

RESEARCH

# QUINBEAN

Volume 3, No 2  
April 2010

**Q.D.H.M.S. Inc.**  
PO Box 488  
Queanbeyan NSW 2620



Anzac Day March, 1920 Monaro Street Queanbeyan  
Photographer Frank Boland

*The Journal of  
The Queanbeyan & District Historical Museum Society Inc*

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## QUEANBEYAN AND DISTRICT HISTORICAL MUSEUM SOCIETY INC

The museum is sited at 10 Farrer Place Queanbeyan, next door to the Police Station. Opening hours: Saturdays and Sundays 1pm to 4pm or by appointment.

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### FROM THE PRESIDENT

Welcome to our first edition of *Quinbean* for 2010. I would like to thank our Editor Gillian Kelly for her commitment to local history in this region. *Quinbean* was the brainchild of Gillian Kelly and Andrew Blundell and has proven popular; with most editions having sold out. We are exploring having back editions available as a PDF for a small fee. Watch out for more news on that front.

The QDHMS Management Committee and members have been extremely busy over the last few months with two large Museum projects coming to fruition. We have worked in partnership with Queanbeyan City Council on these. The storage building, which from now on will be referred to as *The Cottage*, is now complete. The QDHMS undertook to paint the building in order to keep the overall cost of the project down. Members have given two coats of paint, in a very professional manner to the ceiling and interior walls, front verandah timbers, hardiplank siding, door frames, doors and

downpipes. They have also built, installed and painted a ramp to *The Cottage*.

Most of the renovations on the Museum's heritage building are also complete. The floors have been resurfaced in all the rooms; the toilets have been completely re-vamped; gas heating is being installed; and reverse cycle air conditioning will be installed in the new workroom. As part of this project new historical signage interpreting the history of the Museum precinct has also been developed by a team led by Gillian Kelly.

The completion of these two projects is a wonderful step forward for Queanbeyan, the Museum and collection.

Have a look as you drive down Canberra Avenue or better still come to the Museum Open Day and Launch on 24<sup>th</sup> April and have a look for yourself!

The completion of these two projects will give a very firm base for future developments at the Museum.

**Kerrie Ruth**  
**President**

### EDITORIAL

In 1838 Queanbeyan was officially proclaimed a town with its listing in the Government Gazette. Surveyor Larmer drew up the town plan covering the area bounded by Lowe, Antill, Atkinson Streets and Isabella Place. In 2013 we celebrate 175 years of the village that grew to a town and then a city.

For its first seventy five or so years Queanbeyan was a rural centre at the heart of a rich farming and grazing district. Then in January 1910 the NSW and Commonwealth parliaments formally endorsed the land to Queanbeyan's west becoming the nation's capital and Canberra was born.

By mid 1910 the boundaries were being set with Surveyor Sheaffe beginning at Mt Coree, moving in a straight line north-east to One Tree Hill then straight down the Goulburn-Cooma railway line to the Clear range. This effectively carved Oaks Estate off Queanbeyan and sat the town immediately on the border, changing the course of its history forever.

In March 2013 Canberra will celebrate its 100<sup>th</sup> birthday. One hundred years of our history has been inextricably tied to that of the ACT.

In exploring our own history for our 175<sup>th</sup> birthday let us explore the relationships that have developed and changed between the two centres over this 100 years. Let us look at how the building of Canberra has altered Queanbeyan's very reason for being. Let's now look at some of the changes: the Queanbeyan men and women who helped build Canberra, the reliance on Queanbeyan as the structure of the new city grew out of the paddocks and at the education, medical and media services that supported Canberra until it grew up enough to have its own.....

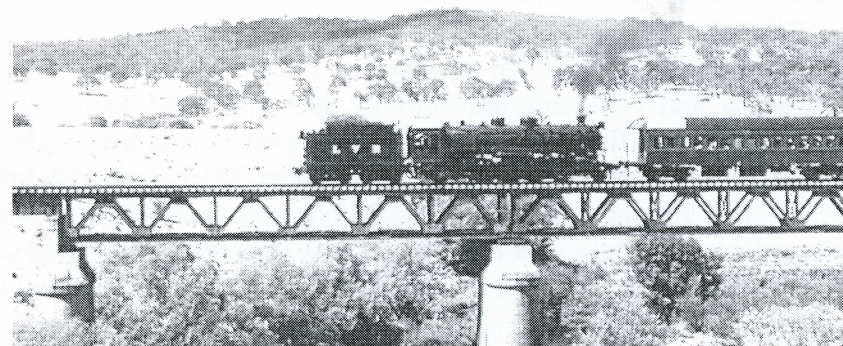
Queanbeyan will be celebrating our 175 years. Let's make it a worthwhile recognition of all that has happened in that time!

**Gillian Kelly**  
Editor

## TOOT! TOOT!

### *The Train Comes To Queanbeyan*

**John Cope**



A 5917 class engine with tender crossing the Burbong Bridge

The next time you either see a train coming to or from Queanbeyan or actually travel on it yourself, spare a thought for the people who made it happen and for the impact it made on the town in the late 19<sup>th</sup> century.

It was 1870 when the first steps were taken towards providing Queanbeyan with a rail link. The Legislative Assembly agreed to the suggestion that an engineer be sent into the district to investigate the possibility of a horse-drawn railway to link Queanbeyan with both Goulburn and Cooma.



Prior to this time, the railway line had been established from Sydney as far as Parramatta in 1855, then reaching Picton by 1863 and Goulburn by 1869. The next extension of the line was in the direction of Gunning, reaching there in 1875. By this time, Queanbeyan had grown into a significant town and the need for the rail link became more and more important for the future growth and prosperity of the town.

It was in 1878 that surveyors were sent to explore a possible route for the line to connect Queanbeyan with Goulburn. There were two strong schools of thought on this issue: a line from Gunning through Gundaroo and Ginninderra, or a line through Tarago and Bungendore. The final decision on the route was made by Sir Henry Parkes. In 1884, the contract for the 47 miles 35 chains (c.76 kms) railway line to link Bungendore to Michelago was given to Alec. Johnston and Co. for a cost of £497,000. By the time the project was completed the cost had blown out to £520,000. The project involved making 139 cuttings, creating a similar number of embankments, 106 culverts and three tunnels at Brook's Hill, Pine Ridge and Argyle. The Michelago-Cooma section was given to Swan and Walker.

