foot 7 inches, with a fair & ruddy complexion, light brown hair, hazel eyes & good looking. On 15th July 1815 at Eastern Creek stockyards Samuel was given 15 head of horned cattle for his work on the mountain road.

In March 1811 he had married Elizabeth Smith at St Matthew's Church of England, Windsor. They had a number of children, and there may have been two sets of twins who were stillborn. In 1828 the other children were William 17, John 15, Emanuel 12, Samuel 10, James 8, Sophia 8, Elizabeth Jr. 5 and Sarah, 2. Thomas was born in 1830. William was born at Windsor and the rest were born at Richmond.

The musters of 1822 and 1825 and the Census of 1828 have Samuel living at Richmond with a holding of 5 acres and working as a millwright. However, in 1828 his wife had left him & was living with a William Wilmott at Concord with children William 17, John 15, Sophia 8, Elizabeth 5 & Sarah 2 years.

Samuel moved from the Richmond Windsor area sometime after this and seems to have been in the Capertee area from about 1852, where his daughter Sophia had settled after marrying Thomas Barnaby.



Round Swamp cemetery

Samuel died on 1st August 1855 and was buried aged 70 at Round Swamp cemetery on the Mudgee Road near Ilford next to his son Samuel, with no record of his death, only the cemetery record. However, records suggest that he was not buried there but only had a memorial raised by his son. The cemetery was the private burial ground of the Barnaby family. Elizabeth died in 1854.

References:

Cox's Road and Early Deviations - Mount York, Cox's Pass Precinct: Wikipedia

Samuel Freeman: Convict Records

Footsteps in Time: John Yeaman 2014

Over Cherry Tree Hill: Edited by Margaret Piddington 1996

Cox's Way: Grace Karskens 1988

William Cox's diary 1814-1815

Samual Freeman: WikiTree

George Edmond Finey (1895-1987)

George Edmond Finey was a larger than life character who spent the latter part of his life in the Blue Mountains, and was often seen about the streets of Lawson and Warrimoo. He was well known in many of the pubs in Sydney and the Mountains and dressed avant-garde. He tended to wear sandals and let his crop of fine hair fly wherever the breeze cared to blow it. It was not unusual to see him walking in shirtsleeves and bare feet around Sydney in the middle of winter, with the legendary top hat!

A lifelong bohemian, he always wore a white shirt and white trousers and was often coatless, hatless and sockless whatever the weather. His photograph at the Artists' Ball in Pix (23 April 1938, 34) is captioned: *George Finey, famous Australian caricaturist and cartoonist, arrived in full evening dress – except trousers. Startling effect was enhanced by Artist Finey doing a wild dance. Moustache is false.* One can only assume that he did actually wear trousers. They just weren't full evening dress!

George Finey was born in Parnell, Auckland, New Zealand in 1895, to English-born Solomon "Harry" Finey, mariner, and his wife Rose Emily, née Newton, and was one of 11 children.

He was selling drawings to local newspapers by the time he was 14 and completed an apprenticeship as a lithographer with the New Zealand Herald.

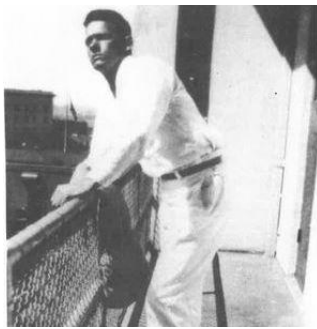
He signed up in August 1915, aged 19 and 5 months, as a recruit in WWI, in the New Zealand Expeditionary Force. He served as a driver in the Army Services Corps in Egypt and on the Western Front. He was wounded in 1917 and suffered burns and eczema as a result of mustard gas exposure. He was hospitalized on several occasions and after one such event, was sent to England for treatment and recovery. He did serve as an official war artist during the war. After the war, Finey studied in London before returning to Wellington, New Zealand, on the *Tainui*. Here he felt stifled by New Zealand's strait-laced conformity and decided to move on.

He came to Australia in 1919 and contributed joke cartoons to *Aussie* and *The Bulletin* for a time. He married Nellie ('Natalie') Phoebe Murray, a typist and model, at St Clement's Church of England, Mosman, on 25 March 1922.

