

NINETEENTH CENTURY TOMBSTONES.

Judy Birmingham.

The original references were left off this item, but included Deetz J, and Dethlefsen E.F.1967, 'Death's Head, Cherub, Urn and Willow', most readily accessible in Schuyler R (ed.) 1979, Historical Archaeology: A Guide to Substantive and Theoretical Contributions. In the same volume is Deetz' interesting paper 'A Cognitive Model for American Culture, 1620 - 1835' (1974).

A later paper in this same area is Dethlefsen's 'The Cemetery and Culture Change: Archaeological Focus and Ethnographic Perspective', in Gould R.A. and Schiffer M.B., (eds.) 1980, Modern Material Culture: The Archaeology Of Us, Academic Press, New York.

In New South Wales interest in Victorian and later headstones has continued, although not necessarily in the same direction as my original article. Lionel Gilbert, continuing his early interest (History Around Us, 1974, Hicks Smith and Sons, Sydney) has produced the excellent glossy A Grave Look At History, 1980, John Ferguson, Sydney.

The Historic Houses Trust of N.S.W. produced an excellent and informative catalogue (with bibliography) to their In Memoriam Exhibition in 1981 (J. and J.S.Kerr, Mary Mackay and Maisie Stapleton), and the National Trust of Australia (N.S.W.) Cemeteries Committee in their Cemeteries Policy Paper (1985) propose standardised nomenclature for local headstones (also with bibliography).

Jim Kerr also wrote 'Cemeteries: Their Value, Abuse and Conservation', in Heritage Australia, 2,1,1983:50-57 (reprinted in The Best Of Heritage Australia), and will publish a book on Australian headstones in 1988 from an iconographic and stylistic view point with particular emphasis on the monumental masons. Finally, of course, the Australian Society of Genealogists (Richmond Villa, Kent St., Sydney 2000) continue their excellent work in systematically recording, indexing and publishing inscriptions.

J.M.B. March, 1987.

The study of headstones is both interesting and important from a local historical point of view. Each stone is a piece of dated folk craft, bearing unique historical information about changing family life, occupations, religious beliefs, hopes and fears, and decorated with various ornamental devices which all also change with the passing years.

Moreover, often the stones are not of anonymous manufacture; they are easily traceable to a family of local stone masons, sometimes still working in Australian country towns, about whom they also yield information.

Unfortunately the study of this class of evidence has not anywhere received the attention it deserves until almost too late. In most countries now graveyards are fast disappearing as land values rise. The usual practice is to remove the headstones and level the land. Under a good local authority the area may be grassed over, to become featureless 'open space', with some at least of the stones placed around the perimeter. More often the stones are destroyed and the cemetery disappears without trace.

Britain has a particularly rich series of simple tombstones, mostly from the early 17th century onwards when the practice of erecting monuments spread to farmers, squires, merchants and landowners. Previously only the very wealthy had monuments, and these were inside the church. Those who could afford it copied these 'ledger slabs' - flat slabs on low stone legs - outside, and this was especially common in the days of bodysnatching for medical research since the slabs were too heavy to lift easily. Others had a simple head and foot stone, at first 2-3 feet high, and gradually becoming bigger and more ornate.

In the 17th century, skulls, and epitaphs warning onlookers of their common fate, reflected a forthright, if grim, attitude to death. In the 18th century, at the peak of the fashion for classical Greek and Roman culture, tombs often imitated classical themes - chubby winged cherubs, or stone urns draped as a sign of mourning with a carefully carved stone cloth. Sometimes the eye of God is shown with rays descending, or simple designs like shells reflect work on contemporary furniture. Tools of trade can be shown - shepherd's crook or barber's shears, and, in Victorian times, industrial symbols like a woollen mill or steam engine. More often Victorian symbols are expressions of hope, piety or affection - an open book (the Bible), a wreath of ever-green leaves (always associated with churchyards), a dove, or an anchor (a general expression of security rather than specifically a mariner's grave).

On British headstones also, changes can be traced in both styles of lettering and the nature of the epitaph as time passes. The earliest stones were cut by simple country folk who often made spelling mistakes or used their own variants of letter forms - either in Gothic or Roman script. By the 18th century once again neo-classical influence can be seen in the popularity of good Roman script, while by the middle of the 19th century many headstones show that professional stone engravers were anxious to include as many types of alphabet as possible. 'Sacred' is often written in Gothic (or blackletter), the remaining memorial inscription in Roman variants (Tuscan, with curly ends, sans serif etc.) and the epitaph in cursive copperplate.

Epitaphs - verses written for use on monuments - are very old and very varied. Fashions in them change markedly, from the 'onlooker, beware' approach to the sentimental, funny or sad. By the end of the 18th century death is less often mentioned, and as in headstone decoration, symbols are more common - flowers and buds to denote children, hourglasses,

trumpets, ashes and dust. In the 19th century too there is much mention of suffering, and the need to endure it, with death as a welcome end. Some epitaphs are particularly common by this time, obviously chosen from books of epitaphs which were widespread.

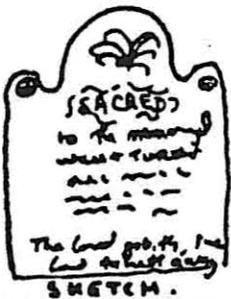
In Britain there are various local styles as well as a general developmental trend throughout the country. One particularly striking group of headstones is that made in slate, partly because of the beauty of the stone and the clarity of its carving, partly because of its resistance to erosion. Workers in this material are in fact known as engravers. The slate comes from the quarries of Leicestershire, and the slate headstones have their distribution throughout the surrounding counties (cf. references at end).

In America there has been more intensive work on headstones in recent years, notably those in New England, so far with a more statistical bias. The New England study by James Deetz involved some 400,000 colonial headstones in a large number of graveyards, and was mainly concerned to document the precise way in which changes in fashion in headstone shapes, decoration, lettering, epitaph form etc. took place in the last two and a half centuries. (cf. references).

Australia has one major disadvantage for this study, in that the heyday of the most attractive early headstone forms was over by about 1800 and the bulk of the available material comprises the more stereotyped late Georgian-Victorian varieties. However, there are early ones to be found, and moreover the 19th century examples are still in reasonable condition and legible (where they have not yet been removed) since Australia did not suffer the intensive air pollution of England before 1955. Equally one of the most interesting aspects of the colonial study is to relate the results back to comparable fashions in England

Local historical or archaeological groups here in Australia could well consider a project on their local older cemeteries for a year's programme, before these finally disappear. Such a project can be an interesting combination of straight-forward historical and more archaeological techniques.

Much of the research is concerned with documentary material related to local families, church and cemetery regulations, and the stone masons involved, and can be found in the usual sources for local history - church records, local government regulations, trade directories and newspaper advertisements. Equally important however is the study of the tombstones themselves, for which the first essential is a careful and accurate copy not only of the inscription on the stone but also its shape, motifs, lettering etc. A small photograph is an excellent addition to this copy, but cannot be substituted for it. Ideally, each tombstone should go on a separate card or page, with drawing, inscription and comments, name of cemetery or churchyard, and contact print attached. Some simple format (cf. overleaf) can be set out for this record.

SITE & LOCATION	DENOMINATION	Recorder's Name and Address
St Marks (Blanktown) 1 SACRED 2 TO THE MEMORY OF 3 WILLIAM TURNER 4 WHO DEPARTED THIS LIFE 5 10 th JANUARY 1832 6 AGED 2 YEARS 7 THE LORD GIVETH, THE 8 LORD TAKETH AWAY. INSCRIPTION	Anglican 1 GOTHIC 2 SANS SERIF 3 TUSCAN 4 COPPERPLATE 5 " 6 SANS SERIF 7 COPPERPLATE 8 COPPERPLATE SCRIPT.	
COMMENTS : Legibility excellent	No. of stones in the cemetery:	CONTACT PRINT (35 mm or 2 1/4")
SIZE height 1.15 m. other dimensions. width 0.55 m. thickness 0.15 m.	No. of stones recorded:	

SUGGESTED FORMAT FOR TOMBSTONE RECORD CARD (size $\frac{1}{2}$ foolscap 5 x 8 inch)

First results will be concerned with the history of specific families, development of church or cemetery regulations, periods of use of different cemeteries, developments among specific religious groups, and location of stone mason families. As more and more cemeteries in the area are recorded, however, and the total number of tombstones reaches 1-200 or more, further points can be demonstrated from the headstone cards themselves - that in one area certain types of shape and/or decoration, or certain forms of epitaph, have specific and limited periods when they were in fashion sometimes noticeably lingering on in more remote country churchyards when newer forms have displaced them in the big urban centres. Some motifs and inscriptions can be shown to be specifically related to certain denominations regardless of date, while some notable families, and occasionally a particular family of stone masons, can be shown to have a preference for a special design, or ornament, or type of lettering.

