

Singleton Shire Healthy Environment Group

“ARTC Pilliga Scrub Cultural Heritage 2021”



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A community-based group looking to address Environmental issues affecting Singleton Shire residents

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We seek identification as to what is making our Children and our Community Sick so they can be mitigated by OH&S Compliance Orders.

SSHEG Focus on Health

10 Year SSHEG Review Findings: - 2020

- Computer Alarm Controls for Individual Mines
- “Air Pollution Minimisation & Air Pollution Dispersion”.
- Residents “Sense of Place” Cultural Heritage Impacts.

“ARTC Inland Rail Narromine to Narrabri SSI-9487”

“SSHEG Holistic Cultural & Natural Heritage Review”

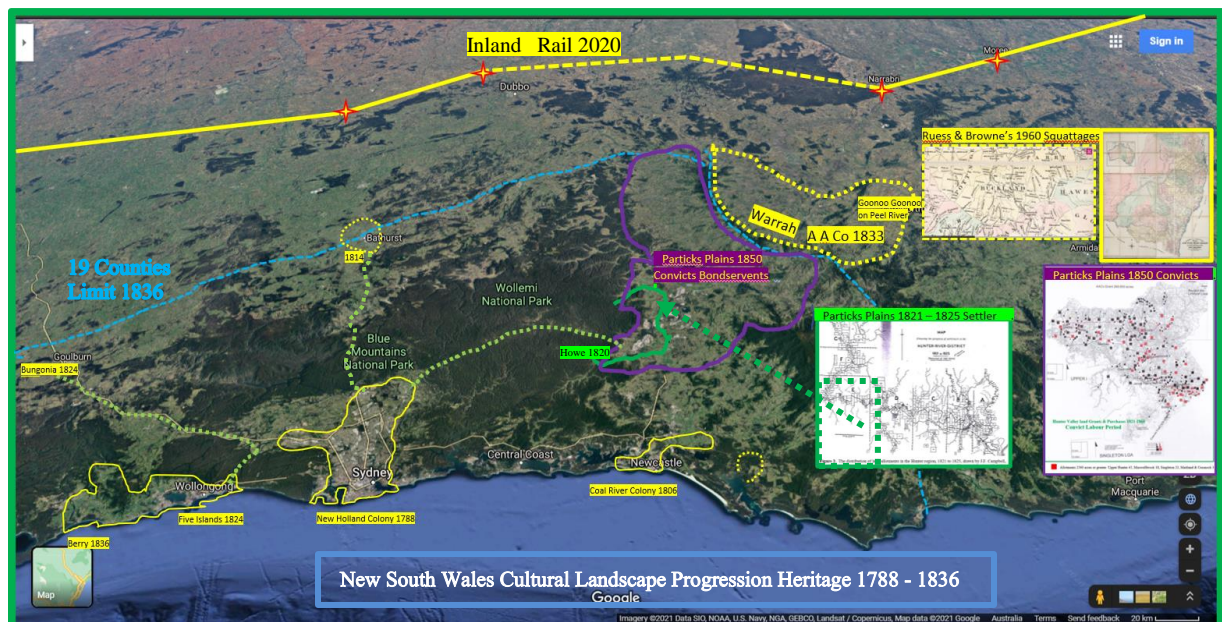
“GBMNP’s – Patricks Plains – Howe Track Significance”

SSHEG ARTC Narromine to Narrabri Rail Project Support is considered in the context of the SSHEG 10 Year review 2008 – 2018 which focuses firstly upon Airborne Mine Pollution, and secondly by 2010 also on their “Sense of Place Health Impacts” that result from “Fight or Flight Human Responses” threat that Open Cut Coal Mining has posed to Cultural & Natural Heritage in the Hunter Valley. Specifically, recognition of the State Significant Conservation Area “Cockfighters Valley Precinct” grasslands adjoining the UNESCO GBMNP’s.

SSHEG considers ARTC Railways from the Community Health Impact point of view; and this encompasses, Physical, Mental, Social, Sense of Place with recognition of our Ancestral (Aboriginal, Colonial, Convict & Immigrant) Cultural Heritage across the full 200 Years of “NSW recorded Colonial History”; that in Major NSW Projects, so far have focused on recent History or only briefly considered in the context of the NSW Colonial Expansion westwards here from the NSW Sydney Colony that was hemmed in initially by the “Blue Mountains” and The Great Dividing Range along the East Coast of New Holland, NSW.

We are concerned that ARTC Project Evaluations of Cultural Heritage Environmental Impact Statements are lacking the Holistic Considerations and attention to detail that exists for Australia's recent 200 Years documented Cultural and Natural Heritage pertaining to the vicinity of the ARTC Transportation Corridor with its connectivity to the Landscape Progression Patterns of Explorers, Squatters, Pioneer Settlers, etc: Their connectivity to past Landscape Progression Patterns, Travelling Stock Routes and Stock Reserves, official by 1870's to the North of the Port Jackson Colony over State Significance Eras; with the locality of Howe Track Stock Route importance for 150 year across the Blue Mountains, as Cockfighter Creek Crossing Society Culture grew; patterns crossing the Liverpool Range and North Westward Landscape Squatting along Rivers that Flow across the very Plains that the ARTC Inland Railway is now to cross from South West to North East.

Community sees "Concurrent Projects and Infrastructure Eras" as one evolving Entity; here showcasing across 200 Years of Colonial Farming Family Enterprises Archival and Oral Heritage, 150 Years of Railways, Tracks, Roads, Localities, Villages and Towns, National Parks, State Parks, Forestry Tourism Centres; here today with Santos Petroleum Exploration Leases, Santos Coal Seam Gas Projects, and Local Shire Councils Heritage and Historical Society detailing, particularly throughout the "Pilliga Scrub" Region; all seen today in the context of upwards to 20,000 Years of recorded Aboriginal Habitation. (References)



SSHEG sees Colonial Transportation Eras hand in hand with the Heritage Significance Cultural Landscape Progression that continues today 200 Years later in Landscape Regions that the 1933 Railways attest to; many now converting

Railway Easements and Travelling Stock Routes to today's Road Corridors continuing the Heritage Significance mostly established by Pioneer Squatters and Settlers in the 1860's throughout these NSW Western Plains.

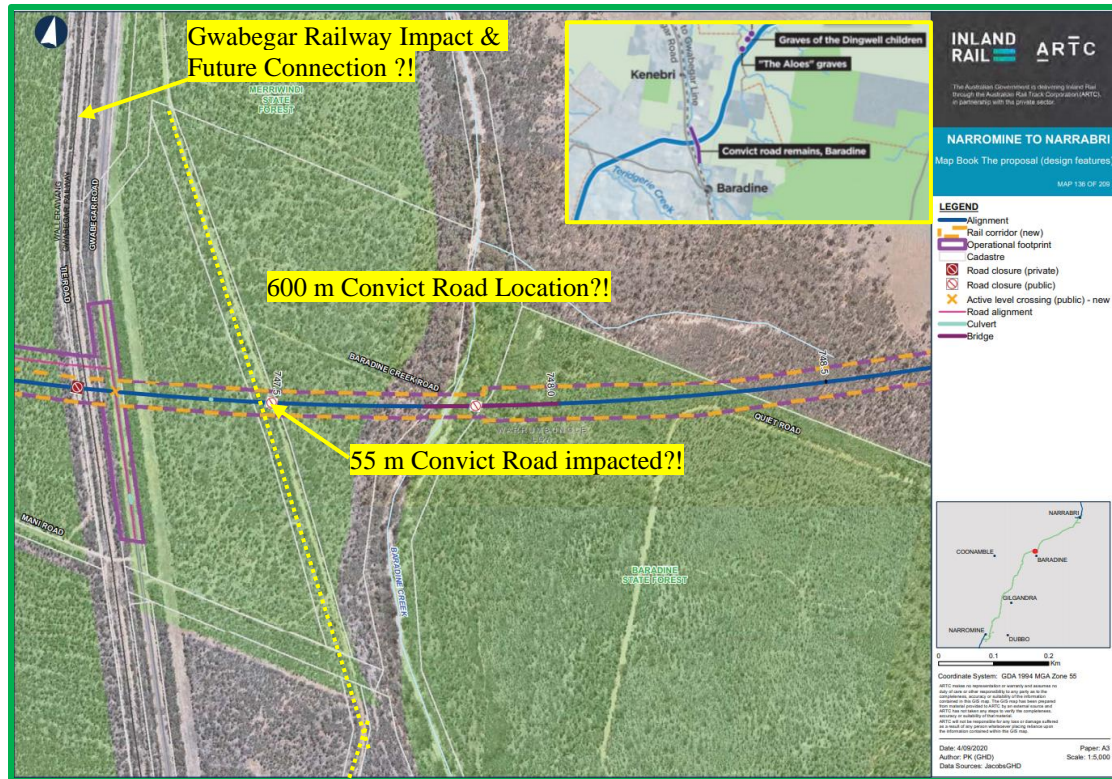
Colonial Landscape Progression, Communication and Transportation we relate to beginning in the 1700's as Coastal Ships; 1788 Port Jackson, Coal River, Ports, 1812 Morpeth; Boats; Harbours; Tracks; Commissioner Biggs 1823; "Limits of Location" 1826: Convict Roads- West to Bathurst 1815, South to Bungonia 1824, North to Cockfighter Creek Crossing 1826-36; Howe Track after 1820; Pandora's Pass of Liverpool Range 1823; Port Essington Sept 1824; Travelling Stock Routes & Stock Reserves 1821; Henry Dangar Liverpool Range 1824; Wallis Plains Morpeth Port 1824; 1829 "Nineteen Counties Roads & Towns"; Morpeth Steamer Sophie Jane 1831; Colonial Landscape Progression Mitchell North West Plains 1831; Port Essington 1845 Ludwig Leichhardt North Track 1844; Port Essington abandoned 1849; Crown Land Act 1861; 1858-77 Patricks Plains Railways; Liverpool Plains Railways 1877; Werris Creek Railway 1879.

Baradine Creek "Convict Road Surface"

Specifically, in the Baradine Creek Area, it would appear that the "Convict Road Surface" dates to after the Gwabegar Rail Line of 1923, thus supporting Oral History reports that Italian Prisoners of WWII allocated to Baradine Creek Precinct by 1943 were involved, and not a Road Surface related to the Convicts period 1788 – 1860's; perhaps even to the 1900.



The Baradine road – part of the road is still visible today (to the left of the dirt road, 2018)



As ARTC have identified this “Convict Road Surface”, it is appropriate that detailed investigation should be carried out to ascertain the pros and cons of its origin; by whom and during what likely period.

Expert Archival Studies and Site Research of the Rocks used, their patterning depth and base road qualities, and the Rock Quarry Source analysis proven; various Baradine Creek Transportation Weather Eras and other Prisoner Built Roads nearby; Reported Transportation dislocations over the periods, undertaken best with Heritage Council guidance and agreement as to the likely Origin & Date.

Detailing of Convict Era Road Surfaces Comparisons to the “Baradine Convict Road Surface” are to be considered!?

Summary

SSHEG focuses upon Community Health; here specifically upon Holistic Aboriginal, Colonial, Convict, Immigrant and Industrial Cultural Heritage “Stakeholders” or “Community Groups” to include Local Cultural Heritage, Historic Heritage, Natural Heritage, Cultural Landscape Heritage and Flora & Fauna Groups.

SSHEG Supports the ARTC Inland Rail Projects where they are specifically designed to recognise, maintain and enhance the Holistic Cultural and Natural Heritage across Cultural Landscapes they operate.

On Balance, Heritage Decision making today would be better informed by understanding the context in which the British established the NSW Colony on the opposite side of the World. Additionally, the extent of the actual Land that Settlers occupied chronologically, Explorers expeditionary Tracks, and the Governors Policy and actions over each period all influence the impact that specific Indigenous Peoples of NSW and New Holland Colonials and Convicts actually experienced at the time.

In this regard, the ARTC Aboriginal and Historic Heritage Environmental Impact Statements while providing a general understanding, it would be preferable that the chronological Landscape Colonial Eras be considered based on detailing; such as Archival Extracts; pre & post Land Title Maps across the 200 Years of Landscape Progression changes; to Squatting from the 1830’s across the ARTC Inland Rail Corridors.

Importantly, a greater focus should be made of the concurrency of the ARTC and the Santos PEL and Coal Seam Gas Project Landscape Forestry use and impacts, along with better use of the Coonabarabran Shire Research Heritage Reports etc.

By way of illustration of this approach, included below are details of the SSHEG “*Ancestral Cultural Heritage Community Initiative*” State Significant Conservation Area- “*Cockfighters Valley Precinct*” developed since 2010 pertaining to their Aboriginal, Colonial, Convict, Immigrant and Industrial Cultural Heritage Significance across Landscape Progression Areas in the Hunter Valley.