His wife Nat (typist and artist's model whom he married first in a mock ceremony performed by Percy Lindsay, then officially at St Clement's Church of England) modelled and directed at the Workers' Art Club (WAC).

During the 1920s he lived with Nellie (or Nat) at Mosman. By 1940 he was living with Nellie at Turramurra, then an outer Sydney suburb. Nellie and George had seven children - Bruen, David and five others.

Described by Norman Lindsay as the world's greatest black-and-white artist, Finey was first president of the WAC and its main art tutor.



A young George Finey



St Clements Church of England, Mosman



Nellie Finey

He joined the staff of *Smith's Weekly* in 1922. By 1925 the editors of *Smith's*, Claude McKay and Robert Clyde Packer and the staff working on the paper were being severely tested by Finey. Finey and another artist, Lance Drifford, had decided to hold an exhibition to sell some of their cartoon work. *Smith's* advised that they actually owned the work, and it went to court the next year. It was settled out of court and in effect Finey lost and had to return the artwork to *Smith's*. He was, however, advised that he could return to work at *Smith's*.

In 1932 the Director of the National Art Gallery JS Macdonald, described Finey as having a strength of draftsmanship, boldness and originality of inventiveness, and a sardonic bitterness. He believed in driving home his ideas with a hard punch. Finey considered his left-wing sympathies *truthfulness*, and this attitude was to be his downfall.

By the end of the 1930s he had become disillusioned with *Smith's* and resigned, moving across to the *Labour Daily*. After 18 months they no longer required his services! He worked for *The Truth* for a short time but was in a dire financial situation. A job as cartoonist came up on the *Daily Telegraph*. This lasted until about 1944, when he refused to make cartoons derogatory to the miners so the *Telegraph* said he would no longer be a member of their staff. He would not budge from his principles, which intervened again and he refused to sign cartoons drawn by others which depicted "silly ideas". He was gone!!!

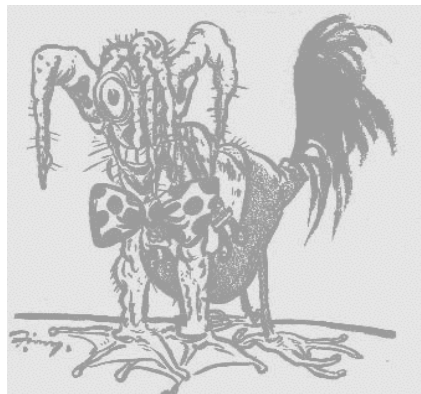
The *Herald* almost offered him a position, but after a six month wait they decided they had no place for him. He still owed the *Telegraph* for a loan for a property purchase and this was repaid. However, he was struggling and moved to Springwood/Warrimoo.

He then made small amounts from lecture tours of country towns and sold a few paintings. He held an exhibition of paintings in Japan in September 1952, for not much reward.

He had a particular affinity for the education of children and art. Finey illustrated stories and articles, which appeared in the School Magazine published by the NSW Department of Education. He often said: *You cannot lecture or teach children. You can only guide and talk to them.* Finey had written in the *Daily Telegraph* back in 1941 that in this way you would get results:

“How many teachers can do that? Think of the numbers that are ruined by grownup guidance, by art teachers and bad art schools, by some grownup saying - Look, this is the way you do it, - thus setting the child against himself, forcing him to accept our chronic outlook on life”.

The *Daily Telegraph* asked him that same year what a bunyip looked like and he produced his version. A competition was then held for people to give their bunyip impressions.



The Bunyip!

G. Finey

1954 saw him return to the *Daily telegraph* as long as he drew what they wanted. He agreed, but later that year there was a strike with the paper which he could not support. He was soon told to hit the road and it is said that his drinking played a part in this. He later advised a reporter that he was a non-drinker and a non-smoker – he had given up both, and felt much the better for it.



George Edmond Finey

He then found a job as an ironworker installing a diesel engine on the Manly ferry, and the job lasted until he injured his hand and he retreated to Springwood to concentrate on his painting.

In 1962 Qantas sponsored an exhibition of Finey's work in their Sydney office after it had been briefly on display at Sydney University. Arrangements were then made for the exhibition to go to London and New York at Qantas' expense.

