

Founded 1960

BERRIMA DISTRICT HISTORICAL & FAMILY HISTORY SOCIETY INC

NEWSLETTER
No 403 February 2009

PO Box 131 Mittagong NSW 2575 Telephone / Fax 0248 722 169

Website: www.berrimadistricthistoricalsociety.org.au

Email: bdhsarchives@acenet.com.au

ABN 29 362 616 937

PATRON:

Mayor of Wingecarribee Shire Council: Councillor Duncan Gair

President:

Mr Ken REID 4871 3391 reidken@bigpond.com

Snr Vice President:

Miss Judith GREEN 4861 1926

Jnr Vice President:

Mrs Leonie KNAPMAN 4871 1804

Hon Secretary:

Mr John CRANNEY 4877 1446

Hon Treasurer:

Mrs Jan ALCOCK 4871 3000

Archivist:

Mrs Linda EMERY 4883 4271

Curator – Museum:

Mr Bob WILLIAMS 4889 4405

Editor

Ms Lavinia FORD 4869 4038

Research Officer

Mr Max ROGERS 4861 3526

lavinias@aapt.net.au
robert.rogers2@bigpond.com



ARCHIVES

Cnr Old Hume Highway and Bowral Road, MITTAGONG.

OPEN: Mondays, Tuesdays 10am-4pm and Saturdays 10am-1pm. Closed Public Holidays.
Library collection contains reference books, journals and newsletters of other societies.

MUSEUM:

Market Place, BERRIMA. Tel: 02 4877 1130. OPEN: Saturdays, Sundays, Public and School Holidays
(except Good Friday, Christmas Day and Boxing Day) 10.00 am to 4.00 pm.

MEMBERSHIP:

Any person wanting to join the Society may do so at any stage during the year by completing
a form and paying the appropriate fee. Joining Fee \$5.00 – Single \$20.00 – Family \$33.00.

AFFILIATIONS:

Royal Australian Historical Society, NSW Association of Family History Societies, Museums
Australia Inc & Regional Chapter.

GENERAL MONTHLY MEETING

FEBRUARY MEETING: Thursday, 26 February 2009 at 5:00pm NOTE NEW TIME

VENUE: Society Research Centre, Old Council Chambers Building,
Bowral Road, Mittagong

GUEST SPEAKER: Ros Vidgen, Antiques Expert and Writer

TOPIC: Small Treasures - Collecting Miniatures

Ros Vidgen has lived and worked in the Southern Highlands for almost 30 years and is well known and respected as an antiques expert. For more than 20 years she ran her business, Bramber Cottage Antiques, in Berrima and was the founder of the Southern Highlands Antiques Fair. She later became the first manager of the Mittagong Antiques Centre. She has written numerous articles for specialist antique publications and for Highlife magazine. Ros has a particular passion for miniatures and will speak about their history and the different forms they take.

LIGHT REFRESHMENTS: To be served after the meeting

Inside this month ...

Calendar of Events	2
The Rocks, Sydney	3
Fitzroy Iron Works	4
Emma Bourne	6

And more ...

MARCH MEETING: Thursday, 26 March 2008 at 5:00pm



EVENTS CALENDER 2009

FEBRUARY

- 12 Management Committee Meeting
26 Monthly General Meeting - Talk
by Ros Vidgen on *Small Treasures - Collecting Miniatures*

MARCH

- 12 Management Committee Meeting
26 Monthly General Meeting - Talk
TBA

APRIL

- 9 Management Committee Meeting
10 School Holidays commence
23 Monthly General Meeting - Talk
TBA
27 School holidays conclude

NEW MEMBERS

Mr Peter **Hicks**, Leichhardt
Tim & Juanita **Luckhurst**, Bowral
Mrs Bernice **Payne**, Sanctuary Point

Here's to a long and happy
association.

JANUARY ARCHIVES REPORT

Linda Emery, Archivist

The archives re-opened on 12th January after the Christmas/New Year break, with all volunteers refreshed and ready for new projects for 2009.

Over the holiday period, both the archives and meeting room were painted. Thanks go to Wingecarribee Shire Council for implementing a regular painting programme that will ensure that the building is well maintained both internally and externally.

Peg Harvey and Shylie Brown have begun the long process of transferring all our card indexes of the local newspapers to a computer database. From now on, all indexing will be put straight on to the database, so both

card and computer index will need to be checked when searching.

