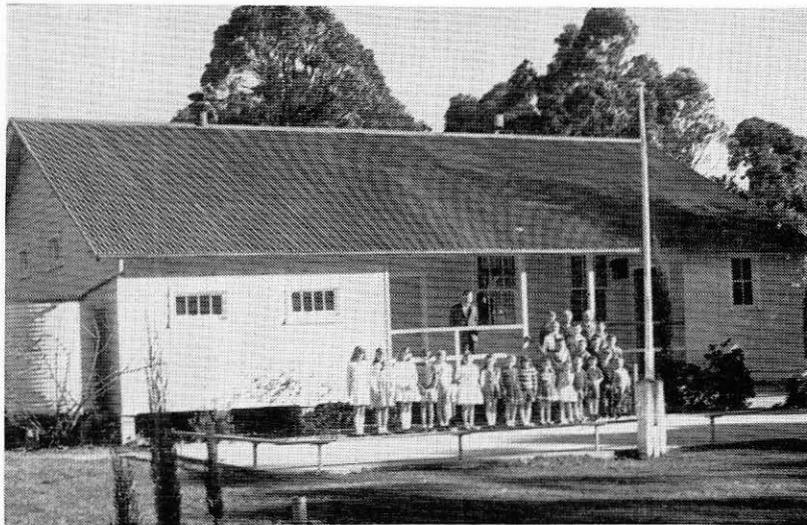


75TH ANNIVERSARY SOUVENIR



*“Present,
Sir”*

“The sunny, sunny hours of childhood,
How soon, how soon they pass away!
Like flowers, like flowers in the wild-
wood,
That once bloomed fresh and gay.”

MARTINS CREEK PUBLIC SCHOOL — 1892-1967

FOREWORD

One cannot tell the story of the 75 years in the life of a school without fitting it into the total picture of the history of this district.

It is a history that goes back to the 1820's when settlement had begun in only two present-day capital cities, Sydney and Hobart; when there was only one colony, the colony of New South Wales, which covered the whole of the eastern and central parts of the continent.

It is a history that unfortunately cannot contain the names and deeds of all those

“Who moulded and fashioned and planned
That we might inherit the land.”

However, it is hoped that the looking backward and these moments of remembering of the pioneers, who so adventurously and stout-heartedly played their part in the settlement of this place, will strengthen the ties that bind the past, present and future together.

BOB ANDERSON

July, 1967

75th ANNIVERSARY ENTERTAINMENT

On 12th August, 1967, the school anniversary entertainment will be held in the Memorial Hall.

The official guests are: Mr. C. Hargreaves, B.A., Inspector of Schools, and Mrs. Hargreaves; Mr. L. Punch, M.L.A., Member for Gloucester, and Mrs. Punch; Cr. Hawley, President of Dungog Shire, and Mrs. Hawley; Mr. D. W. Austin, representing “The Maitland Mercury”, Mr. and Mrs. A. E. McLaughlin, of Dungog.

Nine local girls have entered in the Miss Martins Creek Contest. They are judged on Appearance, Dress, Personality and General Knowledge. Mrs. Aspinall approached the girls and is most gratified with the response and the spirit in which the girls entered. To whoever carries the title, we offer our congratulations and to all of them, our thanks for being prepared to participate.

The Hat Parade, Beard Parade, Junior and Senior Talent Quests with popular Channel 3 and 2KO compere, Phil Hunter, should ensure a night of typical Martins Creek entertainment.

Mrs. Norman, Mrs. Threlfo and Mrs. Keppie have organized the Parades and Quests.

It is hoped the oldest ex-pupils will be on the stage for Roll Call by an ex-teacher, with the first grade pupils, dressed in early children's clothes, performing singing games that children have done traditionally.

"GOSTWYCK" HOUSE

"Gostwyck" is one of the most historic of all the old estates of the Paterson River Valley and is situated one mile from the Martins Creek School at a spot where the Paterson River makes a double curve like the letter "S".

Edward Gostwyck Cory, who was born in 1797, was the eldest son of John Cory, Devonshire, England.

On 18th September, 1823, Edward Cory received a grant (No. 84) of 2,030 acres in the Parish of Barford, County of Durham. The grant extended from the Paterson River in a N.E. direction almost to the foothills of the Wallarobba Mountain. His original grant had increased to almost 5,000 acres at one time.

His brother, Captain John Johnston Cory, a British naval officer, received Grant No. 111 on January 9, 1824, of 1200 acres, which was named "Cory Vale".

The first homestead built by Edward Cory was named "Vineyard Cottage" because of the large area of grape vines he had under cultivation. In later years, "Vineyard Cottage" became an inn — one of the first in the district. Here also large flocks of sheep were kept.

In 1829 and 1830, Edward Cory in partnership with William Dangar, "squatted" on 1300 acres on the Peel River where Tamworth now stands.

