

PROCLAMATION OF CARGO GOLDFIELD, Thursday, 11th February, 1869.

The following is copied from Supplement No 32 to the New South Wales Government Gazette, Thursday, 11th February, 1869.

PROCLAMATION

By His Excellency the Right Honorable Somerset Richard, Earl of Belmore, a Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

In pursuance of the provisions of the Gold Fields Act of 1866, I, Somerset Richard, Earl of Belmore, the Governor aforesaid, with the advice of the Executive Council, do hereby proclaim that the following shall be deemed a Gold Field within the meaning and for the purposes of the said Act, that is to say:-

County of Ashburnham, at Cargo. The Gold Field on Crown Lands within the following boundaries: Commencing at the north-western corner of portion 66-63, at Cargo, a conditional purchase of 100 acres by J. Hartigan; and bounded thence on part of the south by a line bearing west 3 miles; on the west by a line bearing north about 7 miles; on the north by a line crossing Bowan Creek, forming partly the north boundary of reserve from lease, No 33, pastoral district of Wellington, notified 7th September, 1853, bearing east 5 miles; on the east by a line bearing south 7 miles, crossing Bowan Creek; and on the remainder of the south by a line forming partly the north boundary of reserve from lease No 36, notified at the aforesaid date, bearing west 2 miles, crossing Cargo Creek, to the point of commencement;- to be called the "Cargo Gold Field".

Given under my Hand and Seal, at Government House, Sydney, this eleventh day of February, in the year of our Lord, one thousand eight hundred and sixty-nine, and in the thirty-second year of Her Majesty's Reign.

(L.S.)

BELMORE

By His Excellency's Command,
WILLIAM FORSTER.

GOD SAVE THE QUEEN!

In the New South Wales Government Gazette, No 253. Friday, 28th July 1876, two Proclamations appear by His Excellency Sir Hercules George Robert Robinson, Governor of the Colony of New South Wales. One repeals the Proclamation of Cargo Goldfield of 11th February 1869, as printed above, and proclaims Cargo Goldfield ~~in~~ within slightly smaller boundaries.

GOLD MINING WAS THE REASON FOR THE INFLUX OF PEOPLE TO BOTH BELMORE (Now Moxbel) AND CARGO DISTRICTS IN 1858-59. IN THIS PERIOD OF NEW SOUTH WALES' HISTORY, ALTHOUGH THE FIRST FLUSH OF GOLD RUSHES OF THE 1850's WAS OVER, NEWS OF A NEW GOLD FIELD WOULD ATTRACT A RUSH OF NOMADIC MINERS FROM DIGGINGS WHERE THEIR LUCK HAD RUN OUT TO A NEW FIELD.

A CORRESPONDENT FROM GRENFELL REPORTED TO THE BATHURST TIMES IN OCTOBER 1868, MARCH 11, THAT, "THE REEFS OF CANOWINDRA, 50 MILES DISTANT ARE ATTRACTING MUCH ATTENTION."

A REPORT FROM ORANGE TO THE BATHURST TIMES IN OCTOBER 1868 said: "WITHIN THE LAST FEW DAYS, THERE HAS BEEN A RUSH TO THE DAVIS (DAVY'S) PLAINS ALLUVIAL DIGGINGS ABOUT 23 MILES FROM ORANGE. THE GOLD IS TRACED FOR ABOUT 8 MILES, A REEF HAS ALSO BEEN DISCOVERED; GOLD IS PLAINLY SEEN IN THE STONE; ABOUT 500 PEOPLE ARE ON THE GROUND".

IN ORDER TO CATER FOR THIS INFLUX, THE ORANGE CORRESPONDENT ON OCTOBER 31, 1868, WROTE, "MESSRS. COBB AND CO'S INDEFATIGABLE AGENT HERE - WITH CAREFUL REGARD TO THE PUBLIC INTEREST... HAS PLACED A COACH ON FOR CARGO THREE TIMES A WEEK; viz. MONDAY, WEDNESDAY AND FRIDAY AT 10 a.m. AND AT THE MODERATE FARE OF TEN SHILLINGS - THE RETURN COACH LEAVING CARGO TUESDAY, THURSDAY AND SATURDAY". IN THE SAME REPORT THE CORRESPONDENT WROTE "LITTLE AS I KNOW OF GOLD DIGGINGS, I STILL THINK, BEFORE A PERSON VENTURES THERE, ESPECIALLY WITH A HOT, DRY SUMMER BEFORE US (AS IT PROMISES AT PRESENT) HE SHOULD POSSESS CAPITAL, PATIENCE AND EXPERIENCE.

THE PREDICTED HOT, DRY SUMMER SOON BECAME A REALITY SO THAT, DESPITE PROMISING YIELDS OF GOLD, LACK OF WATER BECAME THE CAUSE OF A LULL IN PROSPECTING. IN NOVEMBER 1868, IT WAS REPORTED THAT, "AT PRESENT THE WASH DIRT HAS TO BE CONVEYED A DISTANCE OF 3 MILES AND CONSEQUENTLY NO GREAT AMOUNT OF WORK IS BEING DONE. HOWEVER, THREE LOADS OF WASH DIRT, A FEW DAYS AGO, PRODUCED NEARLY 33 OZS. OF GOLD: THE SINKING IS EASY AND VARIES FROM 12 TO 30 FEET".

OTHER LUCKY FINDS ALSO LURED MINERS TO THE AREA. IN JANUARY, 1869 A SLUG OF 21 dwts. HAD BEEN FOUND IN TIN DISH GULLY. IN THE SAME MONTH IT WAS REPORTED THAT A SMALL BUT EXCEEDINGLY BRILLIANT DIAMOND HAD BEEN FOUND.

LONG GULLY WAS THE FIRST PLACE TO BE RUSHED ON THE CARGO FIELD BUT IT WAS REPORTED THAT BY THE DROUGHT 1868-9, LONG GULLY PRESENTED A VERY MUCH WORKED-OUT APPEARANCE AND THE ALPINE REEF WAS ATTRACTING CONSIDERABLE ATTENTION.

CARGO BEFORE THE GOLD RUSH... From Coral Whitley.