Peg Harvey has also taken on the job of putting deaths and obituaries on to the Ryerson Index, an online database of recent events in Australian newspapers. This is a wonderful resource for family historians, conducted totally by volunteers and we are pleased to be able to contribute. For members who do not know the site, the address is www.ryersonindex.org.au

We were pleased to receive advice that we had been successful in obtaining a Volunteer Grant in the 2008 round conducted by the Federal Department of Family and Community Services. An amount of \$2,568 has been received to purchase items that will assist our volunteers in the archives, including a new vacuum cleaner, scanner and digital camera, storage materials and kitchen equipment.

The storage materials will be used to house our photograph collection making it much easier for our volunteers to find pictures, whilst keeping them safely stored.

Denise Barker is scanning the photographic collection after which they will be put into the new sleeves and binders. Again, this will be a long process, but a very worthwhile one.

An archives familiarisation workshop was held on 4th February for some of our newer volunteers to help them understand the collection, how it is arranged and how to assist researchers when they come in to the archives. We remain very busy with both internet and personal enquiries.

Bowral Free Press Wednesday 18
November 1903

JUSTICES OF THE PEACE.

A large number of new Justices of the Peace have been appointed-730 names altogether. Among the gentlemen so honored may be noticed Ald. Jos. Stokes, Mayor of Bowral.

Bowral Free Press Wednesday 18
November 1903

PARTNERSHIP DISSOLVED.

Messrs. Savell and Coles, blacksmiths, having dissolved partnership all accounts are requested to be paid.

Bowral Free Press Saturday 20
February 1904

At the Quarter Sessions, Darlinghurst, on Wednesday, before his Honor Judge Heydon, a number of Justices of the Peace recently appointed to the magistracy were sworn in, included in the number being Ald. Jos. Stokes, ex-Mayor of Bowral.

RESEARCH FEES

The research fee for non-members:

\$15.00 per hour or part thereof for telephone and postal enquiries.
\$5.00 per hour or part thereof for enquirers who attend the archives and carry out their own research.

ARCHIVES OPENING HOURS

Opening hours are as follows:

Monday	10:00 am – 4:00 pm
Tuesday	10:00 am – 4:00 pm
Saturday	10:00 am – 1:00 pm

BERRIMA DISTRICT MUSEUM

Market Place, Berrima.
Near the bridge.

OPENING HOURS

10 am – 4 pm.
Weekends, Public Holidays and
NSW School Holidays.
Closed Good Friday, Christmas Day
and Boxing Day.
Groups also welcome at other times
by arrangement.
Please telephone Bob or Gloria
on 4889 4405

Early History of

THE ROCKS

Max Rogers, Librarian

THE ROCKS. A simple, direct, plain-speaking name for the part of Sydney which grew, from the earliest years of white settlement, on the craggy rocks on the western slopes above the town. The name, like the neighbourhood, survived attempts to remove it; The Rocks could not be subsumed into wider Sydney.

Today the area regarded as the Rocks stretches along George Street North from the Cahill Expressway overpass, a kind of modern gateway, to Dawes Point, where George Street turns under the deep shadow and distant roar of the Harbour Bridge. The old Campbell's Wharf area, with its row of gabled warehouses on the waterside to the north-east, is considered part of the Rocks. To the west, the high concrete walls of the multi-laned approaches to the Harbour Bridge, running parallel to Cumberland Street, mark off the western boundary in a final and devastating way.

But these are modern boundaries, allotted to Sydney Cove Authority as the area of its administration. In its early years, and until the late 1820s and 1830s The Rocks was less linear. It extended from Church Hill (at present-day Grosvenor Street, still steep, still churched) in the south, to around Argyle Street to the north. Beyond to the north were a few houses, and the lands, the go-downs (or wharves,) and the residence and business seat of the merchant Robert Campbell, who was never a resident of The Rocks. George Street itself was not part of the Rocks either at this stage, for the place was focused on the rocky slopes above. These included, particularly, the areas behind the first provision stores in (present day) Grosvenor Street, behind the first General Hospital, on the out crops up along what is now Globe Street, and around Harrington and Gloucester Streets behind the modern Archives building. There were rows of houses, too, still further up in Cumberland and Prince streets, from which the spread of the harbour, slapping, winking below, could be scanned for ships and their promise of news, goods, trading profits, new faces, old friends. Down to the west were the isolated rocky slopes of Cockle Bay.