Well before the new line had reached Bungendore, a meeting was held in Queanbeyan on 26 February 1883 to discuss the proposed siting of the Queanbeyan Railway Station. This meeting came as a result of a petition from John Bull, W.G.O'Neill, John Gale, Patrick Brick, J.W.Nugent, P.Pooley, C.Scott, M.Duff and T.Wilson. The meeting decided that the station should be on the western side of the river and within the town boundary. It was also decided that a deputation consisting of M.Byrne J.P., F. Campbell J.P., J.Bull, W.G.O'Neill and J.Gale would meet with the Minister for Works on 9 March.

The other option for the site of the station was right in the town, but it would have meant cutting the line through Pound Hill, the cemetery and the hospital.

Meanwhile, work was progressing on the line and by early August it had reached Tarago, which meant that Queanbeyanites now had the option of taking the train from Tarago instead of going all the way to Goulburn by Pooley and Malone's coach service. However, the timetable was not attractive: the daily train left Tarago at 11.30pm and for the return journey it was a 2.10am departure from Goulburn.

As the line inched its way southwards from Tarago, excitement began to mount in the town of Bungendore. In March 1884, a delegation of L.F.De Salis, Mr.Gannon M.P., G.Campbell M.P., Mr. Teece M.P., T. Rutledge and Mr. Atkinson met with the Minister for Works urging him that the station at Bungendore should be built before the line reached there.

They also brought representations for a better timetable for the Tarago-Goulburn service, suggesting a 9.30am train leaving Tarago and a 4pm departure from Goulburn instead of the existing arrangement. By late August, the expectation was that the line to Bungendore would be operational by the beginning of January 1885, but it wasn't until 4 March 1885 that the line was opened to that point.

Preparation of the carriageway well beyond Bungendore had been going on before the actual line reached Bungendore. By July 1884 there had been between 600 and 700 men working on the route, digging, cutting and blasting their way along the difficult countryside, living in tent "towns", some with their families.



By 1885 there were enough children of railway men to warrant the opening of a school at the Argyle Cutting, near Burbong. Pay day often led to disturbances as men indulged themselves in the sly-grog shops and licensed premises along the way. Their work was often dangerous and many accidents occurred with the use of dynamite. In October 1884, Charles McLeod died in Queanbeyan Hospital following an explosion in making a tunnel near Pine Ridge; he had been pinned under a rockslide and the bones of one of his legs were crushed into fragments. In the following month two men were killed and three seriously injured in another explosion near Pine Ridge.

By early 1886, agitation was increasing about the construction of the railway station at Queanbeyan. On 2 May that year, The Queanbeyan Mayor, J.J.Wright, together with the Goulburn Mayor, and Messrs. Tait, Teece, Ryrie (all M.P.'s), G. Tomsitt, W.Price, and W.G.O'Neill met with Mr. Lyne, the Minister for Works, and E.W.O'Sullivan, the local Member. Mr. Lyne assured them that the construction would be proceeded with quickly and that it would cost at least £10,000 and would take at least 12 months to complete. He thought that the line could be opened before the station was built. E.W. O'Sullivan pointed out that the Queanbeyan district was a growing one and deserved a first-class railway station.

The Minister was true to his word: by the following month he had called for tenders for the construction of not only the railway station, but also cattle yards, goods shed and other offices. By then, the line had reached the Molonglo Bridge (about 10 kms from Queanbeyan) and the £12,000 bridge was nearing completion. The contract for the construction of the station was awarded to Thomas Jordan of Queanbeyan and Mr. Williams of Goulburn, who had both built the Bungendore Railway Station.

Up to this time, the line contractor, Johnston and Co., had sent injured workers to the Queanbeyan Hospital and paid for their treatment there. However, in May 1886, the company informed the Hospital Committee that it would no longer make use of the hospital's services as it had its own doctor, Dr. Taylor.

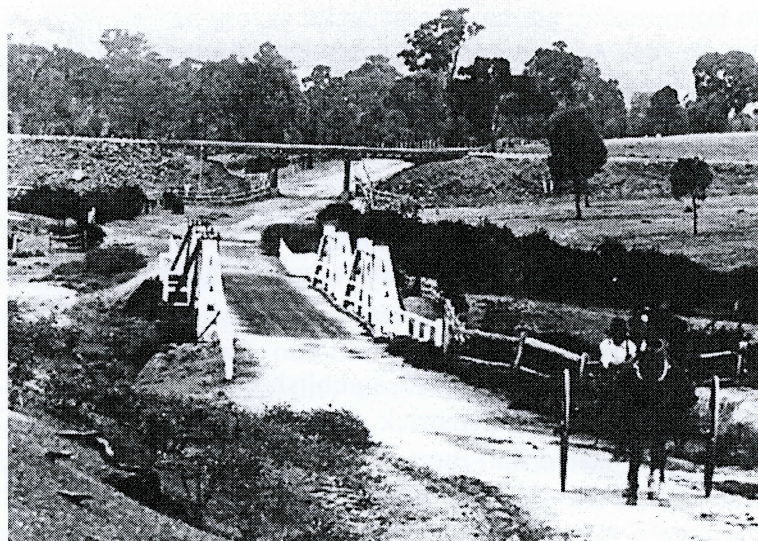
The Union Club Hotel, which was owned by John Johnston, the brother of the railway contractor, Alexander Johnston, was used by Dr. Taylor as a hospital. The Hospital Committee decided that the company would be charged 10 shillings per day per patient for any railway employee who needed to be admitted.

Within a week of this new arrangement coming into force, a bad accident occurred at the temporary trestle bridge over the Queanbeyan River. A stake holding one of the straining ropes which supported the guys gave way suddenly. The principal upright mast (about 10 metres high) fell and landed over the body of George Wyard without pinning him completely underneath it. He was lucky not to be killed. Dr. Taylor found no broken bones, but he did have some swelling in his shoulder.

On 22 May, the *Queanbeyan Age* published letters from Dr. Taylor, Drs. Richardson and Fitzpatrick (from the Hospital) and George Wyard. Taylor stated that there was no evidence of any broken ribs and although it was doubtful that his collarbone was broken, he had put the man's arm up. The other two doctors wrote that Wyard had suffered a slight injury to the lung as a result of two broken ribs and a fracture through the body of the scapula as well as a fracture through the junction of the collar bone and acromion at the shoulder joint. Wyard's letter pointed out that as he was still in pain after seeing Dr. Taylor, he had gone to the Queanbeyan Hospital of his own accord where he was treated by the other two doctors.