It was Edward Cory, who in 1831, pioneered the track over the "Moonboys" (Moonbi Range) to the tablelands, thus opening up that fine country adjacent to Armidale. He drove his stock along the track which eventually became the Great North Road. A rock at the foot of the second "Moonboys" is still known as "Cory's Pillow".

Further large areas of land were taken up on Salisbury Waters, which included a second "Gostwyck" and "Terrible Vale," named after one of Cory's stockmen who had earned himself the title of "Terrible Billy." Cory appears to have travelled frequently between his various properties.

From a writer of the times we learn that "the craze" for land, which had induced men of all ranks and professions to try their luck at "squattening", having run its course, there followed probably the most serious depression, with the Tablelands worse than elsewhere.

Stock became almost unsaleable, excepting for their tallow. Selling his northern possessions at a considerable loss, he returned to his Paterson River property of "Gostwyck".

In 1836 he built "Gostwyck House". It was a home of some importance. The following advertisement concerning "Gostwyck House" gives a fine des-

cription of this homestead. It was published in the "Australian" newspaper on 10th August, 1842:—

"TO LET, from 1st July next, all that farm called "Gostwyck," situate on the Paterson River, now in the occupation of William Burnett and Thomas Hector, Esquires, together with the government men, water mill and mill dam.

The farm consists of about 4,000 acres, more or less, of excellent land with water frontage, about 100 acres of which are fenced into paddocks, and are, or have been, lately under cultivation, and on which is erected a capital two-storey dwelling-house with eight rooms and entrance hall on the ground floor and three very large rooms over the same; dairy, salting or slaughter-house, store rooms, detached kitchen, servants' apartments, together with a very large and commodious barn, with an improved threshing-machine, and all other necessary and useful offices, an excellent vineyard of about five acres in full bearing; also an excellent orange and lemon grove of like quality, also in full bearing; and a very large and productive kitchen garden well stocked with fruit trees. The water mill is in full business and is supplied by a perpetual stream of water.

The farm is within very easy distance of market, being about twelve miles from Hinton and Morpeth, from which place the steamers pass almost every day to and from Sydney, and the River Paterson is navigable

from "Gostwyck" to Morpeth for a good-sized boat, and it is anticipated shortly to run a steamboat to and from Morpeth to the township of Paterson, which is within two miles of 'Gostwyck'."

In the early days of the 1830's, Edward Cory had assigned convicts to help on the estate, not only with the cultivation of crops, but also for the protection of the property. During the period 1823-30, the natives became a problem. Barns and haystacks were burned, sheep attacked and workmen speared.

In the Sydney "Gazette" of 24th March, 1827, it states that a large party of aborigines attacked two shepherds of Mr. E. G. Cory and attempted to drive off a number of sheep. An armed party was needed to disperse the aborigines.

Cory built a weir across the river to divert water through a channel to turn a water wheel at a mill for making flour from wheat and corn. This was made into porridge for the assigned convicts. It was situated where Martins Creek swells the Paterson.

Many years later this weir was an important gathering place for social outings.

Before modern transport enabled people to be whisked away for entertainment, this was a place for swimming and games; a place where the older ones had the opportunity to catch up on the local news and a place where the younger ones could look one another over, as social contacts were infrequent.

Not only were the aborigines troublesome but the convicts, too, proved hard to manage. It was in 1833 that Edward Cory fell foul of one of the assigned servants—a man named Coleman—who attacked him and struck him a terrible blow on the cheek with a spade. Coleman was subsequently hanged for his murderous attack.

Cory's later days were spent at his Gostwyck home. A District Magistrate, he also filled many positions of importance. Sometimes he was spoken of as the "King of the Paterson."

At the first race meeting held in the township of Paterson on October 3rd, 4th, 5th, 1849, Edward Cory was the judge — and race meetings in the early days of the colony were events of considerable importance. Cory was a breeder of blood stock. "Camerton," bred at "Gostwyck," was the sire of many prominent race-horses.

"Gostwyck" continued in the Cory possession until 7th March, 1873, when Edward Cory died at the age of 76. His wife, Frances, having died in 1870 and there being no children, the estate was sold to a man named Luke and later Mr. Theophilus Cooper bought the property. Both Edward and his wife lie in the little graveyard of St. Paul's, Paterson.

In 1902, "Gostwyck" estate was subdivided and Mr. George Priestley bought the homestead block which

has passed to the present owner, his son, Mr. Edward Priestley.

EARLY PIONEERS

Before the coming of the white man, these hills and valley were "home" to the nomadic aborigine tribesmen who roamed the area for centuries with their primitive culture and ancient tribal rites. Each tribe had its boundaries and the three tribes who lived in the Hunter Region were the Birpa, Worimi and Geawegal.

Perhaps our only link with those distant people who fished the stream and hunted the forest where we live, is the number of stone axe-heads which have been found on both sides of the river. Some particularly good ones, with grooves down the sides where the handle was bound, have been collected.