During the second half of the nineteenth century, the Rocks become one of the most heavily populated urban areas in Australia, and it was reputed and feared as a slum by the 1880s. After an outbreak of Bubonic Plague in 1900 the whole peninsula was resumed by the government, the oldest and most decrepit buildings demolished, and the steady exodus of people began. But while Miller's Point on the western side survived as an intact, functioning community, The Rocks under the control of the Sydney Cove Redevelopment Authority since 1970 did not fare so well. Although it was preserved physically both by default through neglect, and by the active intervention of residents' action groups and union Green Bans in the 1970s, the Authority discouraged the remaining residents and instead

managed and developed the area as a historical tourist attraction.

The sea still lies below, the wharves and warehouses of the late nineteenth and early twentieth century still surround it.

The Rocks: Life in Early Sydney by Grace Kaskens.

Grace Kaskens above book is available in the society library.

THE ROCKS

Life in Early Sydney

by Grace Karskens

The Rocks is Sydney's-and Australia's-earliest surviving neighbourhood. Today it is also one of its best-known tourists precincts.

In *The Rocks: Life in Early Sydney* Grace Karskens paints a vivid picture of the lives of its earliest European inhabitants the convicts and ex-convicts who built their disorderly huts and houses on the steep, rocky slopes overlooking the harbour.

The early Rocks is now a lost town, mostly buried beneath later development. Dr Karskens recreates this neighbourhood for modern readers through a wealth of historical documents and pictures, as well as the artefacts and buildings uncovered at archaeological sites.

These sources have allowed Dr Karskens to develop an intimate human understanding of the community made by the washerwomen, labourers, publicans, artisans, dealers, prostitutes, sailors and servants who lived on the Rocks.

This book is for anybody who has ever wondered what life was like for the people of early Sydney.

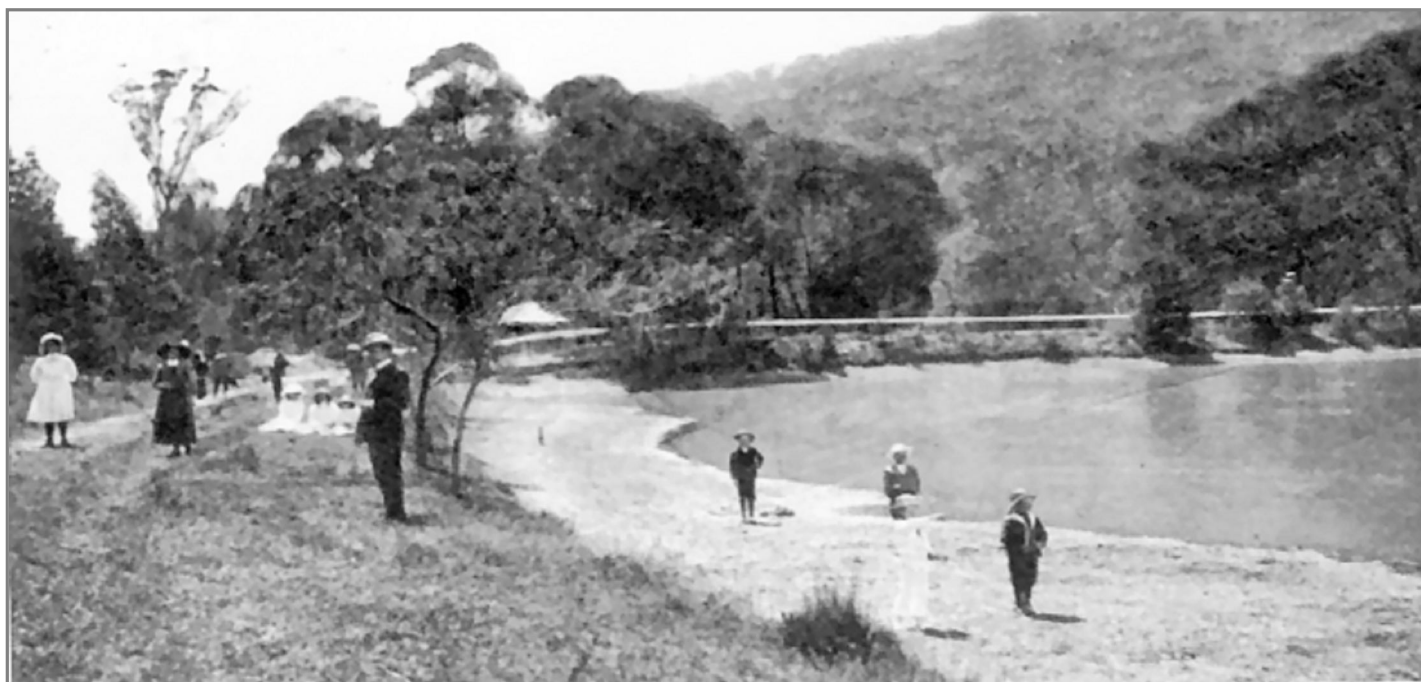
Grace Karskens is R. R. C. Queen Elizabeth II Research Fellow in the School of History at the University of NSW. Her interest in the Rocks stemmed from several projects during her years as a freelance historian and archaeologist. She is currently writing books about the Rocks in the nineteenth and twentieth centuries, and researching a history of Sydney.