There was a significant occasion in late May 1886 when the first passengers were taken by rail from the Molonglo Bridge to Bungendore and return. The specially invited guests along with Mr. and Mrs. A. Johnston, were Mr. and Mrs. J.J. Wright, and Miss A. Wright, Mr. T. Parr and two Misses Parr, two Misses McLeod, Mr. and Mrs. J. Gale, Mr. and Mrs. Little, Dr Taylor, Mr. and Mrs. M.H. Kelly, Mr. E.E. Morgan and Mr. T. Symons (the Anglican Minister of Christ Church). They travelled in two "trucks" and the outward journey took 27 minutes, the return journey 23 minutes.



Yass Road, looking towards Queanbeyan, the roadspan railway bridge behind the Molonglo Bridge was replaced in 2009.

In the light of that event, W.G. O'Neill made representations to Minister Lyne to allow the train to take passengers and goods between Bungendore "and the head of the road" (probably Molonglo

Bridge). Lyne responded that he would confer with the Commissioner for Railways, but the idea was dropped shortly after.

By now, trains between Goulburn and Sydney were as follows: a daily train from Goulburn left at 11am and arrived at 5.21pm; a daily train left Sydney at 9pm and arrived at Goulburn at 2.55am; a weekday limited express left Goulburn at 7.35am and arrived at Sydney at 12.15pm; a weekday limited express left Sydney at 5pm and arrived at Goulburn at 10pm; a mixed train left Goulburn daily (except Mondays) at 3.15 am and arrived at Bungendore at 5.30am and on Mondays it left Goulburn at 8am and arrived at Bungendore at 10.45am. Children under 3 years travelled free and those aged 3-12 half-price.

The focus of attention was now moving to Michelago where a meeting was held in late June at Mrs. Jackson's hotel. Residents protested against the planned site of the Michelago Railway Station, claiming that farmers, storekeepers and selectors would have to pay for two miles of extra haulage as the site is about two miles from the nearest house.

At a follow-up meeting a week later, a large majority supported a motion, "that the site at present adopted for Michelago Railway Station, situated as it is in the midst of a very large area of private property, without means of egress or ingress, is so unsuitable as to cause great inconvenience to the residents of Michelago and neighbourhood as well as the travelling public." An amendment moved by G. Ryrie stating that the proposed site was suitable was strongly defeated. A deputation was selected to meet with E.W. O'Sullivan, who was now Minister for Works, however the Chief Engineer had already written to him stating that the planned site was on "the only practicable site in the district."



At about the same time, a 50 year-old navvy working on the line, Thomas Gorman, was found dead in a sitting position in Daley's Cutting near Tuggeranong near McAlister's Inn. At the inquest, Dr. Richardson said that he had died from exhaustion consequent on neglect and intemperance. Gorman had recently come to Queanbeyan to have a wounded hand treated and had stayed in town drinking.

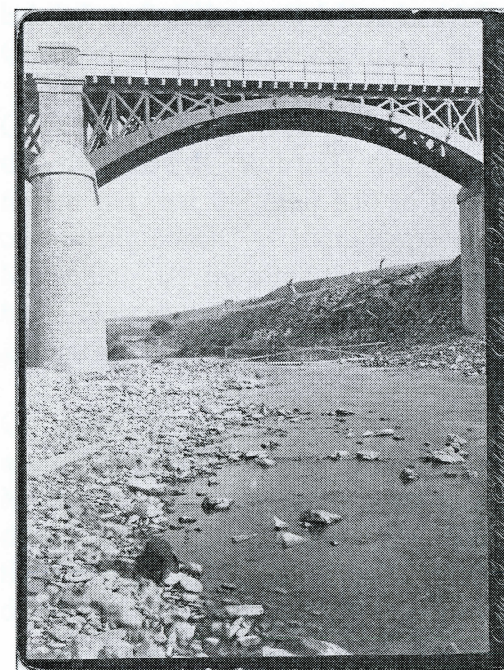
Eventually, as Johnston and Co. neared the completion of its contract to bring the line into Queanbeyan, in late July 1886 it held a farewell party at the Union Club Hotel to honour some of its devoted members. In the closing stages of the company's work, two more men were badly injured in Tunnel No.2 at Argyll Cutting (c.5kms from Queanbeyan). One was treated at the Union Club Hotel by Dr. Taylor, but the other, James Greenwood, had to be taken to Queanbeyan Hospital to have his leg amputated by Drs. Richardson and Fitzpatrick. The people of the district very quickly donated £119/10/6 for him. Work in that Tunnel was so dangerous that the men there were on double pay.

With the line so tantalisingly ready for full operation, large landowners Edward K. Crace and Andrew Cunningham approached the Minister for Works with a request that the Government open the line immediately so that some 20,000 bales of wool could be taken to Sydney. The Minister explained that the Government couldn't take over the line from Johnston and Co. until all matters with the contractor had been settled and the Bungendore-Michelago line was completed.

But the contractor's problems with injuries were not over yet: in the first week of September four men were injured in an explosion when charging a hole near Michelago; one of them was seriously injured.

Then two weeks later there was another explosion, this time near the Ingalara Camp near Michelago. Two men were seriously injured and another was blinded for some time. One of the injured men, Patrick Galvin, died just before the end of September. His throat had been cut by a large piece of sharp rock.

At the inquest, a recommendation was made that wooden tamping rods should be used instead of metal ones when using rack-a-rock. Just over a month later, John Williams, a navvy working at Michelago suffered a fractured skull and died when he didn't get far enough away when firing a fuse. Within a day, three young Coleuhonn brothers at Michelago aged 12, 10 and 8 filled a billy-can with powder they found and put a match to it. The ten year-old was killed and the 12 year-old seriously injured.



25 September 1886 was a significant day. The first locomotive crossed the bridge over the Queanbeyan River. It pushed two trucks loaded with ballast, the total weight borne by the bridge was 160 tons. The men who then spread the ballast were rewarded for their courage with a barrel of beer.

Queanbeyan Railway Bridge, Oaks Estate. Photographer Eddie Hutchieson, 8 Queen St Brisbane



The bridge had cost £2,000 and was c.15 metres above the water level. Later in the afternoon a second trip was made, this time with a total weight of 350 tons. It was certainly a successful day and one of great interest to the residents of Queanbeyan.