Undoubtedly the earliest visitors to the district were the cedar getters who felled the colonial white cedar and red cedar which grew close to the river banks. Many a fine cedar log has been rafted down the river. In the early 1820's there was a cedar party camp on the river bank near "Tillimby".

Martins Creek was named after Edwin Martin, who settled on the banks of the Paterson River, building his home where the fig tree stands at Airdrie. It was home to his family while he was away transporting goods from Morpeth to the Queensland border with

his bullock waggon. When at home, he rounded up wild horses for sale at the Maitland Horse Sales.

These are the words of a man who knew the pioneers of our district. They are words written by Mr. John Tucker, of Paterson, in the Maitland "Mercury," March 12, 1930. Here is his tribute to them:—

"On March 3, at her home, Tumbledown Creek, at the advanced age of 84 years, there passed away a very worthy and esteemed old resident, Mrs. Henry Eastcott. For a period of 64 years she lived in a beautiful spot in a small valley surrounded by steep hills. She was the daughter of Thomas Lewis, a fine old settler, the first man to build a home at Martins Creek. Her husband, Henry Eastcott, was one of the overland teamsters in the early days.

Mrs. Eastcott was the last member of a remarkable band of pioneer men and women, who made their homes in the wild bushland surrounding Martins Creek. Out of respect for the memory of these fine old pioneer men and women, for what they have achieved and accomplished; their sturdy independence, courage and industry, I would crave permission to record their names: Edwin and Charles Martin; Thomas Lewis; George Osmond; Charles Robinson; George Gardner; Edward Chandler; Henry Eastcott; Richard Collier, John Christian Voge, and a short distance north, Thompson Boreham, James Parish, Joseph Eyb, Patrick

McMahon, J. O'Connor and James and William Merchant.

In the early 'sixties, when the Robertson Free Selection Act gave them the opportunity, these pioneers took up land and made their homes in the wild hills. They have made good, and their descendants, following them are succeeding, too. In those days no State assistance helped them — they relied on themselves. Many of these old settlers were teamsters, travelling on the roads. In these days of modernism, of swift motor and rail transport, it takes a strong mental effort to imagine a man driving a slow bullock team from Maitland to Mungindi, following the long trails down the Peel and Namoi and the Castlereagh, along the Barwon to Walgett and on beyond to Bourke and Brewarrina, on the Darling. Yet, in the days before the Singleton railway bridge was built, these sturdy old bushmen looked upon it as merely a routine item of their life. They loaded up at Maitland with station supplies and after months of absence returned with huge loads of wool for shipment at Morpeth.

I knew every one of these old pioneers. I have enjoyed the hospitality of their homes. Some of them used to come and help at harvest time. With my gun and a much valued little dog, I have spent many pleasant days in the silvan seclusion of those hills. I used to love to see the new clearings in the virgin bush, to have pleasant glimpses of corn, tobacco and wheat set in the

bush, the smoke of home fires curling along the hills, to hear the tinkle of the cattle bell and to see the cattle, the forerunners of later dairy herds.

The glorious forests which enfolded these old hills is gone. The call of the Wonga pigeon and the peerless limpid note of the bellbird is heard no more and with them the last of the old pioneers has passed away."

Another family to arrive at Paterson in the 1830's were the Keppies.

Peter and Elizabeth Keppie immigrated from Paisley in Scotland in October, 1839. With them were their three children. Six more children were born in Paterson later. Also accompanying them were Peter's mother and father and two brothers.

The family can trace back for six generations in the district.

Peter Keppie was a wheelwright, joiner and publican. The family has medallions, beautifully engraved, awarded to W. Keppie in 1845 by the Hunter Valley Agricultural Society for Best Plough and Best Scuffler. Another one bears the date 1874, and again Best Plough. The Keppies maintained a blacksmith shop in Paterson almost opposite the present Crouch's Garage. William Keppie moved on to "Glenlossie" in 1899.

Edwin and Charles Martin are remembered as being fine horsemen who could not be dislodged from the saddle. Legend has it they could gallop down the

mountainside hanging onto the horse's tail and still hold on.

THE COACHING DAYS

The coaches supplied regular services between Maitland, Paterson, Gresford and Dungog. When the school began, two of the older children walked from the old site to the turn-off to await the coach from Dungog. They would hand the mail to the driver and receive the school mail. Bert Fry was the owner of the coaches which continued running until 1914.

Before the opening of the Gostwyck Bridge on February 21, 1877, the Paterson-Dungog road crossed the river at Vineyard Crossing.

PATERSON RIVER WILLOWS

The willow trees which grace the banks of the Paterson River are said to have come from slips cut from a tree near Napoleon's grave at St. Helena. Most ships bound for New South Wales called at St. Helena for supplies and water and most passengers would visit Napoleon's tomb. Before leaving, as a memento, they cut slips from the willow tree. These were kept alive on the long voyage to Australia by sticking the ends in raw potatoes.