Bowral Free Press Saturday 28 November 1903

NEW LODGE AT MOSS VALE.

A branch of the I.O.G.T. Lodge has been formed at Moss Vale. An inaugural meeting was held at the Methodist Church on Thursday evening of last week, the Rev. V. N. Lock presiding. Others present who also addressed the meeting were the Rev. E. King (Grand Chaplain of the Order), and Mr. J. E. P. Walker (P.V.G.T. of Goulburn). Twenty-two members were enrolled and eight other names proposed. The lode was their instituted, and the officers elected and installed.



Photograph courtesy of Berrima District Historical Society

FITZROY IRON WORKS

Society member David Kemmis, of Cowra, wrote regarding Lake Alexandra and the Fitzroy Ironworks Tramway, and has kindly allowed me to reprint the following information for the interest of members. David also says “Would you kindly pass on my greetings to the Society in general. There are still a few long-standing members who knew and may remember me. (With some regrets. I have now been gone from the Southern Highlands for sixteen years.)”

The article about Lake Alexandra in this month’s newsletter [No. 398 August 2008] was of great interest to me, because this body of water received mention (for its reputed original purpose) in the Fitzroy Ironworks Tramways chapter (no.8) of Part One of my book: “Where Trains Have Travelled”. (A few copies of the latter are in the Society’s library, the newest being from the B5 format Ninth Edition of April, 2005.)

The second paragraph of the Newsletter article began: “In 1876, the Fitzroy Bessemer Steel and Hematite Coal Company constructed this man-made dam to provide a more reliable supply of water to operate its works.” (The said organisation, founded in 1873, was yet another of the several set up at various times, over a span of about forty years, to manage the Ironworks during the course of its sad history.) My suggestion is that what the new company actually did in 1876 was to begin drawing water from its previously established storage, now known as Lake Alexandra, to use at the foundry. Until that year, presumably Ironmines and/or Gibbergunyah Creek(s), and/or perhaps The Lady Mary Fitz Roy Spring were the Ironworks’ principal or only water source(s).

As postulated in the afore-mentioned Chapter Eight, the (Lake Alexandra) reservoir was most probably created

either shortly before or early in 1874 by the damming of the little creek there with an embankment, formed across the stream’s gully, to carry rail track for the new tramway (to be cable hauled) being laid between the foundry and an anthracite mine opened near the Nattai River, well north of Mt Alexandra. The dam named on page 27 of “Early Industries of the Mittagong District” (Mr Justice Ronald Else-Mitchell) would have been the one described above, almost certainly already around two years old, notwithstanding that page’s footnote about the “Goulburn Herald” report of June 17, 1876. The Mittagong topographic map 8929-11-S shows the existing dam (i.e. the lake’s wall) having an alignment which appears to coincide precisely with the tramway’s route (marked on some old maps of the locality) at that point, where an embankment would have been required to enable the rails to cross the hollow. As stated in Footnote [6] on the second page (numbered “20”) of the two included herewith (and incorporating my latest revisions for Ch. 8), reportedly the impounded water was to be the supply (as it was much nearer than any other possible source) for the stationary steam (or “donkey”) engine being installed in 1874 on the mountain’s south-east ridge-crest to wind the tramway’s cable.