In anticipation of a favourable response

Dr Neville Hodkinson PhD

Singleton Shire Healthy Environment Group

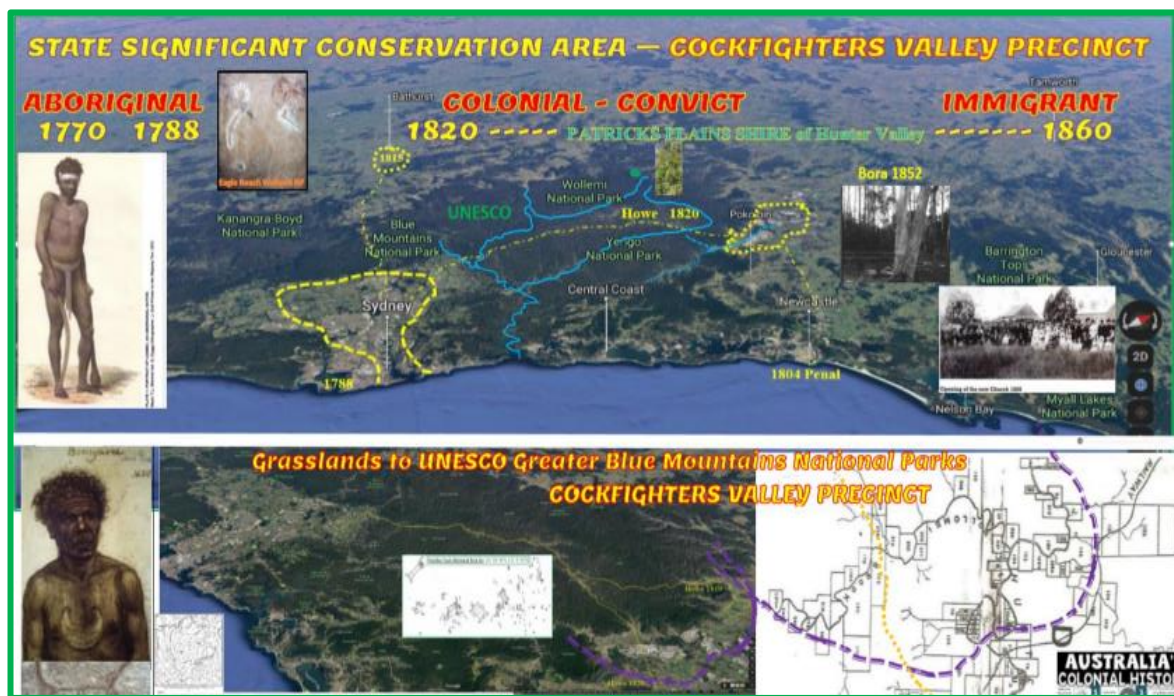
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Community Initiative

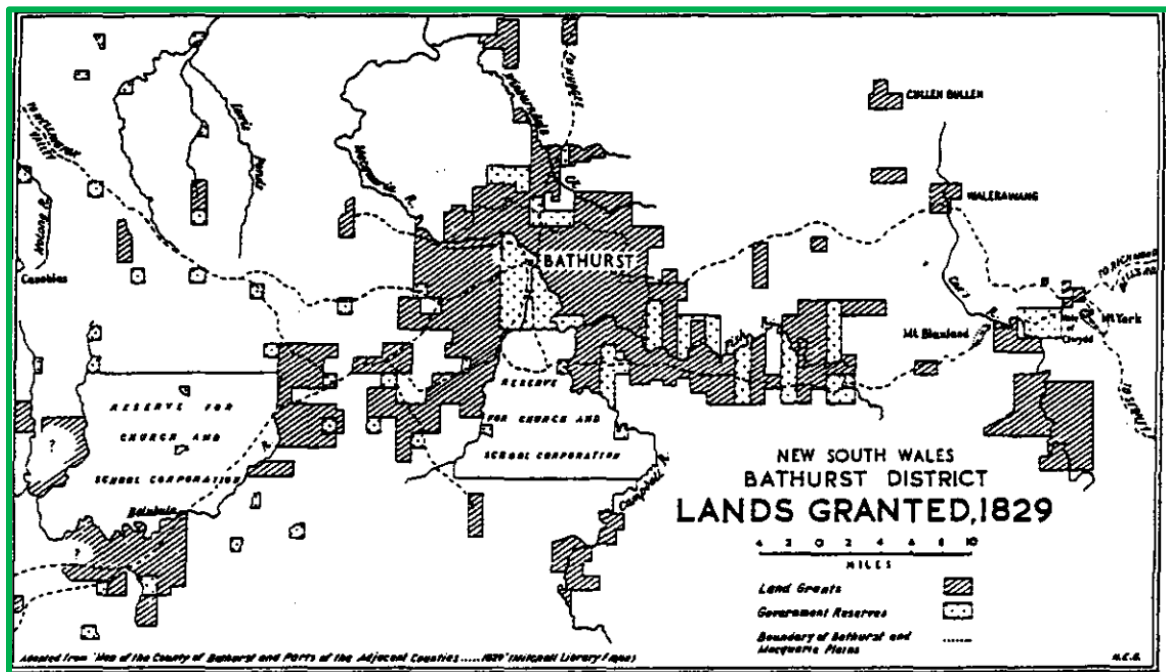
The “Cockfighters Valley Precinct” Illustrated is considered the Grasslands, Creeks, Brooks and River adjunct of the [UNESCO World Heritage](#)—listed [Greater Blue Mountains Area](#) National Parks, that forms part of the [Great Dividing Range](#), being the Gateway to the “Sub Colony of Port Jackson” at Saint Patricks Plains, in March 1820.

Our approach for Holistic Cultural & Natural Heritage presentation in NSW Major Projects Environmental Impact Statements differs from the present approaches that are more about recent Aboriginal recollected Cultural Heritage reinforced by any likely Physical manifestations; while our Community Focus is more about the various Holistic Social “Colonial Landscape Progression Eras” from pre 1770 onwards across 200 Years of our NSW Archival Colonial History, and their Natural & Cultural Heritage impacts. Examples Illustrate.



The Colonial Convict Progression from the Port Jackson Penal Colony trapped on the Pacific Eastern Coast by the “Blue Mountains” since 1788; then Westward to Bathurst Government Farms by 1815, and North by 1820 to the Saint Patricks Plains Land Grants and Bondservant Immigrant Purchased Grasslands along the Hunter River; were again driven by drought Westward into the Liverpool Plains and beyond, that saw Squatting continue across Landscapes that stretched West on the Darling Plains, North to Maranoa and Darling Downs again by drought in 1840’s.

Contrary to the Government Controlled Farms Vision of the Bathurst Plains of 1815-29 at that time, Saint Patricks Plains provided the Grasslands Stock relief to the North Western Plains firstly from the drought of 1821-22 with Colonial Landscape Progression Land Grants, Immigrant Land Purchases on Hunter River, Wollombi Brooks and Creeks where Squatting selection then saw Henry Dangar Survey these Plains by 1825; the significance of Howe Track across the “Blue Mountains” as the Port Jackson Colony Food Stock Route to Windsor; Cattle Droving via Wollombi Brook Crossings as again drought 1828-29 saw Patricks Plains Stock Squatting on the Liverpool Plains- AA Co Claimed by 1833; as these then displaced Squatters ventured further North and West onto Grassy Plains of inland Regions previously Explored by Surveyor Generals Oxley 1817 along Macquarie, Castlereagh Rivers, Port Macquarie, New England, & Mitchell followed in 1831 from the Hunter River via Cunningham 1823 Pandora’s Pass over the Liverpool Range, along the Peel, Namoi and Gwydir River Plains, 1828 Stuart to Darling River, and Squatters to Maranoa and Darling Downs by 1850’s; as Illustrated.



Benjamin Singleton and Philip Thorley were the first settlers to take their families, to the isolation and loneliness of the newly discovered region. In 1822 ‘Benjamin Singleton took his wife and five young children over the dismaying Bulga track, which was so rugged that John Howe had been forced to unload the packhorses and the load down "into the valley called Puttee". Mrs. Singleton with Mrs. Thorley were the first white women to cross these mountains. Others followed them from the Hawkesbury and squatted on the unallocated lands, selecting a site for a hut, a wheat paddock, and a corn and pumpkin patch. Their stock grazed confined on the plains and mingled in the cattle camps in the bush.

Holistic Vision of Ancestral Heritage in Hunter Valley

Synopsis – Ancestral Heritage in Hunter Valley

Many Cultures have merged into one Nation “Australia” after two Hundred Years.

Beginning as the Penal settlement at Sydney Cove on 26th January 1788, twenty years later by 1808 the Colonials were hemmed in on the East Coast of “New Holland” by “The Blue Mountains to the South, West and North”.

A “Convict Penal Settlement” at “Coal River” was established in 1795 along the coast to the North, again as a secured enclave.

By 1810, “Colonial Self Sufficiency” in this land of “Floods and Droughts” emerged to embrace an understanding of the ways of the “Native Aboriginals of these lands”, which contrasted the Colonial Visions of Grassy Lands and fresh flowing Water for crops and Cattle as food.

The Pioneer Ancestral Heritage Culture focus here is to detail and Visualise the Reconciled Culture that emerged during the first ten Years 1820 to 1830 of the Colonial Pioneers Settlers and Baiame Aboriginal Inhabitants coexistence in what was been identified here as “The Cockfighters Valley Precinct” Environs. Subsequently 200 Years later, todays Community Culture is still influenced by these intervening Cultural Heritage traits.

By 1819 Explorer John Howe recognised and adapted local knowledge in his quest in the “Blue Mountains” as it was known at the time in the search for a safe route to “Grassy Plains” to the West. In March 1820, Howes Party entered the Grassy Lands beside the Baiame Cave, across the Brook, and onto the “River Hunter”, where he named these lands as “Saint Patricks Plains”.

Within a year by 1822 Henry Dangar had surveyed Parish Allotments, all with River frontages, Reserves for Towns, Churches and Schools, but without Roads or tracks; and in that year Pioneer Settlers Families inhabited the “*Patricks Plains Land Grants*” they received.

Cockfighters Creek became the “*Gateway to the Hunter Valley*” and Liverpool Plains, as Bulga and the Bulga Track developed as the “Stock Route” which serviced Food for Sydney.

During 1820 to 1830 Colonial Settlers Tracks were established to suit their purpose with sure footed water crossings, while Colonial Governors planned the Roads and Towns.

Ten Years on by 1829 Major Mitchells South, West and North Roads and Towns plans focused upon at Bulga as “The Great North Road” via the Wollombi Valley, Broke , Warkworth, Muswellbrook, etc with the Hunter Valley being seen almost as Sub Colony at the time.

“*The Bulga Culture Centre Implementation Plan*” is set to detail the scope in the initial period of two to five years for the Short, Medium and Long Term Ancestral Heritage Periods. The first two years 2017 & 2018 specifically will establish the Heritage Bulga School as the Bulga Culture Centre complete with Visualisation Screens and Bulga Cultural Displays, as well as providing the resource facilities, to prepare and collate the various Visual Detailing Displays of the Cockfighters Valley Precinct for the Period 1810 to 1830 as Display Composites.

“*The Wonnarua and Hunter Valley Conservation Heritage Park (WHVCHP)*” proposed in Community Submissions first in 2010 sought recognition of the combined Aboriginal and Colonial Heritage Conservation. Specifically, the significance of Mitchell’s Great North Road connectivity between Broke Vere to Warkworth Village and Wambo Homestead involvement in this road was featured in the WHVCHP along with the WWII RAAF Base State Significant Heritage. Two Clarke Ancestral Homes; “Girale and Ohio” were located in this same area while “Willow Farm” is nearby.

Holistic Vision of Ancestral Heritage in Hunter Valley

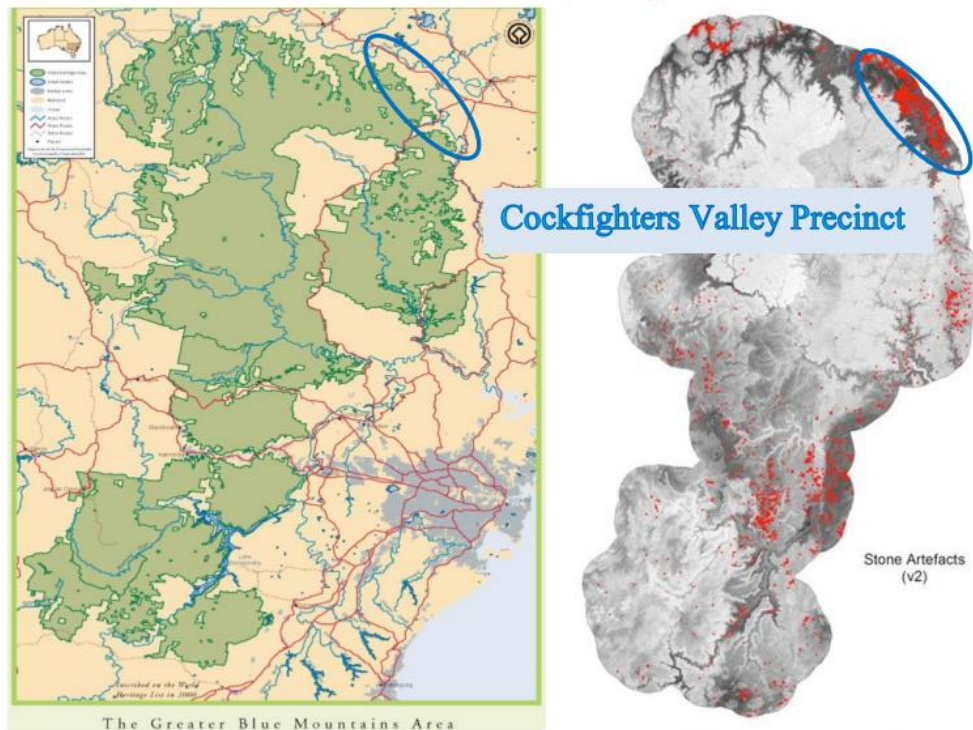
Phase 2 – Cockfighters Valley Precinct

The Cockfighters Valley Precinct here is considered an adjunct of the [UNESCO World Heritage](#)–listed [Greater Blue Mountains Area](#) National Park that forms part of the [Great Dividing Range](#) being the Gateway to the ‘Sub Colony of Sydney Cove’ at Saint Patricks Plains, in March 1820.

