Warri before Ardlethan

Country, Blackthorn, Pastoral Station, Railway League, and Township

A local history monograph on Warri, Rosebank, and the birth of Ardlethan

Gregory Adamson

ORCID: 0009-0000-7079-3825

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Gregory Adamson
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publishing@1a.net.au

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This edition is a documentary local-history monograph prepared from contemporary newspaper evidence, supplied research extracts, and structured historical analysis. It is intended for historical, educational, and archival use.

Acknowledgement of Country

This monograph concerns Wiradjuri Country. The author acknowledges the Wiradjuri people as the continuing custodians of the Country on which Warri, Merool Creek, Rosebank, Ardlethan, and the surrounding district stand. The discussion of the place-name Warri is offered with respect for Wiradjuri language, cultural knowledge, and continuing connection to Country.

This book does not claim to speak for Wiradjuri people or to replace community-held knowledge. It treats the surviving documentary record as one layer only, to be read alongside oral history, cultural authority, land records, language work, and community memory.

Abstract

Warri before Ardlethan examines the transformation of Warri in the northern Riverina from a Wiradjuri-named landscape and pastoral station district into a railway-linked agricultural and civic community, and then into the setting from which Ardlethan emerged as a railway town. The study argues that Warri should not be treated as a single undifferentiated place. The documentary record distinguishes Warri township, Warri Station, Warri woolshed, the wider Warri district, Rosebank, and the later Ardlethan railway-town identity. Drawing primarily on contemporary newspaper evidence from 1878 to 1907, the monograph traces mail routes, land selection, railway agitation, the Warri Railway League, the Warri Progress Association, the sale and subdivision of Warri Station, the naming shift from Rosebank to Ardlethan, and the sale of Ardlethan West township allotments. It also restores the older linguistic and ecological layer of the name Warri, glossed in Wiradjuri language material as blackthorn, associated here with *Bursaria spinosa*.

Keywords

Warri; Ardlethan; Rosebank; Wiradjuri; blackthorn; *Bursaria spinosa*; Temora-Barellan railway; Riverina; Warri Railway League; Warri Progress Association; closer settlement; local history.

How to Read this Monograph

The central rule is that Warri must be separated into several related meanings. In the sources, Warri can refer to an older township south of the railway line and associated with the London Hotel; a pastoral estate known as Warri Station; the Warri woolshed, which functioned as a large public venue; the wider Warri district around Merool Creek and neighbouring localities; and a place-name that survived into railway, land, and civic records. Rosebank and Ardlethan must then be treated as railway-era names that emerged out of, but did not erase, that older Warri system.

This edition uses a documentary method. Newspaper reports are not treated as perfect evidence. They are read as contemporary witnesses, shaped by local interests, political argument, OCR error, newspaper convention, and the priorities of the correspondents. Where the evidence is strong, the argument is direct. Where the evidence is suggestive, the language remains cautious.

Editorial Method

The source base is mainly contemporary newspaper text from the *Wagga Wagga Advertiser*, with associated reports from related Riverina newspapers, as supplied in the working research material. Article dates, page references, meeting names, people, and place descriptions are retained so that the argument can be checked against Trove page images and land records.

Spelling has generally been regularised in the prose where OCR has clearly damaged a word, but article titles and quoted expressions are preserved in recognisable form. The monograph avoids over-reliance on any single report and instead builds its interpretation from repeated patterns across many notices: meetings, sales, petitions, road works, railway debates, school events, shire decisions, and land transactions.

Source Limits and Verification

A final archival edition should verify all newspaper extracts against page images, railway plans, parish maps, land title records, school records, shire minutes, and family papers. The present edition is publishable as a documentary synthesis, but it remains transparent about its method: it is strongest where newspaper evidence is cumulative, and most cautious where a claim depends on one OCR-derived report.

The botanical and language section uses supplied Wiradjuri-language material identifying *warri* as blackthorn. The book distinguishes that evidence from the separate historical figure Yarri, the Wiradjuri flood rescuer associated with Gundagai in 1852. No source in the Warri township material assembled here proves that the Warri township was named after Yarri.

Statements and Declarations

Ethical considerations. This is a historical documentary study using public historical sources and supplied research notes. It does not report research involving living human participants.

Consent to participate. Not applicable.

Consent for publication. Not applicable for living participants. Historical names are used where they appear in public historical records.

Declaration of conflicting interest. The author declares no conflict of interest relevant to the historical argument of this monograph.

Funding. No external funding is declared.

Data availability. The principal evidence consists of public newspaper records, supplied working research notes, and generated LaTeX source files for this edition. Further verification should be undertaken against Trove page images and archival land and railway records.

AI assistance disclosure. This edition was structured and typeset with AI-assisted editorial support under author direction. The author remains responsible for the selection of evidence, interpretation, publication decisions, and final text.

Thesis

Warri was not simply replaced by Ardlethan. Warri was the older civic, pastoral, and organisational base from which Ardlethan emerged. The London Hotel, Warri Progress Association, Warri Railway League, Warri Station, Warri woolshed, Warri roads, Warri crossing, and Warri Government Tank formed the local system that made the railway-town transition possible. Ardlethan was the commercial expression of that transition: a railway-centred township created by naming, subdivision, land sale, and new transport geography.

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Chapter 1

Country, Language, and the Name Warri

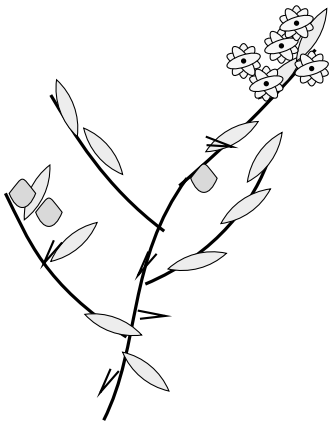
1.1 A name before the railway

The history of Warri should not begin with the railway, the London Hotel, or the pastoral station. Those are European institutions. The place-name itself points to an older layer of Country and language. In the Wiradjuri language material supplied in the research file, *warri* is glossed as blackthorn. The plant intended is the native blackthorn, *Bursaria spinosa*, a thorny Australian shrub or small tree.

This matters for the whole monograph. Warri was not originally a railway ambition, a station asset, or a block of surveyed land. It was a named place in a living landscape. The name records vegetation, observation, and Country. The later European history did not create the place; it reorganised it.

1.2 The blackthorn plant

Bursaria spinosa, commonly called blackthorn, native blackthorn, sweet bursaria, or prickly box, is a shrub or small tree of eastern and southern Australia. It commonly bears spiny branches, dark green leaves, clusters of fragrant white flowers, and brown seed capsules. It grows in woodland and on disturbed or fallow land. Those characteristics make it a credible place-name plant for a district that later became a mixed pastoral and farming landscape.



Schematic botanical plate: *Bursaria spinosa* / blackthorn
Thorny branch, narrow leaves, white flower clusters, and seed capsules.

Figure 1.1: Blackthorn, *Bursaria spinosa*. The illustration is a schematic plate prepared for this monograph, not a field photograph.