Provided that the original cards have a full record of the tombstone including shape, decoration, names, motifs, denomination and date or dates, the information can be sorted to demonstrate a variety of different theories - from fashions in Christian names among different denominations or in different periods to the popularity or otherwise of Gothic script. Because the tombstone record may be incomplete, it should always be supplemented where possible by church or cemetery records. These of course do not include details of headstone style, and hence the need for a complementary field study.

Such results depend for their validity on the accuracy of the original copy, and where surfaces are worn this can present some problems. As in recording rock engravings, side-lighting is useful. The afternoon or evening sun may be sufficient. Several visits back to the stone in different lights are helpful. The date is particularly important, and minute attention must be paid to the forms of numbers used by the engravers, especially 3s and 5s which are easily mistaken. Where the date is dubious even after careful study, it must be recorded as such (whichever figure) and considered as partially or totally unknown in subsequent results.

Presentation of the latter class of results is often most clearly done in tabular form. Tables can be set out either to show different arrangements of results from an individual cemetery, or to show the collation of results over a total area. Changes in shape of headstone, motifs, or classes of epitaph can most readily be plotted against changes in dates, or different religious denominations. Other possibilities will suggest themselves as the study proceeds. Such simple tables, either for area results or individual cemeteries are sketched overleaf.

Some interesting results have already emerged from the Sydney area. In general, the simpler older forms disappear between 1830 and 1840, and new styles in lettering, epigraph and headstone shape are introduced especially between 1835 and 1845. Rural churchyards outside the city are marked by persistent survivals of one form with its own individual stylistic development, while throughout the 19th century there are very marked differences between headstones of different denominations. Some particularly interesting designs and motifs can be found in country areas. The new forms and motifs appearing in the 1840s can incidentally be found also on contemporary buildings - urns, finials, shells, rosettes, wreaths.

The aim of this type of historical study is essentially that of demonstration - the re-presentation of data from individual headstones to demonstrate particular trends or hypotheses. It does incidentally ensure that a full and accurate record is made of a set of fast-disappearing evidence, and any responsible historically-minded group setting about such a programme should also see that this set of records, when completed, is lodged permanently in the local museum or library.

References:

- Graves and Graveyards, Kenneth Lindley, (Routledge and Kegan Paul) (Local Search Series) 1972.
- English Churchyard Memorials, Frederick Burgess, (Lutterworth) 1963.
- 'Slate Headstones and their Engravers', (The Local Historian, Vol. 8, No. 6, 1969) David Neave and Vanessa Heron (pp.213-217)
- 'Death's Heads, Cherubs and Willow Trees; experimental

ST MATTHEW ANGLICAN							TOTAL
1790-1809	4	2					6
1810-1819	5	1	1				7
1820-1829	3	4	3	3			13
1830-1839	1	2	1	2	1	1	8
1840-1849					2	2	4
1850-1859					3	4	7

HYPOTHETICAL TABLE OF STYLE CHANGE IN ONE CEMETERY

Blanktown Area 1800 - 1880	URN 	WILLOW 	CROSS 	ANGEL 	SKULL 	TOTAL
PRESBYTERIAN	250	1			1	252
R.C.			57	18		75
ANGLICAN	27	73	9	9	9	127
UNKNOWN	14	8	7	3	2	34
TOTAL.	291	82	73	30	12	488

AREA TABLE - HYPOTHETICAL DISTRIBUTION OF STYLES
AMONG DENOMINATIONS.

archaeology in colonial cemeteries', E.Dethlefsen and J.Deetz, (American Antiquity, 1966, 31, 4, 502-10)

K. Lindley's book is a handy little beginning to a study of headstones; intended for senior school children and useful for all who plan a project of this kind. Burgess' English Churchyard Memorials is the standard work, with lists of stone masons (in England). The article on slate headstones is a good example of a detailed study of one particular school of craftsmen, while Dethlefsen and Deetz' work is a broader study of many hundreds of headstones in New England which they have treated quantitatively to demonstrate trends in style change.

It is heartening to report that negotiations for the purchase of Wybalenna on Flinders Island as a site of national and historic importance have been re-opened following the change of government. Discussion continues at the time of going to press, and we hope for a speedy and successful conclusion. Meanwhile the study of excavated material from the 1970-1971 excavations is nearing completion in different parts of Australia, and the report should be out later this year - we hope as an A.S.H.A. Monograph.

It looks as if the first gathering of historical archaeologists from all over Australia may well be about to happen. The Western Australian Museum, and Sections 25 (Anthropology) and 26 (History) of the forthcoming A.N.Z.A.A.S. conference in Perth (August 13th-17th, 1973) are going to offer a segment called Archaeology of the Navigation and Settlement of Western Australia. More details in the next Newsletter.

For members in or around Sydney two A.S.H.A. outings have been arranged. On April 7th members and their families have the opportunity to look over Cadman's Cottage in the Rocks under expert guidance. It is not yet open to the public, and is in fact in an interesting state of semi-restoration.

Meeting place 1.45 p.m. outside the Missions to Seamen, 100 George Street. Cost \$1.00 per head, preferably obtained in advance.

On the weekend of May 5th-6th there will be a coach tour to the historic site of Hill End. This fascinating old gold town has been superbly restored by the National Parks and Wildlife Service. Many of our members perhaps have been deterred from a visit so far for reasons of distance and road conditions. We therefore decided to offer this opportunity to travel by luxury coach staying overnight at the Royal Hotel, Hill End. The cost exclusive of both lunches will be about \$20.00, while those who prefer camping can be accommodated more economically. N.B. Only 24 can actually stay at the Royal, so we suggest you return enclosed slips promptly with your reservation fee of \$5.00 per head. Please return enclosed slip for further details.

Finally subscriptions are now due! Please check whether you are financial or not. Subscriptions run from January 1st to December 31st, and are \$2.50 for an ordinary member. Group membership subscriptions are available at \$4.00 and Life Members are welcomed at \$50.00. Our first monograph is about to go to press, and funds are in demand.

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Sydney, N.S.W. 2006

I. Editorial

Newly arrived in Sydney is Dr. Alan Rogers, Senior Lecturer in Adult Education from Nottingham University, who has wide experience in the UK of channelling the skills of enthusiastic amateurs towards the measuring, recording and documenting of historical sites and buildings one step ahead of the contractors as part of the UK's vigorous and well-financed programme of adult education. He is here on a short visit to examine Australia's attitudes and achievements in the same field- an appallingly depressing comparison, we would suggest.

In NSW at least, apart from the newly-established adult education courses in local history/archaeology, which now include practical participation in both excavation and historical research, there is no practical guidance at all for the frustrated historically-minded enthusiasts who lack the basic skill even to record buildings and sites systematically in the face of the inexorable contractor, let alone carry out excavation.

One of ASHA's current urgent projects is the production of a standardised recording 'kit' for 19th century buildings which could be sent out to local groups - together with a weekend course in practical measuring for at least some of those involved. There are several such systems in operation in the UK, in Canada (cf. NL 2,1,1972), and in the USA. One of the most useful appears to be the Cordingley system of Manchester University, (cf. R.W. Brunskill, English Vernacular Architecture). More news of this in our next issue.

The fact remains that without personal guidance from permanent trained personnel - staff tutors, academics - whose job is to visit and guide both city and country groups constantly, results must be negligible. At least the UK has realised money must be spent on adult education - a lot of it. It is time for us to follow suit.

In Britain the encouragement of interest in these studies has now spread into primary schools. An interesting article by Donald Mack in the Historical Association's bulletin Teaching History (May 1973, III no.9) outlines an investigation of an abandoned ironworks and associated village at Wilsontown in Lanarkshire carried out by primary school children, using maps, aerial photographs, local records and oral tradition, ground survey techniques - its major aim perhaps to get the children to relate more closely to their own past. In NSW something similar is beginning to happen. A committee for promoting local history/archaeology in schools has now been active in districts around Parramatta for two years in the Metropolitan West Directorate, aiming to produce bibliographies, excursion plans and displays to encourage further study; plans for 1973 include research into western place names, a survey of historic bridges, and a major project on cemeteries in the area to trace early settlers (from the History Teachers Association of NSW Newsletter May 1973).

To complete our coverage in terms of age groups, we might add a note from a recent article in The Local Historian (1972, 10 no. 4). V.J.M. Bryant, discussing the urgent need to write down the reminiscences of today's octogenarians before time takes its inevitable toll, suggests the value of showing them old lists of names (parish names, census returns, village

school registers) as a stimulus and guideline for an ageing memory. Similarly we have found that an actual visit to a site, area by area, as well as old lists of former employees often triggers vital information about uses of old structures, and methods of working.