This Valley hosts the remnants of the Gondwanaland movement and Ice Age weathering yielding Yengo and Wollomi Forest formations, Wollombi Brook and with Creeks, settling now as Sand Sheets (Warkworth Sands) and with “Liken Carpets” across areas of Bulga WWII RAAF Base.

To understand the Heritage Significance of this Valley and Grassy Plains is to understand the Baiame connectivity of the Yengo and Wollomi Aboriginal Legends, Artefacts, the Baiame Cave and Bora Ground and “Baiame Aboriginal Custodians of all these Brook and River Lands”

By 1820, the Baiame Aboriginal Inhabitants “welcomed” the Pioneer Colonial Settlers and their Convicts and unusual animals to these grassy Plains, Cockfighter’s Creek and the River Hunter.



Our younger generations comment that only the Forests and Mountain areas are National Parks and that the connectivity of the Grassy Plains, Rocky sandy Creeks and River formations are just as significant. Clearly above; Mining is better recording Aboriginal Artefacts in these Grassy Plain areas.

Community Historic Heritage Conservation Zone expectations focuses on retaining all surface Mine land west of and including Mitchell’s Great North Road from Broke to Warkworth and beyond, Bulga WWII RAAF Base with its Likien area, Warkworth Sand Sheets, and all Bora Ground designated areas, and bounded by 100 metres West of Wollombi Brook Semicircular arc, and including all Biodiversity Lands to be incorporated. Heritage restoration is also expected.

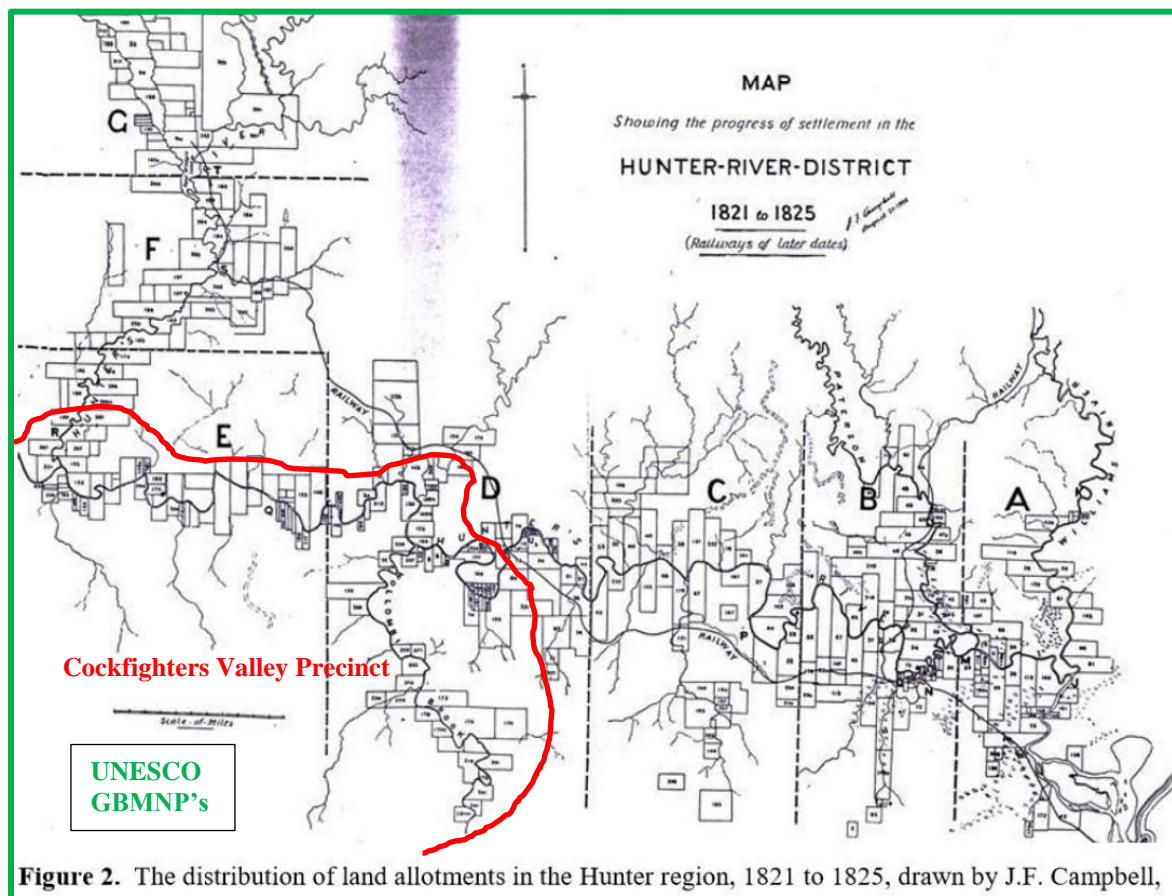
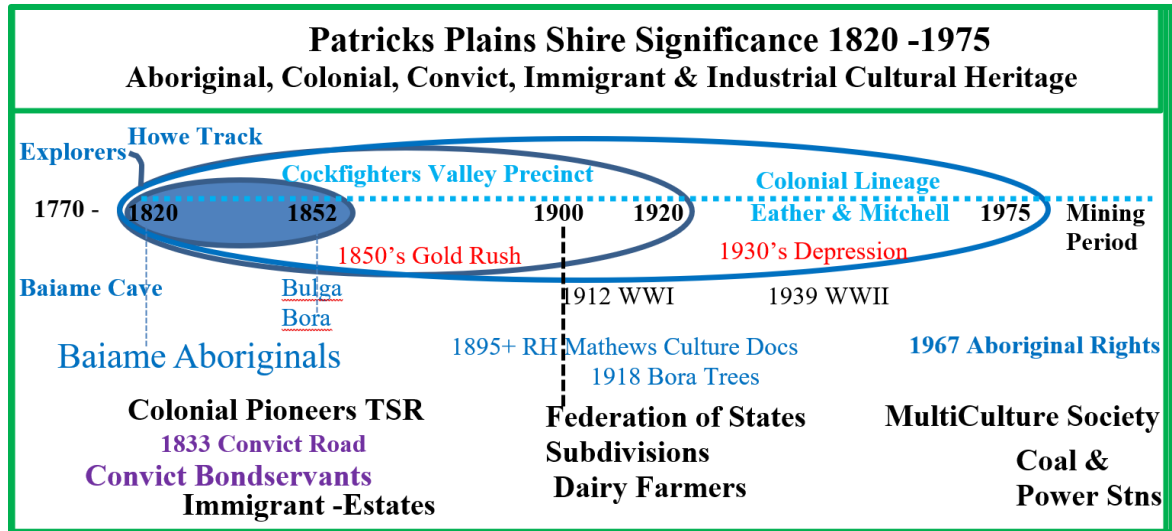
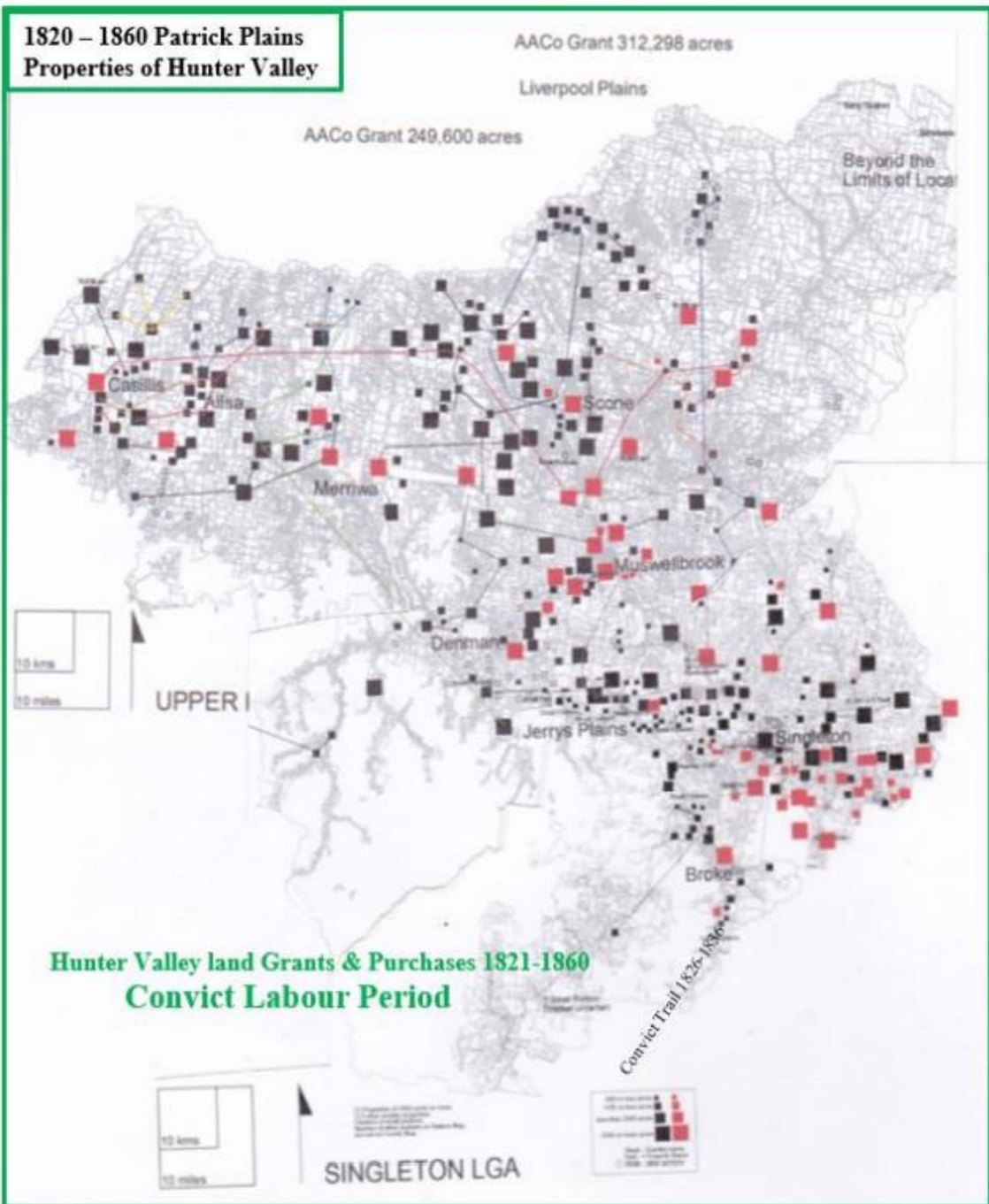


Figure 2. The distribution of land allotments in the Hunter region, 1821 to 1825, drawn by J.F. Campbell,

**APPENDIX 1. CADASTRAL MAPS OF EACH LOCAL COUNCIL AREA,
SHOWING THE DISTRIBUTION OF PROPERTIES ESTABLISHED
BEFORE THE 1850's in Hunter Valley. E. Higgingbottom & Associates**

**1820 – 1860 Patrick Plains
Properties of Hunter Valley**



Cockfighter Creek Colonial Ancestral Heritage 1770- 1920

"As a means of making men outwardly honest, of converting vagabonds, most useless in one country, into active citizens of another, and thus giving birth to a new and splendid country, a grand centre of civilization, it has succeeded to a degree perhaps unparalleled in history." — The Voyage of the Beagle, Charles Darwin 1836

Map of Cockfighter Creek Area

Key locations marked on the map include: Mt Leonard, Dooderwing, Lee Cooke at Bulga Creek 1920, Green Flat, Bulga, and various historical sites like the Horseshoe Lagoon and the Opening of War Memorial Gates 1920.