1.3 Warri and Yarri

The similarity between Warri and Yarri should be noted, but not confused. Yarri, also recorded in variant spellings such as Yarrie and Yarry, was the renowned Wiradjuri rescuer associated with the 1852 Gundagai flood. His story belongs to the broader Wiradjuri and Murrumbidgee historical world. However, no evidence in the Warri township material assembled here proves that Warri was named after Yarri.

The safer conclusion is therefore limited and clear: Warri is best treated as a Wiradjuri-derived place-name connected with blackthorn. Yarri belongs in the background as an important neighbouring Wiradjuri historical figure whose name is sometimes phonetically similar in colonial spelling, but not as the demonstrated source of the Warri township name.

1.4 Why the name changes the history

This origin matters because it changes the starting point. The older Warri was not only a pastoral station, nor only a railway district. It was Country where a plant name survived into colonial maps, mail routes, station records, railway campaigns, and township sales. The blackthorn name anchors the later history to the living ecology of the district.

This also helps explain why the later place-name story is complicated. Warri survived as a district and township name; Rosebank appeared as a transi-

tional railway name; Ardlethan became the railway-town name. The older word remained as a marker of Country even while railway and land-sale systems created new commercial geographies.

Chapter 2

The Problem of Place

2.1 Why place-names matter

Local histories often use place-names as if they remain stable. Warri does not behave that way. In the newspaper record the name can refer to a pastoral station, a settlement district, a public meeting place, a cricket or football club, a woolshed venue, a railway campaign centre, a government village, or a broader locality near Merool Creek. The later appearance of Rosebank and Ardlethan adds another layer.

This creates a historical problem. A railway meeting at the London Hotel, Warri, is not necessarily taking place at Warri Station. A banquet at Warri woolshed is not the same type of location as a sale of township blocks at the London Hotel. A reference to Warri Station being sold is about property and pastoral capital. A reference to roads leading to Warri railway station is about transport geography. A reference to Ardlethan Township, late Rosebank, is about the new railway-town identity.

The first task of this monograph is therefore to separate the meanings. Warri was not one dot; it was a settlement field. It included working station land, civic meeting places, roads, water points, creek crossings, public institutions, private townships, and railway alignments.

2.2 Warri township

Warri township, as reconstructed from the reports, appears most clearly through the London Hotel. The hotel hosted railway meetings, Progress Association meetings, public discussions, deputations, and the auction of Ardlethan township blocks. It was the older civic centre of Warri. The

user has noted an important geographical distinction: Warri township lay south of the railway line, and the London Hotel associated itself with that township rather than with the later railway-town centre.

The London Hotel therefore functions as an anchor. When the reports say that residents met at the London Hotel, they point to Warri as an established road and community centre before the railway drew commercial attention northward.

2.3 Warri Station

Warri Station was different. It was a pastoral estate, associated with sheep, plant, station management, anthrax vaccination, financial interests, and eventually sale to a syndicate. The 1907 report that Warri Station had been sold with sheep and plant, with the new owners intending to subdivide it into farming blocks, is one of the decisive documents in the whole story. It marks the transition from large station economy to closer settlement.

Station history and township history overlap, but they are not identical. The station supplied the land base, capital structure, woolshed, and pastoral identity. The township supplied the civic and meeting function. The railway later reorganised both.

2.4 Warri woolshed

The woolshed deserves special treatment. In 1903 the banquet and presentation to Thomas Fitzpatrick, M.L.A., and William Boyd, secretary of the Warri Railway League, took place at Warri woolshed. The event drew about 150 people and representatives from across the district. A working pastoral building was transformed into a decorated civic hall.

This is a common but historically important feature of rural districts. Before purpose-built halls became common, woolsheds, hotels, schools, and barns became temporary public institutions. Warri woolshed therefore belongs to both the pastoral and civic histories.

2.5 Rosebank and Ardlethan

Rosebank appears during the railway period as an early station or township name. In 1906 the Warri Progress Association discussed the sale of township allotments at Rosebank Railway Station. In August 1907 the correspondent wrote that the name Rosebank would no longer be known for the railway

station because Ardlethan had been chosen. The phrase that Rosebank must be sunk into oblivion is a rare contemporary record of a community noticing a place-name replacement as it happened.

In September 1907 the sale advertisement described the land as Ardlethan Township, late Rosebank, on the Temora-Barellan line. In October 1907 the sale report described the successful sale of 73 allotments of Ardlethan West township. This is the birth sequence of Ardlethan as a railway town.

2.6 Working model

The working model for the rest of this monograph is as follows:

- Warri township: older civic and hotel-centred settlement, south of the railway line.
- Warri Station: pastoral estate, later subdivided.
- Warri woolshed: station building used as a large public venue.
- Warri district: broader agricultural and pastoral area.
- Rosebank: transitional railway-station or township name.
- Ardlethan: railway-era commercial township that emerged from the Warri-Rosebank transition.

Chapter 3

Pastoral and Route Beginnings, 1878–1885

3.1 Warri on the mail and route network

A Wagga post office timetable in 1878 placed Warri within a mail and movement network. The route ran through localities such as Marrar, The Rock, Mimosa, Broken Dam, Ariah, Cowabee, Mandamah, Murril Creek, Yalgogrin, Bygoo, Kildary, and Kindra. This matters because it places Warri in the communications geography before the railway age.

Warri was not an isolated name. It was one point in a chain of settlement, mail, and stock routes. In a district before rail access, mail routes, hotels, creek crossings, and stock paths were the infrastructure of public life.

3.2 Warri Station and sheep country

The 1879 pastoral reports identify Warri Station as a sheep property. One notice records Warri Station, with 7500 sheep, being delivered from B. Lord to A. McMillan. This is a strong early indicator of Warri's pastoral character. The station economy preceded the agricultural village economy.

The early pastoral landscape was not empty. It was already organised by station names, stock numbers, agents, run boundaries, water reserves, and stock movements. Yet it was organised for grazing rather than wheat settlement.

3.3 Land notices and conditional purchase

Land notes from 1880 and 1881 record conditional purchases in the county and parish framework, including Warri and nearby parishes. These notices matter because they show the slow conversion of the district from pastoral runs to selectable land. Conditional purchase did not instantly create towns, but it brought resident settlers, fencing, water improvements, and pressure for roads.

Land laws shaped daily life. They determined whether people could occupy, improve, lease, purchase, or contest land. Later railway arguments would repeatedly return to the same point: land could not be fully used without transport, and transport would justify closer settlement.

3.4 Reserves and public land

The 1883 revocation of temporary reserves in the parish of Warri shows the state rearranging land categories. Water reserves, lease reserves, railway reserves, and road reserves all mattered. Such administrative notices may look dry, but they mark the landscape being prepared for changing uses.

When settlement expanded, reserves became contested. A reserve could protect water, provide a road, preserve public access, or become available for selection. The history of Warri is therefore also a history of how Crown land was classified and reclassified.

3.5 Post office and polling place

In 1883 a Wagga Progress Committee discussed action toward a post office at Warri. In 1885 Warri was gazetted as a polling place in the Murrumbidgee electorate. These are small but important signs of civic recognition.

A post office request implies communication needs. A polling place implies recognised population. Together they show that by the mid-1880s Warri was moving beyond station identity toward public district identity.