Society members recently visited Cadman's Cottage, by permission of the Sydney Cove Redevelopment Committee, and on April 27-8th a more ambitious weekend excursion to Hill End took place. In spite of almost non-stop rain which prevented our visiting the roasting pits, and led to the abandonment of our camping plans, our visit was both enjoyable and informative. We tramped through rain and mud to view mines of every variety, old stamper batteries, the fascinating Cornish rocker used to pump out one of the mines, and the sadly-vandalised Flying Fox on the steep side of Nuggety Gully. In the cemeteries tombstones carted up from Sydney proclaimed wetly the high proportion of deaths by mis-adventure in days when lives were cheaper than rope ... while out on the slopes vast boilers loomed in the mist, lying where they were abandoned 100 years ago when the outrageous struggle to get them to this outlandish place finally proved too much even for the gold-thirsty developers ... Moreover, financially both outings were rewarding also, and our first monograph is now safe.

This should indeed be available in August 1973, the price, due to rising costs, \$3.00, \$2.50 for members. Members are advised to order copies in good time as we have printed only 500 to begin with. An order form is enclosed.

An interesting recent publication of considerable interest is the Royal Ontario Museum's Occasional Paper 25, The William Eby Pottery, Conestogo, Ontario 1855-1907 by D.B. Webster on the excavation of a 19th century domestic pottery. This family pottery comprised brick and wood-burning kiln, the main brick pottery building (22' x 30'), a pug mill used to clean and refine raw clay (a huge upright barrel powered by a horse pulling a horizontal overhead beam around a toothed central vertical shaft) and two wooden storage sheds, one for greenware and cordwood, one for the finished pottery. The circular domed kiln had two fireholes, and was of a very primitive plan with apparently no separation of firing from pottery chambers (leading to considerable smoking). It is a very competent report, brief but meaty, with documented introduction on the Eby family, and a good set of drawings of typical products.

Finally a comment on Sydney University Arch. Society's recent excavation at Irrawang colonial pottery (1832-1855), where in a week of, for once, perfect weather, the enigmatic structure H produced a line of posts with palings and a clay packing behind them to form the first identifiable wall of this building. With its large floor area strewn with shattered lids, coolers, moulded flower urns, pitcher fragments etc., and the flues that run N-S at three-foot intervals under the floor, it seems at present most likely to be a large drying area also used for storage of completed wares - but the west wall remains elusive. A feature of this season's excavation was the careful plotting of nail positions and wood fragments, allowing the reconstruction of floorboard arrangement.

II. Recent Events

On June 22nd in the Philosophy Room at Sydney University Dr Alan Rogers of Nottingham University gave an illustrated

talk to a combined meeting of ASHA and the Sydney University Arts Association. His subject was 'The English background to Banks, Bass, Flinders and Franklin', and we hope to include an account of it in our next Newsletter. This address was arranged at very short notice to take advantage of Dr Rogers' visit - our apologies for any inconvenience caused.

III. News Items

Tombstones N.S.W.

A major tombstone project has been underway for some time in the Hunter Valley, where some 500 stones have now been recorded in three completed and several non-completed cemeteries. A further 50 cemeteries have been located there, and work continues as part of an Adult Educational project under the direction of Frances Bentley (12 Turrug Street, Whitebridge) to whom comments and information can be sent. Information and contributions concerning work in the Sydney district on tombstones have been received from Mr Charles Sweeney, and on headstones in the Macdonald Valley and in the old Castlereagh cemetery from Mrs M. Hutton Neve.

For those interested in this work, we would stress that 1) ideally each cemetery should be totally recorded; and that 2) each inscription should be copied if the inscription is not clear enough to show in a photograph; 3) preferably a photograph and if not a good drawing, should show the full outline of the headstone together with decoration and styles of lettering, and 4) masons' names should be carefully looked for and copied. The use of the record card as given in the last Newsletter is recommended.

Balmain N.S.W.

The excavation of the former Presbyterian Church at the corner of Darling and Colgate Streets, as announced earlier (NL 3, 1 p. 3) is now continuing in conjunction with the Sydney University Archaeological Society. Enquiries from would-be diggers 31 8851 or on-site Saturday mornings.

Esbank House Lithgow

(Hours 10-12,
2-4, closed
only Thursdays)
Lithgow 3557

This beautiful old house, built in 1842 by Thomas Brown, who first established the coal industry in Lithgow, is now a restored colonial home and museum administered by the Lithgow District Historical Society. Persistent industry by the members of this group have produced a model of what a country town museum can be. Apart from the excellent collection of Lithgow pottery there is a good collection of mining lamps and artefacts, blacksmiths tools and patterns for the blast furnace, advertisements and a first-class display of contemporary photographs of the pottery.

Macleay Museum University of Sydney

(Hours 8.30-
4.30 - week-
days only)

The recent exhibition 'Victorian Delights' (March 26-May 4, 1973) was an attractive sequel to last year's exhibition of Interesting and Historical Scientific Instruments, itself a natural growth from the Museum's excellent permanent collection of rare microscopes. The earliest of these is a Culpeper-Pratt (1790),

another early piece being a Drum microscope with an unusually complete set of accessories (1815). There is a Thompson (1830) with the then new innovation of folding feet, and a very attractive early Georgian pocket microscope with ivory slides. The bulk of the remaining collections are in the field of Natural History, but the Museum remains interested in all aspects of the past, and is anxious to acquire any material which might otherwise be lost.

IV. Book Reviews

J.S. Provis and K.A. Johnson, Cadman's Cottage: the Life and Times of John Cadman in Colonial Sydney, 1788-1848, privately published, Sydney 1972, \$6.80

As reported earlier in this Newsletter, Cadman's Cottage is in process of restoration and was visited by a group of ASHA members recently. The two-storied stone building, now hideously concealed from the water by the Overseas Terminal, has survived decades of neglect and, re-shingled, re-floored and re-windowed, under Philip Cox's well-informed supervision, will form a valuable, though sad, relic of Lachlan Macquarie's building projects. Mr Provis and Mr Johnson have used sketches of Sydney Cove very skilfully to demonstrate that the cottage was built between late 1815 and April 1816, but do not pursue the history of the house and its later, impressive, spar-store annexe. Instead they present a richly documented description of life in Sydney as it affected Cadman, successively transported horse-stealer, superintendent of government boats, and licensee of the Steam Packet Inn at Parramatta. Of the man Cadman there is relatively little to say, but his times are well presented and the thirty-six illustrations are outstandingly interesting.

Our Origins - From Penal Camp to Parliament. An Exhibition bearing witness to the Australian past 1788-1856. Mitchell and Dixson Galleries, Library of New South Wales - Open Daily

Of major significance this splendid exhibition will appeal to everyone interested in Australia's early history.

Paintings, books, documents, artifacts, etc. relating to Australia's formative years are displayed in a vivid visual record of our past.

A large and well illustrated guide and catalogue of the exhibition is available.

Leichhardt Historical Journal, No. 2

The battle of Lyndhurst is still being fought. This journal contains three authoritative articles about different aspects of Lyndhurst - its history, architecture and furniture - which confirm the importance of the building. Copies may be obtained for 65 cents, including postage, from Alan Roberts, Box 17 The Union, University of Sydney 2006. Annual subscription \$1.30.

(Review as appeared in National Trust, February Bulletin).

V. Research

Historical Archaeology and the Railway Age
J.O. Ward - University of Sydney

Abbreviations:

- B = Australian Railway Historical Society Bulletin.
- NGR = Narrow Gauge Review, the publication of the Light Railway Research Club of Queensland, founded 1969. Typed and xeroxed. I have seen nos. 1, 2, 5.
- LR = Light Railways, published by the Victorian Light Railway Research Society (later the Light Railway Research Society of Australia).
Contains full articles, correspondence, reports, corrections, notes, etc 'for the serious railway archaeologist'.
Typed and duplicated, later offset printed. I have seen 13 (1963) to the latest issue.

The 'Railway and Tramway Age' in Australian transport history has left physical traces in our environment second only in extent and impact to those of the automobile age. Some, perhaps the majority, have become grist for the historical archaeologist's mill: ancient single-track road-beds can still be glimpsed from today's roads and mainlines; rusting locomotive machinery of the steam era still dots the countryside; an old tram depot, complete with track fan or water tower, survives as a modern trucking depot; miles and miles of tram track lurk beneath our city streets; tramcars themselves moulder away as sheds or sleepouts. Most ephemeral, and possibly most fascinating, are the remains of the 'empire' of narrow-gauge light railways that carried out in an earlier era the job of the modern motor-truck, lugging timber, sugar, shale, sand, firewood, construction materials, military supplies, sewage, the products of numerous mines and quarries, and even passengers, working for concerns as various as the Powelltown Timber industry (which operated 250 miles of tramway in the Upper Yarra area, Victoria), the Port Melbourne Gasworks, or the Heatherton Benevolent Asylum (Victoria). Horses, winches, steam engines, diesel motors, petrol motors, and, if we include what must be Australia's oldest railway, the Port Arthur (Tasmania) human tramway, human beings, provided the motive power on these lines. A tiny fragment of this 'Empire' is still in use (for instance, the Queensland Sugar tramways, the underground electric 'trams' of the Mt. Lyell Co., Queenstown, or the 2 foot gauge, 7 mile long 'Lune River Railway' 65 miles south of Hobart, carrying high-grade limestone for the Australian Commonwealth Carbide Co.), but the greater part of it can only be sampled in the pages of enthusiast magazines, newspapers and archives, or on foot, where careful field-work can still locate traces of road-bed, trestle bridges, rusted rolling stock and locomotive equipment, outbuildings, and the like.