An advertisement in the *Queanbeyan Age* of 23 October 1886 announced that from 25 October, four trains would run from Queanbeyan (Molonglo Bridge) to Bungendore: departing Bungendore at 6am, arriving at Queanbeyan at 7.15am and departing Queanbeyan at 6.30pm arriving Bungendore at 7.45pm (daily); on Wednesdays departing Queanbeyan at 7.30am to connect with the Bungendore-Goulburn train; on Saturdays departing Queanbeyan at 5.30pm and arriving at Bungendore at 6.45pm.

Fares were 1<sup>st</sup> Class 5/9 each way, 2<sup>nd</sup> Class 3/9 each way. These trains were still being run by Johnston and Co. rather than by the Government, but apparently from Molonglo Bridge at Burbong as the Queanbeyan Railway Station was not yet opened.



Queanbeyan Railway Station Crawford Street, 2010

By early 1887, expectation was high that the railway would be ready soon to bring trains right into Queanbeyan Railway Station, but there was a major delay. There was a problem back at Sparrow's Creek towards Bungendore. Engineers had made a miscalculation with a culvert over the creek and found that the culvert which had been constructed was not adequate for carrying away flood waters. A new culvert had to be built.

Finally the great day arrived for the official opening of the Queanbeyan Railway Station. The Minister for Works (John Sutherland) and the Minister for Mines (Francis Abigail), accompanied by four Members of Parliament and an entourage of almost 100 dignitaries including members of the Press, came on a special train from Sydney. After an appropriate welcoming ceremony at Bungendore Station on Thursday 8 August 1887 followed by breakfast at Chapman's Hotel, the train continued on its way to Queanbeyan.

Crowds had gathered early at Queanbeyan Railway Station, thinking that the morning mail train would be brought into the station, but it turned out that the mail had to be brought into town by the usual connecting coach. At 10am a special train arrived with people from Michelago. By the time the whistle of the Minister's train could be heard from the station, a crowd of some 600-700 people had gathered around the platform.

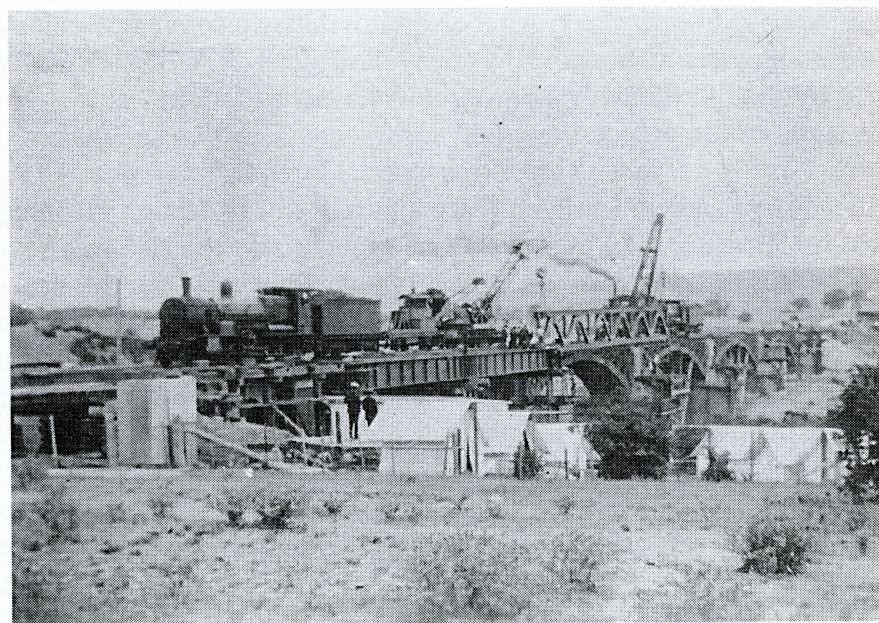
On the dot of 12.30pm the train glided into the platform accompanied by music from the band. The Ministers were met by the Mayor, J.J.Wright, Councillors and other leading residents of the district. The Mayor delivered a welcome speech in which he stressed the importance that the railway would make to the people of the district in connecting them more efficiently to the wider world. The



Minister for Works responded and when he was handed a bottle of champagne to officially open the line, he chose to hand it to a public school teacher, Miss Adelaide Marshall, who happened to be standing in his line of sight. She smashed the bottle on the wheels of the engine.

Hooray! The train has come to Queanbeyan.!

**NOTE:** This article has been written based on a reading of the *Queanbeyan Age* for the years 1884, 1886 and 1887 with some brief reference to Errol Lea-Scarlett's book *Queanbeyan*.



Completing the Queanbeyan River Bridge – the tent town clearly visible in the foreground

## A SNAPSHOT OF QUEANBEYAN, IN 1922

From Moores Almanac

### Queanbeyan: County Murray Police District Queanbeyan

Queanbeyan is situated in a fine pastoral and agricultural district on the Queanbeyan River, 166 miles by rail from Sydney. Queanbeyan is now absorbed in the Monaro State Electorate, and is within the Eden-Monaro Federal Electorate.

Population considerably over 2,000. The Federal Capital Territory absorbs part of this district, thus considerably enhancing the importance of the town. The settled population of the Federal Capital Territory exceeds 2,000; Royal Military College Duntroon, 500; Civil Quarters at Acton, 300; Cotter River Weir, 200. Canberra and Duntroon have daily mail from Queanbeyan.

**Magistrates:** G.Fane de Salis; C.H.McKeanie; J.Gale; P.Blackall: E.J.Walsh; A. Lazarus; P.J.Sheedy; (and others).

**Hospital:** President R. Hetherington

**Medical:** Drs. Blackall and Christie

**Matron:** M.Ryan and three nurses.

**Private hospitals:** "Yuluah", Nurse M. Wilson, and "Yvonne", Nurse M. Johnston.

**Municipal Mayor:** F.P.Woodward. **Town Clerk:** J A. Hincksman.



**Joseph Henry Hincksman**  
1855-1934  
Long-serving Town Clerk of  
Queanbeyan.

Photo: Bygone Queanbeyan, Rex Cross



**Superior Public School:** J. Ridley;

**Convent School:** Sisters of Mercy, Rev. Mother and 4 sisters.

**Four banks, 16 Societies and clubs**, including the Masonic Lodge, Secretary John Gale, and the Chamber of Commerce, Secretary W.P. Bluett.