3.6 Interpretation

Before the railway campaign, Warri had already become a recognised locality in mail, land, pastoral, and electoral systems. The later railway agitation grew from these foundations. It was not a sudden demand by an empty

district. It was the political expression of a locality that already had routes, stock, landholders, selectors, and public needs.

Chapter 4

Selectors, Stations, and the Agricultural Question

4.1 The station-selector tension

The central economic tension in Warri's history was between the large pastoral estate and the closer-settlement farm. This tension appears in land notices, railway speeches, station sales, road debates, and rabbit-control arguments. Pastoralism required extensive holdings, stock movement, and woolsheds. Agriculture required smaller farms, fencing, tanks, roads, and rail access.

The railway campaign was therefore not just about a line of rails. It was about which rural economy would dominate the district.

4.2 Uley and the selector experience

The 1886 Uley report is especially valuable. It describes dry weather, new selectors complaining about delay, the sale of a Warri property by C. Spiller, the opening of a blacksmith and wheelwright shop, branch mail services, an itinerant teacher, and cricket at the London Hotel. In one article the district appears as a working society: land, weather, business, mail, education, sport, and hotel life.

The new selectors' frustration is important. Some wished they could withdraw deposits and return to Victoria. That detail indicates both the attraction of the district and the difficulty of making selection work without adequate infrastructure.

4.3 Wheat as the argument for transformation

By the late 1880s railway advocates were arguing that the district could become a major wheat region. One speaker claimed that land then used as sheepwalk could become one of the finest wheat-growing areas in New South Wales if transport costs were reduced. Another report gave crop yields such as 22 to 30 bushels per acre in cultivated areas.

The repeated contrast is clear: without rail, sheepwalk; with rail, wheat farms. This was the economic imagination behind the whole campaign.

4.4 Timber, pine, and local industry

The 1899 Temora-Gunbar Railway meeting added a timber argument. The district was said to contain thousands of acres of pine, with dressed timber being carted over forty miles. This expands the economic case beyond wheat and wool. A railway would serve timber, stock, grain, passengers, mail, and settlement.

This was a strong argument because it diversified the expected traffic. Even if one season failed, timber and wool might still support the line.

4.5 Warri Station sold

In May 1907 Warri Station was sold, including sheep and plant, to a local syndicate. The new owners intended to subdivide and sell the land in farming blocks. This is one of the decisive turning points in the history.

The sale transformed the district's future. A station sale was not simply a change of owner. It indicated that the land's best value now lay in subdivision and farming, not in continued extensive grazing. The railway had made closer settlement commercially plausible.

4.6 Interpretation

Warri's economic history is not a simple movement from old to new. Pastoralism remained important. Sheep, wool, shearing, and woolsheds continued. But the balance shifted. By 1907 the station economy had become the land base for agricultural subdivision. The railway turned pastoral land into town and farm opportunity.

Chapter 5

The London Hotel as Civic Engine

5.1 The hotel as institution

The London Hotel appears so often that it must be treated as a central institution. It was not only a drinking place or accommodation house. It was the effective public hall of Warri township.

Railway meetings, Progress Association meetings, public discussions, and the sale of Ardlethan township blocks were held there. In a district without a large public hall, the hotel supplied room, visibility, and legitimacy.

5.2 Meetings and continuity

From the late 1880s through 1907, the hotel appears repeatedly in connection with Warri's civic work. The long continuity is important. The same place that hosted early railway agitation later hosted Progress Association work and the sale of township allotments.

This gives Warri township a central role in the birth of Ardlethan. Ardlethan's blocks were sold at the London Hotel, Warri. The old civic centre helped create the new railway town.

5.3 Hotel, township, and road geography

The user's note that Warri township lay south of the railway line matters here. The London Hotel was attached to the older township geography,

while the railway drew development toward the line and the new Ardlethan identity. This means the hotel occupied a transitional role: it belonged to the older Warri but helped launch the new Ardlethan.

5.4 Comparison with the woolshed

The London Hotel and Warri woolshed had different civic functions. The hotel hosted routine meetings and commercial sales. The woolshed hosted the large 1903 ceremonial banquet. One was the everyday civic engine; the other was the ceremonial hall of the district.

5.5 Interpretation

A history of Warri that ignores the London Hotel misses the mechanism of local organisation. The hotel made collective action practical. It gave the district a meeting place before formal civic buildings were available. The hotel was therefore part of the infrastructure of democracy.

Chapter 6

Railway Agitation Begins, 1886–1889

6.1 The Cowabee meeting of 1886

The 1886 railway meeting at Cowabee set out the early Coolamon northwards case. Speakers argued that a railway from Coolamon toward the Lachlan country would open large farming areas, serve wool and station requirements, prevent stock losses in dry seasons, and provide a cheap route through level country.

This early meeting is important because it already contains the core arguments later repeated for more than a decade:

- land was good but underused;
- distance from market prevented agriculture;
- a railway would promote settlement;
- level country made construction cheap;
- wool, wheat, timber, and stock would provide traffic;
- the line would benefit the colony, not merely one locality.

6.2 The 1887 London Hotel meeting

In December 1887 a meeting at the London Hotel, Warri, advanced the Coolamon northwards railway. Speakers argued that the district needed

rail access for agriculture and that a committee should gather statistics, subscriptions, and information for a memorial to Parliament.

This meeting matters because it shows Warri becoming an organising centre. It also demonstrates that the campaign was evidence-based. The committee was to collect facts, not merely signatures.

6.3 The 1888 Warri railway meeting

In September 1888 another meeting at Warri sought a light railway or at least a trial survey from Coolamon toward Warri. The meeting appointed a committee including people from Ellerslie, West Mimosa, Ariah, Wallaroobie, Cowabbie, Warri, Murril Creek, Uley, Methul, Mumbledool, and related districts.

The committee list shows the railway movement was regional. Warri was the meeting point, but the desired railway served a wider agricultural belt.

6.4 The December 1888 league

The December 1888 meeting at the London Hotel formed or strengthened the Coolamon, Merool Creek, Humbug and Hillston Railway League. John Clark was appointed to canvass for subscriptions and collect signatures from landholders willing to allow the railway through their land free of charge. A membership fee of one pound one shilling was proposed.

This is a sophisticated political movement. It dealt with fundraising, land access, membership, committee structure, delegate expenses, and public relations.

6.5 January 1889 and route politics

In January 1889 a Warri meeting responded to competing proposals, especially a Narandera to Hillston route. P. Fogarty argued that Coolamon was the better starting point for tapping the back country. He stressed wheat, wool, fruit, pine forests, settlement, dry-season stock movements, and exchange with colder climates.

This is one of the earliest clear examples of route competition. The question was no longer simply whether a railway should be built. It was where the line should begin, whom it would serve, and which towns would benefit.

6.6 Interpretation

By 1889 Warri's railway campaign had all the features of organised civic politics: committees, collectors, subscriptions, statistics, route arguments, deputations, letters to members of Parliament, and public meetings. This level of organisation is remarkable for a small district.