The feel and look of the rolling stock and locomotives of the railway - tramway era have luckily been preserved in some degree by the devoted efforts of groups and institutions like the Van Diemen Light Railway Society, the Ballarat Tramway Preservation Society, the Tramway Museum Society of Victoria, the Geelong Steam Preservation Society, the Railway Transport Museum of N.S.W., the South Pacific Electric Railway Cooperative Society, the N.S.W. (Parramatta Park) Steam Tram Preservation Society, the Marsden Museum of Historic Engines (Goulburn), the Puffing Billy Preservation Society, the Australian Railway Historical Society Museum and others. Too often, however, the modern automobile-oriented citizen sees the equipment carefully restored by the above groups as a 'quaint gimmick of olden times', scarcely appreciating the

scope of the job the railway and tramway, and especially the light railway, performed, in its proper industrial and social context. It is important that this impression be dispelled: the technology of the pre-clover-leaf and V8 era is no less blameworthy, from an environmental point of view, than that of the automobile age, but it can offer our own generation ecological lessons of significance: at Hill End, we see in perspective how destructive man really is, without being blinded by the sign 'profits are now being made here'; any country railway line or light railway route shows how simply large volumes of traffic can move through the countryside without destroying its character; an effective tramway system still saves a city thousands of cubic tons of atmospheric gases annually. The labour-intensive nature of earlier technology, whether a Victorian building facade, a Hill End timbered mine-shaft, or a light railway network, suggests some insight into the nature of economic change, whilst the design of an old railway sleeping carriage, or an early tramcar, sheds a tiny beam of light, like the interior of a Victorian house, into the physical world of our ancestors, and the way they liked it.

The historical or industrial archaeology of the railway age in Australia has hitherto been the province of the enthusiast, whose job has offered little in the way of either incentive or reward for his work. The following brief account of the progress made in this field relies entirely upon the work of the enthusiast and is intended simply to give an idea of the kind of use made of what might be termed 'the archaeological approach' in the recording and reconstructing of Australian railway and tramway history.

By 'the archaeological approach' I mean the inspection of the material remains (usually in situ) of the defunct railway or tramway operation under investigation: I am (largely for reasons of space) excluding the reconstruction and restoration of tramway/railway equipment in museum conditions, and my examples will be drawn, in the main, from the field of light railway operations: heavy railways are in many places still with us, their past is better documented in the archives (light railways, being ephemeral in nature and usually privately owned did not require authorising acts of Parliament and did not attract the attention of newspapers, diarists and travellers in the way that heavy railways did), and the functions they performed in society were less varied in nature, both geographically and economically than the light railway. To my knowledge, 'archaeological' investigations have played only a marginal role in the recording of heavy railway and urban tramway history (though the work of the railway and tramway museum has, of course, been made possible by the adequate survival of material remains). With the light railway, the story is somewhat more interesting. Here 'on-site' inspections have on occasions revealed aspects of operations unsuspected in the literary and personal record, and of value for the overall significance of the operation rather than simply for the design details of the rolling stock and locomotive equipment.

This said, however, it must still be admitted that there has not been, to my knowledge, any systematic 'excavation' of a light railway operation to date, and the bulk of 'on site' inspection that has taken place has necessarily been confined to the confirmation and illustration of evidence known to exist, or suspected, from the literary sources or from the personal memories and records of people associated with the operation in some way, or who visited it when still working. In this category are the on-site investigations that have been undertaken into such operations as the Elphinstone Timber Tramway (Victoria, 1924-8), the Lal Lal Iron Tramway (The Lal Lal Blast Furnace is classified 'A' by the National Trust; situated above the Moorabool River, Victoria, it represents the state's only pig-iron industry, and was serviced

by a network of tramways linking the operation with the V.R. mainline $3\frac{1}{2}$ miles away), the Thomson Valley tramway (near Walhalla, Victoria), the North Mt. Lyell Railway (Tasmania), the Tarrawingee tramway (north from Broken Hill), the Powelltown tramways (Upper Yarra area, Victoria), the Stannary Hills and Irvinebank tramway (a N. Queensland tin-mining two-foot gauge operation), and a host of other lines and systems that could be cited, from the 'sons of Gwalia' firewood tramway in W.A., to tramway operations in the Zeehan area of Tasmania.¹ The secondary importance of 'on-site' material evidence inspections in the vast area of Australian coal-field railways and tramways, is clear from the voluminous publications of Gifford Eardley, both in B and in individual books.

In some cases, on-site inspections of long defunct operations have resulted in the extension and correction of information concerning track lay-out at pits or in yards, tramway route location, design and nature of rolling stock, locomotive equipment and other machinery, derived from survey plans, newspapers, archival material, personal memories and other sources.² In other cases, on-site inspections have revealed operations or aspects of operations that had not been suspected from the literary material.³ Amongst the more intriguing examples of this are some aspects of the Port Arthur human tramway system. The following is a report on the incomplete and hence as yet unpublished on-site investigations of Mr. J.W. Wainwright, a Canberra parliamentary draftsman and leading figure in the railway/tramway enthusiast world.

The human tramway, from Taranna, on the W. side of Eaglehawk neck (between the Forestier and Tasman peninsulas, Tasmania) to an inlet within a short boat trip of Port Arthur, is well known, from both literature and legend. The purpose of the tramway was, it seems, to avoid the hazardous ship passage to Port Arthur around the Tasman Peninsula. (see G. Eardley 'The Convict Tramway of Port Arthur, Tasmania', B 5 (1954) 37-40). Less well known, however, are the coal mines at the NW tip of the Tasman peninsula, a little W. of Salt Water River. The mines were worked by convict labour, boasted a shaft, incline railway from hilltop to jetty, jetty and the ruins of a settlement, with underground convict cells. The coal was apparently shipped out from the jetty. In the course of investigating the region, however, Mr. Wainwright discovered near the old Salt Water River P.O. and a 2 cell sandstone block, a lumpy rise in the ground, which turned out to be the top of a set of underground cells. From here to Salt Water River a right-of-way had clearly been hacked out of the ground to the remains of a causeway of tree trunks which once led across the Salt Water River inlet: on the Taranna side of the inlet, an embankment clearly led into the bush towards Eaglehawk neck. Literary sources refer to a 'bridle-path' at this point, but the underground cells suggest to Mr. Wainwright an additional 'motive power' depot for a human tramway, possibly between the coal mines and a timber source for pit props, or even Taranna itself. The additional convicts might have been necessary for assisting trams up the grade from Salt Water River. At Premaydena, another inlet between Salt Water River and Taranna (along the N. coast of the Tasman Peninsula), Mr. Wainwright discovered further traces of a tramway. He discerned a causeway around the E. shore of the inlet, ending up on a point, leading through a cutting to a jetty. At the southern tip of the inlet, the tramway passed the remains of very old, high, masonry retaining walls, at Premaydena, and then disappeared southwards over paddocks leading ultimately to orchards and wooded hills. Traces of sleepers seemed visible. Subsequent study of aerial photographs (c.1947) confirmed that the formation was that of a tramway, probably in connection with a sawmill or quarry.

These investigations are at present only tentative, but they raise the possibility of tramways west of the 'main line' and thus suggest that the early Australian investment in the Tasman

peninsula was more complex than has hitherto been suspected. For our present purposes they present a situation in which the 'archaeological' evidence provides the first and most extensive clue to a possible operation.

In conclusion it might be observed that material remains in situ of railway/tramway operations are less substantial in nature than those of other archaeological sites and hence more subject to dislocation caused by time, neglect or subsequent over-building. In addition, most light railway managements, on liquidation, have found it profitable to sell off track and other equipment, thus reducing the material evidence for the historian. Furthermore, the type of information which 'archaeological' investigations may yield does not substantially increase our understanding of the socio-economic complexity of the operation in question. The case is quite otherwise, for instance, with an abandoned pottery works, or settlement, where an extensive range of occupations, activities and products might be revealed by careful archaeological investigation. The archaeological investigation of railway/tramway operations is likely to be confined to the physical details of the system (trackage, motive power, rolling-stock, per way works, yard lay-outs etc.), and here the archaeological record, in so far as it may be available, will be valuable in inverse proportion to the availability of other forms of evidence. Ultimately, however, the historian will seek to concern himself with the socio-economic dimensions of the railway/tramway system, its impact on standards of living, and the economy as a whole.⁴

(Note: Only a fraction of the available enthusiast literature on light railways has been cited in this account. The compilation of the article would not have been possible without the assistance of Mr J.W. Wainwright).