Prior to the discovery of gold Cargo already had a history of some forty years of white mans settlement although there was no township there. Cargo Creek identified the area as late as 1866.

** The name Cargo, is derived from an aboriginal name for the area sounding more like Ngargu.

Following the explorations of Evans and Oxley in 1815 and 1817, the whole of the countryside west of Conobolas as far as the shepherds liked to go was, as late as the late 1820's, a Government cattle station under the control of Captain Raine.

The centre of this vast run was near the present Boree Cabonne.

With the establishment of runs or "Squatting" on Crown Lands, the site of Cargo was part of the old Davy's Plains Run of 54,000 acres (30,000 ha.) first taken up by William Lawson junr. Davy's Plains is said to have once had the aboriginal name of Tharrey Tuckera, but from Davy, a ~~Wesi~~ Welshman, who was a shepherd there derived the name, Davy's Plains.

The early settlers in Cargo were thus station hands and shepherds employed on Davy's Plains. They obtained their mail and supplies from Boree Cabonne, whence it was brought from Peisley's Inn, Orange.

John Hood, a traveller to the area in 1841 said, "Boree represented a little wooden town in 1841, being constituted of a great many huts."

Few women were in the area at first, but gradually their numbers increased, marriages and baptisms were performed by itinerant priests and ministers at Boree. As early as 1853 several Catholic baptisms at Boree were recorded by Father Bernard Murphy who travelled from the King's Plains Mission.

One of the earliest references to Cargo is contained in a description of the Orange Nanima Road which was laid down in 1858, as a result of action from Orange to establish Orange as a major centre. It is described as follows:-- "In the route from Orange you proceed to Coffy Hill Sheep Station (Mr Barton), then following the range to Cargo Station (Mr Lawson). leaving Davy's Plains to the right, you have a level to Mogong Station (Messrs Clements), from thence to the little Bald Hill meeting the Waugan Rd three miles from Nanima, which you will have access to Canowindra." This road known locally as the "three chain" road has to-day been partly incorporated into main roads, but in other parts is little more than a rough bush track.

CHAPTER I.

EARLY HISTORY OF CARGO.

On May 13th, 1815, George William Evans and party left the settlement of Bathurst to investigate the country to the westward. He passed some few miles to the south of what is now the village of Cargo, reaching the junction of the Mandagery Creek and the Lachlan River on June 1st. The following day he commenced his return journey, and, travelling in a more northerly direction, he arrived back at Bathurst on June 12th, 1815.

And so Cargo came within the ambit of the journey of the first explorer who ventured westward from the Great Dividing Range. No doubt his account of the bountiful lands which met his gaze around Cargo and Bowan Park, induced the early settlers to venture into the then practically unknown.

EARLY SETTLEMENT.

The area of what is to-day Cargo, or more correctly spelt "Ngargu," for the name is apparently an aborigine place name identifying the locality, was first occupied by the cattle of Captain Raine, a sea-captain, who, after taking Governor Macquarie, his wife and son to England in 1822, returned to New South Wales and took up a tremendous tract of country, the centre of which would accord with the present site of Boree Cabonne.

With the establishment of runs or "squattings" on Crown lands, Cargo became part of the old Davy's Plains Run of 64,000 acres. This famous run was first taken up by William Lawson, Jr., a son of one of the famous trio, Blaxland, Lawson and Wentworth, who were the first to find a path across the Blue Mountains.

The early settlers of Cargo were the station-hands, shepherds and others employed on this "station." These obtained their mail and supplies from a place somewhere near the present Boree Cabonne homestead, it being the only post office for many years beyond the "Settled Districts" or the boundaries of the Ninereen Counties to the westward. Until the middle "forties" of last century, the mail was collected at Peisley's Inn, which accords with the Victoria Hotel in Orange at the present time. The first points settled in the district were on the western slope of the Canoblas Range, many of the older families being descended from the pioneers of the Coffey Hills area.

EARLY CHURCH LIFE.

Of the early days in Cargo we can speak little of Church life: for in that far-off time the only Catholic priests in Australia were stationed in Sydney. Yet, no doubt, any Catholic about the district under review came into contact with that first

GOLD DISCOVERY.

It was during Father O'Donovan's tenure of office in Orange that gold was discovered at Cargo. This was an event of the greatest importance: for it was to cause the small settlement to grow into a busy mining camp, and the great influx of newcomers enlarged the task of the priest.

Of the first "find" there is little evidence: it was probably in the early sixties. Towards the end of the year 1868 many diggers began to arrive, but lack of water prevented the development of the field. About the beginning of February, 1869, rain fell and the Cargo correspondent of the "Western Post" reported that "the aspect of things had completely changed following the rain and digging was going on briskly and everyone appeared to be making more or less gold." The Cargo gold field, upon which the township of Cargo was built, was proclaimed on the 11th February, 1869, the area at the

time being subject to a conditional purchase by a gentleman named J. Hartigan. From that time the gullies, and, later, the reefs around Cargo yielded a rich harvest of the precious metal. In the wake of the diggers came the business people and the settlement along the creek grew into the town of Cargo—a busy, thriving mining community.

* * * * *

Johnson

erty, upon an assessment being made at this time, was £120,820. John Peisley was the first chairman. In 1865 municipal status was given to the town of Orange, and Patrick Mulholland became the first Mayor. Mulholland had succeeded the first master of the National School established in Orange, but he soon abandoned his profession to embark upon business as a storekeeper. His son, Frank Mulholland, became Town Clerk in 1892, and whilst occupying the office did much to promote the advancement of Orange.

THE GOLD DISCOVERY.

With the gold discovery at Ophir in 1851, the township was temporarily abandoned by most of the residents, who went to Ophir or the adjoining fields. Returning, however, the most of these early settlers were favoured with the advantages of increased trade and the increased market for primary products.

Joseph Moulder, who owned most of the land fringing the eastern and southern boundaries of the town area, began to subdivide his holding, and so many farms and orchards began to spring up near the township.

So another factor in the development of the town came into play.

The year 1865 witnessed the erection of many substantial buildings in the municipal area, and the continued work of the Orange newspapers of the time, "The Western Examiner" (now the "Orange Advocate") and the "Orange Guardian," both of which radiated out to the remotest bounds of western settlement, caused a tremendous volume of business to flow to the Orange emporiums.