In 1978 he had a retrospective at the Sydney Opera House and his last exhibition of painting was in the Blue Mountains a year or so before he died in 1987. From the late 1970s until his death in June 1987, aged 92, he lived in a humble cottage at Lawson in the Blue Mountains after his previous house at Springwood/Warrimoo was demolished for highway construction.



Examples of Finey's art

His favourite subjects, from the world's economic ills to the food value of onions, were sprinkled through his conversation. Survived by his three daughters and three of his four sons, Finey died on 8th June 1987 in his home at Lawson and was cremated. The Blue Mountains Community Arts Council mounted a retrospective exhibition of his work in 1985, to mark his ninetieth birthday. His work is represented in the Art Gallery of New South Wales and the National Gallery of Australia. Finey was an inaugural member of the Australian Black and White Artists' Society in 1924. He remained a lifelong member of its successor, the Australian Black and White Artists' Club, attending the 1986 presentation of the Bulletin Stanley awards only a few months before he died.



Springwood bus shelter



The original painting

George Finey Close, in Springwood, is named in his memory. A painting on a bus shelter at Springwood displays a copy of a Finey work, depicting the "Fish" commuter train which ran from Sydney to Lithgow from the 1860s for about 150 years. The Fish originated in the 19th century when it was driven by John Herron whose nickname was the Big Fish. Another train, the Chips, was a spin-off of the Fish. The painting original was a George Finey production.

"The trouble today is that people are forgetting culture, and when a nation forgets culture it is on the way out".

References:

George Finey is non-drinker, non-smoker: Armidale Express and New England General Advertiser (NSW: 1856 - 1861; 1863 - 1889; 1891 - 1954), Wednesday 11 April 1951, page 12

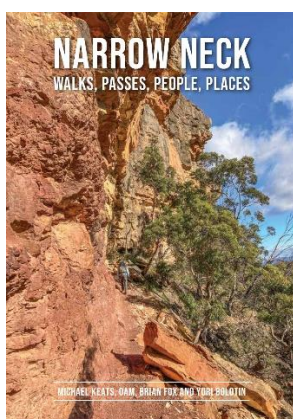
George Finey and the miners: Cessnock Eagle and South Maitland Recorder (NSW : 1913 - 1954), Tuesday 12 December 1944, page 1

We asked George Finey "What's a bunyip like?": Daily Telegraph (Sydney, NSW : 1931 - 1954), Sunday 10 August 1941, page 6

George Finey's Cartoons: Sydney Morning Herald (NSW : 1842 - 1954), Thursday 3 November 1932, p 4
George Finey (1895-1986): National Portrait Gallery
Leave your grown up hangover at the door: Daily Telegraph (Sydney, NSW : 1931 - 1954), Sunday 24 August 1941, page 6
George Finey: Australian Cartoonists Association
Finey, George Edmond: The Political Cartoon Gallery
George Finey: Design and Art Australia
George Finey: Wikipedia
Finey, George Edmond: Peter Spearritt, 2007 Australian Dictionary of Biography

Book Review: *Narrow Neck: walks, passes, people, places*

By Yuri Bolotin, Michael Keats OAM, and Brian Fox



At a book launch in Katoomba on Saturday 15th April 2023, Yuri Bolotin, Michael Keats OAM, and Brian Fox, authors and Blue Mountains bushwalking experts, the Bush Explorers, took attendees on a journey to learn about the history of Narrow Neck, Katoomba and bushwalking in this iconic part of the Blue Mountains.

Their new book is a definitive and comprehensive story of the region, expanding the sold-out 2008 version. It provides a deeper insight into Narrow Neck's fascinating past, its scenic beauty, negotiating its many passes, and the pivotal role of the area in the development of bushwalking in NSW.

This book is for the lovers of the Blue Mountains, a tool to learn the early history of the region and an essential aid in the planning of any walks in and around the Narrow Neck.

See the Bush Explorers website for further information and availability: www.bushexplorers.com.au

**PLEASE NOTE THE CLOSING DATE FOR ARTICLES AND NOTIFICATIONS TO
THE EDITOR FOR THE JULY-AUGUST 2023 ISSUE OF *HERITAGE* is
Wednesday 28th June 2023**

Community events & updates

Blue Mountains Association of Cultural and Heritage Organisations (BMACHO) Bi-annual History Conference 2023

The BMACHO Bi-Annual History Conference on **6th May 2023** is to be held at the Springwood Sports Club, which provides onsite parking and has close access to the railway station for travellers.