Lt. Bedwell, a British naval officer, who was granted "Cintra", just north of "Duninald" in the 1820's, brought some slips to the Paterson River. The original tree grew by the gate at "Cintra" and flourished for many years.

THE FIRST SCHOOL

School operations at Martins Creek date back to 1891. In that year on 29th July, a provisional school was applied for by the residents. The signatures on the application were Augustus Vogeles, Charles Crittenden, T. Lantry, E. Burt, W. C. Robinson and Chas. Robinson. Their occupations were given as Selectors.

Attached to the application were the names of the children, whom the parents undertook to "attend the said school regularly and punctually". They were Maud, Pearl and Charles, children of W. C. Robinson; Henry, Herbert, Charles and John, sons of Augustus Vogeles; Ethel, Charles and Emly, children of Charles Crittenden; Thomas, Elizabeth, Pat and James, children of T. Lantry; Alice, daughter of W. Marchant; Mary, Millie, Emly, Richard, children of Charles Martin; Thomas, James, Frank and Edith, children of Henry Eastcott; Ethel, Fred, Maud, children of Henry Burton.

The Inspector, Mr. J. Waterhouse, in supporting the application said that the "majority of the residents

who have applied for this school occupy selections in the mountainous country between Paterson township and Wallarobba Mountain. The children under six years of age are not likely to attend because of the rugged nature of the country.

The children are growing up in gross ignorance as the parents say they cannot teach them.

Unless a school is established nearly all the children will grow up unable to read and write."

A block of land comprising two acres was resumed as a site for the proposed school at a cost of £20. Mr. Edwin Martin was the owner of the land.

The Government promised to grant £45 towards the erection of a school building. The residents were responsible for the faithful construction of the building which measured 20ft. by 14ft. by 9ft. 6in. and was constructed of wood, with a galvanized roof, having also a verandah on one side. The residents also erected the necessary out-offices. They were also prepared to supply the furniture but the Inspector recommended that in view of the parents' willingness to do more than was required of them, that furniture from the closed school at Kuockfui be made available to them. The government delivered the furniture to West Maitland, from where Mr. Augustus Vogeles transported it, free of charge, to the school.

What thoughts must have stirred in the minds of any prospective pupils, if they happened to be near the

road, as they saw Mr. Vogele's wagon making its way along the bush track to the school with four 7' 6" desks and forms, a book press, a table and a chair loaded on the back of it! School days were soon to begin.

In January, 1892, the school was ready for occupation.

The first teacher was Mr. Daniel Carter and the enrolment for the first year of the school's existence was 25 with an average attendance of 18.7.

Because of the attendance record maintained the school was converted to a Public School in 1893.

About 1908 the increasing attendance and general unsuitableness of the building rendered the provision of a new building essential. Tenders were invited and that of a Mr. Wooden for £222 was accepted for the erection of a building to accommodate 50 pupils. The work was completed in 1909 and the old building was converted into a weathershed.

In 1918, it was requested by the local Progress Association that the school be transferred from the existing site to a more central position. The provision of a residence was recommended if funds were available.

By this time, following the arrival of the first steam engine in December, 1909, the opening of the line to Dungog in 1911 and the opening of the blue metal quarry around Easter, 1914, the village of Martins Creek had begun to develop.

Most of the children had a long walk to the school so its re-siting was sought to avoid the rail crossing.

An estimate of the cost of the scheme was prepared by the architect but unfortunately the limited supply of funds rendered further action impossible at the time.

In January, 1920, the site on which the present building is erected, was secured from Mrs. Carroll at a cost of £30 but still the proposed work could not proceed because of lack of funds. It was not until the end of 1922 that tenders were eventually invited for the work of removing the building to the present site and adding an extra classroom of wood with an iron roof and verandah. The contract was completed and the cost was £764. Messrs. F. and R. Compton were the contractors. While the transfer was made, school was conducted at the hall.

The two classrooms were divided by a folding partition which makes it possible to convert the two rooms into one. There was accommodation for 96 pupils.

The enrolment at March, 1923, was 63 and consequently an assistant teacher was employed.

The new school was officially opened by the then Minister for Education, Mr. Bruntnell in the presence of the three local members of State Parliament, Colonel Nicholson, Mr. Wally O'Hearn and Mr. Charlie Bennett.

Enquiries have shown that possibly the oldest ex-pupils are Mrs. Edith Mate, of Wallarobba, Mrs. Florrie Foster, of Wallalong, Mrs. Emily Judge of Maitland, and Mr. Charles Robinson, of Campsie. They all attended the school in the opening year, 1892.