Within the next few years the seal of the future greatness of the town was set, and with the contribution of the enormous wealth being won on the Lucknow and Cargo goldfields, together with a number of rich alluvial fields around, the wealth of the Orange district was not equalled in any other similar area in the country districts of New South Wales.

HAWKESBURY NATIVES.

The passage of the John Robertson Land Act, as it was generally referred to, had assured a marked closer settlement, and a grand trek of the young men and women of the Hawkesbury district began to the newer properties around Orange. Many of these early settlers are represented by a legion of descendants in the district.

Orange was lighted by gas in May, 1877, the railway having provided facilities for bringing the coal by its opening to Orange the previous month.

A few weeks later the foundation-stone of the Town Hall was laid, at which function the occasional address was given by that great statesman, Sir Henry Parkes.

In 1890 the first Orange water supply was established, Lord Carrington, the Governor of the day, carrying out the opening ceremony.

TRANSPORT SERVICES.

At one time Orange was the starting point for at least a dozen coaching services to the west called a halt to change horses and give the passengers an opportunity of a respite and an opportunity to procure refreshments. Many of the old drivers had their homes established in the district.

RAILHEAD.

Whilst Orange remained the railhead, tremendous carrying business was done, and the local papers continually advertised for as many as twenty teams to carry merchandise to places on the Barwon, and points reaching out to settlement on the Bogan, Lachlan and Darling rivers.

In the late "seventies" the whole valley of Orange resounded to the music of bullockbells of varying tune and timbre, and the night sky was illumined by many teamsters' fires and the music of fiddles and other instruments, the playing of which many of the teamsters had become very proficient exponents.

NAMING of PARKES TOWNSHIP.

The subjoined account of the naming of what is now the virile and expanding township of Parkes was written in August, 1896, by one who was present some 25 years before, when Parkes locality was christened after the great statesman.

It was in 1870-1 that Mr. H. H. Cooke, ex-M.P., formed a party to work at what is now known as Currajong, at that time a no-man's land.

Gold was got right enough, but reefs were not looked for or thought of as likely to carry payable gold in those days. The tub and cradle followed the tin dish, and then, if circumstances permitted, which they rarely did, as the grog shanties blocked many such enterprises, a puddling machine followed the cradle in which, as a rule, the owner got the best cleaning-up. As the Cooke party did not strike it rich, it broke up, and one of the men, named Thomas Hall Brogden, took a fancy to sink just at the back of where Mr. Toohey's fine hotel now stands. He got three of his mates to join him and, after sinking some 15 feet in what was then a blind gully, struck the first payable gold. This was on the first Saturday in September, 1871, just at "knock off" time. They kept the news to themselves for a week, and then Brogden walked to Forbes and reported to Mr Warden Dalton that he had struck payable gold and wanted to register a prospecting claim. That gentleman was just leaving his office and slightly objected to being delayed, but Brogden stuck to him and got his registration, and at the same time made an application for the Government reward of £500, which, by the way, he never received. Upon the news becoming known, the rush set in, and the place was soon uprooted by thousands of men. While the rush was on, Sir Henry (then Mr.) Parkes visited his old friend, Mr. H. H. Cooke, and that gentleman took him down to the prospecting claim and, during the usual ovation, asked Brogden if he had named the place yet. Receiving a negative answer, he then proposed that they should call the place Parkes, and, as no one objected, the name was there and then adopted and the field duly christened in the correct manner by a tot of rum all round and a "spell-oh" for the rest of the afternoon to hear Mr. Parkes speak.



Clarinda Street — Parkes

next the black thieves appear'd,
My shepherds they waddied, my cat
tle they speared,
But for fear of my licence I said not
a word;
For I knew it was gone if the Govern-
ment heard."

In 1835, when no fences obtained, a sign post, situated on the Orange-Molong road at some few miles distant from Molong, indicated the track to Warwick Plains, at that time the place of major settlement upon the Lachlan.

Governor Bourke, who visited the Lachlan country in 1832, was the first Vice-Regal representative to visit the locality of Canowindra, doubtless with a view to sizing up its economic possibilities, for under Bourke, New South Wales showed a greater expansion, each year than under the regime of any other Governor.

THE OLD CARGO ROAD

WRITING in the Orange "Advocate" Mr. William Folster states that the first road to the Lachlan country ran via Carcoar and Canowindra, but during the year 1858 action was taken in Orange to establish a new line of road from "The Meadows" near Nashdale to Nanima.

A report of the road of that time says: "In the route from Orange you proceed to Coffy Hill sheep station (Mr. Barten), then following the range to Cargo Station (Mr. Lawson) leaving Davy's Plains to the right, you have a level to Mogong Station (Messrs. Clements), from thence to the little Bald Hill gap, meeting the Waugan Road three miles from Nanima, by which you have access to Canowindra upwards, or by following it to the right you can proceed down the river. The total distance between Orange and Nanima is reckoned at 42 miles, thus making a saving of 15 miles at least on the old route, with a much level track."

The new road effected a saving of time and was of advantage to the people of the Lachlan. Banking business could then be done at Orange rather than at Bathurst, which was then a journey of 90 miles to the people served by the new road.

As an influence in developing Orange, the construction of the road referred to played a large part, as it diverted trade to Orange.

HIGHWAY ROBBERY IN-1858

In November, 1858, two highway robberies caused a wide scouring of the country between Carcoar and Bathurst for the two gentlemen of the road.

The first episode involved a Chinaman named Ya You, who had been in the employ of Mr. Icely, of Coombing. Whilst proceeding along the road in the vicinity of Fryer's Creek (now Fryer's Creek) he was stuck up and robbed of £32 in notes and gold and two cheques each for £20 drawn by Mr. Icely on the Union Bank at Bathurst.

Thomas Lane, of Bathurst, was stuck up the next day on the road

approaching George's Plains and after relieving him of his pilot coat, his handkerchiefs and money and gold they tied his hands behind him and fastened him to a tree some distance in the bush off the road. Before departing they gave him the two cheques taken from the Chinaman.

Molestation of this kind was prevalent at this time on most of the roads leading to and from Orange and Bathurst.