**Three dentists, two solicitors, a chemist, and three halls**, the Oddfellows, Protestant, Masonic Temple, and Triumph.

**Hotels:** Mrs E. Walsh, 'Harrison's Hotel'; Hungerford's 'Victoria'; Mrs I. Davies, 'Commercial'; Byrne's 'Royal'; Railway refreshment Rooms.

**Commercial stores:** Hill & Sons; Hayes & Russell; Moore Bros. and J.B. Young;

**Six Auctioneers**, including Calthorpe, and Harris & Woodgers.

**Three blacksmiths, two bootmakers three butchers;**

**Coach builders**, Naylor & Weir;

**Saddler:** Venables and Gregory;

**Stationers**, Fallick & sons, Buckley and Land.

Three tailors, a plumber, a jeweller: Undertakers,

**Builders and contractors:** Lazarus; Jordan; O'Rourke; Young •

**Six fruit shops;**

**Cycle Agents**, Freebody and Moore Bros. **Produce Agent**, Clothier and Tankey.

**Five Stock & Station Agents**, three Refreshment Rooms, four Carriers.

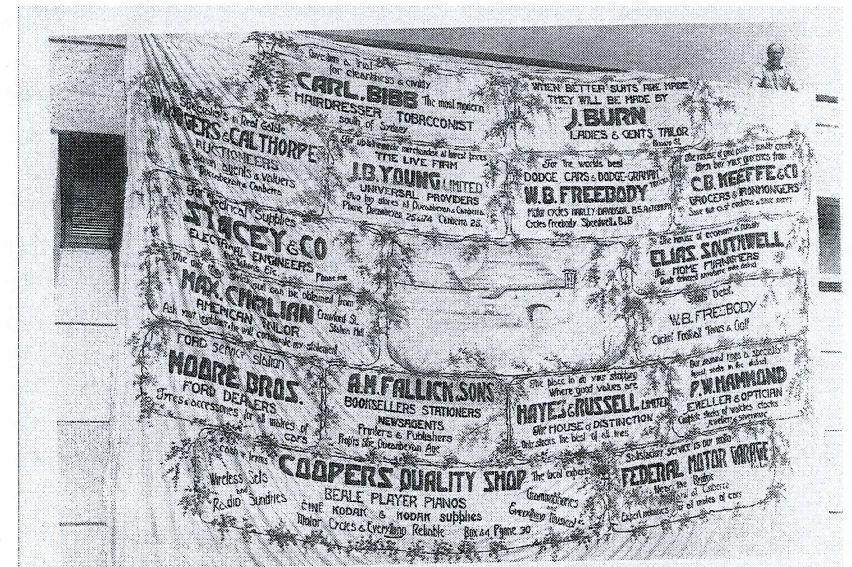
**Livery Stables and Conveyances:** O'Neil and Moran;

**Photographer**, Percival. **Motor Garage**, Moore Bros and Day.

**Two bakers**, Collett and Hudson, and a **Veterinary Surgeon**, Jas. Moran.

From Moore's Almanac, 1922

Contributed by Rosemary Curry



Theatre Curtain advertising local businesses, owned by QDHMS



## THE GOOGONGS

The area to the south of Queanbeyan known as *Googong* will soon become as recognised as the name *Jerrabomberra*. With a huge development planned for the area in the foreseeable future it is timely that we revisit a paper Errol Lea- Scarlett wrote for Mr Neville Gorman in March 1975:

The property now known as *Googong*, or *Googongs* - but in the past most popularly called *The Googongs* - is based on the River Station, an outstation of Campbell's Duntroon. This consisted of two adjoining sections, measuring 674 acres and 1209 acres, purchased by Charles Campbell on 10 August 1836 for £261.3.6 and £468.9.9 respectively<sup>1</sup>, but put up for sale by public auction at the request of William Hutchinson<sup>2</sup>.

Hutchinson, who lodged his application on 8 December 1835<sup>3</sup>, was an ex-convict who became Principal Superintendent of Convicts in 1814<sup>4</sup>. With William Bowman, an innkeeper at Bong Bong, he was successful in purchasing several sections higher up in the Queanbeyan River, in the Parish of Burra<sup>5</sup>.

Campbell engaged as superintendent of the river station Alexander McDonald, an Irish military veteran<sup>6</sup> for whom it is believed that the first part of the stone homestead was built prior to 1850. McDonald died unmarried at the River Station on 13 March 1875, aged 84. His

<sup>1</sup> NSW Government Gazette Nov 30, 1836

<sup>2</sup> Ibid July 30, 1838

<sup>3</sup> State Records Colonial Office Land Series 2/7819

<sup>4</sup> James Jerris: A History of Berrima District p 17

<sup>5</sup> State Records Colonial Office Land Series 2/7808

<sup>6</sup> Queanbeyan Age, March 17, 1875

sister, Ann, who married Thomas Collier, lived with him, while her son, William, and his family lived a little lower down at a spot still known as Collier's Hole.

Gradually the name *Googongs* settled on the river valley between Burra and Queanbeyan – the area now flooded by the dam – whilst as a local designation it was confined to the eastern side of Jerrabomberra Creek, it included in colloquial usage those parts of the Parish of Yarrow that lie to the west of the watershed.

James Brown and John Feagan, both Irish Protestants, arrived in New South Wales with their families about 1840 and lived in other spots about the Queanbeyan district before finally settling at The Googongs. There is a well supported tradition that Browns at one time occupied the homestead, possibly with McDonald, or immediately after his death, but they later settled closer to the Cooma (now Burra) Road on what is today known as Wellsvale.

While Alexander McDonald was till Superintendant of the River Station, two other families inextricably indenitified with the area settled at *The Googongs* – the Browns and the Feagans – arrived in the district.

John Feagan made his first purchases, totalling 105 acres, in the area in February 1860 and he later purchased the homestead and the 1209 acres on which it stood from George Campbell of Duntroon. It is said that he had made a fortune as a goldminer at Araluen, out of which he was able to make the purchase, much to Campbell's surprise as his shabby appearance and uncouth manner did not suggest a man of property. When Campbell scoffed at his offer for the River Station, claiming that he would never be able to pay the price, Feagan simply cut open the lining of his coat and produced



enough gold to clinch the deal there and then.

Feagan was killed at *The Googongs* on 5 October 1880, at the age of 80, when he galloped his horse wildly towards the river crossing while returning from Queanbeyan, was thrown, and suffered a fractured spine<sup>7</sup>. James Brown, by then living in Queanbeyan, died three years later, on 13 October 1883, at the age of 70.<sup>8</sup>

Another occupant of land at The Googongs from the 1840s was Thomas Beatty, who lived in a stone hut on Crown Land opposite the River Station homestead. In September 1856 this land was purchased by Thomas Rutledge of Carwoola who sold it four years later to William Alexander Beatty, a Queanbeyan butcher and son of old Thomas Beatty.