LIST OF TEACHERS

Teacher	Date appointed
Daniel Carter	January, 1892
Judith Aria	April, 1897
Arthur Partridge	September, 1898
Lucy Gow	December, 1899
Elizabeth Burgess	March, 1901
Alice Murray	January, 1906
Yarret Fitzgibbon	February, 1915
James Hudson	September, 1915
John Larner	February, 1918
John Egan	January, 1919
Reg Young	April, 1921
E. J. Hadley	August, 1921
G. W. Hammond	September, 1921
Jack Beatty	September, 1922
Thos. Dibden	August, 1923
Geo. Davies	December, 1928
John Dawson	December, 1932
John Britt	June, 1938
John Hoad	December, 1938
W. Schumacher	January, 1951

Peter Thomson	September, 1952
Percy Passlow	January, 1953
Robert Anderson	February, 1960

THE PARENTS AND CITIZENS' ASSOCIATION

There must have been a parent organization in the school from early times, but the first P. and C. Association we have information of, is the one formed in 1923, when Mr. Jack Beatty was the Headmaster, in preparation for the opening of the school at its present site. Mr. Tom Keevers was the Secretary. The Progress Association at the time was partly responsible for the moving of the school. This means that the P. and C. Association has been functioning for at least 44 years.

Early records are not available but in 1938, Mr. V. Hall was President, Mr. C. Leggett was Vice-President, Mr. V. Osborne was Secretary, and the Treasurer, Mrs. V. Hall. Later Mrs. A. Finch was appointed Treasurer.

In 1943, Mr. W. Walker was elected President, holding the position until 1954, when Mr. J. Leo took over for two years. Mrs. W. Aspinall, the present President, took office in 1956 and has held the steering position for 11 years.

The Historical Society
 Mr. Street
 Thomson 2421 NSW

Mr. George Beaven was Secretary for four years and Mr. Roy Beaven, Treasurer, for four years also. Mrs. I. Norman, the present Secretary, was appointed in 1951 — 16 years ago while Mr. Frank Maidens, the present Treasurer, has been in charge of the cash box for 15 years.

Over the years the P. and C. has contributed much to the life of the school and has become an indispensable part of it. Not only has it materially assisted by raising funds for school purposes, but it has been a valued link and point of contact between the parents and the teachers.

The main source of revenue comes from the monthly Tuck Shops, which have been held continuously for the past 15 years.

In a one-teacher school, with a limited number of parents, this has been a fine achievement. Parents provide the variety of eatables, which the children select at two cents a piece. Until recently it had been one penny a piece. Apart from the funds raised, the children are placed in a practical situation with money to be spent and its worth realised.

EARLY CHURCH

Services were held in a barn owned by Mr. E. Burt, Snr., until the opening of the first church, St. James' Church of England in 1899 by Bishop Stanton.

It was a weatherboard building. This was replaced by the present building of weatherboard and fibro. The church was dedicated in June, 1928, by Bishop Long when Rev. H. Rupp, B.A., was Rector.

Canon J. Shaw, B.A., was the Parish Rector at Paterson in 1892 when the Martins Creek School was opened and was still here in 1899 when the first church was opened.

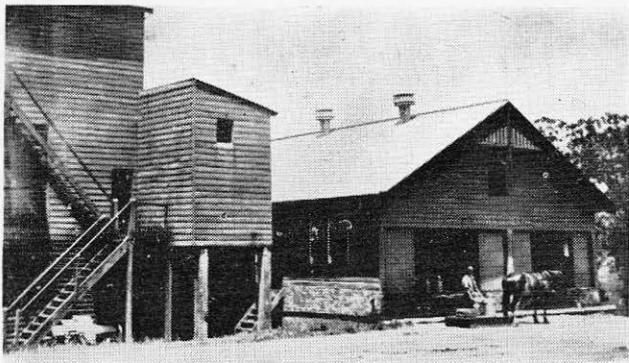
The Church Officers of St. James' Church are: Mr. Stan Lewis, Secretary and Warden; Messrs. Grahame Martin, Cyril Lawrence, John Aspinall, Wardens.

The Women's Guild with Mrs. V. Soper as President, Mrs. W. Aspinall as Secretary and Mrs. I. Norman as Treasurer are a most energetic body continually working to improve the church furnishings and assist the church financially.

The Sunday School has 24 pupils with Mrs. W. Aspinall, Mrs. A. Lewis, Mrs. B. McTackett and Miss J. Anderson as teachers.

The Martins Creek School has been well served by the clergy over the years in their regular attendance to give religious instruction to the children. The sulky, as a means of transport, has given way to the motor car during that time but the earnest desire to impart the principles of the Christian faith to the youthful ears of the children has not diminished.

At present, Rev. Wilber Brooke, the Rural Dean of Paterson, who admits to being a year older than the



TRIBUTE TO THE PIONEERS

On the occasion of the Martin's Creek Public School's 75th Anniversary we look back to the early days of the dairy industry in the area.

The Hunter Valley Co-operative Dairy Co. Ltd. was originally founded in Raymond Terrace, under the name of the Raymond Terrace Co-operative Dairy and Produce Company Ltd. The manufacture of butter commenced in 1903. A number of other pioneer groups commenced operations in this period and companies and co-operatives

sprang up at Branxton, Cessnock, Gresford, Paterson, Bulahdelah, Stroud Road, Denman, Scone, Aberdeen, Gostwyck and Muswellbrook.

