



Braidwood & District Historical Society

PO Box 145 Braidwood NSW 2622

Newsletter

Number 4 March 2017

Braidwood Citizen of the Year 2017

Our wonderful Ros Maddrell



Presentation to Ros by Tim Overall of Queanbeyan-Palerang Council. Ros has been a tireless volunteer at the Museum for 46 years and a walking library of Braidwood knowledge. She is also a Life Member of the Braidwood Show Society.

Congratulations Ros!

Police Memorial Ceremony At Jinden

The Monaro Local Area Command hosted a commemorative service on 9th January 2017 for Special Constables John Carroll, Patrick Kennagh, Eneas McDonnell and John Phegan who were ambushed and murdered on 9 January 1867. To

date, the deaths represent the largest mass murder of police in Australian history. A plaque was unveiled to these four constables at Jinden to mark the 150th Anniversary of their deaths.



The Memorial



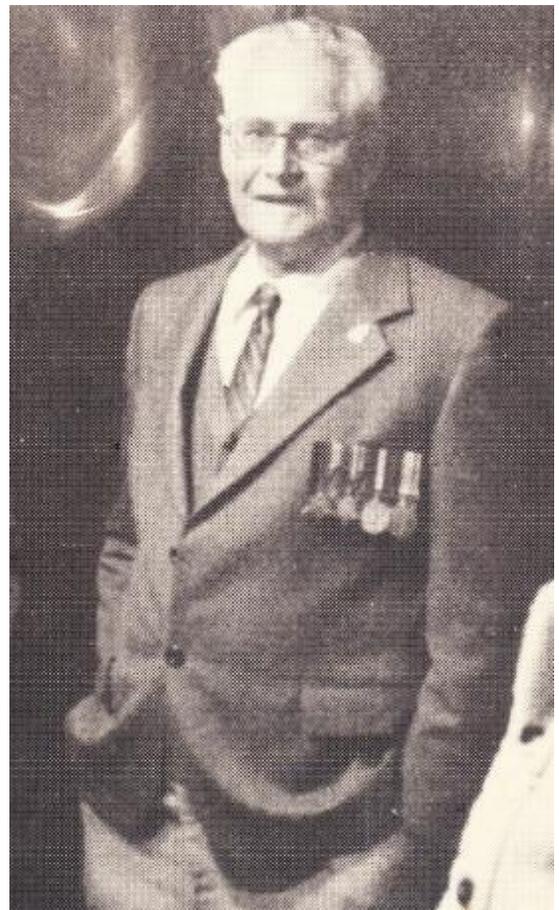
Magnificent Mounted Police Horses



Queanbeyan-Palerang Grants

This quarter we applied for a grant through the Stronger Communities Fund for urgently needed repairs to our heritage listed museum building. We have now had some funding approved. Many thanks go to our local council.

Our Mystery Photograph



Big thanks to the Hindmarsh family for allowing this event on their Jinden property.



Wonderful support from the community.

This photo was in the Braidwood Dispatch, date unknown.

Any family resemblances here? Any suggestions? All thoughts welcome.



THE CAPTURE OF THE CLARKES

150TH ANNIVERSARY SPECTACULAR RE-ENACTMENT

TICKETS ON SALE NOW www.braidwoodmuseum.org.au

Saturday 29 April	Braidwood showground	2.30pm	EARLY BIRD DISCOUNTS
Official Dinner		7.00pm	
Sunday 30 April	- Re-Enactment Of Trial	TBA	

Proudly supported by
Braidwood Community Bank® Branch

See our website for booking online for the Saturday re-enactment.

www.braidwoodmuseum.org.au/events.php

Tommy & Luke Clarke ready for the Re-enactment



Tom & Luke Clarke 2017



Tom & John Clarke 1867

TRAINS CANCELLED

How bureaucracy blew the whistle on Braidwood's railway line

contributed by John Stahel

The discovery of gold in the Braidwood district had been a financially rewarding time for the region but by the 1870s the precious metal was harder to recover for small leaseholders and the population was starting to decline. Isolated at the fringes of the colony, Braidwood looked like it might benefit from a railway connection just as the area returned to relying on its agricultural economy.

