



"Nurungi" (Remembered)

Official Newsletter of the City of Canada Bay Heritage Society

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www.canadabayheritage.asn.au

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GENERAL MEETINGS and Guest Speakers

1st Saturday of month
(except January)
at 2:00 pm in the
City of Canada Bay
Museum
1 Bent Street, Concord
9743-3034

Museum Committee

Meets on 2nd Wednesday of
month at 10:00 am at
museum

(everyone welcome)

Chairperson

Lorraine Holmes, 9743-2682

Walker Estates Committee

Meets as required

Chairperson

(vacant)

CITY OF CANADA BAY MUSEUM

1 Bent Street, Concord

Open Wed & Sat
10am to 4pm

Guest Speaker

on 1st Saturday of each
month at 2:00 pm

Phone: 9743-3034
during museum hours
or email

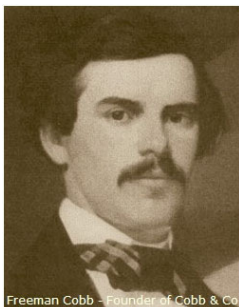
museum@canadabayheritage.asn.au

No.209

JANUARY, 2014

Cobb & Co

Cobb & Co was the most famous coaching firm in Australian history. For seventy years it provided a service renowned for its speed and reliability, delivering letters and passengers on time despite often adverse weather conditions. The company developed a large network of change stations, its own specially bred horses, and extremely reputable and skilled drivers who knew their routes well.



Freeman Cobb - Founder of Cobb & Co

Cobb & Co coaches operated in every Australian State except Tasmania, as well as in New Zealand, South Africa and Japan. The extent of these coaching operations even surpassed that of the famous American coaching company Wells Fargo.

The Cobb & Co Telegraph Line of Royal Mail Coaches was formed in 1853 by Freeman Cobb to operate horsedrawn mail and passenger coaches between Melbourne and the Victorian goldfields. Under James Rutherford's management from 1861, the company quickly established its supremacy over other coaching lines. This encouraged settlement and the development of effective communication networks in remote country areas of eastern Australia, particularly towards the end of the nineteenth century.

By 1870 Cobb & Co coaches were in operation in Victoria, New South Wales and Queensland, travelling 28,000 miles a week and harnessing 6,000 horses each day. In addition to the ordinary coaches, the company owned seven extra large coaches built to carry seventy passengers.

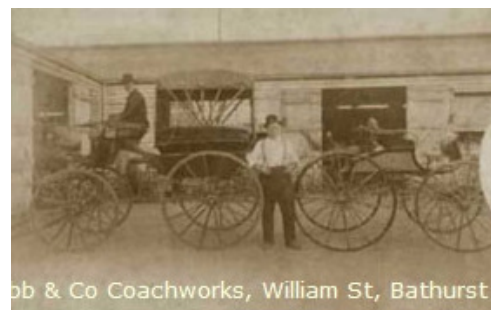
Along the coach routes were inns or change stations, 15 to 30 miles apart, where fresh horses replaced tired ones. A bugle carried on the coach was always blown as the coach approached an inn, changing station or town stopping place. The horses were strong and bred for the purpose. Five horses matched by colour were harnessed for the eight-passenger coaches, a formation devised by Ruther-

ford for Cobb & Co. Two horses were used as "polers" for the heavy work in the back row, while three horses were the leaders to "make the pace". The centre horse in the front row was the leader and played a major part in steering the coach. The coach travelled quickly over smooth level roads, but because of streams without bridges, hill country and sandy plains, their average speed on the majority of routes was only about 6 or 7 miles per hour.

Male passengers would open the stock gates, and at night a "gate watch" was organised to ensure someone was awake to answer the driver's call of "gate, gate, oh". Passengers alighted and walked over stretches which were too steep or hazardous to ride. The other slight risk in coach travel was being bailed up by bushrangers. Straw was laid on the floor of the coaches to keep passengers' feet warm and occasionally to hide small valuables from bushrangers.

The coach drivers were required to manage a separate rein for each horse. They had to remember every steep decline, sharp corner, heavy bog and winding path along the route, which had to be negotiated in all weathers and at night.

Coach travel was far from romantic. The discomfort of riding inside a dark coach all night saw considerable demand for the box seat next to driver, and passengers offered



DIARY DATES

JANUARY - no meeting

FEBRUARY 1 - Sam Everingham, "Wild Ride - the rise & fall of Cobb & Co."

MARCH 1 - to be advised

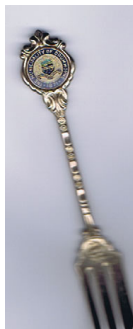
money for this privilege. Some passengers preferred to sit out in a thunder storm, exposed to the elements, rather than being jolted inside the coach, hitting their heads on the roof. Female passengers always had to travel inside the body of the coach. Although coach travel was very uncomfortable, the vehicles were extraordinarily resilient and accidents were relatively rare.