All these early ventures were integrated finally and renamed the Hunter Valley Co-operative Dairy Co. Ltd.

In 1906 Gostwyck factory (pictured) first received cream and butter - making operations commenced at this centre. Mr. Jack Scarr, present General Manager of the Company, was employed there as butter maker and has many memories of the district.

The Gostwyck factory is a link with the past, and a tribute to the pioneers of the dairy industry.

The Hunter Valley Co-operative Dairy Co. now covers an area of supply of more than 10,000 square miles. Daily mileage in milk and cream collection totals nearly 3,000 miles.

The Company supplies a large proportion of the total requirements of the N.S.W. Milk Board.

The Company congratulates Martin's Creek Public School on its 75th Anniversary. It may be a long, long time since stern-wheel paddle steamers took cream to Paterson, but the spirit of the pioneers lives with us today—in progress, as a great nation marches forward to the future.

school, Sister Mary Helena and Sister Mary de Pazzi from Gresford, are received each week with openhearted respect and eagerness. Rev. Father Peters also is a welcome visitor.

FARMING

As dairy herds were established in the 1880's and 1890's, the dairy farmers took their cream by cart to Paterson Wharf for transport by stern wheeled paddle steamers like the "Anna Maria" to Morpeth.

The fruit, mainly citrus, plums, etc., was taken by cart to Mr. Tucker's property on the opposite side of the river from Paterson and taken across the river by boat to the wharf. Later the fruit was taken by cart to Maitland markets.

In 1906 the Gostwyck Factory received the cream and it was here that Mr. Jack Scarr, now Sales Manager of Hunter Valley Co-operative Dairy Company, began work at 15, as an apprentice buttermaker.

After the railway line came through, the Railway Station worked on a three-shift basis with always someone on duty. It must have been very busy with cream cans from the factory to be despatched, timber from the timber mill by the station to be loaded as well as the trucks of blue metal.

The district today is still mainly dairy farms.

About 600 to 700 gallons of milk a day go by truck to the receiving depot at Paterson.

However, there has been the tendency for the small dairy farmers on higher ground to cease dairying and concentrate on rearing vealers.

Fruit, tomatoes and vegetables are still grown on a small scale.

THE RAILWAY

The permanent pegging out of the first section of the North Coast Railway Line, from Maitland to Dungog, was commenced in November, 1906, by surveyor H. F. Bode, following in a general way the route of one of the trial lines surveyed twenty years earlier.

On February 12, 1908, the first sod was turned near the present Telarah Railway Station by Mr. C. Griffiths, the Minister for Works. The contract was let to Messrs. Carey, Carson and Simpson and work commenced that year. Incidentally, these contractors were unfortunate, as they had based their contract price on the prevailing basic wage of 7 shillings a day. The following year the contractors for the Dungog-Gloucester section paid 8 shillings a day for the same class of work.

In June, 1909, the workers on the first section went on strike. They marched from Wallarobba tunnel to Paterson to meet the contractors with their demand for 8 shillings a day. The contractors, who were

already behind time with their work, were much displeased at the loss of a day's work. It was inevitable that they would have to increase the rate of pay to keep the men on their section. There were more jobs than men.

Surveyor Bode, in laying out his routes, kept as far as possible above known flood heights. For this reason his line, on the north side of the Paterson bridge, curved off the present line towards Keppie's "Glenlossie" and back just below the overhead road bridge, back onto the present line.

Another surveyor, inspecting the routes, claimed that the curve was unnecessary and that the present route was a more direct line, half-a-mile shorter and would save £5,000 in construction. An embankment higher than known flood level and a culvert were all that was necessary. His plan was adopted.

The new plan looked good on paper but the first major flood in May, 1913, altered the outlook. The flood waters rose three parts of the way up the embankment, saturating the earth to near mud. The result was that it sank so much that all that was left were the sleepers hanging on rails.

The cost of repairs and the fact that the trains were held up for three weeks and also the fact that men were engaged watching it day and night in later floods would have exceeded the money originally saved.

Originally the site for Martin's Creek station was selected near the Black Rock road crossing close to the present school. The present site was substituted as being more central and convenient generally especially for the people towards Vacy.

When the plate laying commenced the contractors opened a quarry for ballast at Comerford's Hill, about a mile above Oakhampton Bridge. However this stone was considered not hard enough for the top ballast and when the line was advanced enough, they opened a quarry about $1\frac{1}{2}$ miles above Martins Creek in Gillespie's paddock. All ballasting was then done with this.

At this time, Martins Creek was a busy spot. As well as being the depot for the ballast train, about 300 men were camped round about.

The first station was opened on 14th August, 1911. The present officer in charge of the station is Mr. Jim Cummins, who came in 1960.