Chapter 7

The Railway Case Matured, 1890–1897

7.1 The bridge and road background

The 1892 report on the Merool Creek bridge shows that road infrastructure remained a serious concern. A bridge over Merool Creek at Warri was sufficiently important for James Gormly, M.P., to press the Works Department. A sum of 600 pounds was reportedly voted for consideration on the draft estimates.

This matters because it shows that the railway problem existed within a broader access problem. Creek crossings, bad roads, mail routes, and railway absence were all parts of the same infrastructure deficit.

7.2 Railway survey by 1895

In May 1895 the Coolamon correspondent reported that Mr. Stuart of the Railway Survey Department had arrived to inspect the proposed Coolamon to Warri line. He was met by a large and influential deputation headed by William Fisher, J.P. The report noted that farmers in the Merool district suffered from primitive roads and that winter cartage doubled wheat costs.

This article marks a move from agitation to official investigation. Survey officers did not end the campaign, but they validated it as a serious public works proposal.

7.3 Coolamon to Merool Creek Railway League

In March 1895 a meeting at the London Hotel, Warri, resolved to terminate the Coolamon to Hillston Railway League and form a Coolamon to Merool Creek Railway League. John Boyd was canvassing the district for statistics on population, cultivation, wheat yield, wool, and leasehold areas becoming available for selection.

This is important because the movement narrowed and refined its target. Rather than a grand line to Hillston, advocates focused on a pioneer line to Merool Creek that could be justified by detailed local evidence.

7.4 Trial survey completed in 1896

By October 1896, the trial survey party in connection with the proposed Coolamon-Warri railway had completed its work. This was a major milestone. It meant that the state had gathered the technical data needed for further consideration.

Completion of a survey was not approval. But it changed the status of the line. It was no longer merely a petition; it was a surveyed proposal.

7.5 The 1897 deficit argument

In May 1897 B. J. Grogan defended the Coolamon-Warri railway after the Minister for Works gave cold comfort to a deputation. The Minister's figures were stark: estimated construction cost 91,000 pounds, annual interest 2750 pounds, working expenses 3500 pounds, and estimated earnings only 2000 pounds, leaving an annual shortfall of 4250 pounds.

Grogan's reply was significant. He argued that pioneer railways should not be judged only by immediate profit. If the line promoted bona fide settlement, increased land value, created homes, and generated future revenue, temporary loss could be justified. He urged the League to continue and to place the matter before Parliament.

7.6 Public Works Committee shift

In October 1897 the Public Works Committee reported against the Coolamon-Ariah proposal but recommended a more direct railway from Temora toward Dunbar or Gunbar. The reasons included a broad belt of ce-

real land, existing settlement, potential special rates, increased Crown land value, cheap transport to seaboard, and availability of farming population. The report suggested that if the line were taken as far as Warri, the land could be settled advantageously.

This was a turning point. Warri's cause became part of a wider Temora-Gunbar-Hillston strategy.

7.7 Interpretation

Between 1890 and 1897 the campaign matured from local enthusiasm to formal policy debate. The key question became whether state railways should serve immediate revenue or create future settlement. Warri's advocates chose the settlement argument, and by 1897 that argument had entered official committee thinking.

Chapter 8

The Temora-Gunbar and Temora-Hillston Frame, 1899–1900

8.1 The February 1899 Warri meeting

In February 1899 the Warri branch of the Temora-Gunbar Railway League met at the London Hotel. It urged construction of the first section from Temora to Mumbledool. Those present included Holloway, Gow, W. Fisher, W. Boyd, Stewart, Bygot, J. O'Shaughnessy, A. G. Humby, J. Fogarty, J. Kenny, and others.

The report stated that the survey was about completed. It described large areas of first-class agricultural land still held by the Government, thousands of acres of pine, and existing cultivation despite the distance from rail.

8.2 Evidence of cultivation

The article gave cultivation figures: Gommell of Glenhope 2100 acres, Boyd of Uley 1000 acres, Clarke of Mountain View 1100 acres, and Fisher 900 acres. Such figures were powerful because they showed production already occurring over forty miles from rail.

The logic was clear: if agriculture existed under bad transport conditions, it would expand rapidly once rail arrived.

8.3 Betterment-style levy

The landholders agreed to pay a tax of one penny per acre within five miles, one halfpenny within ten miles, and one farthing within fifteen miles until the line paid. This was an early form of beneficiary contribution. It answered the government deficit objection by showing local willingness to share risk.

This offer is one of the most sophisticated elements in the Warri railway campaign. The district was not merely asking the state to pay. It proposed a mechanism linking benefit to contribution.

8.4 Railway Commissioners' 1900 report

In June 1900 the Railway Commissioners reported on rival routes from Temora to Gunbar and Wyalong to Hillston. They favoured a line from Temora to Bynya, thence toward Gunbar and Hillston. The report noted that the land between Temora and Gunbar was more suitable for agriculture, better populated, and more improved than the country west of Wyalong.

The Commissioners also noted that between Warri and Gunbar the line would pass mainly through reserves and Crown lands whose leases would soon fall in. This directly linked the railway to future closer settlement.

8.5 Warri as intermediate point

Earlier Warri had been a desired endpoint. By 1900 Warri was an intermediate reference in a larger railway strategy. This is a sign of success rather than failure. The district's local campaign had become absorbed into a regional development plan.

8.6 Interpretation

The Temora-Gunbar and Temora-Hillston debate shows the transformation of the railway case. The railway was now not only about Warri. It was about opening the agricultural belt between the Murrumbidgee and the Lachlan. Warri occupied a strategic place in that belt.

Chapter 9

Social Warri: Sport, Schools, and Gatherings

9.1 Sport as evidence

Sporting reports are not trivial. They show population, transport, identity, leisure, and interdistrict networks. Warri appears in football, cricket, and tennis reports, and these reports preserve family names and social relationships that also appear in railway and land records.

9.2 Warri Football Club, 1895

In November 1895 the Warri Football Club held sports in connection with the club. The article noted that this was the first year Warri had fielded a team and that the club had a balance of about 15 pounds. Events included running, drop kicking, hurdle races, place-kicking, hop-step-and-jump, high jump, sack races, and a members' hack race.

The report proves that Warri had enough young men, spectators, funds, and community interest to sustain a sports club.

9.3 Cricket against Ganmain, 1897

In January 1897 Ganmain Cricket Club travelled to Warri. Ganmain won easily, 101 to Warri's 35. The value of the report lies less in the score than in the names: Welman, McCaulley, Rae, Boyd, Dufrayer, McKay, McMillan, Kelly, and Allen. These names overlap with the wider civic record.

Cricket confirms that Warri's social network was not separate from its political network.

9.4 Football and injury, 1898

In 1898 Warri played Grong Grong in the Ganmain District Association. During the match, Jimmie Fisher of Warri broke his leg after jumping for a mark. Both teams stopped play and agreed to replay rather than claim advantage from the accident.

The report shows sportsmanship, interdistrict respect, and the strength of personal relationships in rural competition.

9.5 Tennis at Methul Hall, 1899

In August 1899 Warri defeated Methul Hall in tennis by 10 sets to 2. The match included ladies' and gentlemen's doubles, men's doubles, and ladies' doubles. This is significant because tennis required courts and included women as visible competitors. It indicates a settled social environment, not merely seasonal labour.