Cargo and Thereabouts in 1899.

The following account of a journey to Cargo in November, 1899, will revive many memories of an area that has undergone a marked change over the intervening years. The trip was accomplished on horseback, and as the traveller approached Cargo he tells us: "Soon after the sun went down and the horse and I had struggled over the loose stones and hills to within sight of Cargo town. It looked snug amongst its high surroundings, and I couldn't have felt a stronger desire to reach it if it had been Paris itself. I was anxious for something to sit on, and I wanted something to eat and drink. Mr. Collins, of the Post Office hotel, provided both these requirements.

An entertainment in the form of a dance and supper was going on in the hall over Mr. Bulkely's store as I walked across and up the stairs, to the strains of a couple of violins and a piano, to view the tripping lads and lasses. Messrs. Byrnes and Mitchell, the former a resident, and the latter from Forest Reefs, were doing good work with the bows and strings, while Mr. Mayne and Miss Powers divided honors at the piano. The musicians were models of good nature and the violinists deserve special mention for standing up to it and keeping time as consistently as they did. The music, for a country dance, was the best we have heard. Why, they despise a concertina at Cargo. The dancing was kept up until 2 o'clock, when the conscience of Cargo felt it had had enough, and decently departed. Had more been there perhaps the outside element would have extended the time, but as it was there was less weariness to sigh over. Mrs. Power, Mrs. Murphy, Mrs. Collins, and others catered splendidly.

On rising next morning I was able to get a good square look at the town, renowned principally for its idle mines and its bank robbery. Three hotels line the street, Mr. Collins', Mrs. Mayne's, and Mr. Hamilton's, and all three licencees deplore the falling off in trade, which is due to slack mining. Mr. Bulkely keeps the Cargo Post Office store now. He is a new-comer from Wallerawang and succeeded Mrs. Powers. With his business experience Mr. Bulkely should do well in his quarter of the globe. Mrs. Hicks, one of the oldest residents, is still carrying on business, and with Mr. Hicks, her up-to-date son in the management and mining revival, trade should be all that could be desired. Mr. Hamilton, further down the street, is busy, as a produce dealer, and keeps a store going alongside the hotel. Complaint is

general about the dullness of the times and the folly of a Government that rests on its "ores," when if it insisted upon having them worked, a good deal more capital would fly into Cargo, even if nothing flowed out; but the impression is that payable stuff is there, in fact it assays well in addition to looking well. The townspeople are justly wrath at the succession of suspensions that have been granted to the companies who are holding mining areas. The Ironclad was idle for 5 or 6 years until a year or so ago, and now it has been idle for 4 months, pending some effort to get it off in England. Mr. Durwood is merely being held whilst some easier way of making money out of it than by working is being contemplated, and Cargo must languish till luck favours the few who are being allowed to hold back. There is room for 100 men easily, if the local mining resources were being properly handled, and it is a satire on our mining law that a place with such possibilities behind it should be let stagnate. The recently floated Capital G.M. Co. is the only mining hope of the township just now. By persistent prospecting they seem to have struck the old Ironclad vein, which, 31 years ago, when the first crushing was sent to Wentworth, went 6 ozs. to the ton, so an old inhabitant says, and we have every reason to believe it. The Progress Association, with which Cargo is well equipped, is doing its best to mend mining matters, roads, etc., with a fair measure of success. It is elected on a proper basis by the people, has a membership of 9, and merits its parliamentary representative's best attention. The said Association has been booming away, at the post officials for a long time about the apology of a place that the local postmaster is cooped up in. It is a Jerry-built American structure, resting on 6 or 7 sticks that stand about 4ft. out of the ground and has some "chuck you back" steps leading up to it, and when you get up to it you want to be an acrobat to stay up. An ordinary window frosted over, with one of the 6 x 10 panes knocked out of it does duty as a peep-hole. This lovely pigeon box has four 8 x 10 rooms in it, one of which is the said office, a married man and family occupying the rest, and in accordance with the act is paying £20 a year for the privilege. On enquiry we found that the Government didn't own any more land there than what this box occupied (although it owns thousands of acres round the country) so that it can't increase the size of this. If officials who are used to living in centres of civilisation are sent to these isolated spots, they should at least participate in the glorious expansiveness of the country, instead of being sentenced to do duty in a place that wouldn't be tolerated in a city slum.

CAVE CREEK IN THE "NINETIES"

The subjoined reference, written almost 43 years ago, should rekindle memories of old identities, old times and scenes to former residents of

with any marked development on this field with gold at the price it commands to-day any company might make extraordinary profits.

Looking through the newspaper records of the past, one comes upon some very interesting references. The "Mining Journal," in its issue of 6th January, 1882, contained the following:—

"One of the most noticeable features in the late sudden but steady revival of the mining industry with us is the large influx of Victorian capital and energy which has most unexpectedly taken place within the last four months. They have opened our eyes, especially to the real value of an old field, the Wentworth Freehold Estate (of about 1033 acres), at Lucknow, near Orange, where in the old days over six tons of gold were taken out of a few shallow shafts, and then, because a little water came in and the free gold began to show pyrites freely, was abandoned. Only the other day they bought the Reform, a small leasehold claim of 11 acres for £25,000, formed a company of £60,000, and the shares are at a premium already, as the free gold pays the working expenses, whilst the pyrites shipped home realise from 300 up to nearly 1000 ounces per ton, and

some just broken out of the mine, it is said, look more like 2000 ounces. This special claim was idle for years, and was begun again, as a sort of forlorn hope, by one or two working miners, backed by some small monthly contributions from a few shareholders, and after a very little more work was done from where it was formerly left off, the real lode was struck, which is now yielding richer returns per ton perhaps than any other mine in the world.

Another abandoned leasehold claim on the same estate—the Golden Point (and well was it so named, for the yields there was something fabulous 20 years ago)—finds favour in their eyes, and they have offered, it is rumoured, £20,000 for it last week, for the purpose of floating into a strong company, but the owners, seeing the success of their neighbours, begin to realise that their goose is probably a swan, and are holding out for more. It is also rumoured that the same buyers are now offering a very large sum (over £100,000) for the whole estate, with the view of cutting it up into several separate claims of £25,000 to £50,000 each, and in view of the richness of the Reform stone, and also that which is believed to be the richest point, i.e., where the reef's junction has never yet been sunk on,

there is little doubt that if the owners sell they will get a bargain, and be well able to carry out their idea, especially also that in a few years the two leaseholds, Reform and Golden Point, will revert to this estate again."