The station came close to being called "Gostwyck" but the present name was chosen. The village grew near the station.

The village of Martins Creek is situated about a mile to the east of the Paterson River. It faces Mt. Johnstone (1,133 ft.) to the west, Mt. Douglass (1,205 ft.) to the north-east, while to the south-east lies a range of hills ending with Hungry Hill (869 ft.) opposite Paterson.

THE QUARRY

The present Railway Quarry was opened in the first place to provide metal for ballasting the quadruplication of the section of the Northern Line, between Newcastle and Maitland, then being done.

Preparative work of constructing a siding up to the quarry excavating sites for the plant was commenced in April, 1914, and crushing began in September the same year.

It started with five horses and drays and employed 44 men. The metal from the crushers was unscreened. It was just straight out of the crusher to the trucks. The output was 100 tons a day. The Tramways Department required metal of 1½ in. size. In order to produce this, the metal was first broken by hand with knapping hammers by a gang of stone breakers to produce metal not larger than 1½ in.

The installation of a 6A crusher increased production to 320 tons a day. Steam driven boilers provided the power. At the height of activity, when both the Railway and Newcastle Council Quarries were operating about 80 to 120 men were employed. Tents and huts, which have now disappeared, housed the workers and their families. The population then would have been about 450, while the present population is about

250. The first ganger was Mr. Bethnell Craze, grandfather to the present foreman, Mr. George Beaven.

The deposits of Andacite are still being excavated with 31 men employed, producing 850 tons, average, of blue metal ballast a day.

This supplies the railway's needs south to the Hawkesbury, north-west to Narrabri and north to Kempsey. Professor Edgeworth David once analysed the rock and is quoted as saying that it was possibly the hardest stone in the world.

Daily a ballast train leaves Martins Creek for the marshalling yards at Telarah from where it is distributed.

The andacite is drilled to about 50 feet for the explosives, detonated, "popped" with jack-hammers, loaded by excavators on to lorries and taken to primary crushers which could take rocks about 6 ft. by 4 ft.

It is then taken on a conveyor belt to the 6A crusher which reduces the rock to approx. one to three inches in size. From here it is conveyed to re-crusher to be crushed into various grades and elevated to be screened into four final grades.

The blue metal is used by government departments, councils and local private individuals. Eight lorries spent a year carrying the metal for the construction work at Williamtown aerodrome about 1957.

MEMORIAL SCHOOL OF ARTS

A committee was formed after World War I, with Mr. George Priestley as President, to raise funds for the building of the Memorial School of Arts. The Memorial Stone was laid by Mr. Richard Ball, M.L.A., Minister for Works and Railways, on 11th November, 1922.

The hall originally had a billiard room and library room at the front. These were pulled down to enlarge the hall when the use of these rooms declined. The supper room and kitchen were further improvements.

Sunday, 25th October, 1925, saw the unveiling of the Roll of Honour in the Memorial Hall. The Chairman was Mr. T. E. Dibden who had with him on the platform Superintendent Guy, of the Maitland Ambulance, and Bugler Galton, of West Maitland.

"The unveiling ceremony was performed by Councillor George Priestley, of Martins Creek, who by manipulating the cords, drew aside the Union Jack and Australian flags, unveiling to the public gaze for all time, Martins Creek's token of respect to her men who fought and fell in the Great War."

The school choir, under the direction of Mrs. Mackay, sang "Lead Kindly Light," and "There is a Land."

The honour roll is made of oak highly polished, the lettering being carried out in gold and the whole

enclosed by a plate glass door. A German machine gun captured by the 13th Battalion was also on the stage.

The World War I Honour Roll contains the names:—

Asplund, G. F.	Lusty, R.*
Ayre, A.	Priestley, G.*
Burt, Wm.*	Swadling, W.
Gibson, O.	Tyrell, S.
Hunt, W.	Tyrell, W.*
Irby, J.	Wilson, W.
Kerr, J.*	Wood, J.
Kent, V.	

* denotes "Paid the Supreme Sacrifice"

The chairman urged the young people present to live up to the great tradition of their fathers and big brothers of the A.I.F.

The World War II Honour Roll bears witness to the fact that the torch was grasped, for the following names appear.

Gray, J. R.	Martin, G. D.
Evans, J. M.	Simmons, N.
Robinson, B.	Clarke, E.
Norman, F. J.	Clarke, M.
Keevers, F.	Howard, A. V.
Maloney, C.	Mossner, W. E.
Lawrence, C.	Vogele, C. A.
McKeough, N.	Martin, B. A.

Macourt, C.
Mossner, R.
Martin, N. G.

Lawrence, I.
Evans, J.
Lovegrove, T.

The Memorial School of Arts Committee has worked hard to lift the appearance and the facilities to their-first class condition. Considering the population and the few who work for it, it would be a worthy hall in a town of say, 4,000 people.