9.6 Schools and culture

The Uley Provisional School concert of 1906 demonstrates the cultural role of small rural schools. The concert raised funds for Christmas prizes and included songs, dialogues, drills, piano solos, juvenile plays, marches, and a social afterwards. The teacher, Miss Barker, was praised for training pupils despite the limited number of children.

The school was a social institution. It gathered families, supported children, and reinforced local identity.

9.7 Interpretation

Warri's civic power rested on social capital. People who trusted each other through sport, schools, dances, picnics, and hotels could also sustain long political campaigns. The railway campaign was not just paperwork. It was built on social cohesion.

Chapter 10

Disease, Rabbits, and Fire

10.1 Climate and drought

Warri's agricultural prospects were repeatedly shaped by weather. Drought reports from 1886, bushfires in 1888, hot winds in 1898, and heavy rains in 1906 show a district exposed to climatic extremes. Good rain could promise exceptional yields; hot winds could destroy crops already near maturity.

This environmental instability helps explain the urgency of transport. In good years farmers needed cheap access to markets. In bad years they needed lower costs and alternative routes to survive.

10.2 Anthrax and pastoral science

In 1894 the Warri sheep were among those treated with J. A. Gunn's anthrax vaccine from Yalgogrin. The report described vaccinated sheep surviving inoculation while unvaccinated sheep died from anthrax virus. This is one of the most scientifically interesting episodes in the Warri record.

It shows that the district was not technologically stagnant. Pastoralists engaged with veterinary science, vaccination, laboratory work, and disease control. Warri belonged to a wider network of pastoral innovation.

10.3 Rabbits and boundary law

The 1892 Rabbit Act case between Warri and Ariah holdings concerned whether Ariah, being outside a rabbit-infested district, had to contribute to the cost of rabbit-proof fencing on a common boundary. The claim was

dismissed because Ariah was not within the rabbit-infested district.

This illustrates how environmental problems were also legal problems. A rabbit did not respect administrative boundaries, but liability did.

10.4 The 1907 rabbit letter

In June 1907 a Warri correspondent argued that the government bred rabbits by leaving Crown lands infested. The settler improved land, provided water, and created better grass; rabbits then moved from government land onto private improvements. The writer criticised the distribution of government wire netting and proposed a state-supported rabbit industry, with guaranteed prices for skins and export rabbits.

The letter is important because it links environmental management, unemployment, immigration, and market intervention. It is a rural policy argument, not merely a complaint.

10.5 Volunteer bushfire brigade, 1903

In November 1903 a meeting at the London Hotel formed a volunteer fire brigade. The brigade covered a radius of ten miles from Glenhope, elected Robert Gemmell as captain, S. Welman and W. Boyd as vice-captains, and S. Welman as secretary. It established a relay notification system: the member nearest the outbreak would notify the next member, and so on until all had been informed.

This is one of the clearest examples of community self-organisation in the record. The same civic culture that organised railways could organise emergency response.

10.6 Railway construction and fire risk

In late 1906, while the railway was under construction, reports from Ariah Park noted fears that fires used by railway gangs could start bushfires in the long grass. This shows the double character of infrastructure: it solved one problem while creating new risks.

10.7 Interpretation

Warri's institutions developed in response to danger. Drought, disease, rabbits, and fire forced settlers to act collectively. The local culture of committees, captains, secretaries, and letters to government was not abstract. It was a practical survival system.

Chapter 11

Census and Demography

11.1 The 1901 census

The 1901 Census recorded Warri with 143 males and 71 females, a total of 214 people. This is the strongest demographic anchor in the evidence. It proves that Warri was small, but not insignificant.

The male majority suggests a labouring and pastoral-agricultural frontier district. Men were present as station workers, shearers, labourers, selectors, road workers, and farm workers. The smaller female population suggests that permanent family settlement was still developing.

11.2 Why 214 people mattered

A population of 214 might seem too small to sustain the activity recorded in the newspapers. Yet the reports show the opposite. Warri and its district supported:

- a Railway League;
- a Progress Association;
- Farmers and Settlers Association activity;
- football, cricket, and tennis;
- school concerts;
- public banquets;
- public meetings;

- a volunteer fire brigade;
- road and bridge campaigns;
- land subdivision debates.

This means Warri's influence came not from population alone but from position, leadership, and regional network.

11.3 Regional attendance versus local population

The 1903 banquet at Warri woolshed reportedly drew about 150 people. That was close to 70 percent of Warri's 1901 population, but the attendees came from many surrounding districts. This confirms that Warri was a regional centre of organisation rather than only a local settlement.

11.4 Interpretation

The census number should not be used to minimise Warri. It should be used to explain the scale of achievement. A small community, integrated with surrounding localities, sustained a political movement that helped reshape regional transport.

Chapter 12

Local Government and the Progress Association

12.1 From league to progress association

The Warri Railway League had one main objective: railway access. Once railway construction was secured, the Warri Progress Association became the more important local body. Its agenda was broader: roads, crossings, telephone lines, village survey, School of Arts, garbage tip, township allotments, government tank, and communication with Shire Councils.

This is institutional maturation. The district moved from a pressure group to local improvement politics.

12.2 Roads after the railway

After the railway arrived, roads did not become less important. They became more important in a different way. In August 1907 the Progress Association asked for forming and metalling of the road from Warri Crossing to the railway line. Coolamon Shire later allocated money for roads leading to Warri railway station.

The pattern is clear: the railway created a new road hierarchy. Farms needed roads to stations; stations needed creek crossings; traffic needed tanks and metalled sections.

12.3 The Government Tank

The request to form and metal road near the Warri Government Tank shows that the tank was a public infrastructure focus. Before modern water systems, government tanks were crucial for stock, travellers, teams, and local use. Roads to tanks were therefore roads to survival.

12.4 Merool Creek crossing

The crossing over Merool Creek appears repeatedly. It was dangerous in earlier reports and remained important after the railway. A creek crossing could separate a farm from a station or a district from market. The Progress Association's repeated attention to it shows practical local governance.

12.5 The School of Arts and garbage tip

In November 1907 the Progress Association dealt with a School of Arts site and a garbage tip. These are powerful indicators of permanence. A School of Arts meant culture, reading, meetings, lectures, and civic aspiration. A garbage tip meant sanitation, public health, and town management.

12.6 Telephone route

The same meeting sought a telephone route from Ariah Park to Ardlethan and Warri. This shows a new communication era. The railway connected produce and people; the telephone would connect information and administration.

12.7 Interpretation

Warri's post-railway history is a story of civic consolidation. The Progress Association turned settlement into town life by seeking roads, communications, halls, and public services.

Chapter 13

The Warri Railway League at Its Peak

13.1 The 1902 railway meeting

In March 1902 a public meeting was announced at the London Hotel, Warri, to discuss the rejection of the Temora to Barellan Railway Bill and devise means to further the League's objects. This shows persistence after disappointment. The campaign did not collapse when one bill failed.

13.2 The December 1902 League meeting

In December 1902 the Warri Railway League met at the London Hotel. Mr. Boyd, senior, chaired the meeting. Correspondence was extensive, including a letter from Thomas Fitzpatrick, M.P., assuring the League that the Temora to Barellan railway would proceed when money became available. The meeting also dealt with attempted route deviation, resignations, new members, and letters from banking and financial institutions.