The use of the diamond drill was availed of in 1885, and the clipping from the "Western Independent" of May 9th, 1885, is highly interesting:—

"The theory of Mr. C. S. Wilkinson, Government Geologist, that rich gold deposits existed in alluvial at considerable depths on the Lucknow goldfield was this (Tuesday) morning confirmed by the aid of the diamond drill, which at a depth of 138ft. came upon alluvial washdirt, apparently two feet thick, showing fossil wood. Colours of gold were obtained from the borings, although the core is not all drawn yet. The belief is now strengthened that, notwithstanding the immense quantity of gold which has been obtained from the Lucknow diggings, the production of gold by scientific mining is only in its infancy. . . . The diamond drill is now bored through into trap-rock (diorite) at a total depth of 140ft., with auriferous washdirt of 3ft. 2in. The diamond drill is to be employed on the serpentine formation."

Cargo Goldfields

The Cargo goldfield was first proclaimed on February 11th, 1869. The boundaries of the first area commenced at the north-western corner, at Cargo proper, of a property then being subject to a conditional purchase by a gentleman named J. Hartigan. The boundary then had a bearing west for three miles; on the west by a line bearing north five miles thirty-six chains; on the north by a line crossing Bowan Creek, this boundary being identical with an old lease No. 33 of the old pastoral district of Wellington. The boundary had a bearing east of five miles, whence a line bearing south five miles thirty-six chains joined with a lease (No. 36) boundary, which in turn connected to a line bearing west and crossing Cargo Creek and so linking up with the point of commencement as indicated.

On 20th May, 1873, the considerable mining activities then in evidence led to a westerly extension being proclaimed, this taking in a new belt of country which commenced at the south-west corner of the old Cargo goldfield and extended eight miles to a blind gully junctioning with Mandagery Creek at Long's Corner; on part of the western boundary by a line bearing north to that junction and thence on the remainder of the west and on the north by Mandagery, Boree and Bowan's Creek upwards to the north boundary of the old field. The further spread of activities led to a southerly extension south two miles by west five miles, this being proclaimed on 16th February, 1875.

The early history of the Cargo

goldfield has been very largely lost so far as definite record is concerned, in that there was no Department of Mines as a separate Government department until 1872. It is interesting here to note that Mr. Long-Innes, a prominent barrister then practising in Sydney, sat on a Commission with respect to the whole question of Mining in N.S.W., and it was following the report of that Commission that a Department of Mines and Mining Wardens began to function.

Geologically the Cargo goldfield has provided a fund of information and interest to those interested in gold occurrence. The field and its former history was deemed to be important enough to warrant a special geological examination in December, 1913. At that time, owing to the earlier operations being more or less unknown, much of the survey carried out had to be based upon the nature of the mining excavations and geological examination of the surface. Considerable and valued information was furnished to the Department of Mines by Messrs. John McMahon and M. Hennessy, of Cargo.

As early as 1875 the old Iron-clad mine, lying about a quarter of a mile west of Cargo, had a main shaft down to a depth of 270 feet., and the early activities were supplemented in the 80's and 90's by quite a marked activity. The failure of mining, that is, to any considerable extent, in the Cargo district, has been due, it is said, not so much to the absence of gold itself in the reefs as the narrowness of and lack of definiteness in the gold-bearing channels themselves. Again, a difficulty has been exper-

enced in the past in treating the sulphides with which the gold is intimately associated below what is known as the oxidised zone. In addition to this, the mining efforts of the past disclose that the nature of the pay ore, though perhaps highly remunerative, has been to some extent patchy.

Before making any remarks with respect to the prominent mines which functioned on the Cargo field, and also the geological features associated with Cargo, it would be well, perhaps, to quote from an interesting and instructive article, compiled by the Mining Registrar, Mr. Hutton, in the year 1875:—"The most prominent feature of the Cargo goldfield is the Iron-clad Range, which is of considerable height, about 600 feet, and runs nearly south-south-east and north-north-west. This range seems to have been the feeder of the goldfield, as on it all the principal reefs are situated, and in nearly all the ravines leading therefrom, gold in payable quantities has been found.

The gullies on the eastern side which have been worked with good results, are as follows:—First, Long Gully, which was the first place rushed on this field, and which supported a mining population of from 100 to 500 miners for nearly two years. The next on the same side of the range is Township Gully, which was opened about the same time as Long Gully; it was also highly remunerative, one of the leads running down the centre of Cargo-street. The next was Graveyard Gully, which paid well for working. On the western side of the range are:—First, Scrape Rock and

Tin-dish Gullies. These gullies were very shallow and were soon worked over and produced a considerable quantity of gold. The next is Cooper Gully, on which a good deal of work was done, but the amount of gold was not so great as in the others. All these leads have been abandoned for a time, but there is no doubt several of them will be re-worked, and with good results. The reason of their abandonment was gold having been struck in Gum Flat, another gully on the same side of the range. When this gully was opened there was but a small mining population on the field, and the whole of the miners betook themselves to the new rush, where nearly all of them have remained ever since; the newcomers, finding they could not get in on Gum Flat, did not care to set in to old ground, of which they knew nothing, and consequently left. Gum Flat was opened upwards of three years ago; the gold was first struck in a gully leading thereto, at a depth of 30 feet; from thence it was traced down the flat, on which there were several rich claims; Livemore and party had the best, some of their washings going as high as 4 oz. to the load. The depth varied from 30 to 50 feet. It was then, for a time, considered almost worked out, when a party tried to sink through the false bottom on which the gold had been got, at a depth of about 90 feet, and came upon a vein of wash almost perpendicular or dipping slightly like a reef, and on this vein (which has been traced through nine chains) has the principal work been done for alluvial gold during the past year."