Bookings have now closed and we certainly hope you have secured a ticket as we are looking forward to an intriguing day!



For more information and late inquiries, contact committee@bluemountainsheritage.com.au

Annual General Meetings

BMACHO

Saturday 18th March 2022

Held at Hobby's Reach, Blaxland Road, Wentworth Falls

The Management Committee for 2022-2023 was elected as follows:

- President: Rod Stowe
- Vice President: Patsy Moppett
- Secretary: Patsy Moppett
- Treasurer: Phil Hammon
- Committee: Jan Koperberg, Roy Bennett, Dick Morony, Fiona Burn

Springwood Historical Society

Held at Springwood Presbyterian Church Hall, Springwood

Office Bearers:

- | | |
|-------------------|--------------|
| • President: | Peter Chinn |
| • Vice President: | Doug Knowles |
| • Secretary: | Dick Morony |
| • Treasurer: | Jeff Moonie |

No Executive was elected on the day, and it was agreed that other offices would be left vacant temporarily and filled as required.

GLENBROOK & DISTRICT HISTORICAL SOCIETY Inc. 'HISTORY WALKS' PROGRAMME 2023

All on Saturdays Walks led by Doug Knowles & John Dikeman

- **E:** EASY gradients. Firm underfoot.
 - **M:** MEDIUM. Short steep sections, some rough sections.
 - **H:** HARD. Steep, rough, 4 to 5 kms.
-
- May 13, 1.30 pm: **E** "The Mountain's Murders": Captain Lee Weller's murder site and first grave. Also rock inscriptions. 1½ hrs.
 - May 27, 1.30 pm: **M** "Eastern Zig Zag Railway": This walk is focussed on the Knapsack Gully stone viaduct — offering good photographic opportunities. Includes Gatehouse No.1 (1867) and the Knapsack refuge sidings (1909). 2½ hrs.
 - June 10, 1.30 pm: **M** "Eastern Zig Zag Railway": This walk on the 1867 Zig Zag Railway and Knapsack Viaduct extends to the first improvement, the Lapstone Hill Tunnel (1892), East Portal only and the 'wash away' section (1906). 2½ hrs.

- June 24, 9.00 am: **H** “Faulconbridge Point”: Spectacular views of Grose River Gorge and panoramic views from East to West. Easy walking on good fire trail surface. (*See NOTE). 4 hrs. Caution! 13 kms total distance.
 - July 1, 1.30 pm: **E** “Lapstone Construction Railway 1910-1913”: and East Portal of Lapstone Hill Tunnel (1892). 2 hrs.
 - July 22, 9.00 am: **E** “Sun Valley”: Volcanic soil, giant Bluegums. Short walk along Fitzgerald’s Creek. 2 hrs.
 - Aug. 5, 9.00 am: **E** “Faulconbridge Steam Sawmill Site”: Engine remnants, huge boiler and other relics. Operated 1914-1925. (*See NOTE). 3½ hrs.
 - Aug. 12, 1.30 pm: **E** “Cox’s Road at Linden”: Walk this easy section of the original Bathurst Road (1815). 2 hrs.
 - Aug. 26, 9.00 am: **H** “Bull’s Creek Dam”: Railway water supply. Stone dam, pump site, relics and Paradise Pool. Circuitous walk. (*See NOTE). 3½ hrs.
 - Sept. 9, 1.30 pm: **E** “Glenbrook Discovery Heritage Walk”: Historic sites, houses and the 1892 railway route to Lapstone Hill Tunnel, West Portal. 2 hrs.
 - Sept. 23, 9.00 am: **H** “Warrimoo Lookout”: Follow the ridge top south of Warrimoo. Panoramic views of Glenbrook Creek from Woodford to Glenbrook Gorge. 3¾ hrs.
- *Adults: \$10 (Cash please.) Accompanied Children under 16yrs: FREE*
 - *BOOKINGS ESSENTIAL: Phone Doug on 0414 154 695 for details on meeting place. Good walking shoes are essential. Please bring a hat and drinking water. (No dogs please.)*
 - *BAD WEATHER ON THE DAY: Excessive wind or rain could cause cancellation due to hazardous conditions.*