This is a mature organisation: it had officers, correspondence, delegates, subscriptions, internal discipline, and route defence.

13.3 The Farmers and Settlers Association

On the same day, the Merool Branch of the Farmers and Settlers Association met at Peter Kelly's Hotel. It supported railways, local works, water conservation, and action on stock and rabbit inspectors. It argued that immediate

railway construction would mitigate severe hardship and employ men and horses.

This was a new argument: railway construction as drought relief and employment policy.

13.4 The 1903 banquet

The September 1903 banquet at Warri woolshed celebrated Fitzpatrick and William Boyd. The woolshed was decorated with greenery, flowers, flags, lamps, and lanterns. About 150 attended. There were representatives from Barellan, Collingullie, Yanko, Ellerslie, Temora, Boundary Villa, Bolero, Ganmain, Narandera, Grong Grong, Ariah, Matong, Mumbledool, Methul, and Warri.

Fitzpatrick received a silver tea tray, gold watch, and gold solitaires. William Boyd received a purse of sovereigns. The event concluded with the National Anthem and Auld Lang Syne.

13.5 Why the banquet matters

The banquet was not just a celebration. It was a ritual of public legitimacy. It acknowledged the politician, the local secretary, the president, the women who helped organise the function, the press, and the pastoral, agricultural, and commercial interests.

It shows that the Warri Railway League had become the recognised voice of a regional development movement.

13.6 Interpretation

The League's greatest achievement was not simply obtaining rail. It created a civic identity around development. It taught the district how to organise, correspond, lobby, fundraise, and celebrate collective success. That organisational culture then flowed into the Progress Association and other institutions.

Chapter 14

Railway Construction and the Shift to Ardlethan, 1906–1907

14.1 Construction expected, 1906

In September 1906 the Warri correspondent wrote that farmers were optimistic that the Temora-Barellan railway might reach Warri in time for wheat carting. The saving in cartage would be significant. This shows the transition from political hope to practical expectation.

14.2 McGlasson Brothers and physical works

In November 1906 reports stated that McGlasson Brothers were progressing with construction, that several miles of rails were laid, and that clearing was nearly complete. Work was no longer abstract. It was visible in the landscape.

14.3 Construction and commercial confidence

The same report noted a new store opening, with stock and a delivery cart. This matters because commerce followed the railway. Storekeepers invested when they expected population and traffic.

14.4 Rosebank renamed Ardlethan

In August 1907 the Warri report stated that railway work was going ahead past Rosebank and that the name Rosebank would no longer be used for the railway station because Ardlethan had been chosen. This is a key identity moment.

The phrase that Rosebank must be sunk into oblivion is not just colourful writing. It records a local awareness that the railway was changing the map.

14.5 The village survey

The same August 1907 report states that the Warri Progress Association again wrote regarding the survey of the village at Warri. This shows the administrative side of town formation: before blocks could be sold, land had to be surveyed and named.

14.6 Interpretation

The railway shifted Warri's centre of gravity. The older township and hotel remained active, but the future commercial identity moved toward Ardlethan. The transition was not instant. It was negotiated through names, surveys, road works, allotment sales, and continued use of the London Hotel.

Chapter 15

The Sale of Ardlethan West

15.1 The advertisement

The September 1907 advertisement announced an important sale of township blocks. Rowston and Boyd, of Ganmain, would sell by public auction at the London Hotel, Warri, 73 township allotments and a number of two-acre blocks in Ardlethan Township, late Rosebank, on the Temora-Barellan line. The sale was without reserve and on very easy terms. Traps would leave Coolamon and Ganmain after the arrival of the morning train on the day of sale.

This advertisement is a foundation document for Ardlethan. It contains the old and new names together: Ardlethan Township, late Rosebank. It also shows the London Hotel still functioning as the sale room.

15.2 The sale report

In October 1907 Rowston and Boyd reported a very successful sale at Warri of 73 allotments of Ardlethan West township. All blocks offered were sold, with spirited bidding and keen competition. Prices reached 33 pounds per block. Buyers came from Albury, Wagga, Temora, Wyalong, Narandera, and surrounding districts.

The report predicted that Ardlethan would become one of the most important towns on the Temora-Barellan line because the district was rich agricultural and grazing country.

15.3 Why all lots selling matters

The sale of every block is stronger evidence than a speech. It records private capital entering the district. Buyers risked money because they believed the railway town would grow.

15.4 Ardlethan West and private township development

The November 1907 Progress Association report refers to a School of Arts site donated by Rowston, Boyd, and Egan in Ardlethan West private township. This suggests that Ardlethan's early development involved both government village planning and private township subdivision.

This distinction deserves future title research. The record points to a government village, a private township, Ardlethan West, and the old Rosebank identity.

15.5 Interpretation

The sale of Ardlethan West was the commercial birth of the railway town. It completed the sequence from railway agitation to survey, construction, naming, subdivision, and market purchase. Ardlethan emerged because Warri organised for the railway and because landholders and auctioneers converted railway access into town blocks.

Chapter 16

The Murrumbidgee Bridge Proposal and Regional Systems

16.1 The 1907 bridge petition

In April 1907 a petition sought a new bridge over the Murrumbidgee between Wagga and Narandera, connecting the parishes of Wanberrima and Matong. It argued that the proposed site lay about midway between the two towns and would serve Lockhart to the south and Matong, Warri, Ariah, and Wyalong to the north.

16.2 Bridge as railway feeder

The petition argued that settlers on Cockatoo Island were 25 to 30 miles from rail, but a bridge would bring them within 9 to 13 miles. This is a precise transport-efficiency argument. It shows the bridge as part of the railway system.

16.3 Stock movement and drought

The petition also argued that a bridge would provide an alternate route for stock from north to south, which would be invaluable in drought. This linked infrastructure to resilience.

16.4 National necessity

The petition described the bridge as a national necessity. This language was deliberate. It framed a local crossing as a public work of colonial or national value because it would increase settlement, production, and stock mobility.

16.5 Interpretation

By 1907 the district was thinking in systems. The railway, roads, river crossings, stock routes, wheat areas, and settlement zones were parts of one transport economy. Warri's story is therefore a regional planning story as much as a local history.

Chapter 17

Names and Families in the Warri Record

17.1 Why names matter

The same surnames recur across railway meetings, sport, school events, station reports, and public organisations. This repetition identifies the district's civic core.

17.2 Boyd

The Boyd family appears in railway leadership, Uley farming, sport, public meetings, and the 1903 presentation. David Boyd chaired major events. William Boyd served as secretary and was publicly honoured. The family appears central to Warri's civic development.

17.3 Fogarty

Fogarty appears in railway meetings, Progress Association work, and public motions. E. Fogarty served as secretary of the Progress Association in later reports. P. Fogarty argued strongly for the Coolamon route in 1889.

17.4 Fisher

William Fisher, J.P., of Ellerslie, appears repeatedly as a leading figure in railway deputations and political meetings. Fisher represented the district's

agricultural leadership.