Notes:

1. On these see respectively:

LR 27 (1969) p. 15; 34 (1970) 5-25; 38 (1971) 13-21; 39 (1972); 32 (1970) 24; 29 (1969) 22, 31 (1970) 17-20; 32 (1970) 19-23; 39 (1972) 32-3; 31 (1970) 20 (on an inspection trip to the remains of Cuming Smith's wood distillation works and other Upper Yarra sites); 30 (1969) 11-14 (and B 13 (1962) 190-7); B 15 (1964) 106-112; L. Whitham, The Railways and Tramways of Zeehan, Tasmanian Historical Research Association 1970, p. (15) 'present usage'. One could contrast light railway investigations that have been conducted solely from literary sources: the tramway built for Mr Gullard at Tivoli (NGR issue no. 1), the Tolmie District Railway (LR 14 (1963) pp. 4ff.), or the tramways (proposed and actual) of the Land Boom era in Victoria (1887-90), on which see the researches of the late John Alfred, LR 25 (1968) 14-16 and elsewhere (for a projected, but never completed book on the subject). It is an interesting and sometimes even challenging pastime to 'walk the route' of a closed heavy railway branch. Success will depend now and then on the ability to detect the former line of railway in the changes of soil or crop coloration in a ploughed field, and the rewards will be substantial evidence of former operations in the form of derelict platforms, locomotive turning tables, ash-pits and so forth. However, it cannot be claimed that such on-site researches advance our knowledge of the railway in question beyond the area of finer detail location. The old Red Hill Railway (Mornington Peninsula, Victoria), (see Green over Red 4 (1969) p. 10) is a good illustration of my point. In the Journal of Australian Tramway Museums, Trolley Wire, June 1972 p. 19 appeared an illustration of the operations manager of the Illawarra Light Railway Museum Society, starting excavations

at the Corrimal incline on the 3-foot gauge side tip wagon¹¹, captioned 'Industrial Archaeologist at work¹¹. It seems however, that the 'dig' was confined to the clearing of equipment still in evidence from the Corrimal Colliery light railway network, which included a 2' gauge cable incline, for a projected industrial light railway museum for the Illawarra region. For further report see Trolley Wire Feb. 1973 pp. 10-11.

2. See, for instance:

NGR issue no. 1 on the tramways of the W. Moreton coalfield (Queensland); B 20 (1969) 194, 197 on the firewood tramway near Cobar N.S.W. (operating in connection with the copper mines of the region); B 2 (1951) 42, on the Cobdogla to Loveday Light Railway (S.A.); B 13 (1962) 4-10, on the shale tramways of Katoomba, where inspections provided a more accurate understanding of the aerial ropeway that once operated from near the present-day summit of the scenic railway. Survey maps in particular need to be checked against the material evidence: where a tramway follows a road formation, maps frequently omit any indication of the fact. Thus two 'separate' tramways, on a map, both leading to a road formation may well turn out to be the same tramway.

3. LR 35 (1971) 16, an unsuspected 2-foot gauge railway at Wensleydale, Vic.; LR 37 (1971) 22-3, a wooden tramway put down to a stand of sassafras from which the pioneer Woodware Co. of New Norfolk made pegs; B 16 (1965) 171 where, apparently, the location and identification of the 2½ mile contractor's tramway from the Old Brick wharf on the Hawkesbury to the Woy Woy tunnel resulted from extensive on-site researches. C.W. Jessup, in an article on 'Aerial Photography as an aid to Tramway Research' (LR 31 (1970) pp. 4-5) claims to have detected from photographs, formations and indications that could prove to be hitherto unsuspected tramways. See also the report on the Cattai Creek tramway elsewhere in this Newsletter. In the case of a large number of ephemeral operations, the archaeological record must surely be the only record. I think here of the horse or hand tramway that used to carry passengers' baggage and freight from the Stony Point railway platform to the jetty and Cowes ferry (Victoria). Shed and track vestiges are still in evidence. Pier tramways in general would be in this class.
4. LR 28 (1969) p. 20 carries a plea for National Trust classification of tramway relics.

Hawkesbury Region Timber Tramways

The following is a short report of an informal inspection by J.O. Ward and R.I. Jack (with impedimenta) of the remains of a timber tramway in the Hawkesbury region, N.S.W. The operation is rather like that of the Cressbrook tramway (near Esh, see LR 41 (1972) 28-9) where a similar combination of horse power and a winding engine for an incline (in this case a balanced load system, full trucks coming down, hauling empties up) is found. The contents of the report were sent some time ago to the Editors of LR, but it seems that little is known of the operation and its probable peers. In making public the report, we hope to solicit further information on the subject of logging in the Hawkesbury region.

On the Army Ordinance map, 1¹¹ to the mile, of the Windsor region, N.S.W. there is marked a 'disused tramway', extending from Cattai Creek to Tommy's Gully. This appears to have been the situation in 1925 when the map was first printed. It turns out that the line was timber sleeper and rails, of uncertain gauge, probably around 2' and, according to a Mr Brown, an old-timber

of the region, ceased operation around 1923. It was the only such line in the region and was owned by the Hardwood Timber Co. The logs were hauled up the wooden tracks by a steam driven winch from Tommy's Gully, and the line then crossed the present road from Herbert to Cattai. Horses completed the haulage to Cattai Creek, where there was a mill from which the timber was shipped to the Hawkesbury and thence to the wider world. The roadbed and sleepers (with occasional lengths of rail) are clearly visible steeply descending from the Herbert road to Tommy's Gully. Apparently another winch was situated part of the way down, handling the lower section of the gully haulage. The line of track peters out at the Herbert road in a private garden, but the well for the steam winch is still visible in front of this property on the Herbert Road. The roadbed can be picked up again at the corner of another property located a few hundred yards down a side road branching west off the Herbert Road, less than half a mile from Herbert, south of the well property. This portion of the track, horse haulage, has had most of the sleepers removed and is only rarely built on a rockpile base, as is the descent into Tommy's Gully. It makes a pleasant meander through the white gum trees. We did not walk right to Cattai Creek, but apparently the electricity commission has demolished the mill site (and wharf?). There are also bullock roads out of Tommy's Gully.

I. Editorial

Our aim in this issue to announce both the ASHA annual general meeting, and a return visit to Hill End on the weekend of November 3rd-4th is suffering severely from Sydney's current industrial disputes. We apologise to our postal members in advance that this Newsletter will almost certainly be delayed further in the mail, and that due notice of the AGM may not be given to all members. Those interested in the Hill End excursion are advised to write in early (and preferably to telephone) so that we can see if it is practicable to proceed.

Monograph no. 1, The Wreck of the Elizabeth, is now available at \$2.50 to members, postage 25c. An order form is enclosed with this issue of the Newsletter. Again industrial disputes have interrupted the mailing of these monographs to those who have already sent in orders, but they are on the way.

The tombstone item in N.L. 3, no. 1 earlier this year has created much interest, and we understand that several groups are working on the recording of headstones and inscriptions. Please let us know if your group is actively engaged on this recording, and where you are working, so that we can keep a central file of what research is being done. More issues of this NL are available now if required.

II. Forthcoming Events

NOTICE OF ASHA AGM.

On Wednesday October 26th at 8 p.m. in the Philosophy Room, (South East corner of the quadrangle) University of Sydney, the Australian Society of Historical Archaeology will hold its annual general meeting and election of office-bearers, followed by an illustrated address on "Collecting Bottles in Australia" to be given by Mr. R. Steer, well-known auctioneer from Parramatta.

Mr. Steer has a wide knowledge of Australian bottles in both glass and clay, and will, we hope, be bringing examples with him.

Wine and cheese will be available after the lecture to aid less formal discussion.

The Women's Committee of National Trust have arranged an exhibition of 19th century Australian silver - the first definitive exhibition of its kind. Private and public collections from all over Australia as well as overseas have lent some 200 items which for the first time clearly illustrates the contribution of craftsmen working in silver to Australia's own cultural heritage.

The exhibition will be held at Lindesay, Darling Point, from October 17 to 27, 1973, as the Trust's contribution to the Royal opening of the Sydney Opera House. Admission \$1.00; a hard-covered catalogue of well over 100 pages, over 60 photographic illustrations and 12 pages illustrating all known marks of Australian silversmiths will be available at \$5.00.

A return outing to Hill End gold-mining town, is planned for November 3-4, with a camping overnight stop at Hill End itself. Departure by coach from Sydney 7.30 a.m. Saturday, return by Sunday later evening. Visit to Esk Bank house Lithgow en route. Total cost \$15.00 (plus picnic lunch for Saturday) children under 5 free, 6-12 \$12.50.