Prior to 1875, the Cargo Gold-field was generally conceded to have proved a prolific gold producer. The natural result of the discovery of gold at Cargo was to effect a return stream of diggers to the Orange district. Ophir had been yielding up its wealth a score of years almost when Cargo was discovered and the event attracted considerable attention.

By the year 1875 the following reefs had been located :—

Ironclad Reef, Adelaide Reef, Pride of Cargo Reef, Victim Reef, Dalcooth Reef, Rise and Shine Reef, New Chum Hill Reef, Homeward Bound Reef, Wreath of Roses Reef, Lucknow Reef, Alpine Reef, Galatea, Mobb's Reef and Prince Alfred Reef.

Some three years prior to this in 1872, Gum Flat had been found to be highly auriferous and within a year or two practically all attention became focussed on the area known as Gum Flat, the reefs referred to being allowed to remain undisturbed in the meantime.

The Rev. Clarke, the Geologist who identified himself so closely with the early survey of the colony had opined that "on the western slope of Canoblas there are heavy deposits of gold but at a great depth." Since the Rev. Clarke had made many observations the accuracy of which had been proved time and again many were of the opinion that Cargo would realise the statement attributed to him. (It will be recalled that H. W. Newman of Lucknow

fame held the opinion of Rev. W. B. Clarke in high esteem).

Looking at Cargo to-day few people can realise that a large population was once centred around that township. In 1875 when mining was quite buoyant, two crushing plants were working continuously to the tune of twenty-one head of stampers in the batteries.

To meet the water needs of the township and the mines was indeed a problem in the first instance, the catchment area of the Cargo Creek above the Gum Flat diggings being extremely limited and apart from this, opportunities for impounding water were all two limited, yet if one could step back through the inter-lacing sixty years or so the water problem would be found met by nine dams.

In Copper Gully three catchment dams had been provided, one dam and a large reservoir supplying the Ironclad Company's plant—four dams in Cargo Creek itself supplying three puddling machines which were dealing with the alluvial deposits on Gum Flat and in addition there was a dam in Township Gully being utilised purely for domestic purposes. The Cargo stream in those days was functioning to a man's advantage before flowing southward to join the Canomodine and thence joining with the Belubela River to swell the Lachlan.

With the close of 1879 a period of mining inactivity became manifest, this year as it were, terminating the preliminary period of the field.

There are no available records of the early output of the field until 1874 when from a total quantity of 6,000 tons of quartz crushed during the year an aggregate yield of 5,000 ozs. was obtained and additional to this is an amount of 2,800 ozs. secured from the alluvial deposits.

The earlier records of the Ironclad Coy. show crushings yielding up to 13 ozs. to the ton.

After a dull period in the mining history of Cargo for some years following 1879, the Ironclad was re-opened during 1885 an English Coy. devoting about £150,000 to the development of the field. Marked activity obtained in this district but by 1890 mining again began to subside in which year "The Ironclad" was dealing with an area of some 24 acres employing only 28 men, although some fine mining plant was in evidence including a treatment plant of a ten head battery together with thirteen Frue Vanners. Krom rolls were also installed. The main shaft had been sunk to 320 feet and new and fine winding engines were hauling the ore to the surface. Owing to the refractory ore met with at Cargo, mining machinery, not seen to any extent in connection with other adjoining fields, was in evidence and old miners will recall the Wheeler's pans for roasting and re-treatment of ore. Again Munday's buddles were employed for dealing the tailings.

The Ironclad mine had a long record of service and produced considerable gold. In the first instance operations centred around the head

of two shallow leads named after Long and Tin Dish Gullies and for almost forty years, with spasmodic breaks, the Ironclad functioned to the benefit of the district.

The name Ironclad became identified with the new Cargo Gold Mining Co. in the late nineties but in 1900 all the machinery with the exception of a 20 head battery, was removed to Mount Hope.

In the early day considerable gold was won in this mine it having been stated that gold to the value of not less than £280,000 was won prior to 1885.

The lack of active interest in this mine is attributed very largely to the refractory character of the ore met with, the presence of copper being a very disturbing factor. No great depth has been reached at Cargo in this or any other mine and the possibilities of the field still remain largely conjectural.

The activities of the Cargo field from its earliest history have largely centred around half-a-dozen mines the names of which are familiar to all identified with the district since its active days. Memories will be revived at the mention of Ironclad, Dalcoath, Golden Clad, Cargo Consols, Commonwealth and Essex and a brief description of each of these mines and the companies and areas associated with them will indicate much of the mining history so far as the major operations on the field are concerned.

The Golden Clad reared its poppet head about half a mile on the Western side of Cargo and was known in the earliest days as the Rise and Shine, the site being in the saddle connecting the New Chum and Ironclad Hills. The records show that the area held under lease consisted of 28 acres known as Gold Lease No. 80.

Rather desultory operations appear to have been associated with this mine until 1879 when ore carrying from 15 dwt. to 3 ozs to the ton was raised. Ten years later this mine was under the control of a company with £30,000 capital, the company having acquired the property from Mr. W. J. Franks.

The Mining Registrar in 1890 reported with regard to the Golden Cloud Gold Mine at Cargo that the mine had then been working about two years since being re-opened and a great deal of money had been expended upon it, at the moment there being 1400 to 1500 tons of stone at grass awaiting crushing.

The Clyde works had treated some ore which gave a return of 18 dwts. to 26dwts. per ton. The main reef of this mine was very large, being 9ft. in width. Machinery had been ordered from England for treating the refractory ores and in 1891 a battery was erected at a cost of £2,500.