Within a little more than a year it was sold to Dr Andrew Morton who in June 1867 disposed of it to John Feagan. While the block of land was in the possession of William A. Beatty in 1861, he had a neat four-roomed stone cottage built on it by O. Montgomery, a Braidwood blacksmith who possessed considerable talent as a builder.

Although neglect and vandalism reduced the cottage to rubble within the following eighty years a neatly incised stone bearing the builder's name and the date, was removed from the ruins and cemented into the verandah of the new *Googongs* homestead. Montgomery probably made the additions to the old homestead for John Feagan - although the point is obscured by the fact that McOonald was still living there - as in November 1864 he sued him for the sum of £114.5.10 incurred in building a house.<sup>9</sup>

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<sup>7</sup> Death Certificate registrar General NSW No 9800A

<sup>8</sup> Ibid Certificate No 11367

<sup>9</sup> Queanbeyan Age Nov 10, 1864

The 34 acres on which Thomas Beatty continued to live throughout the changes of ownership figured in a legal action in 1867 when the old man forcibly prevented two of his sons, James and Archie, carrying out an instruction of Dr Morton to remove wheat from the house.<sup>10</sup>

Thomas Beatty seems to have remained on the block as Feagan's tenant until his death in 1879, but three of his sons were by then established on another property, Red Hill, a few miles above *The Googongs*. In the process of establishing themselves upstream, the brothers were responsible for more than one of the abandoned sites on the hills opposite *The Googongs* homestead.

The legislation permitting Free Selection of land before survey, which came into effect in January 1862, caused an increase in population when would-be small farmers began to take up unsold areas. Among the earliest sites thus selected were two forty-acre blocks taken by Patrick Connolly and Hugh Mugridge (son-in-law of James Brown) in March and April 1862. After Connolly's death in 1872 his widow's interest in the land was purchased by John Feagan, who had already taken over Mugridge's in 1865; Mugridge's name is still applied to the paddock which he selected and Connolly's name also is similarly recalled.

Another family associated with the district from very early times was that of Connor (Cornelius) Finneron, who lived with his sons, Patrick and Peter, at *The Googongs* for many years. Connor purchased a block of fifty acres upstream from the River Station in 1850 and gave it the name Rockfield.<sup>11</sup> Later both he and his son Peter (who is said

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<sup>10</sup> Ibid January 26, 1867

<sup>11</sup> State Records Colonial Office Land Series 2/7856; headstone Mary Feneroan (sic) Riverside Cemetery, Catholic Section, Row N Plot 22



to have disappeared totally in the dense bush between Burra and Keewong<sup>12</sup>) free-selected land in the 1860s, but it was lost and the family finally left the district.

Finneron's name was not been preserved on the land which he occupied, but the name of Joseph Hegarty, who in 1869 took over a forfeited fifty- acre selection originally made by Connor Finneron, is still given to a paddock. Hegarty was an Irish bachelor who came out to New South Wales in the early 1850s and lived a lonely existence in his hut at Googongs until he died from a lingering bout of pneumonia in 1895 at the age of sixty.

In the Parish of Yarrow, which occupies the right bank of the Queanbeyan River where it winds through the Googongs valley, there are many signs of past occupation, but no permanent homesteads apart from the house built by Montgomery in 1861. This is because those responsible for the early selections on that side of the valley preferred to live on the west bank where the slopes, although steep, are mild by comparison with those in Yarrow. Apart from those of Beatty brothers, selections on the taken up by John Feagan and Joseph Hegarty.

On the old Cooma Road, to the west of the lands composing The Googongs estate proper, there were three highly significant properties - Brown's (now Wellsvale), Copperfield, an area built by John Swan out of free selections commenced in 1876, and Sunset, the farm of John McCawley. Both Swan and McCawley married daughters (Jane and Sarah) of James Brown in 1876, and although John and Margaret Swan immediately made their home at Googongs,

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<sup>12</sup> Queanbeyan Observer, May 14, 1901

it was not until July 1879 that John McCawley selected the 640 acres which, with an extra 90 acres in 1887, formed the nucleus of Sunset. The McCawleys' first homestead was on the river- bank, amid a plantation of cherry trees, but in 1891 a larger home was built on a more elevated position nearer to the main road.



*Sunset – the McCawley's homestead*

The decision to build the new *Sunset* homestead must have been motivated by fear of floods which are particularly severe along this stretch of the Queanbeyan River. During the consecutive floods of 1870, Alexander McDonald reported that at the River Station the waters washed out a large log, so firmly embedded in the bank that it had withstood even the great flood of 1852<sup>13</sup>.

Then, in June 1891, the river again underwent a major flood which washed out William Feagan's orchard and actually snatched a three-roomed timber cottage from his land, bore it down- stream intact and

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<sup>13</sup> Goulburn Herald May 7, 1870



smashed it to pieces against the Queanbeyan Bridge. John McCawley's crops and fences were severely damaged<sup>14</sup>, so it must have been with much relief that he was able to take his wife and young family to higher ground.



The McCauley women at *Sunset*

When a Provisional School was opened at Googongs on 16 January 1883, attendances were very low for the first nine days on account of rain and flooded creeks, but normally a little under twenty children attended in those early years<sup>15</sup>. The school continued uneasily and intermittently for more than thirty years in spite of serious problems, the first of which was the withdrawal of five children by John Brown in 1887 as a protest against the discipline imposed by the teacher<sup>16</sup>.

Although the site selected for the school was recommended by the

<sup>14</sup> Goulburn Evening Post July 2, 1891

<sup>15</sup> State Records, Education Department, Schools Files, p177

<sup>16</sup> Ibid p 1817

Inspector in 1882 as "centrally situated, accessible, healthy and pleasant"<sup>17</sup>, twenty-two years later when attempts were being made to revive it after its failure, the spot was noted as "inconveniently situated".