Premier Henry Parkes was laying out railways and opening up the state. When plans for a railway linking Sydney and Melbourne were announced, delegations from hundreds of communities went to Sydney to argue their case for inclusion [on the line]. The line reached Goulburn, by then one of the largest inland settlements in the state, in 1869. Lobbying for a spur line to Braidwood began but there was stiff competition from towns along alternative routes.

In 1884 a trial survey was carried out and £310,000 was allocated for the construction of the line. In 1886 the project was approved by the Legislative Assembly and submitted to the Legislative Council, who referred the

matter to a select committee. But shortly afterwards the Legislative Assembly was dissolved and no further action was taken. In any case, the Railway Commissioners were against the plan. They felt there was no prospect of the line being anything but a drain upon the railway system for a long while to come. They amended their report to suggest that, if a few of the residents along the proposed route gave a bond to pay for any deficiency as well as a charge of 1% of capital works, they would recommend the line be built. This offer was not favorably received but agitation for the line continued.

Owners of the land to be crossed went to Sydney offering to give all property required for the project free to the Government. Meanwhile, alternative routes were being proposed from Marulan to Braidwood, with the Railway Commissioners advocating that this route would be much better adapted to meet requirements of the Shoalhaven district generally than the proposed branch line from Tarago.



Railway Hotel

Things looked very positive again by 1888 when Parkes came to Braidwood as part of the centenary of NSW celebrations. The town gave him a huge welcome, including an official banquet at the Literary Institute. Parkes addressed a large crowd from the balcony of the Albion, (when the railings would have been the original much-loved design) and promised a spur line from Tarago, describing the proposed route and even identifying that the line would end in Station Street; plans were already in place. These promises prompted activity but the only result was the building of the Railway Hotel by the banks of Monkittee Creek.

We had the street and we had the hotel. Surely the railway was nearly here, but the plans were not included in the budget of 1889-90 and the depression of the 1890s meant that further agitation for the line was unlikely to be viewed favorably.

The project continued to be championed by the local residents and in 1901 a Parliamentary Standing Committee on Public Works undertook another thorough study of the proposals.



Railway Hotel

William Dick was the committee chairman. In mid February, he and his party travelled to Tarago and took evidence in the Temperance Hall, then on to Braidwood, where they questioned 30 witnesses in the Royal Hotel. The witnesses are all familiar Braidwood names representing graziers, miners and local businessmen who knew the region well. The Maddrell, Bunn, Hennessey, Vider, Hassall and Higgins families, along with John Musgrave, proprietor of the Braidwood Dispatch, all argued passionately for a line to be built. Everybody said they would use the line rather than the slow and cumbersome trip to market via the escarpment and coastal route. But the engineers and accountants were not convinced. They argued that traffic on the coastal route would continue because steamers would likely drop their prices to compete with the railway. They also felt few would settle on the land around the proposed route because it was "the worst in the district".

The committee travelled back to Sydney via the Marulan route and continued to take evidence through March, speaking with representatives of the shipping companies whose evidence was

unashamedly self-serving. The depression of the 1890s had hit the district hard and financial records that were necessarily used in evidence did much to undermine the case for the line.

The report was released in May 1901. It resolved that "taking into consideration all of the circumstances of the case, the Committee are of the opinion that the construction of the line is not justified".

The Braidwood Railway League were not impressed. Its members wrote, lobbied and complained. They felt the committee had not given enough weight to their case, pointing out that approval had been given for a line to the west, where the population was half of that in the Braidwood district. The fight continued, with further representations on the matter being made for the next 20 years. In 1922, James Frazer, Chief Commissioner of the NSW Railways, spent his holidays in Braidwood at the Albion Hotel. The Braidwood Review reported that Mr Frazer "has had a most strenuous time of late and felt the need of a complete change far from the madding crowd". NSW Railways had just spent 40 years ensuring that the commissioner's holiday would be quiet.

Fatal Collision on the Braidwood Racecourse 1870 – A Mother's Lament

contributed by Peter Mayberry

Carefully they carried Michael Farrell's bloodied body through the front door of his parents' Mackellar Street home near the northern entry to Braidwood. His mother, Ellen stood in absolute horror, only catching parting glimpses as Doctor Morton and her husband Thomas attended to Michael's last moments of life.