Will those interested please telephone the Hon. Sec. (J. Birmingham) daytime 660-8763, evening 31-8851 for details, owing to mail delays.

III. National Seminar on the Conservation of Cultural Material,
held in Perth, Western Australia, from 6 to 11 August 1973.

R. IAN JACK

The National Seminar was an event of considerable significance. It was attended by over a hundred conservators, archaeologists, anthropologists, archivists and scientists. There was a very wide coverage of related topics and the inter-disciplinary nature of the attendance at all sessions and participation in discussion was as striking as it was desirable.

The subjects of short lectures and debate were

1. Conservation of Historic Buildings

- a) The role of the National Trust
- b) Problems in physical conservation
- c) Fremantle Museum building
(the Asylum built in 1861-5).
- d) Conservation of building stone

2. Conservation of Field Monuments and Sites

- a) Conservation of aboriginal rock art
- b) Protection of Mt. Grenfell painted rock shelters
- c) Rates of weathering in sandstone shelters in southern N.S.W.
- d) Rock weathering and rock art
- e) Moral problems of restoring aboriginal rock art

3. Ethnographical and Historical Collections

A number of speakers from museums all over Australia discussed their problems.

4. Conservation in Archaeology

- a) Conservation and Marine Archaeology
- b) Conservation Laboratory at Fremantle
- c) Restoration
- d) Scientific techniques of analysis
- e) Sublimation drying of old wet wood.

5. Conservation in Field Archaeology

Discussion principally of conserving sites as yet unexplored.

6. Training in Conservation

This turned on training in or for Fine Art Galleries.

7. Fine and Applied Arts

- a) Present state of conservation
- b) Data collection and recording systems for oil paintings.
- c) Mobile conservation units
- d) Natural and synthetic painting media
- e) Preparation and examination of paint cross-sections
- f) Analysis of ancient bronzes
- g) Reports on seminars in Europe

8. Conservation of Biological Material

Discussion of the peculiar problems of flora and fauna exhibits in museums.

9. Library and Archives Problems

- a) Conservation as part of the library process
- b) Conservation technology for written material
- c) An archive user's view.

This wide-ranging, comprehensive programme demonstrated authoritatively the diversity of the problems in Australia and the inter-relationship of disciplines. Despite the occasional tension (usually within a discipline rather than between disciplines), there was a genuine colloquy and the cross-section of interests at each session, subject to quite intense and well-directed radiation, fluoresced very nicely.

As well as formal meetings, some sections held working-parties which produced useful reports at the end of the week. The entire proceedings were taped and a volume of proceedings, including all papers and the edited text of discussion, will appear in due course. The reports of sections, in the form of resolutions, were received by the Seminar and passed on to the Council of the new Institute for the Conservation of Cultural Material. The creation of this Institute was the major practical achievement of the Seminar.

The I.C.C.M. was created formally with an interim constitution and a foundation Council to operate until the next general meeting. The Institute will bring together formally all those diverse interests represented at the Seminar; it will promote all aspects of conservation, distribute information, organise meetings and make recommendations to government and relevant bodies. Subscription rate will be:

Life	\$100
Institutional	\$20
Ordinary	\$5

The Council members are:

President: Dr. C. Pearson (Head of Conservation Laboratory, W.A. Museum, Perth)

Vice-Presidents: Miss A. Bermingham (Science Museum, Melbourne)
Mr. C.L. Lloyd (Director, Dunedin Public Art Gallery, N.Z.)
Miss S. Walston (Conservator, Australian Museum, Sydney)

Hon. Secretary: Mr. I. Cook (Conservator, National Library, Canberra)

Hon. Treasurer: Mr. A. Byrne (Conservator, Australian War Memorial, Canberra)

Council: Mr. W. Ambrose (Research Officer in Prehistory, A.N.U.)
Mr. F. Bafmatuk (Technical Assistant, PNG Museum, Port Moresby)
Miss A. Beggs (Archivist, Commonwealth Archives Office, Canberra)
Mr. R. Ellis (Curator of Relics, S.A. Museum, Adelaide)
Dr. L. Finch (C.S.I.R.O. Division of Building Research, Melbourne)
Mr. J. Green (Curator of Marine Archaeology, W.A. Museum, Fremantle)
Professor R.I. Jack (Department of History, University of Sydney)

Mr. D. Lawrance (Conservator, National Gallery of Victoria, Melbourne)

Mr. G. Pretty (Curator of Archaeology, S.A. Museum, Adelaide)

Mr. D. Robinson (Curator of History and Technology, Queensland Museum, Brisbane)

The relevance of this new Institute to Historical Archaeology needs no labouring. Already representations from the I.C.C.M. to the meeting of National Trusts over the neglect of industrial sites are under way; proposals for manuals giving, inter alia, lists of specialists who might contribute to the solution of the great diversity of archaeological problems, have been made; a new and broadly based body has been created to deal directly with the Task-Force on the National Estate, with the Federal Government and so forth. I urge support of the I.C.C.M. on those interested in Historical Archaeology: subscriptions of \$5 should be sent to the I.C.C.M. Treasurer at the Australian War Memorial, Canberra.

IV. Book Reviews

Australian Silver 1800-1900 (First published National Trust of Australia 1973) \$5.00

This remarkably well-produced and significant volume lists over 50 Australian silversmiths with detailed biographies, all of whom are represented in the forthcoming exhibition of Australian Silver in Sydney. The photographs are of high quality, and the 12 pages of silversmiths' marks the most comprehensive yet available on this subject. The authors Kevin Fahy, Marjorie Graham, J.B. Hawkins and the late F.N. Hodges are to be congratulated on producing in record time an outstanding contribution to our knowledge of Australian 19th century decorative arts.

Bottle Collectors' Review Annual vol. 2, 1972. (vol. 1 o/p). \$3.00 + 25c postage in Australia.

Available from Bottle Collectors' Review, P.O. Box 35, Upper Mt. Gravatt Queensland 4122.

This volume contains collected material from the Bottle Collectors' Review including the First National Exhibition and Bottle Collectors' Convention at Bendigo in January 1972.

While the material in the volume is uneven, it remains an essential source of information on both glass and terracotta bottles, clay pipes etc. There is a useful article by Dennis O'Hoy on Bendigo Pottery stoneware bottles (manufacturing date guide 1907-1929) and we understand Mr. O'Hoy has a volume on Bendigo pottery due for publication next year.

V. Research

In this issue we include a variety of miscellaneous items selected from the very wide range of literature now accumulating by exchange and donation in the ASHA archive. They are roughly grouped as follows:-

- a) Studies of sites and structures
- b) Museum information
- c) Biographies of individuals or families
- d) Artefact and similar studies

(a)

W.A. Wreck Opens New Doors into 17th Century History

The wreck of the Dutch ship Batavia has yielded much information about the 17th century. The wreck has aroused the interest of museums around the world, and since the relics being retrieved from the Batavia are accurately pin-pointed in time (1629), they can be used to provide an approximate date for similar objects in many museums and collections. Among the objects so far brought to the surface are cannon and cannonballs, musket balls, sections of timber, a lamp, a broken ship's bell made of bronze or brass, rolls of lead sheet, wooden pulley blocks, many whole and broken earthenware pots and wine vessels, majolica jugs and coins. The coins consist mainly of ones of the United Netherlands and of German States and Principalities. Divers have also recovered 122 stone building blocks, presumably destined to be used in the construction of some Dutch colonial building in Batavia.

Negotiations are under way between the W.A. Museum and officials of major museums in the Netherlands concerning the production and circulation of a joint exhibition. The exhibition, scheduled for 1974 or 1975, will feature a selection of relics from the Batavia and Gilt Dragon wrecks, and will tell the story of early Dutch voyages to Australia.

(The Western Australian Museum)

Blechynden House, W.A. (V.M. Knowles)

Blechynden House is a National Trust property in Bridgetown. The original owner was John Blechynden. He was born in Beverley on 14th March, 1839, the son of Harrison and Charlotte Augusta Blechynden, who had arrived in the colony on 20 January, 1830. The house was built some time between 1858 and 1864. Blechynden had married Elizabeth Green on 23 February, 1860. He became a prominent local citizen and died on 7 October, 1931.

The House was purchased by the people of Bridgetown and presented to the National Trust in 1970. Restoration work is at present in progress, under the supervision of Honorary Trust architect Mr. John Pidgeon, and it is expected that Blechynden House should be open for viewing some time this year.