After the line’s abandonment and dismantling some time later, quite possibly the original dam (the tramway embankment) may have been increased in height to its present level, thus enlarging the lake to the size that it is today.

My chief, but by no means only sources of information for my book’s early chapters about enterprises in the Mittagong and Berrima districts using rail transport, such as the Ironworks, were “Early Industries ...” and “A History of the Berrima District” (James Jervis). Whatever errors have been and may yet be found in their writings,

these two authors, in company with many others, have contributed immensely to the record of European settlement, endeavour and development within Wingecarribee. Our debt to all of them is beyond measure.

Please note the following text is the copyright of David Kemmis, who has kindly given his permission to reprint in the Berrima District Historical Society's newsletter.

CHAPTER EIGHT FITZROY IRONWORKS TRAMWAYS

Several years after the establishment of the Fitzroy Ironworks, by 1863 certainly [1] a 2.5mile/4.5km tramway, most probably horse powered [2], had been laid from the works to a coalmine opened at the N.E. foot of Mt Alexandra and overlooking the western bank of the Nattai River (Map opp. p.20), a few hundred metres north of the present town swimming pool. Later this line was extended to other mines located farther around the mountain and along its northern edge.

The B&W reproduction (overleaf) of an 1873 illustration shows the tramway climbing to the top of a slope above the ironworks. The map indicates the line's approximate east-north-east route, firstly across fairly level land (between the later Bessemer and Pioneer Streets) which during the 1930s became the site for the second Mittagong Public School [3]. The rails then dipped to bridge a little unnamed [4] stream. (This approaches Mt Alexandra from its south and runs north-west along the peak's foot to join Gibbergunyah Creek.) Next, the line climbed steeply to skirt the mountain's southern flank. In the present it seems very likely that a portion of its route is traced by Leopold Street between Louisa and Beatrice Streets. From the latter intersection a gravel road leads around Mt Alexandra's eastern and north-eastern edges, past the site of the first mine described above and on to the other adits, filled in some decades ago for public safety. When first seen by the writer in the early 1980s, the remnants of a coal washery, later completely dismantled, stood near those sealed mine entrances, above a wide area of coal wastes eroded and gullied by storm rains. The road generally follows the course of the long vanished tramway, reportedly used for several years during its existence. For a part of this time it also carried coke to the ironworks by means of a spur line linking it to a coke oven [5] near the mines.

However, by 1874 a new line, using cable-hauled skips, had been built over Mt Alexandra's south-eastern ridge to convey anthracite to the ironworks blast furnace from another mine, also sited near the Nattai River but at some distance north of the mountain. (See map.) In a footnote on page 26 of his booklet "Early Industries in the Mittagong District", Mr Else-Mitchell stated: "I am unable to ascertain why a second tramway should have been constructed, unless the former line had been dismantled, or was too costly to work." If the first tramway was still in existence at the time, the ironworks engineer, David Smith, probably found it impracticable to run a spur from it down to the new mine and, in any case, obviously decided to replace the original track with a mechanised system, aided by gravitation, to propel the skips between mine and furnace. He selected a fairly direct but quite ambitious route for the new line, which first curved north-east from the ironworks and descended into the creek valley described in the preceding paragraph. The track's

embankment across the hollow was probably used intentionally to dam the creek, creating a reservoir later named Lake Alexandra [6]. The cable tramway then rose very steeply up the ridge, crossed it and plunged down the northern side, passing over a timber trestle and through a low-roofed, unlined, 20-metre tunnel in its descent. It needed another trestle at the mountain's foot, then travelled along an embankment, through a cutting and onto a second, level embankment from which there was a sharp drop to the riverside.

As it would have been necessary for the skips to be horizontal or at least nearly so for loading, I have assumed that their track either terminated at the end of this last embankment [7] and that the anthracite was brought up to them by hand barrows, or far more likely that the tramway continued down steeply to the mine-site, where what passed for a level had been constructed. Whatever method was used to load the skips unquestionably required much physical exertion.