As a result, a new school site was established about one mile to the west of the old school, and right on the eastern side of the Cooma Road, where in 1905 a Half-Time School was established.<sup>18</sup>

**Errol Lea-Scarlett, 1975**

Reprinted from QDHMS Journal, June 1993

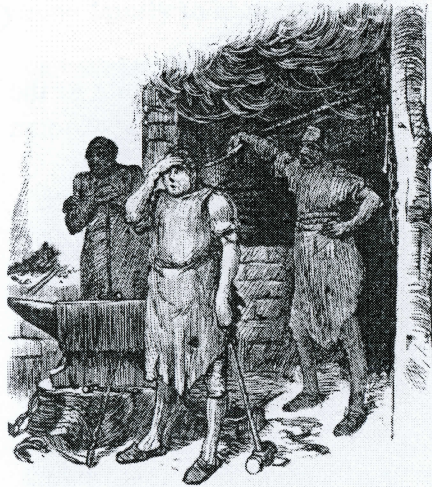


<sup>17</sup> Ibid p 1766

<sup>18</sup> Ibid p2184



## At the Museum: THE BLACKSMITH'S SHOP



The Museum's old fashioned Blacksmith's Shop was donated by well known and respected Queanbeyan identify, Keith Pollard (1924-2007) nicknamed "Butch" because he was a local Queanbeyan butcher. The Pollard family have been prominent residents of Queanbeyan and were graziers in the Michelago district for many years. The Blacksmith's shop came off their property *Tinderry Vale* where the family still lives.

We believe that the structure was on the property when purchased from the Egan family. The Egan family came by the property through selection settlement in 1863 – there were two bachelor brothers by the name of Dave and Tom who were the last of the Egans and could have possibly built the structure.

In the early days of the 1900s the blacksmith was an important part of the Queanbeyan community. The basic equipment of the Blacksmith's shop was the forge, bellows, anvil, hammer and chisel. The blacksmith created objects from iron or steel by forging the metal, which had been heated until it glowed red, then orange, yellow and finally white, but the ideal heat for forging is a bright yellow-orange colour. The blacksmith must be able to see the glowing colour of metal. Therefore they worked in dim, low-light conditions. In order to get the heat required to forge iron, a large

bellows was used to blow a stream of air over the charcoal or coke to make it burn faster. Tools were used to hammer, bend, cut and shape the object against the anvil to produce items such as horse shoes, farm tools, nails, latches, hinges, hammers, axes, chisels, fitted ties and hub rings for carts. Blacksmiths work with "black" metals, typically iron. The black colour comes from the layer of oxides that forms on the surface of the metal during heating. The term 'smith' originates from the word 'smite', which means 'to hit'. Therefore a blacksmith is a person who smites black metal.

The advent of the motor car, tractors etc spelt the end of the blacksmith shop, hence Mr Pollard's gift of this old and trusted shop. It now plays an important part in the Queanbeyan Museum, and will remind future generations of how life used to be.

## CRUELTY TO GIRLS

At the Intermediate High School speeches at Coff's Harbour last week the Principal Mr R F Hodge described the present examination system as cruel to growing girls. He said that the Leaving Certificate Examination had become a kind of Moloch on whose red altars were sacrificed the mothers of tomorrow.

He had seen girls of magnificent physical bearing and splendid at sport, and glowing with health and vigour, changed into academic wrecks tortured by unstrung nerves under the merciless examinations. It was time that the mothers cried "Enough!"

*Queanbeyan Age 18 December, 1934*  
Contributer Brendan O'Keefe



## A MOVING PICTURE STORY

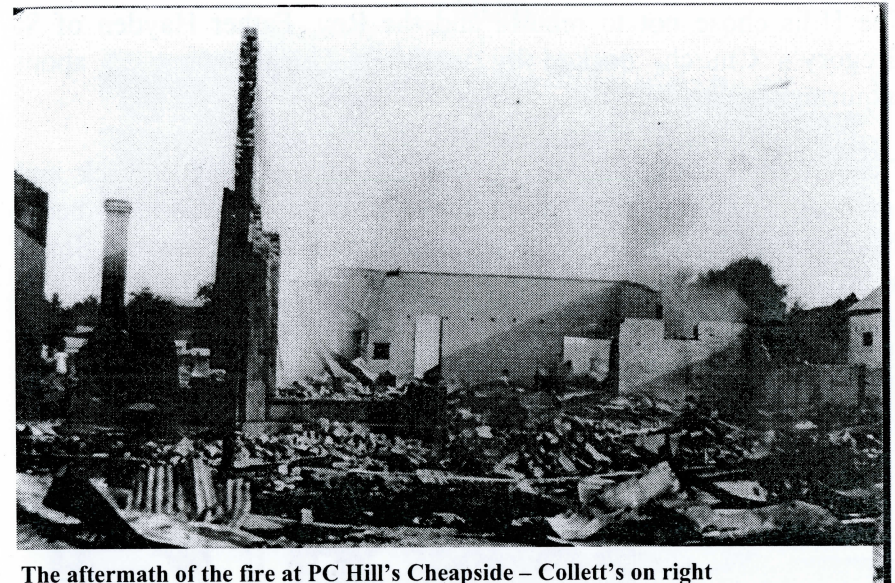
Gillian Kelly



In 1899 PC Hill bought part of Section 8, Lot 2 in Monaro Street and built his store to be known as *Cheapside* and run by his family.

Three years later it became one of the first stores to be lit by electricity but disaster befell! *The loud clanging of the fire-bell broke the Sunday morning stillness in Queanbeyan at about 3.20 a.m. on February 25, 1923 and heralded the destruction of four business places in Monaro Street. These, including Hill's big store, were completely gutted and a number of outbuildings of adjoining premises were destroyed.*<sup>19</sup>