It transpired that late in the race meeting which was held in the last days of February 1870, one of the riders, a young man well known in the district, William Myers, who was riding one of the

horses, was thrown. Michael Farrell, and others who witnessed the accident, galloped off to render assistance. Michael in doing so had to pass across the course. Intent only upon reaching the fallen horseman as soon as possible, he dashed away at full speed, without noticing the other horses in the race coming along, and in crossing the course he came into collision with one of them. Both horses by the force of the concussion were knocked down, and Michael's horse rolled over him three or four times. He was left insensible and bleeding profusely about the head. Doctor Morton was immediately sent for, and a vehicle provided in which he was conveyed home.ⁱ

Ellen was a tough lady. She knew tragedy, tragedies on a grand scale. Michael aged twenty, was her fourth child to die in the last ten years. Still nursing her thirteenth child of six months, Ellen stared into space, when reminiscences of Michael, replaced her bewilderment of moments just passed.

Michael as a young mail boy was involved in the robbery of the Araluen Mail which was stuck-up in early January, 1864 on the Araluen Mountain, by two bushrangers. One had a red stocking and the other, a piece of white crape over his face. Both were armed with double barrelled pistols. They bound the fourteen-year-old mail boy, Michael Farrell, hand and foot, and then proceeded to ransack the bags. All the letters, some half dozen excepted, were torn open, and the contents extracted. Some of them contained a large amount of money. They then made off, and the boy managed, hobbled as he was, to reach Prior's public house, the landlady of which cut the cords which bound him. Mr. George Sumner, a storekeeper at Jembaicumbene, who happened to be at Prior's, went back to the scene of the robbery with the boy, gathered up the fragments of the letters, and put them into a bag, which the boy delivered in Braidwood later. The robbery was reported to the police, who at once took immediate action.

Sergeant Duffy, with the mail boy, proceeded to Nelligen, and Bateman's Bay, whilst some others of the police with a black tracker, went to the spot where the robbery took place. It is supposed that a large amount of money was stolen. The mail bags contained the letters from Reidsdale, Moruya, Crown Flat, and Upper Araluen. There were some police despatches amongst the letters. The robbers were supposed to be well known in the district. Isaac Bowman and Jonathan Bowman, father and son, were committed to take their trial for highway robbery.ⁱⁱ

The loss of four children was not the only misfortune to touch Ellen since her arrival in New South Wales. Ellen was born and bred a Connell, a member of the Braidwood family which had spawned the bushrangers Pat Connell and his two nephews Thomas and John Clarke.

Ellen Connell aged 15 arrived in NSW with her parents, Michael & Margaret together with her eight siblings on the ship "Aliquis" from the Irish townland of Lisready Clare near Loughill, County Limerick under the Bounty scheme on the eve of St Patrick's Day in 1839. The family made the dray trip from Sydney to the Mount Elrington Estate on the Shoalhaven River where her father was to be employed.ⁱⁱⁱ Ellen when barely 17 married Thomas Farrell on 8 January 1841 at Oranmeir, Krawarree under the rites of the Catholic Church.^{iv} Thomas aged 20 had arrived as a convict on the "Dunvegan Castle" in 1832.^v He was a native of Limerick who was working as a carpenter & coachman on the Estate.^{vi}

Consequences of the long journey and of later bushranging activities between 1865 and 1867 had decimated Ellen Farrell's extended Connell family.

First, Ellen's eldest brother, James had died of typhoid on board ship in Sydney Harbour while waiting to disembark in 1839.^{vii}



Thomas Farrell c1812-1901 and wife Ellen O'Connell c1824-1902

Second, her youngest brother Patrick, being a declared Outlaw under the Felons Apprehension Act was shot dead in controversial circumstances in 1866.^{viii} His police killer was later to feel the wrath from some of his fellow police kin for his cruelty.^{ix} Ellen's remaining three brothers were all imprisoned :- Michael Nowlan & Thomas were serving long prison sentences while John was serving a sentence from 1866 for 'receiving stolen property.'^x

Her eldest sister, Bridget had passed away in 1869 after Bridget's son, Thomas Berry had betrayed his cousins, Thomas and John Clarke and received £500 reward for information leading to their capture.^{xi} The £500 was equivalent to 30 pieces of silver in biblical times.