High above, on the south-east ridge, partly obscured by scrub, a short cutting through sandstone marks the summit of the former tramway. Most of its route between ironworks and mine sites has been either thickly overgrown, or obliterated by later changes in land usage. At the cutting's north end remains a rectangular excavation in rock for the steam-driven winch or "donkey engine" that once operated there to wind the tramway's endless wire cable back and forth. Weatherworn steps lead down into the hole, its upper surfaces showing original pick-marks. Probably soon after abandonment, all machinery and rails were removed from the sandstone cut and the rest of the tramway's corridor. Maybe some items were re-used elsewhere, while others were scrapped. Not the slightest trace could be found of either trestle, each most likely burnt in a bushfire such as the 1939 one. Fortunately, the embankments and lengthy cut north of the mountain were still to be seen, although damaged by the inevitable growth of vegetation on and in them for well over a century.

It was a thrill for the author, having previously read about these old earthworks remaining in the Mittagong bush, to find and walk along them, to try to comprehend the labours of the builders and to picture laden skips grinding up the slope, their first run being over one hundred and thirty years ago. But, like the later Box Vale line, the operation of the Mt Alexandra cable tramway also turned out to be a short-term activity, lasting only three or four years, as slow-burning anthracite proved unsatisfactory in the smelting process at the Fitzroy works. Instead, Bulli coal had to be used, having to be transported to Mittagong at great expense for that time (£ 1/0/6 [one pound and sixpence] per ton), which added substantially to production costs. These and other serious set-backs led to the eventual economic collapse of the foundry and its permanent closure, following unsuccessful attempts over at least three decades to develop it into a viable and lasting business.

After the cable tramway's removal, the bush reclaimed as much of its natural territory as it could without human interference, while Mittagong's built-up area continued to expand along and up Mt Alexandra's southern fringe. All signs there of the line's route seem to have vanished.

Following the shutdown of the ironworks by about the late 1870s, the mines at the mountain's northern base lay idle for over seventy years, until they were re-opened in the early 1950s for their anthracite. At that time the gravelled road (mentioned in this chapter's second paragraph) was formed along the railbed of the first tramway, so that the

anthracite could be loaded onto road trucks. By the end of the 1980s, for a second time these mines had lain abandoned over many years, but their environs were not really deserted. Part of the road had been included in a walking track and the surrounding slopes sometimes echoed the staccato of trail bikes. In spite of these startling noises, during one of my visits there a lyrebird was heard making territorial calls and mimicking other birds, his powerful voice sounding across the Nattai's valley. Like the bush, some of its shyest inhabitants, too, seemed to have survived human intrusion and the scars of Man's industry upon the landscape. Nevertheless, how the lyrebird and all the other similarly timid wildlife of that once peaceful valley responded to the construction of the Hume Freeway's Mittagong By-Pass through their home land during the early 1990s, as well as their reaction to the continual roar of motor traffic along the new highway since its opening some time later, one might readily imagine. I don't doubt that the majority of birds and animals wisely retreated farther into the sheltering bush.

[1] "A tramway of two and a half miles connects the works with the coal mines." Extract from "The Sydney Morning Herald", 4th June, 1863.

[2] The motive power actually used has been open to conjecture. It was reported about 1952 (I think) that a very elderly Mittagong resident "recalled" observing a Shay-type locomotive on the line. However, he was most likely thinking of what he may have imagined, as a child, seeing on the Box Vale or Joadja railways when they were in operation. Although invented during the mid-1870s in the U.S.A. and built there, Shay engines did not arrive in Australia until 1902 (according to Leon Oberg in "Locomotives of Australia"). In any case some of the gradients remaining to the present on the first ironworks tramway route might have been too steep even for geared locomotives of the Shay, Climax and Heisler designs (which depend entirely on adhesion for traction) hauling only short, loaded trains. A cog-engine would have coped with the track's severe undulations, especially those along Mt Alexandra's north, but the 1873 sketch of the ironworks (opposite) shows the tramway lacking the central rack common to cog railroads. Therefore, one must conclude that a draught-horse (or possibly a bullock) was used to pull a single, small, coal-laden skip on each journey from mine to foundry.

[3] The first "public school" in Mittagong was commenced in 1865 and later housed in a stone building (dated 1878) in Queen Street. At some time after the school was transferred to its new site in November, 1937, its former home became the town library.

[4] This small watercourse may well have a name, (Mt Alexandra Ck, perhaps?) but such was not shown on any of the several maps of Mittagong, topographic and otherwise, studied by the writer.

[5] Coke oven: built of stone blocks; lined with firebricks made at the ironworks from local clay.