<sup>19</sup> *The Queanbeyan Age* 29th April, 1966



The aftermath of the fire at PC Hill's Cheapside – Collett's on right

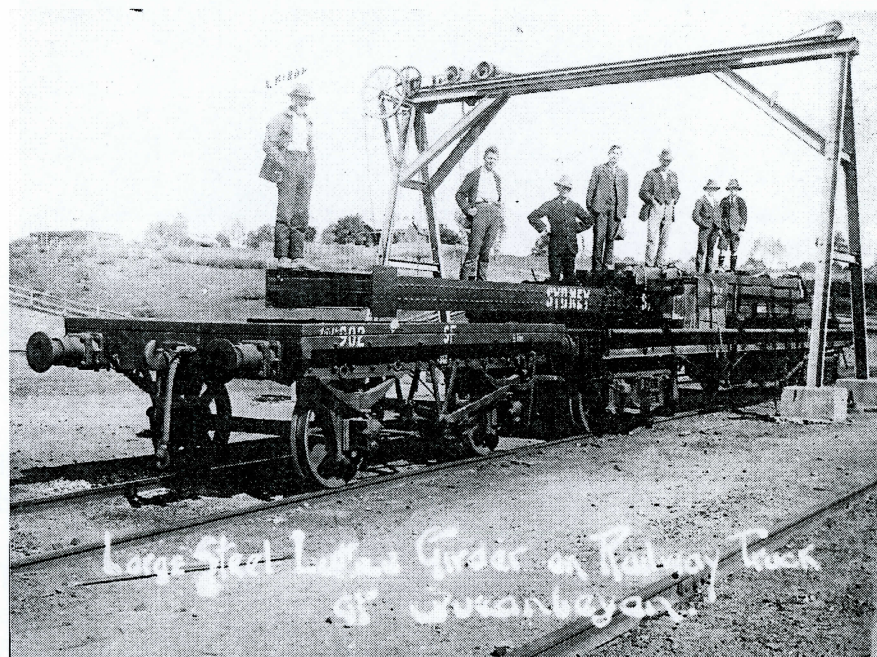


All that was saved – Monaro Street



The Hills chose not to rebuild and the Rev. Father Hayden of St Gregory's Church, backed by many in Queanbeyan, set about acquiring the site for a hall

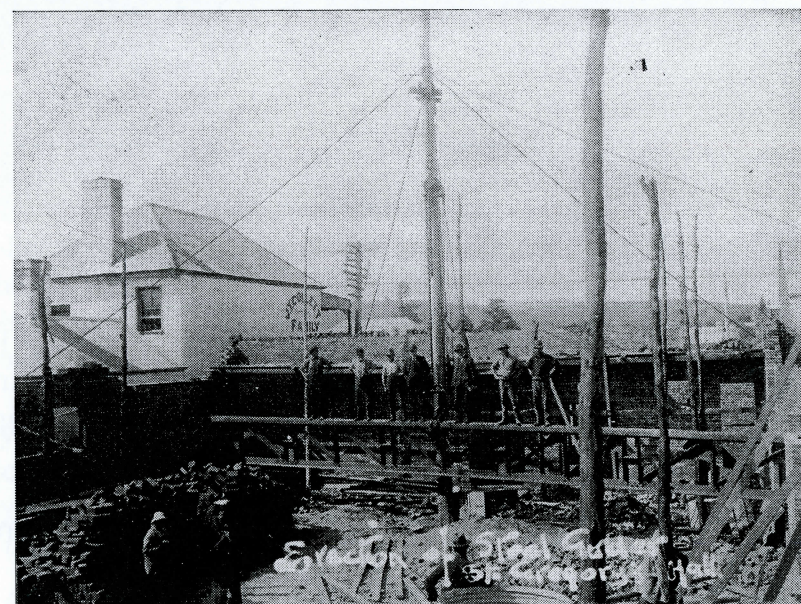
The new hall, named St Gregorys, was built of double brick and concrete. The upper story was supported by a massive steel beam that was delivered by rail and then transported down Crawford Street where it was deposited before being lifted into place in the new



The girder to hold the second story of St Gregorys Hall at Queanbeyan Railway Station. K Moran standing at left.



The girder moved to Crawford Street.



Girder in place across site in Monaro Street – Colletts on left



The hall was to hold a thousand people and was lit by electricity throughout. It was advertised as The Most Palatial and Magnificent Hall outside Sydney.



St Gregorys Hall – the most palatial and magnificent outside Sydney.  
Photograph credited to John Mason

On February 26 1925 the opening ball was held with tickets at 10/6 a double, 7/6 for gentlemen and 5/- for ladies. Special car services were available if required and the following night the youngsters were catered for with a juvenile event.

Part of the hall was leased to Frank Bolland as a picture theatre and his first showing was presented on February 28<sup>th</sup>, 1925 with *Thundering Dawn* the opening feature. William Freebody took over

the lease in 1927 naming the theatre as *The Star*. He renovated many times but the largest change came in 1953 when it re-opened with a tremendous flourish, advertising the new Cinemascope.

By 1972 it was again refurbished and renamed *Nova* as a small intimate theatre on the mezzanine floor but by 1977 the audiences had dwindled to an unviable level and the theatre closed to be absorbed into the Riverside Plaza complex but beneath all that modern façade there still lurks the massive steel beam that heralded *The Most Palatial and Magnificent Hall outside Sydney*.

## JACKEY JACKEY

David Meyers

From a small and lonely Kentish town, as a convict lad he came,  
To serve his time at Bungendore, along the Goulburn plain.  
He slaved on Gidleigh station, for a hard and brutal man,  
And swore that he would steal away, to range that hostile land.

He bolted for the bush one day, and left behind his chains  
Led the law a merry chase, through mountains and through plains.  
He robbed the store at Boro Creek, as he roamed the countryside;  
He plundered all the county roads, and stations far and wide.

Jackey Jackey ride away fro you'll die in iron chains,  
Freedom lay across the dusty plains.  
Jackey Jackey hide away on old Gibraltar Hill  
It'd's there they say your spirit's living still.



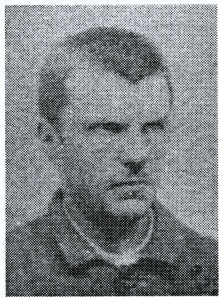
They captured him one fateful day when his daring reached its height;  
They held him at the old Harp Inn, but he slipped away by night.  
Time and again he got away, until in the court he came to stand.  
The magistrate he gave him life down in Van Diemens Land.

Jackey Jackey ride away fro you'll die in iron chains,  
Freedom lay across the dusty plains.  
Jackey Jackey hide away on old Gibraltar Hill  
It'd's there they say your spirit's living still.

But bars could never hold him, he yearned for open ground;  
And when he faced that judge again, he was Norfolk Island bound.  
But Norfolk never tamed the man; he led a murderous gang;  
Who killed three warders in one day and for that he was to hang

Jackey Jackey ride away fro you'll die in iron chains,  
Freedom lay across the dusty plains.  
Jackey Jackey hide away on old Gibraltar Hill  
It's there they say your spirit's living still.

(Copyright David Meyers 1998)



**Jackey Jackey was born William Westwood to James and Ann Westwood on 7 August 1820, in Manuden, Essex, England.**

**He was finally tried and sentenced to be hanged on 13 October 1846 on Norfolk Island. David Meyer's song tells of the intervening years.**