(The Country Museum, June 1973)

Rottnest Island, W.A. Some Historical Notes

The first European to set foot on Rottnest was probably Samuel Volkersen. He had come in search of the Golden Dragon, one of the many ships which had been wrecked in the unchartered waters. Volkersen landed on 20 March 1658. The next European was Willem de Vlaming in 1696 - again in search of a lost ship. It was he who named the island Rottnest, because of the

abundance of Quokkas, which he thought to be large rats. In 1801 a French expedition landed, and in January 1822 Captain Phillip P. King visited the island. Attempts at settlement in the 1830's failed and in 1838 Rottnest began its history as a native prison. The buildings then erected are, with the Round House in Fremantle and the Arbitration Court in Perth, the oldest in W.A. The Native Prison was closed in 1903 and within a few years the island had been declared a Public Park. Since 1917 the number of tourists visiting Rottnest has risen to 70,000 a year.

(The Rottnest Island Board)

An Australian Post Office History

Wagga Wagga

The town of Wagga Wagga was proclaimed in 1849, the same year as the opening of the Wagga Wagga Post Office. The first postmaster (part time) was Frederick Anslow Tompson, the Clerk of Petty Sessions. He was succeeded by George Forsyth on 1 January 1858. Little is known about the early post offices as few of the early postal records have survived. In 1861 a Telegraph Office was established and by 1867 the Money Order system had been extended to Wagga Wagga. In 1867 90 residents petitioned for an improvement in the postal service and the construction of a new Post Office to include both the postal and telegraphic services. In 1869 a new building was constructed but the services remained separate within it. On 11 December 1871, Government Savings Bank facilities were provided at the post office. The business of the Office steadily increased and by 1883 the annual revenue was £4,012.2.9. A new building was erected in 1888 to cope with the increasing business. A telephone exchange was opened at Wagga Wagga on 28th June 1890. Additions to the Post Office were carried out in 1897 and again in 1906.

(The Director, Posts and Telegraphs, G.P.O., Sydney 2001)

A Brief History of Sutherland Shire (M. Hutton Meve)

The first landowner in Sutherland Shire was Captain James Birnie, a mercantile trader who was given 700 acres at Kurnell in 1815 and worked a farm there till 1828, when it was sold to John Cornell. His son had been given further large areas at Kurnell in 1821. Other early landholders to obtain land by free grant or by purchase were Owen Byrne (1821), his son Andrew (1825) and Mathew Gibbons (1824). Crown land sales began in 1856. The first public road in the area was constructed between 1842 and 1845 (now Old Illawarra Road). But until the coming of the railway in the late 1870's and 1880's there remained little settlement. Crown lands continued to be released and gradually the coastal and river-frontage areas became popular as country retreats for wealthy city dwellers. The presence of the Royal National Park (dedicated on April 26, 1879) also made the area more popular. In 1906, after the state government had decided to formally establish a local government system, the district was proclaimed as Sutherland. At that time there were still only 1600 persons living within the Shire.

The initial activities within the area consisted of such pursuits as shell-gathering, timber cutting and fishing. In the 1880's oyster growing was attempted. Apart from Birnie's farm, the earliest farming venture was at Bottle Forest (Heathcote East) from about 1840 to 1855. In the 1820's a flour mill had been established by the Lucas family, but it had burnt down in

the late 1830's. But as with settlement, industrial and commercial activity remained slow in development until well into the 20th century.

(Sutherland Shire Studies - nos. 1 & 4)

Historic "Joadja", Mittagong N.S.W.

An old mining town, 18 miles S.W. of Mittagong, the site is privately owned but open for inspection. This was the site of the first kerosene shale mining industry (est. 1878). The shale was first discovered in 1848 on the property of Edward Carter and first mined by the Australian Kerosene and Oil Company. At the peak of production (100,000 barrels of kerosene per year), there were 750 to 1200 people in the settlement. In 1903, with the coming of electricity the company ceased production. In the 1930's the original lease was forfeited and the property returned to the Carter family.

Mootwingee Historic Site

Situated in Bynguano Range, 80 miles N.E. of Broken Hill. The Historic Site and the surrounding valleys contain a wealth of Aboriginal relics such as camp sites, tools and implements, stone arrangements, rock engravings, stencils and paintings. Discovered by a member of the Burke and Wills expedition of 1860, the site was also possibly visited by the explorer Ernest Giles between 1861 and 1863.

(The National Parks and Wildlife Service of N.S.W.)

The Balmain Watch House (Bill Pearson and Peter Reynolds)

The site was acquired by the government on 2 February 1854 for the sum of £240. The Watch House was probably designed by Charles White, Clerk of works under Edmund Blacket. Tenders were called on 1st April 1854 and that of Holmes and Coney, building contractors of Chippendale, for £950 was accepted. The Watch House was occupied during the first few months of 1855. Repairs to the roof and flooring were carried out in 1864. During 1881 additions were constructed to accommodate more police. Further research is being carried out into the history of the building from the time of these additions. It appears that it became a police residence in the early 1930's, but the date when it was last used by the N.S.W. police force has still to be ascertained.

(Leichhardt Historical Journal, no.3, Dec. 1972, pp.8-13)

Callan Park Hospital for the Insane (Sydney N.S.W.) (D.I. McDonald)

Callan Park Estate was purchased by the Parkes government in 1873. Work commenced on the first hospital buildings during 1878 to the basic design of architects Giles and Gough of England and under the supervision of colonial architect, James Barnet. The work was completed in 1884. By 1890 there were some 1078 patients receiving treatment at the hospital and Callan Park was established as the principal hospital in the colony caring for the mentally ill.

(Leichhardt Historical Journal, no.3, Dec. 1972, pp.4-7)

The Balmain Cemetery (M. Solling)

Rapidly increasing urban population in the 1860's led five people, James Combes, Alexander Brown, Francis, William and Barbara Patten, to form the Balmain Cemetery Company to capitalize on the shortage of burial grounds. The Company purchased an area of almost eleven acres, today bounded by William Street, Leichhardt to the north, Derbyshire Road to the east, Norton Street to the west and Allen Street to the south. During the period of its operation (26 January 1868 - May 1912) 10,608 persons were buried in the Cemetery.

In February 1886 the Cemetery grounds were transferred to the control of Leichhardt Municipal Council and in 1941 were declared a public park. It is now known as Pioneers Memorial Park, Leichhardt. On demolition of the Cemetery only 16 headstones were reclaimed by relatives or friends and removed to other cemeteries. The Council was required to compile an index and plan and register of names of persons buried in the Cemetery, but much valuable genealogical and historical information in the form of tombstone inscriptions was destroyed. Those tombstones saved included those of architect Edmund Blacket and his wife (moved to Camperdown Cemetery) and merchant and politician Robert Towns (moved to Townsville).

The History sub-committee of the Glebe Society is at present carrying out research into the register of those buried at Balmain and biographical research on a number of individuals.

(Leichhardt Historical Journal, no.3, Dec. 1972. pp.2-7)

(b)

The Ethnographic Collections in the South Australian Museum

(G. Pretty)

The Museum was founded in 1856 and received a separate building in 1893. A new wing was built in 1915 and no additions have been made since. Systematic ethnographic collecting was begun by Sir Edward Stirling, Director of the Museum from 1889 to 1914. In 1928 Norman Tindale was appointed Museum Ethnologist. He held this position until 1965. By 1970 there were 3 posts - Curator of Anthropology, Curator of Archaeology and Curator of Aboriginal and Historic Relics.

The largest component of the S.A. Museum ethnological collections are those from Aboriginal Australia - some 25,000 specimens covering every material aspect of Aboriginal life from all over the continent. Then there are the Pacific Islands Collections - some 8,500 specimens, and the Asian and African Collections - 1,000 specimens each. There are also some 500 specimens from the Americas.

(The S.A. Museum)

The Historical Collections of the South Australian Museum (G. Pretty)

The collections number some 1,250 listed specimens, many of which are housed in specialist museums because of the lack of space in the Adelaide buildings. Thus the Pitt Collection of arms and armour is now exhibited in the Fort Largo Police Academy. A series of vehicles, machines and byegones have been

transferred on loan to the Birdwood Mill Museum, a well established country museum devoted to such things.

Half of the S.A. Museum Collection derives from Western Europe, excluding the British Isles, another third from the British Isles and the remainder comprising one sixth from Australia. When classified it falls primarily into the category of domestic and industrial technology. This includes clothes, implements, machines, ships, etc. Second in importance come war souvenirs and weaponry. Finally there is the category of historical scientific material, chief among which is a collection of relics from Mawson's Antarctic explorations. All these items are stored in the museum's repositories. No galleries devoted to the display of historical material are yet in existence.

(The S.A. Museum)

The Making of Fremantle Museum

The museum is housed in part of the Asylum. The building was begun in 1861, but was not finished until 1865. The principal material used was limestone obtained from coastal limestone hills. The other materials used in the building were: jarrah for flooring and roof timbers; imported redwood, cedar and oregon for joinery and mouldings; local she-oak for shingles and imported iron for roofs. The building was designed by Col. E.Y.W. Henderson first Comptroller-General of the convict establishment, Fremantle. A new south-wing was begun in 1897 under the direction of the Colonial Architect, Mr. Poole. The building ceased to be used as an asylum from 1909 and became after a time a "temporary" home for women. In 1942 it became the wartime headquarters of the American Forces stationed at Fremantle. After the war some rooms were used as an annex to Fremantle Technical School. In 1968 restoration work began so that the building could be used as a branch of the Western Australian Museum. Fremantle Museum opened on October 17, 1970. It was the first museum to house major displays of the State's historical collections and also the first branch museum.