Another woman to know tragedy was Ellen's older sister, Mary. Mary's husband, John Clarke, had been imprisoned in Goulburn Gaol by 'Special constable', John Carroll. John Clarke died, 'a death in custody' on 7 November, 1866.^{xii} Mary's two sons- Thomas and John were hanged at Darlinghurst Gaol on 25 June 1867 for wounding both a

policeman and a police tracker around the Jinden area while avoiding initial capture, and her only other son, James, was in prison in Cockatoo Island.^{xiii}

Circumstances now dictated radical change. No longer could any of her Connell brothers be relied upon for help. It was 1872 when Ellen Farrell made her stand. She took the very bold step to petition His Excellency, Sir Alfred Stephen, Administrator of the Government of NSW, for the early release of her brother, John Connell who had completed over six years of an unprecedentedly severe sentence of ten years for receiving stolen property. What is extraordinary are the names of her supporters on the petition namely, WJ Bunn JP, James Larmer JP, Patrick White Dean, James Allan Canon Church of England and another but totally surprising are the names of 9 of the 12 jurors in John's court case. It's interesting but not unexpected, to read on the back of Ellen's petition, Judge Holroyd's reasoning for declining any remission of John's punishment. Quoting directly "This prisoner was I believe an uncle to the two Clarks [sic] who were executed for Bushranging & it is generally believed that they and he & others committed the robbery with firearms at Foxlow for which he was tried & found guilty of Receiving. I think the prisoner was properly convicted and I have a note at the end of the case "no remission to be granted." Therefore I cannot recommend him for any remission of punishment.
13/6/72^{xiv}

The truly forgotten in the Braidwood bushranging era are the women. Those wives, mothers, daughters, sisters and girlfriends bore the brunt from the authorities and others for supporting their kin. Their full fascinating stories are still waiting to be told.

ⁱ *Illawarra Mercury*, 8 March, 1870 p 2, 'Telegraphic Intelligence.'

ⁱⁱ *Empire*, 9 January 1864, p 5, 'Telegraphic Intelligence.'

ⁱⁱⁱ Christopher O'Mahony and Valerie Thompson, *Poverty to Promise, the Monteagle Emigrants 1838-58* pp 51-52.

^{iv} *Sts Peter & Paul Old Cathedral, Goulburn Marriage Records*.

^v NSWRSR, *Dunvegan Castle Convict Indent*, 1832.

^{vi} *The Braidwood Dispatch and Mining Journal*, 21 November, 1952 p 1, 'Famous Braidwood Personalities.'

^{vii} NSWRSR. Surgeon's Journal of the *Aliquis*.

^{viii} *The Goulburn Herald and Chronicle*, 25 July, 1866 p3, 'Fuller Particulars of the Shooting of Connell.'

^{ix} Martin Brennan, *Police History of Notorious Bushrangers of New South Wales and Victoria unpublished manuscript 1908*, 'The Outlaw Pat Connell shot dead', Mitchell Library Sydney A2030 pp 270-322. Constable Kelly's account is inconsistent with Connell family tradition that Pat Connell didn't die within minutes of being shot. Many times Pat cried out in agony for Kelly to put him out of his misery but Kelly refused. Eventually after one & half hours, the remaining members of the bushranging gang left the scene. All policemen who were involved were promoted except for Kelly.

^x Patricia Downes, *Outlawed and Outcast, A Social History of the Bushrangers of Braidwood*, Thesis ANU Hons 1 p 61, 2012.

^{xi} NSWRSR. *Gaol Photograph of Thomas Berry*. On the back of the photograph is a statement that Berry received £500 for the capture of the Clarkes.

^{xii} Peter C Smith, *The Clarke Gang, Outlawed, Outcast and Forgotten*, Rosenberg 2015, pp 391-392.

^{xiii} *The Sydney Morning Herald*, 6 May, 1867 p. 2, 'Capture of the Two Clarkes.'

^{xiv} NSWRSR. *CSIL John Connell*, Shelf Location 1/2172 Item No. 72/3902.

Museum Opening Hours Friday-Sunday 11am-2pm

Address: 186 Wallace Street, Braidwood

Telephone: 4842 2310

Admission: \$5.00 adults \$1.00 children

Email: help@braidwoodmuseum.org.au