Drought conditions, extensions to the railways in Queensland and the introduction of the motor car and later the aeroplane all contributed to the diminishing profits of Cobb & Co after 1902.

The last horsedrawn Cobb & Co coach service to operate was in Queensland between Surat and Yeulba (now Yuleba) on 14 August 1924. After that the company only operated motor vehicles until it went into voluntary dissolution in 1929.

Can you help?

Recently a visitor brought this cake fork to our museum to try to find out more about it. It seems to be for a 1971 anniversary of Drummoyne Council - Mayor was Ald. S.J. Sillick.



Can you supply any information, please?

Museum Raffle

As you had not advise us that you didn't want to receive a book of tickets for this raffle, we are now enclosing one.

First prize is a handcrafted cot quilt made by Stitching Hearts, second prize is two framed sketches of Yaralla by Terry Robinson and third prize is a handmade cushion by Beryl Robinson.

The tickets cost \$2.00 each

Any money raised by this will go towards future displays.

The raffle will be drawn at our meeting on 1st March.

Please return books and money, or unsold tickets to PO Box 152, Concord or drop in the green mailbox outside the museum door no later than 21st February.

We thank you for your support.

Remembering Those Who Served

The year 2014 marks one hundred years since the beginning of the First World War.

Local Studies section of the Libraries is compiling a comprehensive list of men and women from the City of Canada Bay who served during the First World War.

The list will bring together names recorded on the Concord, Drummoyne and Five Dock war memorials, together with those in the Drummoyne War Service Record and on honour rolls in local churches and schools.

It is believed that more than 2000 men and women from Canada Bay served in the First World War. The list will include not only those who enlisted from the area during the First World War but those who later lived in our community.

This is a project being undertaken by Council's Local Studies Librarian, David Sansome.

If you are aware of any names that should be included on the list please contact us or David. Additional biographical details and photographs are particularly sought to put a face to the names on the memorials.

The photograph below is one of several held at our museum to which we have been unable to put names. Can you help.



Stitching Hearts

The Stitching Hearts patchwork group was formed 10 years ago with the intention of sewing quilts for distribution in the community to those they felt needed a little comfort.

Over this period of time, hundreds of quilts have been made and distributed to organisations such as: residents of St Mary's Villa, Concord; Lucas Gardens Special School, Five Dock; Kathleen York House for substance abused young mothers and children; Grosvenor Disability Hospital, Summer Hill . . . and many, many more.

Over the years they have also made and donated many of their larger quilts to local groups and organisations for the purpose of raffles and auctions.

They gain great pleasure knowing that, through their generosity, thousands of dollars have been raised for these groups to help them continue their good work in the community.

Last year this group supplied us with two delightful children's quilts. Last year's raffle raised approximately \$2,000 and we hope, with your help, to do the same this year.

The money raised helps us to improve our museum and put on special displays to bring more people to visit.

To Realise

To realise . . . the value of a sister/brother, ask someone who doesn't have one.

To realise . . . the value of ten years, ask a newly divorced couple.

To realise . . . the value of four years, ask a graduate.

To realise . . . the value of one year, ask a student who has failed a final exam.

To realise . . . the value of nine months, ask a mother who gave birth to a stillborn baby.

To realise . . . the value of one month, ask a mother who has given birth to a premature baby.

To realise . . . the value of one week, ask an editor of a weekly newspaper.

To realise . . . the value of one minute, ask a person who has missed the train, bus or plane..

To realise . . . the value of one-second, ask a person who has survived an accident.

Time waits for no one. Treasure every moment you have.

The Bush Balladeer

Even the most blase Australian stirs to the sound of what is often referred to as our unofficial national anthem — *Waltzing Matilda* — and overseas it's a song that is immediately identified with "down under". The words sprang from the pen of bush balladeer Banjo Paterson, christened Andrew Barton, and known to his family and friends as Barty. But the tune, based on a Scottish rallying cry, dates back several centuries.

Born in 1864, Paterson was the eldest of seven children of a Scottish migrant, grazier Andrew Bogle Paterson, and his Australian-born wife, the former Rose Isabella Barton. A bush childhood in NSW, spent first near Orange, later near Yass, instilled a love of the country that, despite a diversity of occupations, never deserted him.

It was a colourful upbringing, packed with the rich tapestry of bush life of the era — picnic races, polo matches, the sight of horse-drawn coaches transporting passengers and gold, optimistic men trudging to the diggings and disillusioned diggers returning.