The Hall office bearers are President: Mr. Leo Dunning (13 years) Secretary; Mrs. Enid Dunning and Treasurer: Mrs. Dulcie Maidens.

SPORT

Sport has always been a prominent part of Martins Creek life. Football teams were formed after the quarry opened and there have always been keen players and supporters. The most ardent barracker for the Creek team was Father Kiernan of Gresford. He accompanied the team on the drag everywhere it went. At present, Mr. Des Johnson has organised the local players into a Rugby League team with Paterson boys to play in the local Saturday morning competition.

There has never been any lack of cricketers. The first matches were played on a pitch to the north of the quarry office. The boundary was only a short one. Social matches always found players willing to travel whether far afield or to the other nearby centres. Horse

and sulky transport gave way to the taxis operated by Bill Crouch and Don Duggan. Up until a few years ago there was always a Martins Creek cricket team playing competition cricket. At present with the general falling away of the country clubs, present-day cricketers are spread liberally around clubs playing in the Maitland and Dungog competitions.

Tennis has always been strong. The first court was put down about 1922 by Messrs. W. Howard, T. Keevers and F. Maidens. Since affiliating with the Maitland and District L.T.A., in 1962 the membership has increased and the standard of play generally improved. In 1966 the club had 35 senior members and 32 juniors for a total of 67 members. This year eight teams have represented the club in the main winter competition. Mr. Hector Lawrence, who has been a tennis stalwart over the years, maintains the court in first-class condition. The most outstanding player produced was Eric Maidens, whose tennis deeds in the thirties took him to State standard. The Secretary is Mrs. Doreen Anderson, and Treasurer, Mr. Graeme Maidens.

THE POST OFFICE

The first Post Office was in charge of Mrs. Carrol at her home (now demolished) in the paddock opposite the church. Later the P.O. was conducted with a store

by Mr. W. Bell, next door to the present site. The first store was opened in 1914 by Mr. W. Phillips. It has been successively in the hands of Mrs. Sneddon, Mr. J. O'Connor, Mr. R. Hungerford, Messrs. Bowman and Morris, Mr. Jack Leo, Mr. and Mrs. Bill Jackson, and then Mr. R. Davis. At the present, the post office and store are controlled by Mr. and Mrs. Len Murray, who came in 1964.

The Post Office and Store in a small community is the centre around which much of the daily life of the residents revolves. There is mail to collect and post, telephone calls to be made, newspapers to be obtained and supplies to be purchased. The Postmaster and Storekeeper has always been in very close contact with the community and has always had to have a willingness to help in sudden emergencies and an ever-ready and understanding ear to worrying problems explained to him for helpful advice. The P.O. store has been the "nerve centre" of the village.

SCHOOL PICNICS

Joyful memories of school picnics at Martins Creek in earlier days bring wistful smiles to the faces of former pupils as they reminisce over the 75 years which have passed.

"Remember the lollyman?" they ask. Sweets and money were both scarce in those days, so when the

bearded lollyman, with bags of boiled lollies stitched all over his back, set off with a fair start, his eager young pursuers soon caught him as, one by one, they grabbed the bags from his back.

The interesting thing about the man who played the part of the lollyman, is that he is believed to have been a member of the most famous bushranging family on record. Disassociating himself from the unlawful activities of his brothers, he had moved out of Victoria into the Martins Creek area.

For the picnic, prizes were chosen by the mothers and arrayed on the table. All the children received prizes, but the winners had first choice.

The honour of brewing the tea in the shade of the bush shelter fell to a certain lady who took great delight in making the tea in a unique way.

It would seem she made the tea, poured it, sugared each cup and then using a teaspoon, she would test-taste each cup, allowing the remainder of each teaspoon to return to its cup. No wonder the cry went up: "Don't let 'her' make the tea!"

THE BUSHRANGERS

The bushranger, Thunderbolt (Fred Ward) lived near Tocal homestead. After taking a horse belonging to somebody else, he rode it to Homebush for sale. He

was found out and punished and so commenced his "reign" in 1863.

Thunderbolt knew the quality of the horses to be found on Mr. Reynold's property at Tocal, which was famous for its speedy racehorses.

On one occasion, after thieving horses, Thunderbolt was cornered by a posse on Mt. Johnston.

Pursuing him towards Paterson, they abandoned the chase when just outside the town, Thunderbolt leaped his horse over a cliff face and escaped.

Jimmy and Joe Governor were well known in the district and on one occasion threatened harm to Mr. Theophilus Cooper of "Gostwyck".

ACKNOWLEDGMENTS

Vacy Public School — Centenary Booklet — Mr. H. S. Smith.

Monthly Journal — April, 1947 — Newcastle Historical Society. "Gostwyck House" by E. S. Lauchland.

Mitchell Library — Sydney — Mrs. Hancock.

Research Division of the Education Dept.

And all those who delved so marvellously into the past to remember the facts presented here.

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