Wool Wagon at Bulga c 1900

Stock Route, 1829/30 - 1892/3

'Meersa'

'James Hale 1829 & Wambo' 1830's

'Alex Esther Manuscript 1828 - 1921 @ Meersa'

'Rockview' 1870

'Bulga Historic Buildings'

'By-Yong' Horseshoe Lagoon

'Evelina Durham' 1898, Millrodale, Mt Leonard, Charlton, & Wambo

'Cockfighter Creek Tavern'

'Opening of War Memorial Gates 1920'

'Bulga Heritage Centre' 1879

'Green Flat'

'Bulga' 1829

'Bulga Heritage Centre' 1879

LIST OF DESCENDANTS OF EARLY BULGA PIONEER'S SHOWING CONNECTIVITY BETWEEN FAMILIES

NAME	DATE	LOCATION	DESCENDANTS
James Hale	1829	Wambo	James Hale, Wambo, 1830's
Alex Esther	1828-1921	Meersa	Alex Esther, Manuscript 1828-1921 @ Meersa
Rockview	1870	Rockview	Rockview, 1870
Bulga Historic Buildings	1829/30 - 1892/3	Bulga	Bulga Historic Buildings, 1829/30 - 1892/3
By-Yong Horseshoe Lagoon	1829/30 - 1892/3	By-Yong	By-Yong Horseshoe Lagoon, 1829/30 - 1892/3
Evelina Durham	1898	Millrodale, Mt Leonard, Charlton, & Wambo	Evelina Durham, 1898, Millrodale, Mt Leonard, Charlton, & Wambo
Cockfighter Creek Tavern	1829/30 - 1892/3	Cockfighter Creek	Cockfighter Creek Tavern, 1829/30 - 1892/3
Opening of War Memorial Gates	1920	Opening of War Memorial Gates	Opening of War Memorial Gates, 1920
Bulga Heritage Centre	1879	Bulga	Bulga Heritage Centre, 1879
Green Flat	1829	Green Flat	Green Flat, 1829
Bulga	1829	Bulga	Bulga, 1829

Convict Love Token

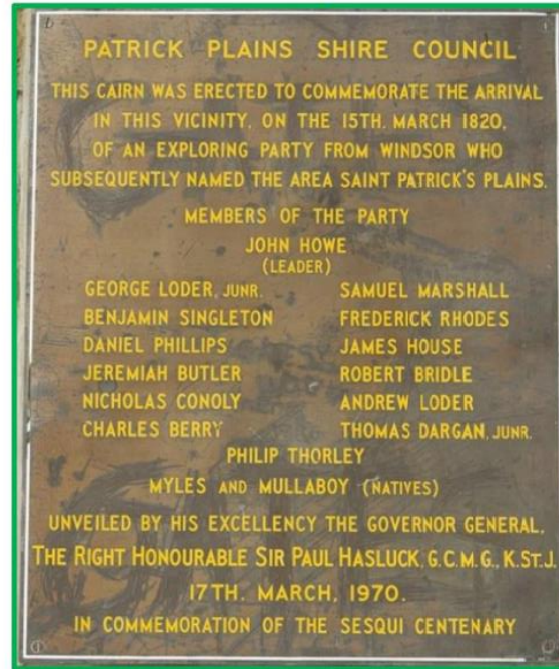
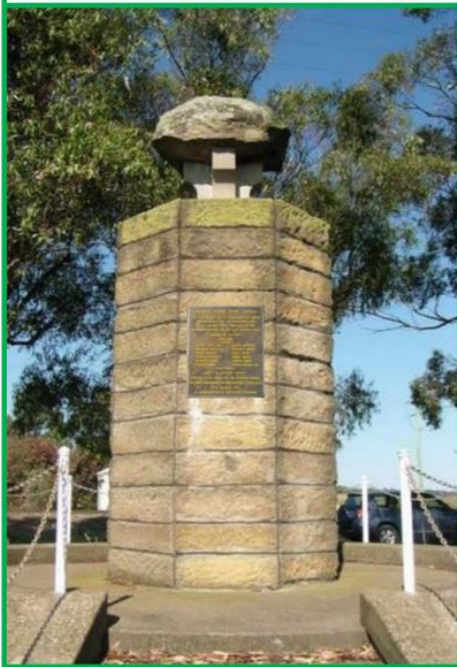
SSHEG Community Health & “Cockfighters Valley Precinct” Implementation in 2020

Patricks Plains Shire Cultural Heritage State Significance Status of Homesteads, Portions of Homesteads, Later additions, Neglected Heritage, Wilful Heritage Damage, Heritage Security, Heritage Maintenance, Ruins, Locality Sites, Heritage Archaeology Localities related to Aboriginal, Colonial, Immigrant, and Industrial Heritage that are classified as 1820 – 1870, post 1870 by 100 years to 1970; and those related to Mining 25 Year Approvals to 2045, now considered Today's Mining Heritage as pre2000.

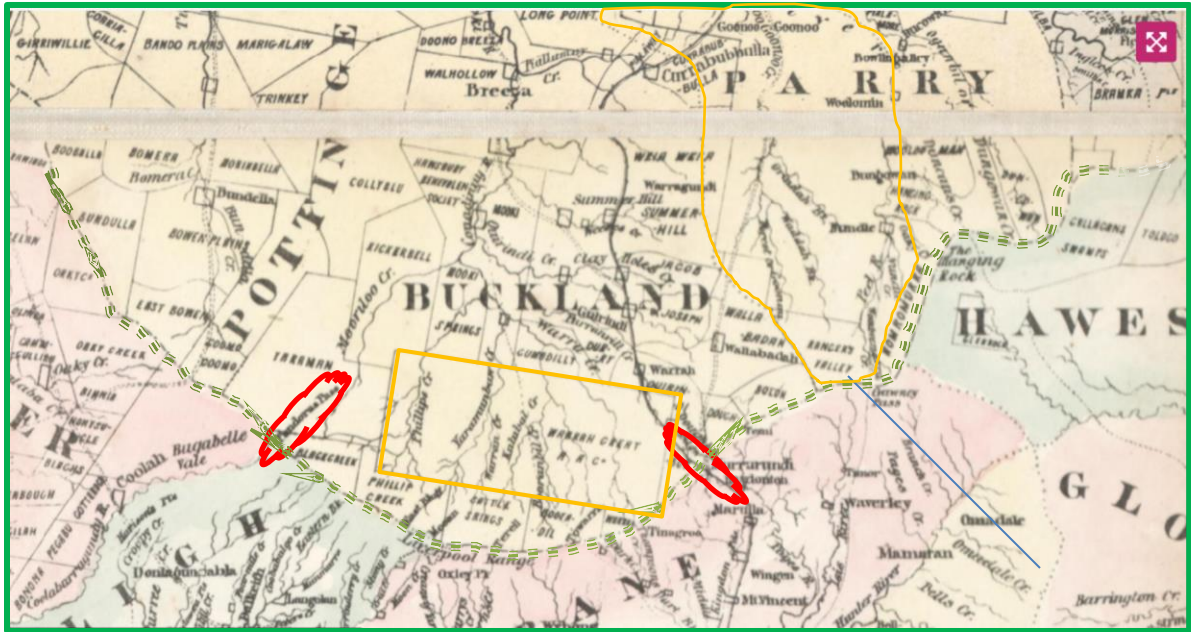
Further, the Bulga Culture Centre June 2016 ([Reference A](#)) Community Initiative Concept Document has already established the Patricks Plains Heritage framework that begins with Events in November 1819 with the entry of Howe Explorers into the Hunter Valley Hunter River Region.

The Patricks Plains Shire Council Cultural and Natural Heritage State Significance was Nationally recognised from the early 1820's for 150 Years as Illustrated below; Today in 2020 during the Singleton Shire Mining Period Cultural & Natural Heritage now provides today's Community Tourism opportunity as a Community Health Initiative.

1821 “The Birthplace of the Hunter Valley”



**Saint Patricks Plains Howe Monument. 15 March 1820
on New England Highway at the Range Road “Crossroads”
– Rail crossing now replaced in 2015 with Overpass Bridge Crossing.**



2.1.3 First contact on the Liverpool Plains

Prior to colonisation by Europeans the Liverpool Plains supported around 12,000 Gamilaroi and other peoples, including the Ngarabal.¹⁹ As was the case in the rest of NSW, European diseases often travelled ahead of settlers, possibly diminishing their numbers before Europeans even arrived in the area. The Gamilaroi were very likely aware of the arrival and intentions of Europeans and resisted white settlement vigorously, attacking stock and settlers and earning a reputation for ferocity. When the **Loder** brothers sent up cattle and sheep in 1827 they chose a favoured site, Kuwherindi, which Eric Rolls says the Gamilaroi pronounced as ‘something like Gooarinda’ but which we now know as Quirindi.²⁰ It was an important place for the Gamilaroi – one of the meanings of its name is ‘fish breeding area.’²¹

First contact was certainly marked by violence. Rolls describes a massacre in 1827 or 1828 nearby at Onus’ newly-established run ‘Boorambil’ (at Onus or Millers Creek), which occurred after a group of painted warriors challenged the stockmen. Accounts by colonial authors William Gardner and Martin Cash differ but it seems that between seven and 16 stockmen took cover in a hut and, during an attack that lasted several hours, shot ‘perhaps two hundred’.²² It is worth noting that the ‘Boorambil’ story is not covered by Lyndall Ryan’s map of Colonial Frontier Massacres in Central and Eastern Australia 1788–1930, but this may be a reflection of the accuracy of the map.

There are traces of collaboration between black and white people in the early records, although it is doubtful the colonial authorities considered much of it positive. Another band of Gamilaroi developed skills in cattle-thieving, under the tutelage of George ‘The Barber’ or ‘The Flying Barber’ Clarke, a convict who had run away from Ben Singleton’s property and taken up bushranging, building his own stockyard east of Boggabri at Barbers Lagoon. Clarke became initiated and took several wives but was eventually caught and prosecuted for his thefts on the Namoi.²³

In many areas of the Liverpool Plains the Gamilaroi and settlers reached a form of accommodation, where Aboriginal people exchanged peace, friendship and labour for tobacco and rations, and so were able to maintain their access to land. However the Gamilaroi continued to resist expansion to the north of the Liverpool Plains. During 1835 on the Waterloo Plains stockmen killed six Gamilaroi or

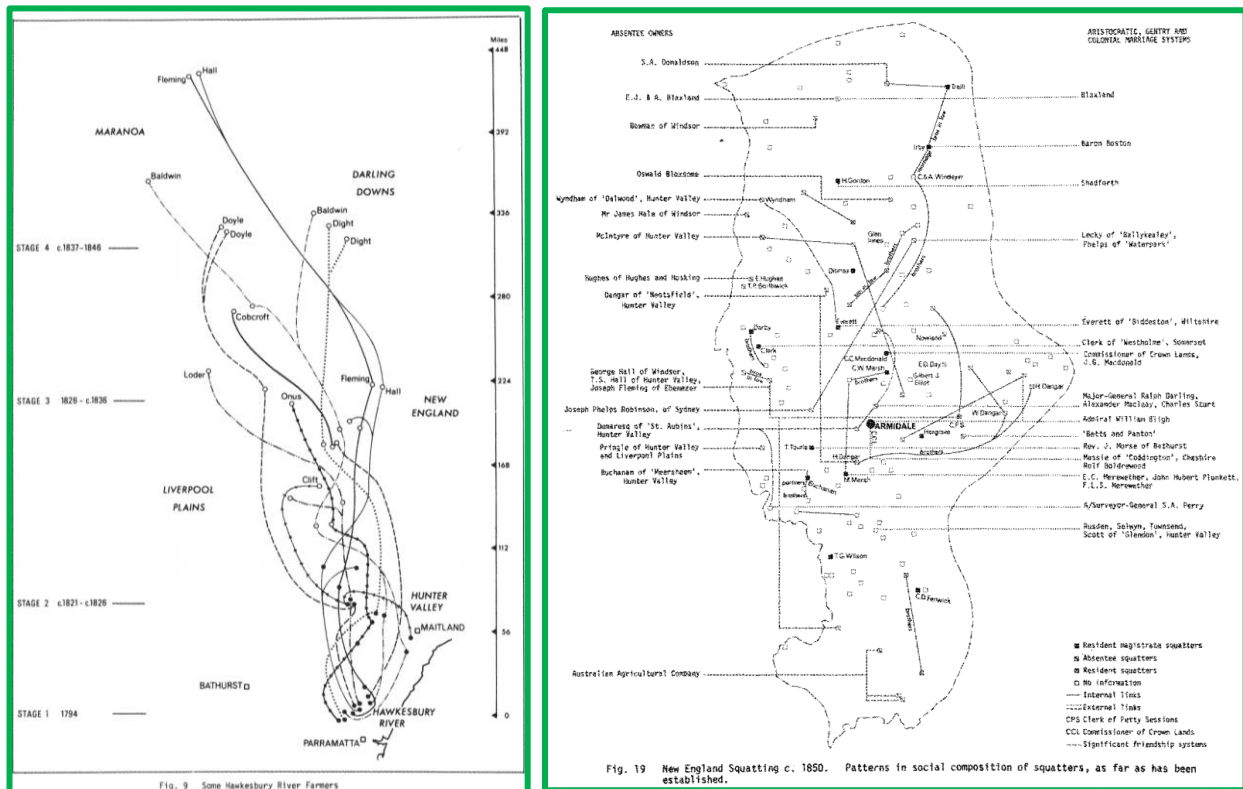
By 1821 they were grazing and cultivating there. Andrew's 100-acre grant was No.45, Parish of Whittingham, named 'Mt Loder'. As their flocks increased, severe droughts of 1827-28 along the Hunter River forced them to venture over the Liverpool Ranges looking for grass. On the Liverpool Plains they found flat fertile country and on a creek called Kuwerhindi they took up a large squatting run where the town of Quirindi now stands. They then took sheep and cattle up there, the sheep being the first on the Liverpool Plains.