Bushrangers were still a reality for many country people, and cattle duffing a common occurrence. Yass, near the Snowy Mountains, exposed him to bush lore and the rugged grandeur of the high country with its famed horsemen. This, along with daily rides on his pony to the local school at Binalong, instilled in him a love of horses that featured so vividly in his poetry.

From Binalong, he came to the city to attend Sydney Grammar. During term, he lived with his grandmother, Emily Barton, at Rock End, on Punt Road, Gladesville. The stone house, built in the 1830s, stands on the banks of the Parramatta river. It was saved from demolition in the 1980s and is now the Banjo Paterson restaurant.

His widowed grandmother was a well-educated woman and it may have been her influence that encouraged Barty to try his hand at writing verse. Failing to gain a place at Sydney University, Paterson became an articled clerk and was admitted as a solicitor in 1886.

He had grown into a fine looking young man. In later years artist Norman Lindsay was to describe him as "tall, with a finely built muscular body, moving with the ease of perfectly co-ordinated reflexes, black hair, dark eyes, a long, finely articulated nose."

He evidently led a busy social life. A keen tennis player, he was also an excellent rower and outstanding horse-

man who hunted, played polo and took part in amateur horse races. But Barty's heart was never truly in law — which he finally abandoned at the turn of the century. Like his father before him, who had contributed to *The Bulletin*, Barty, adopting the name Banjo based on a racehorse owned by his family, also started to submit verse. It was *The Bulletin's* famous editor, Jules Francois Archibald, who encouraged Paterson to turn his talents to bush topics. The advice would transform not only Australian literary history but gave city dwellers a taste of the bush that in those days of limited travel opportunities few had experienced.

By 1895, Paterson's classics such as *Clancy of the Overflow*, *The Geebung Polo Club* and *Saltbush Bill*, had gained him such a following they were published as a book that sold out within a week. His anonymity was swept aside and Paterson achieved wide acclaim.

Clancy was the name of a man who had fled NSW. When Paterson managed to make contact with those who might know his whereabouts, he got the famous reply: "*Clancy's gone to Queensland droving and we don't know where he are,*"

Although there has been controversy about how *Waltzing Matilda* became part of Australiana it was said in 1895 that Paterson, on holiday at Dagworth Station in Queensland, heard his host's daughter playing the *Waltzing Matilda* tune — said to have dated back to Robert Bruce, King of Scotland from 1274-1329.

It is also said to have links with an Irish air and a marching song for Marlborough's troops during the Napoleonic wars. Whatever its origin, Paterson was not over-impressed with his verse — and he subsequently sold it for a pittance.

Although Paterson's social background made him the odd man out among the bohemian set that haunted *The Bulletin's* offices, he nonetheless was widely liked by his contemporaries. Poet Henry Lawson became a close friend despite their disparate backgrounds, and they had a jocular rivalry over their representation of bush life. On one occasion this overflowed into print, with Lawson attacking the "romance" of the bush and Paterson stoutly defending it. The joke continued for three months with regular tongue-in-cheek stoushes between the two.

Paterson is almost entirely identified

with his verse, but he also made his mark as a war correspondent during the Boer War, which he covered from 1899. He often found himself in the thick of the fighting. Having failed during World War I to gain a job as a war correspondent covering the fighting in Flanders, he was appointed a major and assigned as Remount Officer to the AIF and posted to Egypt.

Paterson also undertook other assignments and his work earned him a position with Reuters, the international news agency.

On his return he became editor of *The Sydney Evening News* and married Alice Emily Walker — a suitable bride for a bushman because she hailed from Tenterfield station. They lived at first in Woollahra, where a daughter, Grace, was born in 1904 and, two years later, a son, Hugh. The bush still beckoned, and he moved to a 16,000ha property towards the Snowy Mountains area. The venture wasn't successful and Paterson turned his hand from being a pastoralist to a wheat grower near Grenfell.

He had returned from World War I — where he had been wounded — with the rank of Major, having also driven ambulances for a time in France, among other things. Andrew Barton (Banjo) Paterson, awarded the CBE in 1939 for his services to Australian literature, continued to write both verse and prose until his death on February 5, 1941. He left behind a legacy of work that has entered the lexicon of Australian literature.

(Reprinted from a newspaper article in our files. Source unidentified.)

Children! Think about it!

1. You spend the first two years of their life teaching them to walk and talk. Then you spend the next sixteen telling them to sit down and shut up.
2. Grandchildren are God's reward for not killing your own children.
3. Mothers of teens now know why some animals eat their young.
4. Children seldom misquote you. In fact, they usually repeat word for word what you shouldn't have said.
5. The main purpose of holding children's parties is to remind yourself that there are children more awful than your own.
6. We childproofed our homes, but they are still getting in.