Mr. Anderson, the Geological Surveyor, at about the same time reported as follows:—

"On the hills to the north-west of the Ironclad numerous parties have at one time and another sunk numbers of shafts on small leaders, which, however, have

not proved of sufficient width nor thickness to encourage them to proceed to any depth with them. One of these claims is known as the Golden Clad, which consists of thin veins of gossan (decomposed pyrites), which have been sunk upon to a depth of 60 feet. Crushings from this claim are reported to have gone about one ounce to the ton, but the veins are so thin that the expense of getting out the ore in sufficient bulk would be too great to work the vein by itself. The same party have, however, another claim on the south-east of the Cargo and Canowindra-road in which there is considerable bulk of surface stone which, on assay, yields a few dwts. per ton, and which the party propose to treat with the Golden Clad stone. In the claim referred to, on the south-east of the road, there are no evidences of reefs or lodes, but the quartz-porphry has local areas in it which almost entirely consist of ferruginous gossan carrying a little gold. These areas have, no doubt, been originally occupied by iron pyrites which, by segregation, have formed specialised areas, the pyrites in which have subsequently undergone decomposition, leaving a siliceous gossan, containing a small percentage of free gold. One such patch of gossan has already been opened out, and appears to be of considerable extent, but when they are sunk upon, if they extend below the water level, the gold will be wholly confined to the undecomposed pyrites. The occurrence of these segregated patches of pyrites will be found to be very uncertain and their individual extent will be exceedingly irregular."

Before continuing a description of the other prominent mines on the Cargo field in its heyday, the following record will show something of the early difficulties and the productivity of the field:—

The gold obtained in the first days of the Cargo field was somewhat fine in character for quite a considerable amount of prospecting had been done before it was reported in January, 1869, that a slug of 21 dwts. had been found in Tin Dish Gully. In the same month it was reported that a small but exceedingly brilliant diamond had been found during the clearing of a parcel of gold.

Even by this time Long Gully was presenting a very much worked-out appearance and the Alpine Reef was receiving considerable attention.

The Western districts of New South Wales at this time were grievously affected by drought and operations on all the goldfields were stultified to a considerable extent. At Cargo the supplies were practically exhausted as well as what was termed the Edinboro.

The volume of complaint at the lack of water led Mr. J. Suttor, a member of a Western constituency, to move in the N.S.W. Assembly "The desirability of the Government causing a survey for the purpose of devising the best means of securing the necessary quantity of water for the continuous working of the goldfields." The resolution requested the Governor to make available £1000 for this purpose.

Toward the beginning of February, 1869, however, the correspondent of the "Western Post" was pleased to report as follows:—"A thunderstorm burst overt his place about midnight on Sunday and continued until Monday afternoon, raining heavily and

without intermission all the time." Continuing, the correspondent indicated that this had completely changed the aspect of things, digging was going on briskly and everyone appeared to be making more or less gold.

The report terminated: The time has at last come when Cargo will get a fair trial.

The "Western Examiner" correspondent on 13/2/69, wrote: "The rising ground—or technically speaking the made hill—at the back of the township towards the Ironclad Reef was rushed this (Wednesday) morning from about a hundred yards above the White Horse Hotel to some distance below Miss Smith's 'agapemone' where the new run is supposed to run into the Township Gully. The rush originated in Yeomans and party getting 1oz. of coarse gold to a bucket of dirt in an old hole at five feet sinking, with a foot of wash dirt on Tuesday evening; and at the time I write, a little prospect has been obtained from one of the holes near Mr. Johnson's butcher shop, in Belmore-street. The scene here has been of a most exciting character; the allotments occupied for business purposes, and the streets themselves being pegged off by eager gold seekers. As the sinking is so shallow, two or three days will, no doubt, enable me to give a pretty correct idea of the value of this new discovery. From January 12th, 1869, to the 1st inst. (1st February, 1869) Wigmore and Co. report the purchase of 520 ozs. of gold, Bayliss 340 ozs., and Sheridan and Tipper (from 15/1/69) 71 ozs., being 931 ozs. in 14 working days, which, with the parcels disposed of at other stores, or forwarded by the diggers themselves to the Mint, would indicate a yield of 400 ozs. of gold per week from these diggings. Messrs. Wigmore and Co. have purchased about £15,000 worth of gold since they opened business here—the price having started at £3/10/6 and risen to £3/11.

What a difference from 1866, when Cargo Creek identified the locality.

One of the earliest mines functioning on the Cargo field was named the Dalcoath. The location of this mine was some 1½ miles south-west of Cargo and the name applied to a group of mining workings ranged along a line of lode on the Adelaide Hill at its southern end. Many names applied to the various mining points at this part of the field and such names as Dalcoath, Dalworth, The Dogwood and Mt. Durwood all identify themselves with this portion of the field. In 1875 the Dalcoath reef was one of the few important reefs and a considerable quantity of gold was won in this area. Pyrites from this mine was sent to England as early as 1887 and in 1879 Clerk and Thomas who were working this show treated some very payable ore. The Dalcoath met with a renewed activity in the years 1890 to 1899. In 1890 shafts had been put down to 96 ft. and 176 ft. from the surface and considerable driving had been done. At this time a considerable quantity of ore lay at grass pending the erection of machinery and

throughout the following year further large quantities of stone were raised and crushed with very payable results. After somewhat indifferent results this mine was again the centre of considerable activity. In 1898 £12,000 worth of machinery had been erected but owing to a serious lack of water crushing it could not be carried out.

Cargo at this time was a very busy mining centre and the field had about 200 miners engaged.

The Commercial Hotel owned at one time by W. Thompson and again by Mrs. Hamilton, together with the Royal Hotel, owned by the Mayne family and the Post Office Hotel and Hall in the charge of Mr. W. Collins were marked centres of interest and activity.

In 1901 and with intermittent work up to 1908 the portion of field around Dalcoath provided a deal of profitable work and many crushings yielding from 1oz. to 6 oz. to the ton were dealt with.

Another mine laying south-west of Cargo about three-quarters of a mile called the Essex, yielded some fair results and one smelting return for a treatment of 85 cwt. is said to have yielded £1,892-8-2 after clearing all expenses.

A party associated with Mr. A. Tinnock did considerable work on this mine and some good ore patches were met with. A mine which functioned up to a few years before the Great War was the Cargo Consols and considerable investment in this mine was made by people resident in the Orange district. The mine was situated on the northern side of the Adelaide Hill situated some 25 chns. or so south of the Cargo township. The reef this mine operated upon was worked in the '70's but was revived again in 1906 when a large parcel of ore was dealt with for a yield of approximately one ounce to the ton. The Mines Department in 1908 viewed the prospects of this mine with favour and gave assistance as a result of which 280 tons of material returned, but £314. Nothing of much consequence has been done on this mine over recent years although it is stated that patches of dense ironstone containing up to 7½ ozs. of gold per ton of ore are shown by assay to occur in the lode.