Their convict stockmen were well settled there when Major Mitchell called there in December 1831. According to Sir Edward Parry, by 1832 Loders had 1700 sheep and 1100 head of cattle there. When George Jnr died in mid-1834, it is known that they had cattle on a run called 'Billaboo' west of the town, 'Wee Waa' and probably another run to the south, called 'Merah'. 'Billaboo' appears to be the oldest property name in the district.

twenty-three squatters who had been established in those locations for some years. Being squatters, they of course had no official endorsement such as a grant to justify their continuing in occupation. Following is the list of the squatters and their holdings as recorded on behalf of AAC in April 1832.⁴¹⁵

Head of Cattle	Station	Belonging to	Residence
About 1,200	Mookie	Mr Robertson	Sydney (Watchmaker)
		Mr Burns	Richmond
500	Kilcoobil	John Blaxland, Esq	Newington, Parramatta
About 700	Murilloo	- Fitzgerald Esq	Windsor
		Wm Lawson Esq	Veteran Hall, Parramatta
2,000	Yarramanbah	Mr Otto Baldwin	Patrick's Plains
		William Osborn	Liverpool Plains
		Jno Upton	Richmond
		Geo Yeoman Esq }	Maitland
		Richd Yeoman Esq }	
		Patrick Campbell	Maitland
1,600	Boorambill	Josh Onus }	Richmond
		Robt Williams }	
1,200	Warrah	Thos Parnell	Richmond
		Phillip Thorley	Richmond
		Wm Nowlan	Patrick's Plains
1,000	Phillip's Creek	Major Druitt	Mr Druitt, near Parramatta
<i>8,200 cattle on the Liverpool Plains</i>			
1,100	Kewerhindi	Mr Geo Loder	Windsor
		Mr Andrew Loder	Hunter River
1,200	Wollomal	Mr Brown	Wollombi Brook, Darlington, Hunter River
		W Dangar Esq	Patrick's Plains
1,300	Wollomal or Waldoo	- Cory Esq	Paterson's River
		- Warland Esq	Page's River
<i>3,600 cattle on the Peel River</i>			

The eviction of those squatters fuelled resentment against the new, well connected, free settlers who received priority on land grants and lavish endowments with broad acres.⁴¹⁶ Philip Thorley and the Loder



Alexander Dalrymple, Thomas Stamford Raffles and James Brooke were all inspired by this mercantile spirit, the latter envisaging in his 1838 prospectus a chain of British settlements from Singapore to Port Essington, a new settlement which was to be established by the British government later that year near Raffles Bay.² And it was at Port Essington that one of the chief protagonists of northern settlement, George Samuel Windsor Earl, was to spend the next six years in the vain hope that Macassan *trepang* (*beche de mer*) fishermen and Chinese traders resorting there would provide the nucleus of a second Singapore. In many ways, Earl's adventurous and varied career epitomises British entrepreneurial activity in island Southeast Asia in the early nineteenth century and the way in which northern Australia was seen as its geographical extension. It also suggests that what has become known as the

With the Bathurst Plains after 1815 impacted by "1824 Aboriginal War & Peace"; the Colonial Immigrant Farming favoured Patricks Plains to the North of New Holland Colony along the Howe Track of 1820; and ahead of the 1833 Convict built Cockfighter Creek Crossing of the Great North Road across the Liverpool Range; following the Colonial Vision towards the Far North connection to Trading Ports of Asia as Surveyor General Mitchell Explorations 1831 and 1846 sought at the Darling Downs, and also where Ludwig Leichhardt 1844 Explored to Port Essington.

Reference 3 "Singleton and Jerrys Plains Conservation Study in 1994 – Wendy Thorp (Extract only)

THEMATIC CONTEXT:
SINGLETON AND JERRYS PLAINS CONSERVATION STUDY

4.2 The Pace of Settlement

By the 1840s Singleton was already a thriving and *this town* prominent settlement. Recognition of the role of Singleton in the development of the district was made by the change of the post office from Darlington (named in 1829) to Singleton in 1835. The importance of the town in terms of its growth and investment possibilities was made even more clear in the advertisements accompanying sale notices. In 1840, for example, it was said that,

"There is not a single town in the British colony of NSW which has excited the attention of merchant and mechanic more than that of the town of Singleton at Patricks Plains. It is one of the most rapidly improving towns ever witnessed and yet two years ago it contained only about half a dozen cabins. Its streets are now, however, extensively forming and it promises to the central and grand Emporium for the upper districts of the Hunter River" (1)

Its position and the services *the town* offered stimulated a commensurate growth in the population of ~~the town~~. In 1841 there were ninety-one houses and a population of 431. By 1846 the population of Singleton had grown to 565.

At Jerrys Plains the promise of 1840, represented by the establishment of the government town, did not eventuate. By 1842 it was referred to as "this neglected district" (2). The principal needs of the place were considered by its inhabitants to be magistrates, roads, a lock-up and a place of worship. By the 1850s the private town of Jerrys Plains had three inns, a church, a school and several stores. The Catholic Church was established in 1846. *By the 1880s it had grown to at least 2000.*

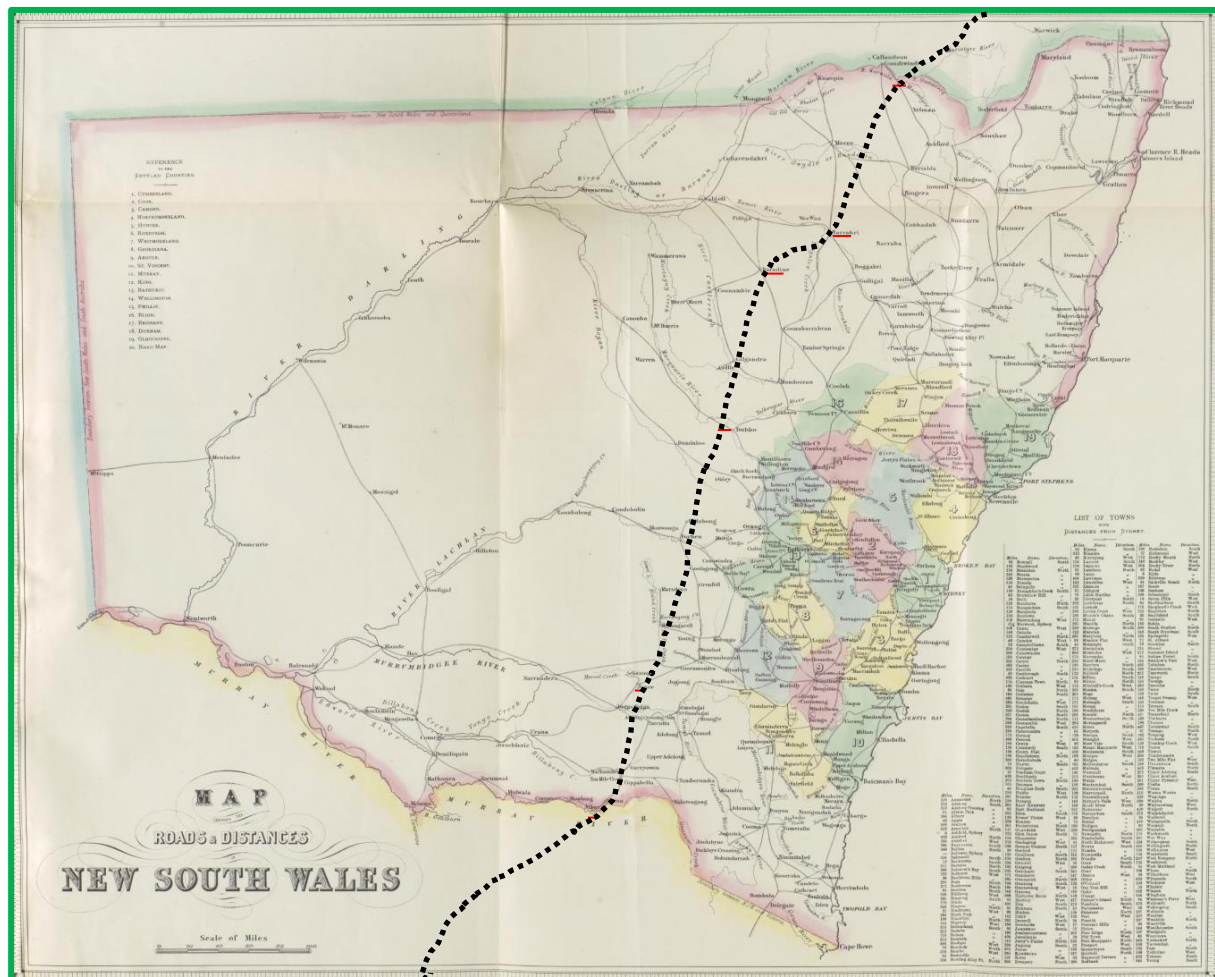
The introduction of the railway to Singleton in the 1860s, *however*, provided the real division between the relative fortunes and growth of the two towns. By the mid 1860s Singleton (which was noted to have at least doubled its population in ten years) was home to at least two thousand people (3). Jerrys Plains, however, was said to have a small and migratory population which depended chiefly on cattle droving and being teamsters (4).

The *potential* promise of the early-middle years of the nineteenth century was realized at Singleton by the later decades of that century. Guide books, after giving extensive coverage to the importance of Maitland, always noted the presence and vigour of Singleton. Its role as a central depot and service centre for the locale was recognized by most commentators. For example, in 1887 it was said;

"Thirsty miles from Maitland stands the town of Singleton the centre of a progressive and

WENDY THORP

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1832 map showing the nine counties in use before Thomas Mitchell surveyed the Nineteen Counties in 1834

Travelling stock routes

As part of the activities associated with large pastoral stations, stock would often need to be moved from one place to another. In 1836, Charles Darwin noted when visiting James Walker's property, Wallerawang, near Lithgow that sheep were moved over a hundred miles from their grazing lands to be shorn (High Ground Consulting 2009:33). Referred to as the "long paddock", the routes used to move stock from place to place became a network of travelling stock routes (TSRs).

The origins of TSRs have not been extensively studied, although it has been suggested that at least some TSR followed existing traditional pathways of Aboriginal people (Spooner Firman and Yalmambirra 2010:330). As many traditional Aboriginal pathways followed rivers, floodplains, lakes and marshes, it is feasible that drovers also followed these pathways to be close to water (Ibid:331). McKnight suggested that the first stock routes were developed in two stages: the first to "overland" stock to and from the pastoral stations, and the second to move the stock to key markets once they were established (McKnight in Bombell 2014:13). Over time TSRs were surveyed, notified and gazetted, resulting in a network of TSRs across the eastern seaboard (refer to Figure 5.3). Many of the original TSRs have been destroyed or neglected. There is a TSR at Webb's Siding on the southern terrace of the Macquarie River was known to be both a traditional and historical campsite for local people.

Squatters.

A BILL intended to restrain what is in America and New South Wales familiarly called "SQUATTING," is published in last Wednesday's *Government Gazette*, it is as follows:—

1.—A Bill to restrain the unauthorised occupation of Crown Lands.

The unauthorised occupation of the Waste Lands of the Colony, being derogatory to the rights of the Crown, and conducive to many illegal and dishonest practices, and the laws at present in force being insufficient for the speedy removal of intruders, it is proposed that from and after the — day of — next, any person found in the unauthorised occupation of Crown Lands shall be subject to the following penalties; that is to say—for the first offence £10, for the second £20, and for the third or any subsequent offence £50, to be recovered before any Justice of the Peace, upon the information and complaint on oath of any Commissioner of Crown Lands, or of any Proprietor or Lessee of Land, or of his agent (being free), provided that no conviction for a second or subsequent offence shall take place within one month of the former conviction. Costs to be recovered against the complainant in default of proof of the information, and treble costs if the complaint be without reasonable ground.

Any Commissioner of Crown Lands, or Justice of the Peace, by himself or bailiff, to be authorised to seize Cattle or other animals found trespassing on Crown Lands, and if found within twenty miles from an established pound to drive the same thereto; or, otherwise to detain and impound them at the nearest convenient place, which for the purposes of the Act shall be deemed to be a lawful Pound; Cattle and other animals impounded to be subject to certain rates and charges.

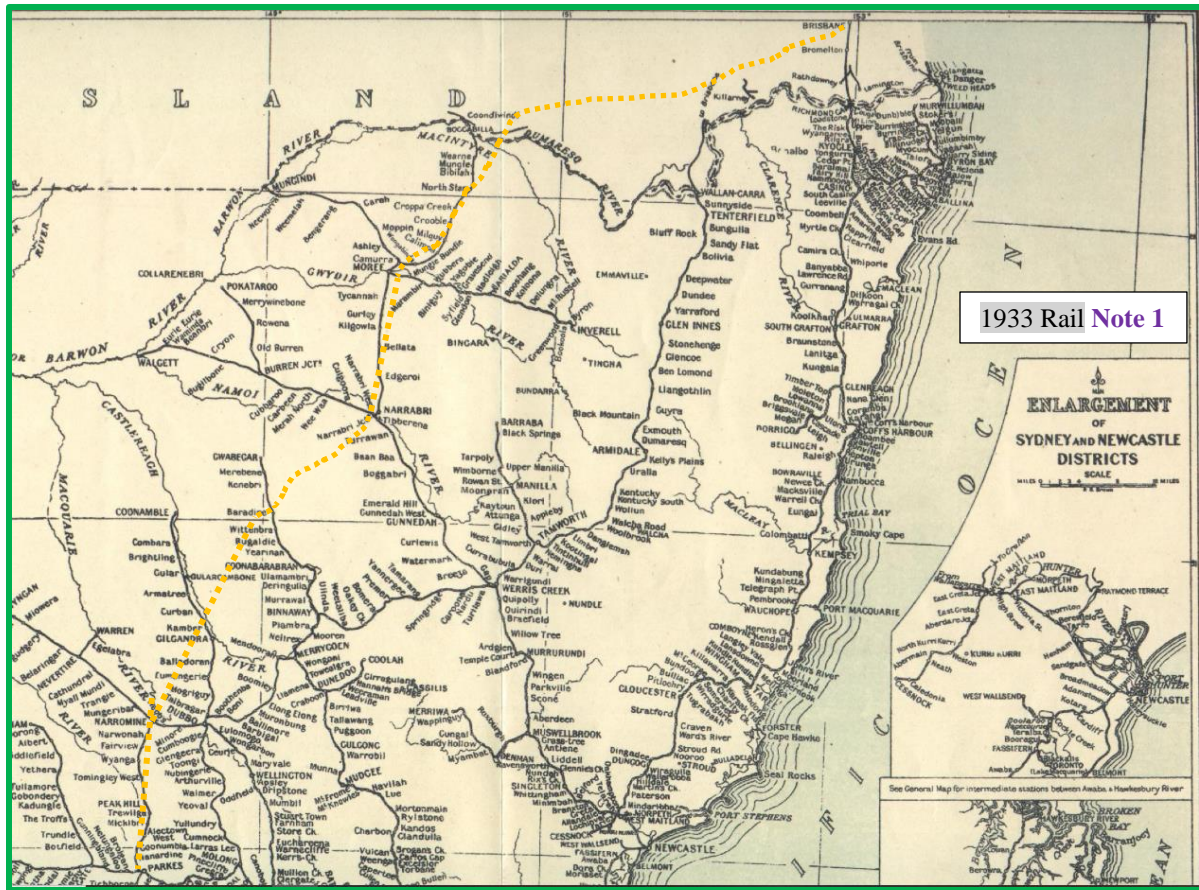
Proceedings had under the Act not to affect titles to Land.