Australian Traders' Tokens

1849 – 1874

In the late 1840s there was a small change crisis in the Colony of New South Wales. It was perhaps most severely felt in Melbourne, the largest town in the Port Phillip District, and at that time still part of the Colony. In 1848 the Melbourne grocery firm Annand, Smith and Company, arranged for a private mint in Birmingham, England to make some copper pieces the same size as a penny coin. On one side they placed their name and business and on the other a figure of Britannia like the one on a real penny. When these arrived in 1849 they gave them out in change as pennies from their shop. There was outrage in the morning papers the next day demanding that the police and law courts take immediate action. However the tokens were not forgeries, they were not copies of real coins and clearly stated what company had issued them. Recently too, in 1811, private tokens had been issued in Britain, so no action was taken.

Over 15,000 Annand Smith tokens had been made and soon shops in the towns of Collingwood and Geelong sought supplies of them for small change. Other firms sent off orders to England for their own token pennies. By 1851, when Victoria had become a separate colony and gold was discovered there were a number of firms in Melbourne and Sydney issuing tokens.

Gold Rush

The discovery of gold caused a population explosion. As the same coins were used in Britain and the Australian colonies, people travelling from England could arrive in Melbourne and use the coins in their pockets. These included some copper pennies, halfpennies and farthings – but not many.

Imagine setting out for a three-month sea voyage to gold fields at the other end of the world – would you fill your pockets with heavy copper coins? Nor did they.

Australian colonial governments were not keen to take responsibility for providing coins. Coins were made in England and the British government could make a penny for less than a penny. The Victorian government could only buy one for a penny, then pay the cost of shipping and, once the coins were worn out, they would be responsible for replacing them. Colonial governments argued that the

British would make the profit so they should bear the costs.

Made in Australia

The retail trade already had a solution and the issue of tokens blossomed. Local production in Melbourne became possible with the importation of a coining press in 1854 but there remained problems with availability of copper.

In New South Wales some tokens had been made from 1852, the copper blanks being laboriously hand sawn by an apprentice from copper rods. Dropping the dies from a great height impressed the design. In Melbourne a supply of halfpenny blanks came with the press so good quality tokens of that denomination could be made, but pennies were still brought from England until the 1860s.

In 1862 Thomas Stokes purchased a mill capable of making copper plate of the desired thickness. This saw tokens issued in such huge numbers that the government felt it had to act.

The end of token circulation

By then many of the early companies that had issued tokens had gone – without removing their tokens from circulation. Recent archaeological excavations in Melbourne have also shown that tokens from regional Victoria (particularly Geelong), from other Australian colonies and even Napoleonic era pieces from England were in circulation. In addition, the British changed their copper coins for lighter bronze pieces in 1860 and these were now legal in Australia; tokens mimicked the old fashioned coppers. The Victorian Government therefore ordered the circulation of tokens be stopped. Although some companies refunded and removed their tokens, all could not.

One result of this was a flood of Victorian tokens to New South Wales. Help was then sought from Britain. The Sydney mint gathered a sample of the tokens in circulation and sent them to London for analysis (they are still in the Royal Mint's collection). They were found to be of good quality copper and the British government accepted a request to purchase them at full face value. The tokens were withdrawn from circulation, shipped to London, melted, alloyed into bronze and struck into new pennies, halfpennies and farthings – at a profit.

Some 330 000 tokens were withdrawn from New South Wales; the Victorian number would have been similar. There were 124 Australian firms that issued tokens and they were issued in every colony. Tokens, many made in

From the Secretary's Desk

MUSEUM ROSTERS: I must apologise to those people I claimed did not turn up for their rostered days . . . I found out it was my mistake - I apparently didn't send the roster out. I'll try not to do it again.

SIGNIFICANCE PROJECT: Karen will be back with us in early February so, hopefully, we will have entered most of the data into Mosaic. If you are one of these you can come to the museum any Wednesday or Saturday to finish the work or, if another day would suit you, please let me know.

There is still other work that needs doing, such as tidying up the store room, going through archive papers, etc. If you can help, then please come along.

Upcoming Display

We are currently planning a display on postage and currency in the early days of the colony. Can you help us in any way . . . with information or display items.

We have recently acquired a trader token issued by Flavelle Jewellers which will be presented in this exhibition.

John Flavelle, who founded Flavelle Jewellers, lived in his home, called Wellbank, on the corner of Flavelle and Wellbank Street, Concord.

We have also acquired a book of the history of Flavelle Jewellers.



Melbourne, were also used in New Zealand until 1881. Collectors seek examples of each firm's penny or halfpenny and even tiny variations in designs that indicate that different dies were used. Almost no records of token production have survived, so researchers must rely on the tokens themselves to unravel questions about their production, and on archaeology for an understanding of their circulation. The best collection of Australian tokens in the world is in the Museum Victoria Numismatics Collection.