17.5 Welman

Welman appears in railway meetings, sport, and the volunteer fire brigade. S. Welman served as secretary of the brigade and appears in early sporting reports. W. Welman chaired railway meetings.

17.6 Gemmell

Gemmell appears in farming, sport, the volunteer fire brigade, and the School of Arts site context. Robert Gemmell became captain of the volunteer fire brigade. James and W. Gemmell appear in tennis and other local reports.

17.7 Kelly, Kenny, McRae, Prothero, Morris, Carroll, and others

These names appear in the Progress Association, hotel references, public motions, and community life. Their recurrence indicates a stable settler network by the early twentieth century.

17.8 Interpretation

Warri's history can be read through institutions, but also through family networks. The railway campaign lasted because local families sustained it across decades. Future research should connect these newspaper names to land titles, parish maps, electoral rolls, school records, and cemetery records.

Chapter 18

A Documentary Chronology

18.1 1878–1885: Recognition

1878: Warri appears in the Wagga post office timetable as part of a mail route.

1879: Warri appears in impounding and pastoral notices. Warri Station with 7500 sheep is delivered to A. McMillan.

1880–1881: Land notes record conditional purchases in the parish and district.

1883: Warri appears in reserve notices and in discussion of a post office.

1885: Warri is gazetted as a polling place.

18.2 1886–1889: Railway agitation begins

1886: Uley report records selectors, branch mail, school, blacksmithing, cricket, and the London Hotel.

1886: Railway meeting at Cowabee argues for Coolamon northwards railway.

1887: London Hotel, Warri, meeting creates committee to gather statistics for railway memorial.

1888: Warri railway meeting seeks light railway or trial survey.

1888: Coolamon, Merool Creek, Humbug and Hillston Railway League develops.

1889: Warri meeting debates route competition and supports Coolamon northwards.

18.3 1890–1897: Official investigation

1892: Merool Creek bridge proposal appears.

1894: Warri sheep included in anthrax vaccine testing.

1895: Railway survey officer inspects Coolamon-Warri route.

1895: Coolamon to Merool Creek Railway League formed.

1896: Trial survey completed.

1897: Ministerial figures challenge railway economics; Grogan defends settlement railway logic.

1897: Public Works Committee redirects thinking toward Temora-Gunbar strategy, with Warri as a possible stage.

18.4 1898–1903: Wider development and institutional peak

1898: Warri football match against Grong Grong; injury stops play.

1898: Drought and hot winds damage crops.

1899: Warri branch of Temora-Gunbar Railway League supports first section; landholders offer acreage levy.

1899: Tennis match Warri versus Methul Hall.

1899: Murrel Creek possession dispute reveals pastoral finance tensions.

1900: Railway Commissioners favour Temora-Bynya-Gunbar-Hillston concept.

1901: Census records Warri population as 214.

1902: Warri Railway League continues after rejection of railway bill.

1903: Warri woolshed banquet honours Fitzpatrick and William Boyd.

1903: Volunteer bushfire brigade formed at London Hotel.

18.5 1906–1907: Railway-town transformation

1906: Reports expect railway to reach Warri for wheat carting.

1906: Railway construction advances; rails laid; work proceeds past Rosebank.

1907: Murrumbidgee bridge petition includes Warri in wider regional transport case.

1907: Warri Station sold for subdivision.

1907: Warri correspondent writes on rabbit pest and government policy.

1907: Progress Association seeks village survey and road works to railway.

1907: Rosebank name displaced by Ardlethan.

1907: Ardlethan Township, late Rosebank, advertised for sale at London Hotel, Warri.

1907: 73 allotments of Ardlethan West sold successfully.

1907: Progress Association seeks telephone route, School of Arts site, and garbage tip.

Chapter 19

Interpretive Synthesis

19.1 Warri as precursor to Ardlethan

The central conclusion is that Ardlethan grew out of Warri's older institutions. The railway town did not emerge from a vacuum. It emerged from Warri's pastoral estate, civic meetings, hotel culture, railway league, road campaigns, and subdivision economy.

19.2 The old and new centres

The old centre was Warri township, especially the London Hotel, south of the railway line. The new centre was Ardlethan, organised around the railway station and township allotments. For a time both systems overlapped. This overlap is visible in 1907: Ardlethan township blocks were sold at the London Hotel, Warri.

19.3 The role of the railway

The railway was not only a transport line. It was a land-making instrument. It turned station country into farm blocks, road requests into feeder routes, Rosebank into Ardlethan, and speculation into town allotment sales.

19.4 The role of civic organisation

Warri's residents did not wait passively for development. They organised railway leagues, progress associations, fire brigades, school functions, and

petitions. This civic capacity is the most striking feature of the record.

19.5 The role of environment

Warri's transformation happened under environmental pressure: drought, hot winds, rabbits, anthrax, and fire. Infrastructure and institutions were responses to risk as much as ambitions for growth.

19.6 The role of land subdivision

The sale of Warri Station and the sale of Ardlethan West blocks are the twin commercial events of 1907. Together they show the conversion of pastoral capital into agricultural and township capital.

Chapter 20

Source Register

This register lists the principal article items used in this draft. It is not a complete bibliography. Each entry should be checked against the Trove image before a final edition is released.

- 1878 Oct 23. *Wagga Post Office timetable.* Places Warri on a pre-rail mail route.
- 1879 Jul 26. *Pastoral mems.* Records Warri Station with 7500 sheep.
- 1883 May 24. *Progress Committee.* Mentions need for post office at Warri.
- 1885 Sep 12. *Telegraphic News.* Warri gazetted as polling place.
- 1886 Mar 4. *Uley.* Selectors, branch mail, school, cricket, London Hotel.
- 1886 May 13. *Railway meeting at Cowabee.* Early Coolamon northwards railway argument.
- 1887 Dec 24. *Coolamon Northwards Railway.* Warri meeting forms committee for statistics.
- 1888 Sep 20. *Railway meeting at Warri.* Light railway or survey from Coolamon toward Warri.
- 1888 Dec 20. *Railway meeting at Warri.* League, subscription campaign, land access offers.
- 1889 Jan 24. *Railway meeting at Warri.* Route debate; Coolamon versus Narandera logic.
- 1892 Dec 10. *Merool Creek Bridge.* Bridge over Merool Creek at Warri.