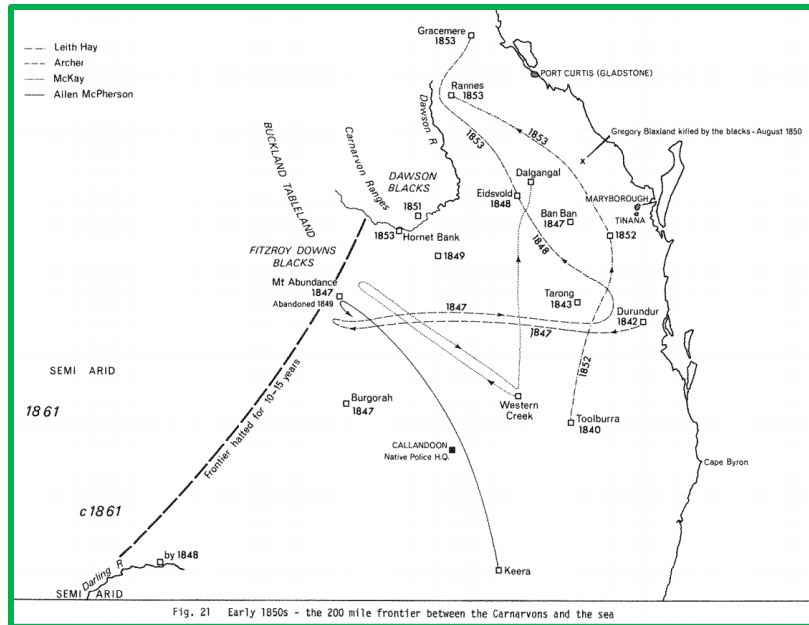
Trove 1836 The Sydney Monitor wed 29 June 1836

In 1831 a runaway convict named George "The Barber" Clarke, (monument around Barbers Lagoon, Boggabri NSW) who had lived with the Kamilaroi people in the area for several years, claimed that a large river called Kindur flowed north-west from the Liverpool Ranges in New South Wales to the sea. [Charles Sturt](#) believed that the Murray-Darling system formed the main river system of New South Wales and Mitchell wanted to prove Sturt wrong. Mitchell formed an expedition consisting of himself, assistant surveyor George Boyle White and 15 convicts who were promised remission for good conduct. Mitchell took 20 bullocks, three heavy drays, three light carts and nine horses to carry supplies, and set out on 24 November 1831 to investigate the claim.

The expedition continued northward, and having climbed the [Liverpool Range](#) on 5 December, they found an Aboriginal tribe who had fled from their home in the Hunter Valley and were suffering from what appeared to be [smallpox](#). On 8 December they arrived at [Quirindi](#) and by 11 December the expedition had reached Wallamoul Station near [Tamworth](#), the northern extent of white settlement at the time. ^[15]

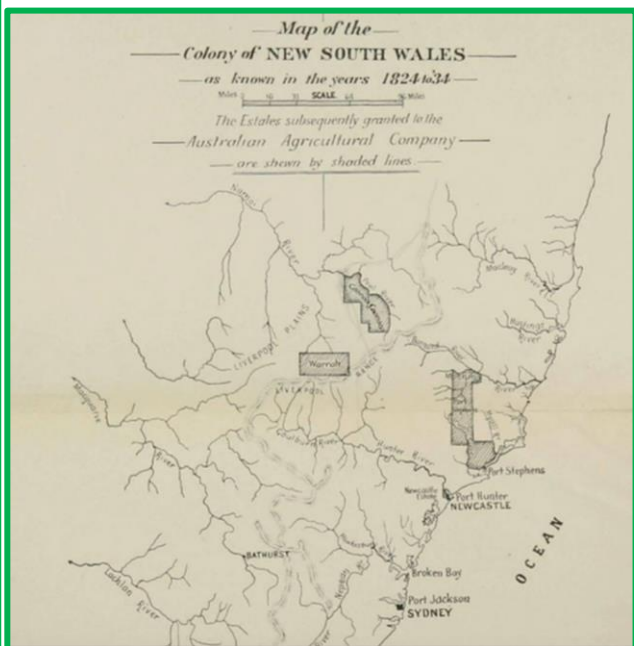
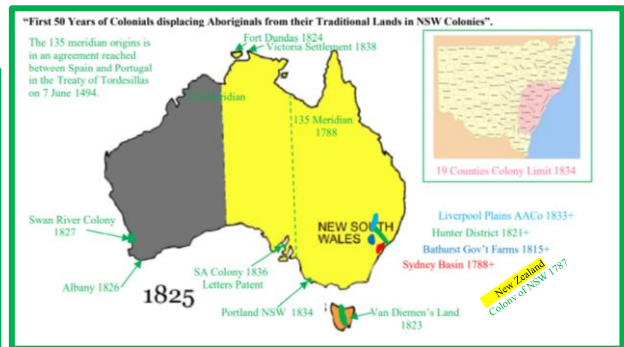
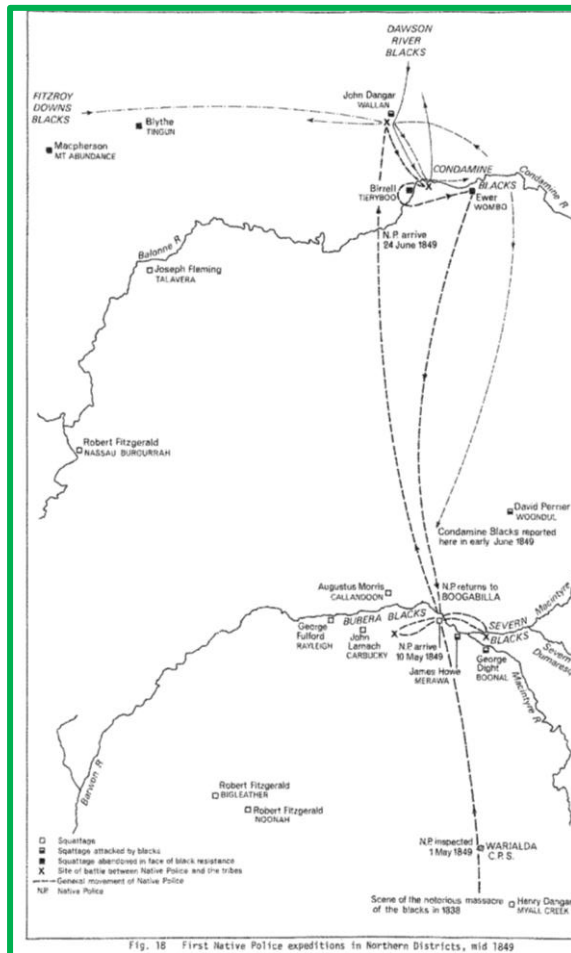
Mitchell continued his northward push into uncolonised territory, guided by a local [Gamilaraay](#) man named "Mr. Brown". In mid December, near to where [Boggabri](#) now stands, they located the remains of a stockyard and huts built by George Clarke and his Aboriginal colleagues. By early January 1832 Mitchell's group was travelling along the [Namoi River](#), by which stage Mr Brown had left them. Mitchell's party then headed north unguided but managed to reach the [Gwydir River](#) in mid-January where they found a small Aboriginal village of conical-roofed huts. They followed the Gwydir west and made it to the [Barwon River](#) by the end of the month. Mitchell came to the correct conclusion that the Barwon flowed into the [Darling River](#) and decided not to proceed any further. ^[15]

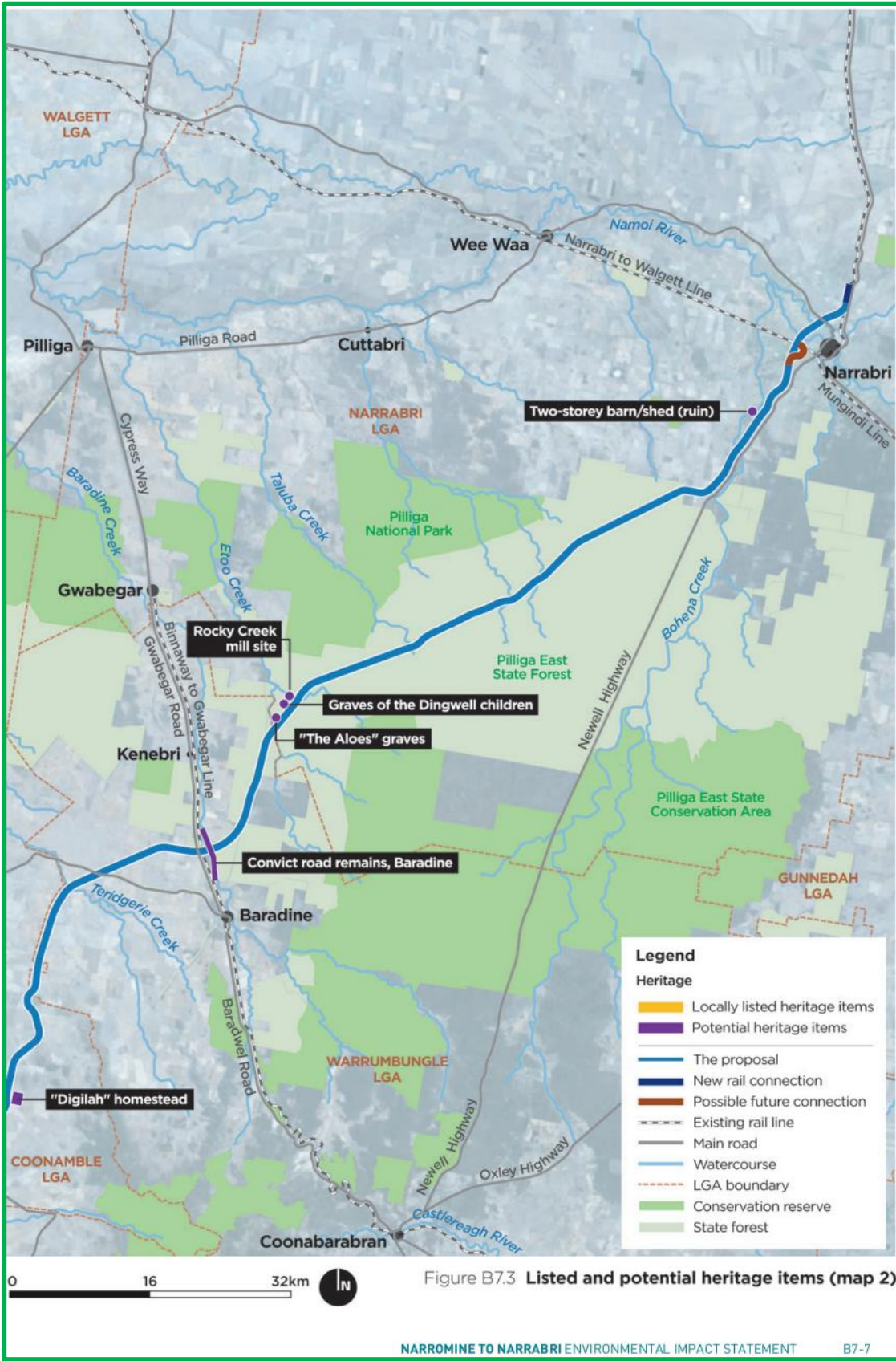




blacks to plunder the whites of their property or to murder them with impunity. In the present state of the law, the blacks really do so, and no exertions are made by the government, or by the canters, to bring the marauders to justice—to hang them, as whites would be hanged, even for minor offences. Under such circumstances, we assert that *the law is unequal*, and not one of the whining crew who infect the Colony, and who, indeed, seem to be getting beside themselves, can prove the reverse of our assertion. Well, then, such being the case—what is to be done? We say, protect the whites as well as the blacks. Protect the white settler, his wife, and children, in remote places, from the filthy, brutal cannibals of New Holland. We say to the Colonists, since the Government makes no adequate exertion to protect you, protect yourselves; and if the ferocious savages endeavour to plunder or destroy your property, or to murder yourselves, your families, or your servants, do to them as you would do to any white robbers or murderers—SHOOT THEM DEAD, if you can. In the course

Squatters' view of colonial violence. The Sydney Herald 14 November 1838, p.2





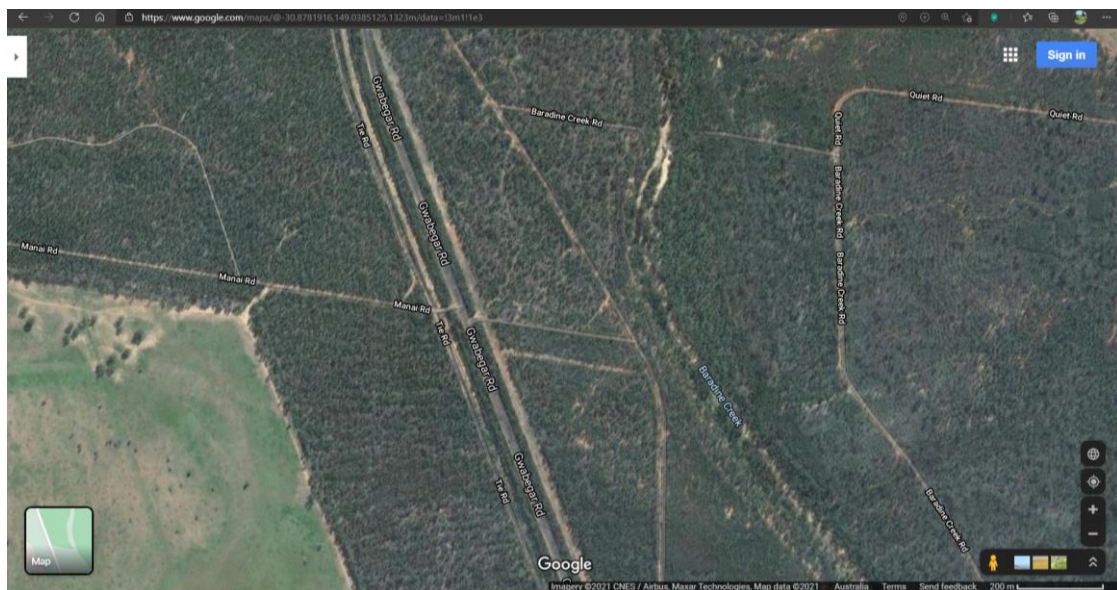




The **Gwabegar Railway Line** is a railway line in the [Central West](#) and [North West Slopes](#) of [New South Wales](#), Australia, which passes through the towns of Mudgee, Gulgong, Dunedoo, [Coonabarabran](#) and terminates at [Gwabegar](#).