[6] My research appeared to show that originally it was the source of water pumped up to the steam "donkey" engine

sited on the mountain's S.E. ridge in order to power the cable tramway.

[7] An article in the A.R.H.S. Bulletin no.178 (Aug., 1952) by Mr J. Simpson included a map drawn by that much-respected railway historian, the late C.C. Singleton, which showed that the cable tramway had almost reached the riverbank.



The Mysterious Disappearance Of EMMA BOURNE

January marked the 143rd anniversary of the disappearance of Emma Bourne.

The Scrutineer, Wednesday 19 August 1896 page 2

A human skull has been discovered in the bed of a creek near Nowra. It is supposed to be that of a young woman who was lost in the bush some years ago.

The Scrutineer, Wednesday 16 September 1896 page 2

A Peculiar Case. An inquest was begun at Nowra on Monday, before the Coroner, Mr. Z. G. Bice, and a jury of 12, as to the identity of a skull and the bones of a female recently discovered in a creek on Nowra Hill and supposed to be the remains of Emma Bourne, who mysteriously disappeared on the 3rd January, 1866, at Nowra Hill. Henry Bourne, farmer, residing at Parma, stated that he resided when a boy with Mr. and Mrs. Newton. The latter was stepmother of the missing girl. His elder brother, Joshua, also resided with him. Witness and his brother were carriers to the goldfields at Braidwood. In January, 1866, they were all at home, also Mrs. Newton's daughter, Martha, and another girl, Bella Nicholson. In January of that year witness and his brother went on their usual business to Araluen. He could not say what the day was, but it was after breakfast. His sister Emma was then at home, but when he and his brother returned the girl was not at home. He was led to believe that she had gone away, and he never saw her again, though he frequently made enquiries. At the time of the girl's disappearance witness did not suspect foul play. Joshua Bourne, brother of former witness, gave corroborative evidence. When Newton was on his deathbed witness wrote to him, asking him to let witness know if he knew anything about his sister, and he would never divulge the secret. Witness got no reply from Newton, but he had a letter from Bella Nicholson about a month after Newton's death, stating that Newton received the letter alright and left a written reply that was not to be posted until after his (Newton's) death, and that auntie

(meaning Mrs. Newton) had got the letter and destroyed it. The reply also added that what the letter contained would be of no use. Witness suspected foul play. Inga Newton, wife of the late Thomas Newton, said nothing about the girl's disappearance. She did not tell Miss Nicholson, she found the letter Bourne had written to Newton, and that she was not going to have it replied to. She did not find a letter among Newton's things after his death. She did not say to the sergeant, "If Emma Bourne was murdered I must have killed her, as I was the only one in the house when she disappeared." She did say, "Who are they blaming for it? I was the only one with her when she went away." The sergeant said, "No one says you killed her." She said to the sergeant, "I didn't strike her with anything." The sergeant told her she must come to Nowra to give evidence. When she said, "I never struck her," they were blaming her for having done so. She understood from what the sergeant said the people were blaming her.

Sergeant Crawley gave evidence of the former witness's account to him of the girl's disappearance. She said the girl went away one morning up the hill, adding, "but Emma is married, and has two or three children; a woman had told her she lived at Balmain." In reply to witness Mrs. Newton said she had heard a rumour that a skull found on Nowra Hill was believed to be that of Emma Bourne. Mrs. Newton asked, "Was she killed?" Witness said he did not answer, but said the skull had been found in the creek. She said, "Who killed her?" Witness said he did not say anyone killed her, or that she was killed at all. Mrs. Newton remarked that people might think she killed her, as no one but her was at home the time the girl left. The inquiry was adjourned.

The Scrutineer, Saturday 19 September 1896 page 2

The Discovery of Human Remains at Nowra: The inquest regarding the human remains found at Nowra Hill was resumed on Tuesday morning at the Nowra courthouse. The first witness examined was Elizabeth Norman, from the Richmond River, who was a near neighbour of the Newtons at the time the girl Emma Bourne disappeared, and was very friendly with the Newtons. One Sunday morning Newton came to her place and said the girl had cleared out, and asked about making a search for her. The next day she saw Mrs. Newton, who was crying and appeared very much distressed, and said she was very angry with the girl but that she did not hit her with a slip-panel. Witness's husband made searches in various localities for the girl, and regularly reported the results to Mrs. Newton. Witness saw Constable Grieve in Nowra a few weeks after the girl disappeared. He said her brothers had probably taken the girl away to keep her from punishment. When she told Mrs. Newton this she said "Emma's dead. We shall never see her again." She exclaimed this on subsequent occasions. Once witness and Mrs. Newton went together to the bridge near the house and stood on the bridge, when Mrs. Newton screamed and said, "For God's sake let's go back." She gave no reason