**NOTE: These walks will need a minimum of 5 bookings to proceed.*

A Moment in Time Exhibition

In a joint undertaking between the National Trust and the National Parks and Wildlife Service, the award winning exhibition *A Moment in Time* has been on display at the Hartley Historic Site as an element of the Australian Heritage Festival during April 2023. The exhibition provides a focus on the Hartley Valley, the original custodians, the first Europeans, the road makers that followed and the settlers that came to call it home.

The opening ceremony on 1st April heard noted historian Paul Brunton’s commentary on the heritage significance of the Hartley Valley. The exhibition has been up and running now at Hartley for several weeks and has been a great success.

The exhibition space is located in the old restored Corney’s Garage building at the Hartley Historic Site, just off the Great Western Highway.



Corney's Garage – exhibition venue



The exhibition



It is certainly worth a visit to view this exhibition. Simply call at the NPWS office at the Site to obtain an access code for the door, to travel back in time to see how the Valley was occupied, and subsequently accessed and settled, and the endeavours of those who came before us.

At the stage of writing this article the exhibition is open until the 28th May.

The Lolly Bug (Former Log Cabin Farmhouse) is back at Little Hartley

Readers will recall an article in the March-April 2022 edition of *Heritage*, which followed the disastrous fire that destroyed the historic former Log Cabin Farmhouse at Little Hartley in early 2022.

After much wrangling with authorities and the input of a heritage architect, the premises has been rebuilt and has opened again for business just over a year later.



Log Cabin 1930s



The Lolly Bug 2023



The design of the new building replicates the character of the former Log Cabin Farmhouse building, and visitors have been flocking in. Keeping history alive!!!!

Visit www.thelollybug.com.au for more information and hours of operation.

NLA Community Heritage Grants 2023

The National Library of Australia's 2023 round of Community Heritage Grants is now open. The Community Heritage Grants (CHG) program supports community organisations to look after Australian cultural heritage collections. Since 1994, this program has provided more than \$8.4 million dollars in funding to over 1,600 projects across Australia.



CHG is open to non-profit, incorporated organisations. The program has a strong focus on supporting local groups with limited funding who would benefit from access to professional cultural heritage expertise. Applications from Indigenous and multicultural organisations are encouraged.

Organisations progress through a three-stage journey to learn about their collection, how to care for it, and plan for its future. Projects also aim to build the knowledge and skills of paid and volunteer staff to increase their capacity to share valuable heritage collections with all Australians.

All applicants should read the Guidelines and other supporting material prior to starting their application.

There are three applicant categories:

- Applications for new applicants (or those applying for a Significance Assessment) will close on Monday 8 May 2023.
- Applications for those who have recently completed a Community Heritage Grant project and are applying for the next stage will close on Thursday 1 June 2023.
- Applications for training projects will close on Thursday 1 June 2023.

Contact them at chg@nla.gov.au for details of the guidelines, how to apply and the link.

Greater Blue Mountains Heritage Trail Update

BMACHO continues to promote the Greater Blue Mountains Heritage Trail and members' upcoming events. The last of the 2019 brochures can still be collected at participating venues and Visitor Information Centres. The brochure is currently being reviewed and is due for reissue in late 2023.

Reminder: It should be noted that due to a number of reasons such as Covid, fires and floods, some of the venues displayed on the current brochure may no longer be available. Two in particular are the Leuralla NSW Toy and Railway Museum at Leura and Ambermere Restaurant at Little Hartley.

It should also be noted that Blue Mountain Education and Research Trust (BMERT) have changed their website and email address and although this cannot be updated as yet on the brochure, it has been updated on the Trail website (see below).

Should any business wish to be considered for inclusion in the next brochure, as a place of accommodation or an eating house along the trail route, please contact BMACHO at committee@bluemountainsheritage.com.au

If you are a member and you would like further information, or if you would like to become a member, please email BMACHO at committee@bluemountainsheritage.com.au

For general information about BMACHO and the Trail, see <http://heritagedrive.com.au> or www.facebook.com/GBMHeritageTrail

To find out more about BMACHO visit <http://bluemountainsheritage.com.au>

BLUE MOUNTAINS ASSOCIATION OF CULTURAL HERITAGE ORGANISATIONS INC.