The section from [Wallerawang](#) to [Capertee](#) was opened on 15 May 1882; the section from Capertee to [Rylstone](#) on 9 June 1884; the section from Rylstone to Mudgee on 10 September 1884; the section from Mudgee to Gulgong on 14 April 1909; the section from Gulgong to Dunedoo on 28 November 1910; the section from Dunedoo to [Binnaway](#) on 2 April 1917; the section from Binnaway to Coonabarabran on 11 June 1917; and the section from Coonabarabran to Gwabegar on 10 September 1923.

Grain was formerly shipped from silos at locations such as Gwabegar, Baradine, and Bugaldie, on the now closed section of line north of Binnaway.^[21] Silos continue in use at locations such as Neilrex and Birriwa. The flour mill sidings at Gulgong are no longer connected to the line.



Thematic history of the former Coonabarabran Shire

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points of Yarragrín, Gundy, Bidden, Mogie Melon, Wallumburawang, Tooraweenah and Nullen.¹⁸⁰

The economic downturn of the early 1840s impacted hard on pastoral runs at the fringes of settlement. Many squatters suffered severe losses and the pastoral industry was generally saved by the wholesale slaughter and boiling down of livestock. Their reduced fats were sold to Britain at a higher value than that of the animals' meat, hides or fleeces.

Increases in the price of wool in the late 1840s led to changes in land use and an increasing rise to dominance by sheep farming in the west of New South Wales. The fortunes of pastoralists were given an additional boost by the gold rushes of the early 1850s, which created an increase in demand for meat, and the American Civil War (1860-1864), which increased the English textile mills demand for wool. The gold rushes also led to shortages of labour on pastoral runs.

Despite attempts to establish closer settlement in the late 19th century much of the region around Coonabarabran continued to be characterised by large cattle and sheep runs. Droughts, floods and adverse market conditions combined to drive many smaller and more marginal property holders off the land. According to Rolls:

By 1884 ... the Pilliga forest area was encircled and engulfed by eight big holdings. Gholendaadi on the east had swallowed up Namoi Hut and Henriendi ... it stretched down Cocks Creek from the present village of Mullaley to the Namoi, took in the towns of Boggabri, and joined Baan Baa south opposite the junction of Maules Creek and the Namoi...

On the south Girriwillie and Nombi had run together as Garawilla, a rich property. Selectors had begun to come on to Goorianawa which had not extended though it was still one of the biggest holdings. On the west of Goorianawa, old Teridgerie had combined with several other runs and become the lovely Calga of the Ryder brothers... South of the travelling stock route between Coonamble and Baradine three runs only extended the seventy kilometres between the Castlereagh River and Baradine Creek, Warrena, Calga and Goorianawa, and north of the stock route three other runs extended the distance, Nebea, Urawilkie and Charles Colwell's Bimble.

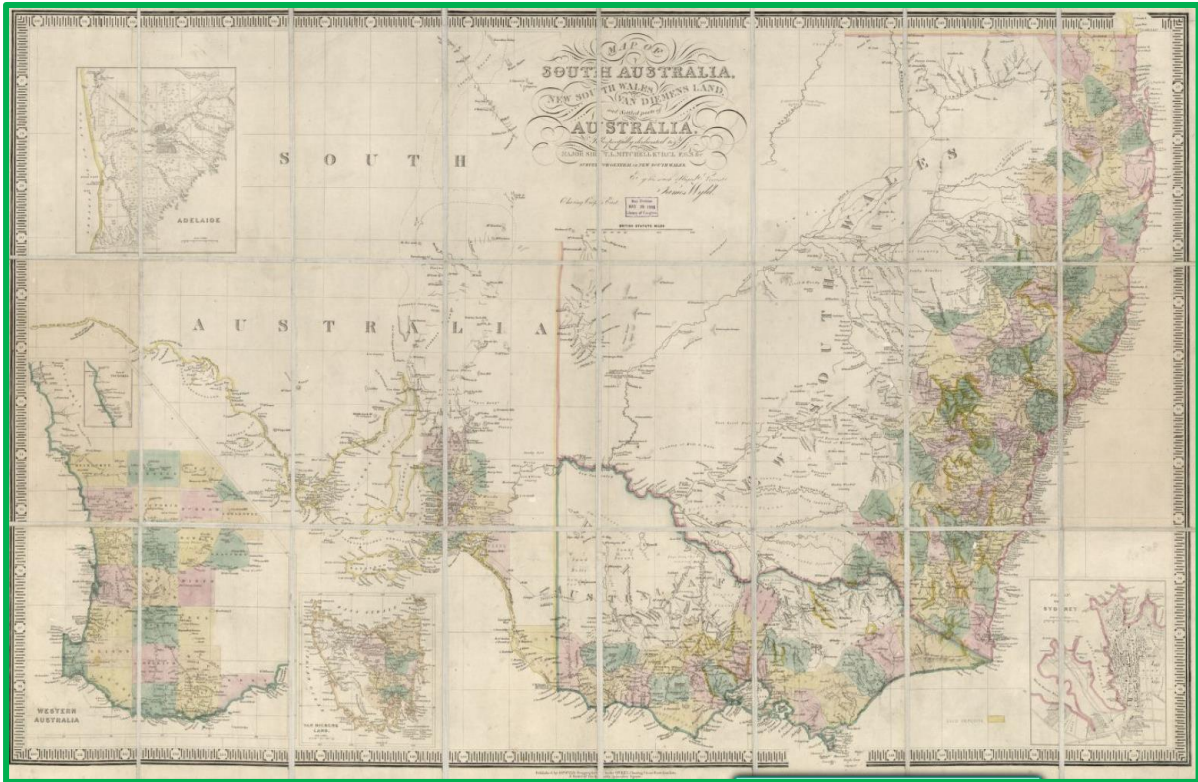
On the central part of Baradine Creek, Mrs Catherine MacKenzie's Wangen sprawled over fifty thousand hectares of Wangen, Wangen Back, Bulluwi and Erinbri.¹⁸¹

The second half of the 19th Century was also characterised by the encroachment of the Pilliga Forest into lands which had previously been used for grazing. By 1870 the acacia and cypress trees of the Pilliga had begun to invade land which had been used for grazing since the 1830s.

¹⁸⁰ Rolls, E., 1982. *A Million Wild Acres*. pp.116-119

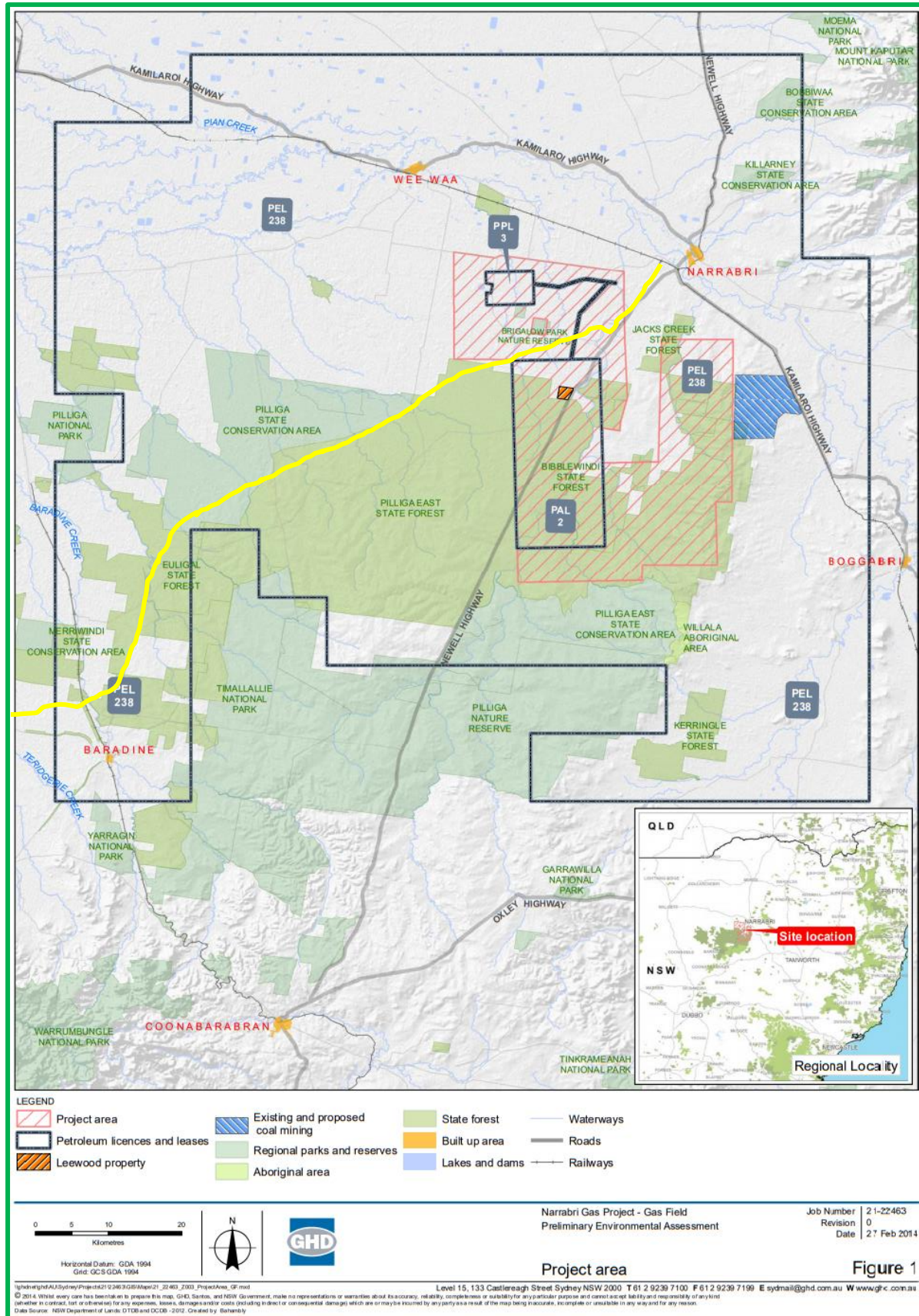
¹⁸¹ Rolls, E., 1982. *A Million Wild Acres*. pp.188-189