The Commonwealth Gold Mine functioned on what was known as Mobb's Reef or Gazzard's Reef and was located about 1½ miles to the north-west of Cargo. The shaft in the mine is both vertical and underlay, the first 40 feet or so being vertical, the shaft underlays for something over 100 feet. The Commonwealth Mine offers much interest to the miner who reveals a geological jumble not frequently met with. The hanging-wall country is porphyry and the foot-wall, anresite. The vein worked was composed mainly of quartz, ironstone, kaolin and crushed gossan material with intermittent bunches of calcite and sulphide of iron present in places.

The Commonwealth was one of the most recent mines on the field and first came into prominence in the late '90's. Mr. J. McMahon and

his brother were closely associated with the development of this mine and were responsible for quite a considerable amount of enthusiasm and interest in this field which tended to stimulate and develop the Cargo district and the area contiguous to it.

In the 40 years of mining activity on the Cargo goldfields many companies functioned but the most interesting example was the first company floated called "The Cargo United Quartz Crushing Company." The first general meeting of this company was held in the Temperance Hall, Pitt St., Sydney, on January 3rd, 1870. At the meeting the names of the shareholders representing 620 shares out of a total of 800 shares, with a nominal capita of £8,000 were read out.

At the first meeting 14 shareholders were present, their holdings in the company representing 495 shares

Mr. Alderman Macintosh was the Chairman of the meeting; the report of the provisional committee was received and adopted. This document was of a most interesting character.

The property acquired by this company comprised 10 acres, extending 323 yards along the line of reef with a width of 150 yards. Mr. Ald-

erman Bradford had carried out an inspection of the area and the property had three distinct lines of reef, namely, The Western Alpine Reef, running through its entire length—the centre or Carey's Reef and the Eastern Reef. A significant feature was the small cost entailed in floating the company, a mere amount of £116/18/11. Messrs. C. Leicester M.E., and C. N. Carey, M.E., were associated with the promotion.

The report of the provisional committee contains the following significant remark:—"The provisional Board congratulate the shareholders on being the first to establish a company for mining purposes on an honest, sound and commercial basis."

It would appear that hitherto the floatation of mining companies had not conformed to the procedure followed under the Limited Liability Act; again this first company to work the Cargo field evidently contained some substantial men; 14 men held £4,950 worth of stock in the company.

The first directorate elected contained the following names all of whom were prominently identified with the commercial and business life of the country:—Alderman Macintosh, (the Mayor of Sydney), J. Sheridan Moore, Alderman Bradford,

D. Beer, F. C. Muller R. Thame, and J. Peck. The first mining manager was Mr. Charles N. Carey, M.E.

Generally speaking, despite the long period over which spasmodic activities have been associated with the Cargo field, no substantial work has been carried out at a depth and the early activities on this field were manifest at a time when the treatment of refractory ores was little understood. Development in treatment over recent years has resulted in many of the ores which were formerly non-paying now paying and yielding highly profitable results.

The Cargo field geologically is one of profound interest to students of that particular science in that in remote periods the country located around the volcanic pile of the Canobolas has been subjected to violent movements, and there is no degree of regularity about the features of the country, geologically speaking.

Nature appears to preserve, as it were, something of her store of wealth to meet the needs of successive generations and here on this gold field which has been the subject of this brief survey may some day be found those indications again of a marked production of auriferous wealth.

CHINESE ON THE GOLD DIGGINGS.

The first Chinese introduced into New South Wales came at private cost for coolie labour purposes in the year 1848. At the time this race of men was much repudiated and no further introductions of this class of labour came until May, 1850, when a large batch was landed in Brisbane. The next year the gold discovery set the whole country agog, and the lack of servants in consequence of the rush of people to the diggings gave the Chinese an opportunity to gain admission without any comment or complaint being made. Soon these men became grouped together, and, for a while, were content to work a field after most of the white men had vacated it to go to some other rush. However, as time went on they moved in colonies to the various diggings and actively competed with the white population, both upon the claims and in the business life of the diggings. By the year 1878 there was estimated to be about 48,000 in four States of Australia.

TAMBAROORA.

In the year 1858 a great concentration of Chinese existed on the Turon and Tambaroora diggings. The adjoining fields and Ophir also had a large congregation of these orientals. The three goldfields mentioned were but short distances apart, as the

crow flies; and that is the way people went in the days when there were no fences and when most of their possessions were carried by hand.

A census of Chinese taken locally at Tambaroora in August, 1858, showed that there were no less than 1,800 Chinese engaged on the alluvial diggings. The European population was only 500 persons. At this time the Chinese encampment consisted of a series of winding streets in which were situated their own stores and workshops. The whole settlement was policed by their country men, there being even a Chinese detective.

At the village of Sofala, some miles away, a rising occurred in the first week of September, 1858, but it had no serious complications.

Generally speaking the Chinese were a peace-abiding crowd, and sought to avoid any conflict with the European population. Most of the trouble which occurred was due to the Chinese making the water muddy by agitating it in their "Long Toms," devices for catching the gold as the alluvial material was flushed through to recover the gold.

JEALOUS DIGGERS.

The Gold Commissioner on any field invariably found that the hostility to the Chinese arose from the envy of the white men who observed

the celestials making good returns, whilst they were meeting with but indifferent results.

In dealing with the alluvial deposits the Chinese worked all the ground and pooled their resources, so that all shared alike. The European dabbled here, there and everywhere, and most of the time was blindly stabbing in the hope of getting a good patch of gold. On the Tambaroora field it is thought that the Chinese on the field over a long period of years recovered possibly 500,000 ounces of gold.

CONDITIONS.

Strict conditions obtained amongst the Chinese and responsible men handled and, at times, effected the sale of the gold. On one occasion at Tambaroora gold was obtained in a very coarse form, yet none attempted to put away any for himself secretly. Dire penalties obtained if any member of a working team was found taking the common property of the lot.

It is recounted that a Chinese who was tending the sluicing table on an alluvial patch on the Turon River was noticed by one of his companions to be putting his fingers into his mouth every now and then. Becoming suspicious his brother celestial watched him move down to the river bank, ostensibly for a drink of water,