Registered office: 1/19 Stypanra Place, Springwood 2777. (02) 4751 5834

Email: committee@bluemountainsheritage.com.au or j.koperberg@bigpond.com

Website: <http://bluemountainsheritage.com.au>

ABN: 53 994 839 952

The organisation: Blue Mountains Association of Cultural & Heritage Organisations Inc. (BMACHO) was established in April 2006 after local historical and heritage societies and individuals recognised the need for the creation of a cultural heritage strategy for the local government area (LGA) of Blue Mountains City Council. The constituency now embraces but is not limited to, the LGAs of Blue Mountains, Lithgow, Hawkesbury and Penrith. BMACHO membership includes historical and heritage groups, museums, commercial enterprises with an historical or heritage component in its core business, local government (local studies units, library collections) and a limited number of individual members by invitation such as but not necessarily academics. The objectives of the organisation are:

1. To raise public consciousness of the value of cultural heritage
2. To encourage and assist cultural heritage
3. To initiate and support cultural heritage activities not already covered by member organisations.

One of the aims of BMACHO is to bring the various bodies into closer contact to encourage them to work more closely together and to provide a combined voice on matters of importance within the heritage sector.

Affiliations: BMACHO is a member of the Royal Australian Historical Society.

Publications: BMACHO's official newsletter *Heritage* is edited by Patsy Moppett. The annual refereed *Blue Mountains History Journal* is edited by Dr Peter Rickwood and occasional papers are published from time to time.

Membership: The following organisations are members of BMACHO: Blue Mountain Education & Research Trust; Blue Mountains City Library; Blue Mountains Family History Society Inc; Blue Mountains Historical Society; Bygone Beautys Treasured Teapot Museum and Tearooms; City of Lithgow Mining Museum Inc; Colo Shire Family History Group; Everglades Historic House & Gardens; Friends of the Paragon Inc; Glenbrook & District Historical Society Inc; Hartley Historic Site, NPWS NSW; Hawkesbury Historical Society Inc; Kurrajong-Comleroy Historical Society Inc; Lithgow & District Family History Society Inc; Lithgow – Eskbank House Museum and Lithgow Regional Library – Local Studies; Mt Victoria & District Historical Society Inc; Mt Wilson & Mt Irvine Historical Society Inc (including Turkish Bath Museum); National Trust of Australia (NSW) – Blue Mountains Branch; National Trust of Australia (NSW) – Lithgow Branch; Nepean District Historical Society Inc; Norman Lindsay Gallery and Museum; Scenic World Blue Mountains Limited; Springwood Historical Society Inc; Valley Heights Locomotive Depot Heritage Museum; Woodford Academy Management Committee; Zig Zag Railway Co-op Ltd.

The following are individual members: Wendy Blaxland, Fiona Burn, Philip Hammon, Dr Wayne Hanley, Gay Hendriksen, Ian Milliss, Patsy Moppett, Keith Painter, Dr Peter Rickwood, and Dr Robert Strange.

Committee: The management committee for 2022-2023 (from March 2022) is: Rod Stowe (President); Patsy Moppett (Vice President), Patsy Moppett (Secretary and Newsletter Editor), Philip Hammon (Treasurer), Dick Morony (Membership Secretary/Calendar Editor/), Jan Koperberg (Public Officer/Correspondence Secretary/Events and Venue Co-ordinator), Roy Bennett, Fiona Burn.

Greater Blue Mountains Heritage Trail sub-committee: Fiona Burn, Jan Koperberg.

Blue Mountains History Conference sub-committee: Patsy Moppett, Jan Koperberg, Phil Hammon, Rod Stowe.

Finance sub-committee: Jan Koperberg, Fiona Burn, Ian Kendall.

Disclaimer: views and opinions expressed in Heritage originate from many sources and contributors. Every effort is taken to ensure accuracy of material. Content does not necessarily represent or reflect the views and opinions of BMACHO, its committee or its members. If errors are found feedback is most welcome.