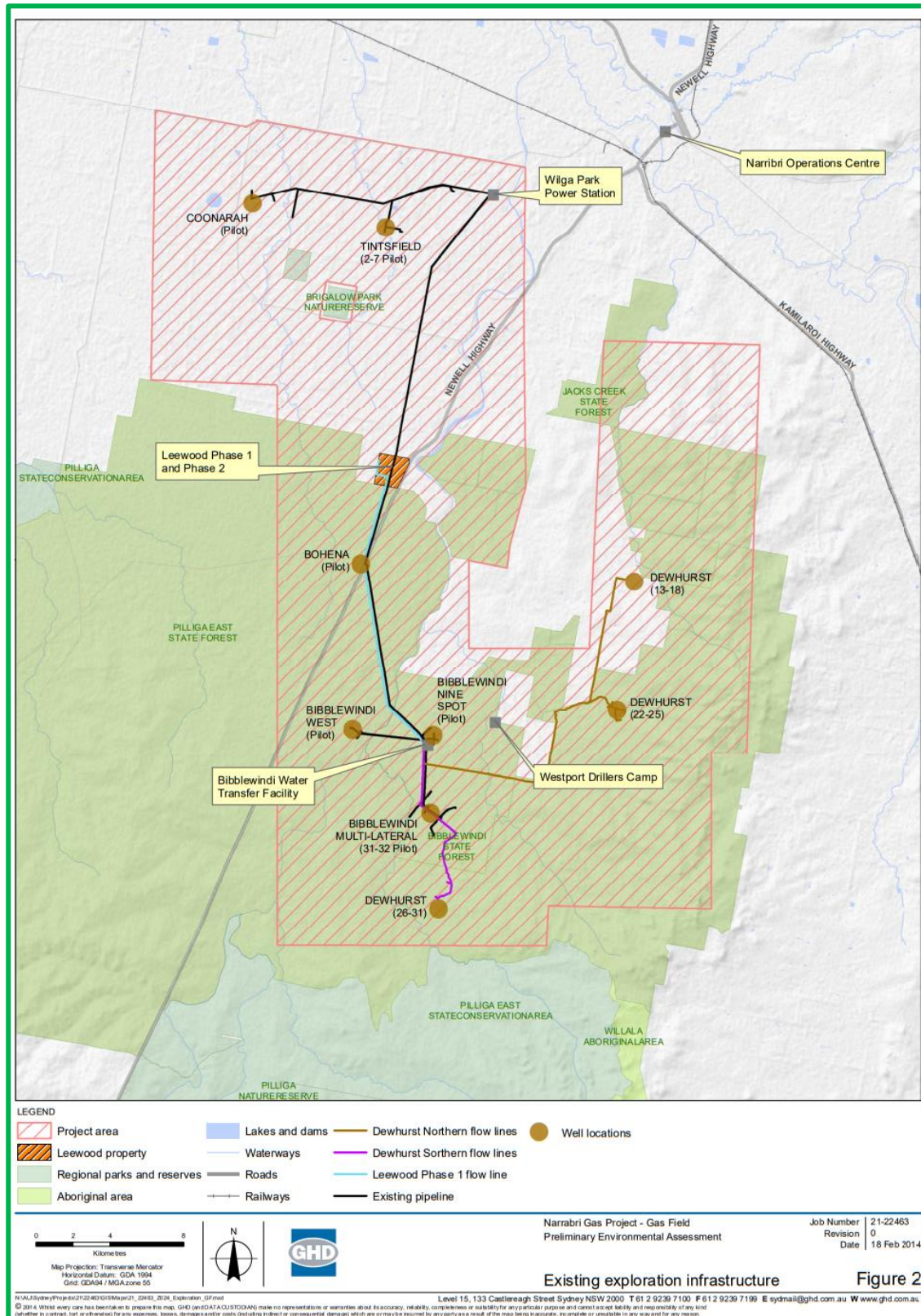
Ray Christison
Version 1 17.7.06



1850 Wyld Map Cartiography for Sir Thomas Mitchell Surveyor General



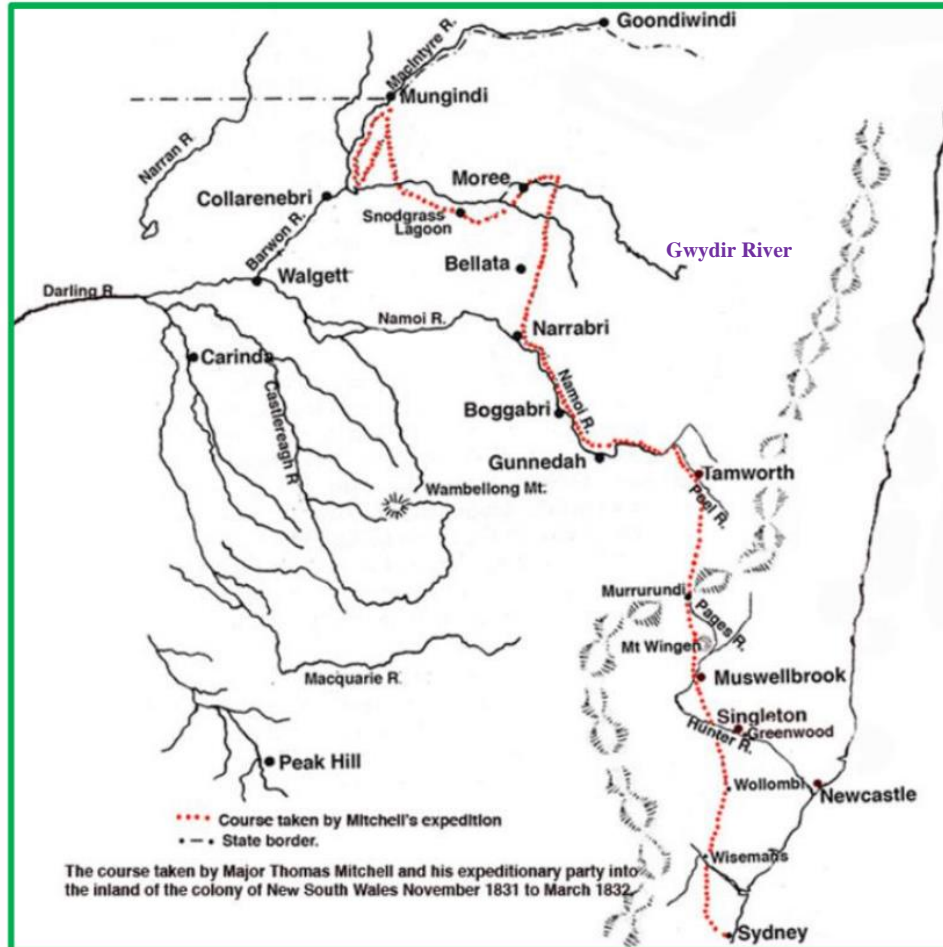




<https://youtu.be/vT2CCxXcmF8>

Video of Cunningham Exploration 1825

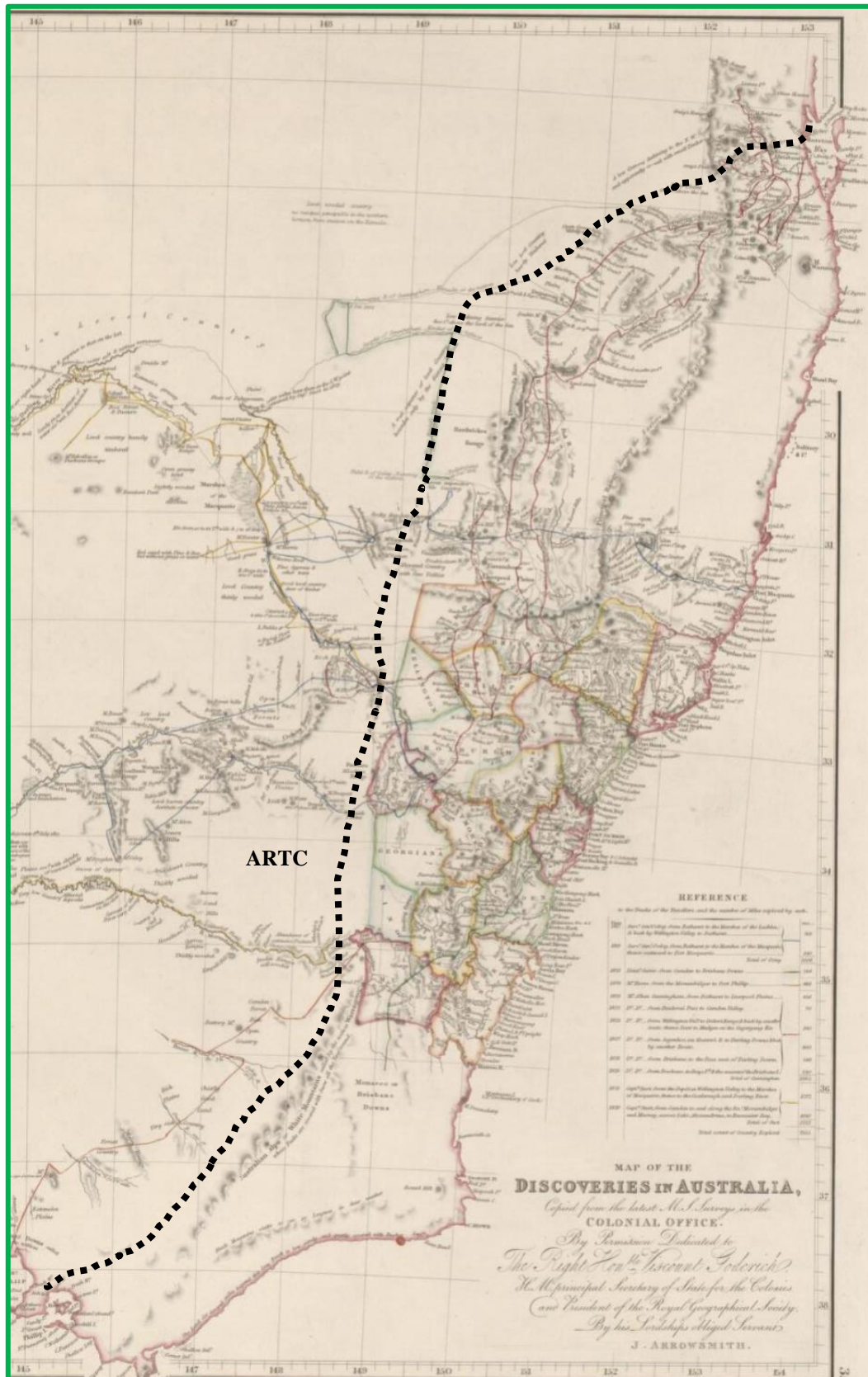
*General Plan of Progress of Roads showing proposed route between Broke and Warkiva
Sir Thomas Mitchell, July 1829 (State Library NSW a1480022)*

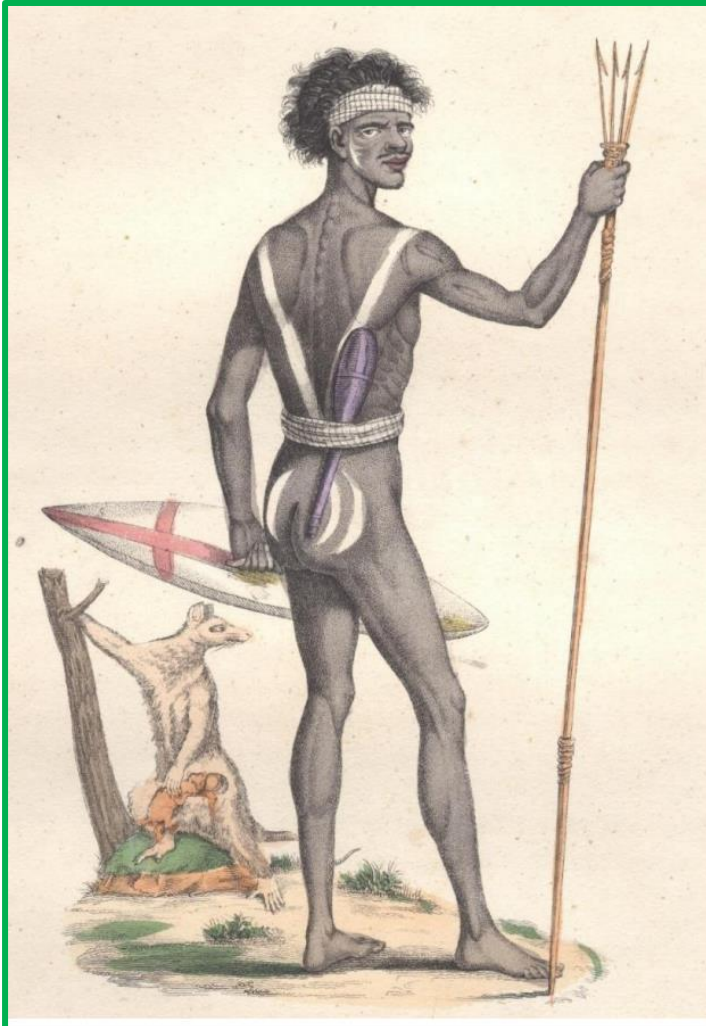


Sir Thomas Livingston Mitchell's Great North Road and Exploration 1831



**NUNDEWAR RANGE FROM THE NORTH-WEST, 12TH JANUARY.
Left to right: Mount Albura, Mount Riddell, Mount Frazer, Courada.**





This 19th century engraving is probably of French origin copying artwork created during the visit to Sydney Harbour by the French in 1802. The image shows the four pronged fishing spear typically used by Harbour clans. The body markings, made from white clay, are characteristic as is the head cloth and the shape and decoration of the shield. The lean muscularity of the man's physique accords with early descriptions. The possum has probably been included for zoological interest. Stanton Library collection



With the previous exposure to Cultural Heritage issues in the Illawarra, and in Researching Henry Dangar's Archival Records; the presence of Baiame Cave and Bora Ground; Howe Explorers path in March 1820 also beside this "Forgotten Cave", and the subsequent part played in the survival of the early Colony at Saint Patricks Plains confirms in detailing its Aboriginal, Colonial Convict and Immigrant Cultural Heritage Significance: as Illustrated.

Coming across in Archives in Land Surveys was another outsider, RH Mathews, a Singleton Surveyor at the time, who only now is recognised for his dedication to take the time to Document Aboriginal Cultural Heritage for future generations who now walk in two worlds; and from his efforts, now able to reconnect with their human identity; alas so much lost! But a clear message here!

This delving into the official Archives soon establishes the role that Land Grants Book entries and Individual handwritten Land Titles in this early Colonial Era provides the most accurate chronological framework for Cultural Heritage Research and Reporting. Colonial Archival Diaries and Explorers Journals, and Official Records and Correspondence provides the solid Heritage substance. Many other hearsay and newspaper reports need to be substantiated with Archival Copy images rather than references or partial quotes. This is a key issue to be considered in relation to the veracity of Heritage Reports used and referenced in the Ravensworth Estate Cultural Heritage EIS Documents.

"Captain William Russell Immigrant 1837 purchasing Ravensworth Estate 1853 in Patricks Plains with properties Wallangra in Inverell District, and Squatting Runs in Gwydir District; included his holdings as Blue Nobby of 35,000 acres grazing 18,000 sheep, Eena of 50,000 acres capable of running 18,000 sheep, Tucka Tucka of 35,000 acres capable of running 1,800 cattle, all in conjunction with G. Burges [sic].175"