(Western Australian Museum Information series no.2)

The Conservation and Restoration Laboratory of the W.A. Museum

In 1964 the W.A. Museum was made responsible for the numerous shipwrecks lying off the coast of W.A. These wrecks include four 17th-18th century Dutch East India Co. vessels and over 1,000 vessels of the colonial period which were lost before 1900. The museum established a marine archaeological programme to excavate the wrecks. A conservation and restoration laboratory was established to treat the material being recovered from them. The Laboratory also handles non-marine material from the museum as well as from municipal museums throughout Australia.

The work of the Laboratory falls into 2 main parts; Conservation and Restoration - Conservation is the term used to describe the process of analysis, cleaning and stabilisation of an object against further deterioration whereas Restoration is used to describe the repair of damaged objects and the replacement of missing parts where this is desirable. The staff of the Laboratory has risen from 2 to 13 to handle this work.

(W.A. Museum)

(c)

George Baron Goodman. First Professional Photographer in Australia (G.F.J. Bergman)

Goodman introduced professional photography to Australia in 1842 only 3 years after the French physicist, Daguerre had invented the Daguerrotype photography. He arrived in Sydney on 5th November, 1842 and quickly set himself up as Sydney's 1st professional photographer. In 1843 he took photography to Hobart Town. The price of one of his Daguerrotypes in 1844 was 21/- and included a "handsome gilt on morocco frame". In 1845 and 1846 he travelled to Melbourne and Adelaide. In 1849 he sold his business to his brother-in-law, Isaac Polack and in 1850 returned to England. He died in Paris in 1852.

(Australian Jewish Historical Society, vol.vii, pt.4, May 1973, pp.301-306)

Edward Hunt. Cabinetmaker (Kevin Fahy)

Born in London in 1792, he arrived in Sydney a free settler on 28th January, 1814. He married Hannah Padget Mason in June 1821. In 1819 he had commenced business in George St. as a Cabinetmaker and undertaker. He became a member of the Municipal Council of Sydney and in March 1858 was nominated to the Legislative Council. In May 1861 he retired to his residence Hampton Villa which still stands in Grafton St., Balmain. He died at Balmain on 20th December, 1866 and was buried at St. John's Church, Ashfield. He had 7 daughters and two sons.

(Leichhardt Historical Journal, no.3, Dec. 1972, pp.13-15)

(d)

Dolls

The Doll came into its own, both as a plaything and as a showpiece, in the 19th century. The earlier dolls were usually made completely of wood. Some were produced in England but their main centre of manufacture was Germany. Later a variety of materials were used for dolls' bodies and limbs but heads were either wax or porcelain. Until the last quarter of the century the superiority of English wax dolls was generally acknowledged. The main French contribution to the toy industry was the development of the bisque or unglazed china doll. Porcelain and bisque heads of fine quality were also produced in Germany.

The type of doll which was popular went through several phases: The dolls of the early part of the century were exclusively adult and exhibited the "high fashion" of the day. Baby and child dolls were a mid-century innovation. Another category popular in the first half of the century were pedlar and bazaar stall dolls, with skilfully made small merchandise.

(The Victoria and Albert Museum, small picture book no.50)

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Dolls' Houses

Dolls' Houses seem originally to have been called Baby-houses. They apparently originated in Germany and the Low Countries, and were not always intended as children's toys. The Rijks-museum at Amsterdam contains several models of old houses, including one in an inlaid case of tortoiseshell made by order of Peter the Great at a cost of 20,000 guilders. Dolls' Houses became popular in England in the 18th and 19th centuries and a number of good examples have survived. A type of plaything closely related to the dolls' house was the miniature shop and examples of these have also survived.

(The Victoria and Albert Museum, small picture book no.51)

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Art Nouveau Pewter

Throughout the 18th century the manufacture of pewter both in England and on the Continent had gradually declined in the face of competition from cheaper earthenware and porcelain. The introduction of zinc, galvanized iron, Britannia metal and the process of electro-plating continued this decline. By the middle of the 19th century the pewter trade was practically extinct. However, about the end of the 19th century there was a revival of the production and use of pewter. It began in Germany where the most important and successful factory was the firm of J.P. Kayser Sohn of Krefeld (founded 1885). The less extravagant items were soon selling well in England. The English tended to buy the simpler, household pieces. In 1903 Arthur Lasenby Liberty restarted the manufacture of pewter ware in England. He had already, in 1899, developed a new range of jewelry and silver. His company, Liberty & Co (Cymric) Ltd. combined with the Birmingham firm of W.H. Haseler to produce several new lines. Liberty's maintained a policy of complete anonymity where its designers were concerned, but in the early development of the pewter ware the most important designers were Reginald Silver (1879-1965) and Archibald Knox (1864-1933). Small amounts of pewter were produced by other firms in England, but none of them were involved in such large scale manufacture as Liberty's.

(The Victoria and Albert Museum, Kensington, London)

Fire-Arms of the Victorian Era (A.L. Williams)

The new firearms which became available during Victoria's reign played an important role in the great years of western expansion. At Victoria's birth (1819) the standard weapon was the muzzle-loading flintlock musket (E.g. the British soldier's famous "Brown-Bess"). These had been in use for some 100 years. By the end of her reign firearms had nearly reached their full stage of development. Non-fouling powders, self-contained cartridges, breech loading, repeating actions and automatic actions had been invented. These developments were accompanied by ornamentation so that in fact a new "art-form" was developed, and guns made by

Manton, Rigby, Cashmore, Westley Richards, Whitworth, etc. are sought after by collectors.

(An Illustrated Catalogue of Victorian Delights presented by the Macleay Museum, University of Sydney, April 1973, pp.49-52.)

Victorian Pottery (P.J. Stanbury)

As well as tableware, Victorian pottery consisted of numerous other items, including night-lights, puzzles, plaques, children's rewards and toys, jars, bottles, pots, money-boxes, watch holders and ornamental figures. Numerous developments were made in the production of tableware. The willow pattern was devised by Turner of the Caughley factory in 1780. He was attempting to produce a pattern which looked as though it might have originated in China, was cheap to produce and was sufficiently English-looking to fit in with country furniture. Next came transfer-printed dinner services representing actual scenes - Canadian and American scenes sold especially well. Numerous stylised patterns were also produced: common influences included Italian, Indian, Chinese, Persian and Greek.

During the 19th century a man named Mason experimented with the use of iron slag as an additive to clay - the result was Iron-stone china. Cottage pottery also developed greatly during the century. This pottery was designed for the common people and included functional pieces such as bowls, teapots, jugs and goblets.

The huge range of Staffordshire figures originated in the 18th century as toys for children. Potters such as Wood, Pratt, Obadiah Sherrat and Walton realised their commercial potential and by the 1860's thousands of items were being produced. The most popular forms for money-boxes were houses, pigs and hens. The last 2 certainly and possibly the first, were symbols of providence and prosperity. Another traditional symbol in pottery, tiny cradles, were given as a token of well-wishing and rejoicing upon the birth of a baby. Discipline for the Victorian child was fostered by a system of rewards and punishments. Pottery rewards included plates and mugs with suitable inscriptions.

(An Illustrated Catalogue of Victorian Delights presented by the Macleay Museum, University of Sydney, April 1973, pp.23-29).

The Conservatory (P.M. Martin)

Almost every middle-class Victorian house had its collection of indoor plants. Where space or station allowed, a conservatory was attached to the house for the display of potted ornamental species. Plants included ferns, various palms, bromeliads and other species from the tropical rain forests. Architecturally the conservatory was usually a fairly simple structure of the lean-to kind, varying from very plain to highly ornamental with cast iron and carved wood. Coloured glass, particularly a deep cobalt blue, was frequently used for the roof and front of the sides.

Conservatory plants went through well-marked phases of fashion as the century progressed. In the earlier part palms were popular. About 1850 ferns and fern-allies came into fashion and by 1865 some 700-800 species were grown and there were numerous small books about them. So great was the fern craze that one of the most popular native species, *Osmunda Regalis*, the Royal Fern, was almost extinct in its wild state by 1870. In England the craze lasted till 1880, while in Sydney it reached its peak as late as 1890. From 1870 a new craze for "Beautiful leaved plants" began to develop. This phase persisted well into Edwardian times.

(An Illustrated Catalogue of Victorian Delights presented by the Macleay Museum, University of Sydney, April 1973, pp.53-59).

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