for her agitation. Another day Mrs. Newton gave witness a pair of leather lace-up boots which she said were Emma's, and the sight of which she could not bear. Newton was then working not far from the house. Newton the same day came to witness's house and said, "Ah, then; she could not keep her secret. She made you say on oath she would not divulge it." Witness said she did not know what he meant. Newton said "Her secret." Witness said, "She gave me no secret." Newton was very cross. Some days afterwards Mrs. Newton asked her what she had said to Newton. Witness said she had told him nothing. Mrs. Newton said, "He told me that you said I made promise on oath not to divulge my secret." Witness said she did not tell Newton this. One night witness slept at Newtons' in a room formerly occupied by the missing girl, and heard Newton call his wife rough names, and say, "You put that woman in her bed, but you would not sleep there yourself." Witness heard a good deal of fast talk, but did not understand what it meant. Witness once saw Mrs. Newton kneeling at her bedside as if in prayer. When witness's husband was going in a certain direction searching for the girl Mrs. Newton said, "Oh, Harry, its no use going that way; she never went that way." Mr. Lang, of the Richmond River, told her a skull had been discovered, and Joshua Bourne came to her with the police to let her know. She never at any time told Joshua Bourne that Newton had any secret, nor that if Bourne wrote to Newton she thought he would divulge something on his deathbed. Witness never led anyone to believe that she knew anything about the girl's disappearance.

William James Norman, son of Elizabeth Norman, deposed that he lived at Balmain. He was with his mother at Nowra Hill when the girl disappeared. There was a little searching for her at the time. His father was the principal searcher. He had heard Mrs. Newton when fretting say she never struck the girl with a rail; he never heard any person accuse her.

Grace Jamieson deposed that she had known Mrs. Newton for more than 50 years. She did not know Emma Bourne. One day 20 years ago Mrs. Newton stopped her in Terara and said she had good news, namely, that Emma Bourne was married and living at Balmain. She said a travelling jeweller had told her.

Dr. Brereton deposed that the skull was a human skull, but the bones were not. The skull was that of a European female, about 18 or 19. He had no hesitation in saying that the skull was most probably that of the missing girl. The skull was examined by Professor Wilson, of the Sydney University, who said that it was the skull of a girl certainly over eight, though the absence of the facial part made it difficult to judge.

The jury after a short retirement gave the following verdict: "We find that there is reason to believe that the skull before the court is that of the missing girl Emma Bourne, from the peculiar indentation over the left eye, and from the fact that no news has ever been received from the girl. But we find that there is not a tittle of evidence to show how she met her death, or in any way incriminating anyone."

DIARY DATES

THURSDAY	12 FEB	Management Committee Meeting	9:30 pm at the Historical Society
THURSDAY	26 FEB	Monthly General Meeting	5:00 pm at the Historical Society
THURSDAY	12 MAR	Management Committee Meeting	9:30 pm at the Historical Society
THURSDAY	26 MAR	Monthly General Meeting	5:00 pm at the Historical Society
THURSDAY	9 APR	Management Committee Meeting	9:30 pm at the Historical Society
THURSDAY	23 APR	Monthly General Meeting	7:30 pm at the Historical Society
	10-27 APR	School holidays	

If undelivered return to:

Berrima District Historical & Family History Society Inc
PO Box 131
MITTAGONG NSW 2575

Berrima District Historical & Family History Society Inc
Newsletter

Print Post Approved
PP239679/00002

**SURFACE
MAIL**

**POSTAGE
PAID
AUSTRALIA**

THE BERRIMA DISTRICT HISTORICAL AND FAMILY HISTORY SOCIETY NEWSLETTER

is proudly supported by the following organizations that encourage the work of our Society in collecting, preserving
and maintaining the history of the Southern Highlands.

Brewsters Coffee House
Blue Circle Southern Cement
Fletchers Fotographics
Hypercet Printing
Mittagong Region Chamber of Commerce and Industry
Springetts Arcade