- 1894 Feb 22. *Anthrax.* Warri sheep in vaccine evidence.
- 1895 Mar 30. *Railway from Coolamon to Merool Creek.* New railway league and statistics gathering.
- 1895 May 23. *Coolamon.* Railway Survey Department inspects proposed line.
- 1896 Oct 6. *A Market for Oranges.* Trial survey party completed Coolamon-Warri work.
- 1897 May 18. *Coolamon-Warri Railway.* Economic defence of non-profitable settlement railways.
- 1897 Oct 30. *Proposed Coolamon-Ariah Railway.* Public Works Committee route shift.
- 1899 Feb 4. *Temora-Gunbar Railway.* Warri branch, cultivation figures, acreage levy.
- 1900 Jun 7. *Temora-Hillston Railway.* Commissioners favour Temora-Bynya-Gunbar-Hillston.
- 1901 Apr 27. *Census Returns.* Warri population 214.
- 1902 Dec 6. *Warri Railway League.* Route protection, Fitzpatrick letter, Merool branch.
- 1903 Sep 19. *Presentation at Warri.* Banquet at Warri woolshed.
- 1903 Nov 26. *Bush Fire Prevention.* Volunteer fire brigade formed.
- 1906 Sep 18. *District News, Warri.* Railway expected to reach Warri for wheat carting.
- 1906 Nov 29. *District News, Ariah Park.* Construction, rails laid, fire risk.
- 1907 Apr 20. *Proposed New Bridge.* Regional Murrumbidgee bridge petition.
- 1907 May 25. *Warri Station Sold.* Station sold for farming subdivision.
- 1907 Jun 6. *Rabbit Pest.* Warri environmental policy letter.
- 1907 Aug 3. *Warri.* Village survey, roads, Rosebank becomes Ardlethan.
- 1907 Sep 21. *Coolamon Shire Council.* Roads leading to Warri railway station.

- 1907 Sep 28. *Advertising.* Ardlethan Township, late Rosebank, sale notice.
- 1907 Oct 12. *Sale at Warri.* 73 Ardlethan West allotments sold.
- 1907 Nov 9. *Warri.* Telephone, School of Arts, garbage tip, civic phase.

Chapter 21

Future Archival Research Agenda

21.1 Maps and locations

A final edition should include maps showing:

- the London Hotel and Warri township south of the railway line;
- Warri Station boundaries;
- Warri woolshed location;
- Rosebank railway site;
- Ardlethan and Ardlethan West allotments;
- Merool Creek crossing;
- Warri Government Tank;
- roads to Coolamon, Cowabbie, Matong, Ariah, and Temora;
- railway alignment through Rosebank/Ardlethan.

21.2 Land records

Research should verify:

- title history of Warri Station;

- 1907 sale to the local syndicate;
- subdivision plan into farming blocks;
- Rowston, Boyd, and Egan role in Ardlethan West private township;
- government village survey records;
- relationship between Ardlethan Township and Ardlethan West.

21.3 Institutional records

Search for:

- Warri Railway League minute books or correspondence;
- Warri Progress Association records;
- Coolamon Shire Council minutes;
- Narraburra Shire records;
- railway plans and station naming records;
- School of Arts records;
- Uley Provisional School records;
- bushfire brigade records.

21.4 Families

Family and local records should be checked for Boyd, Fogarty, Fisher, Welman, Gemmell, Kelly, Kenny, McRae, Prothero, Morris, Carroll, O'Shaughnessy, Gow, McMillan, Dufrayer, McCaulley, and related names.

Chapter 22

Conclusion

Warri's history from 1878 to 1907 is the history of a district transforming itself. It began in the documentary record as a pastoral and route locality. It became a district of selectors, hotel meetings, sport, mail routes, schools, and polling places. It then became a railway campaign centre, sustaining nearly two decades of organised pressure for transport infrastructure.

The railway campaign succeeded not because Warri was large, but because it was organised. Its residents and neighbours formed committees, gathered statistics, corresponded with members of Parliament, held deputations, offered financial contributions, and defended routes. They understood that railways created settlement, not merely traffic.

The arrival of the Temora-Barellan railway changed the district's geography. Warri's older township, associated with the London Hotel south of the railway, remained important, but the new railway identity shifted toward Ardlethan. Rosebank disappeared as a station name. Ardlethan West township blocks were sold. Warri Station was subdivided. Roads were redirected toward the railway. The School of Arts, telephone proposals, and garbage tip show that permanent civic life followed.

The key distinction is therefore not Warri versus Ardlethan. The correct relationship is sequence and inheritance. Warri supplied the pastoral land, civic organisation, public leadership, and institutional energy. Ardlethan emerged as the railway-town result of that long Warri history.

Chapter 23

Place-Name, Station, and Township Guide

23.1 Warri

Warri is the older name in the local record. In this monograph it refers first to the district and township associated with the London Hotel, public meetings, roads, the Government Tank, Merool Creek, and the local progress movement. It should not automatically be read as identical with Warri Station.

23.2 Warri Station

Warri Station refers to the pastoral property. Its sale in 1907, together with sheep and plant, and the stated intention to subdivide it into farming blocks, marks the end of the station as the dominant form of land organisation in the district.

23.3 Warri woolshed

Warri woolshed was a pastoral building that became a public ceremonial venue. The 1903 presentation banquet for Thomas Fitzpatrick and William Boyd shows the woolshed acting as a civic hall for the wider district.

23.4 Rosebank

Rosebank was a transitional railway-era name. The documentary value of Rosebank lies in its disappearance. The 1907 report that Ardlethan had been chosen and that Rosebank would no longer be known for the railway station captures the naming transition as it happened.

23.5 Ardlethan and Ardlethan West

Ardlethan is the railway-town identity that emerged from the Warri-Rosebank transition. Ardlethan West appears in the 1907 sale of 73 township allotments. The sale shows the conversion of railway anticipation into private investment and commercial town formation.

Chapter 24

People and Institutional Index

24.1 Principal local leaders

The repeated appearance of particular names across the railway, progress, farming, sporting, and public-meeting records shows that Warri was shaped by a stable civic network. The Boyd, Fogarty, Fisher, Welman, Gemmell, Kelly, Kenny, McRae, Prothero, Morris, Carroll, Gow, O'Shaughnessy, and McMillan names recur across different kinds of public action.

24.2 Political representatives

Thomas Fitzpatrick, M.L.A., is central to the railway campaign. The 1903 presentation at Warri woolshed demonstrates that the district publicly recognised his work in relation to the Temora-Barellan railway. Later references to Mr. McGarry show continued parliamentary engagement around roads, land, and local works.

24.3 Associations

The Warri Railway League represents the infrastructure campaign phase. The Warri Progress Association represents the civic consolidation phase. The Merool Branch of the Farmers and Settlers' Association represents agricultural policy, land, rabbit, and rural administration concerns. The volunteer bushfire brigade represents local resilience and emergency self-organisation.

Chapter 25

Bibliographic Note

25.1 Newspaper evidence

The principal newspaper sequence used in this monograph includes the *Wagga Wagga Advertiser* reports and related Riverina newspaper reports between 1878 and 1907. The most important clusters concern the mail and pastoral record of the late 1870s and early 1880s; railway agitation from the late 1880s through 1903; construction and naming reports in 1906 and 1907; and township-sale and Progress Association reports in 1907.

25.2 Core documentary chain

The core chain of evidence is as follows: Warri appears in route, mail, land, and pastoral records; railway leagues form to argue for transport access; parliamentary and local leaders secure the Temora-Barellan line; railway construction changes the local geography; Rosebank is displaced by Ardlethan as the railway-town name; Warri Station is sold for subdivision; Ardlethan West allotments are sold; and the Progress Association turns toward telephones, School of Arts, road works, garbage, and permanent civic infrastructure.

25.3 Further sources required

A fully annotated archival edition should add parish maps, title deeds, railway plans, station naming records, shire minute books, School of Arts records, oral histories, Wiradjuri community knowledge, and family papers. These would allow precise mapping of Warri township south of the rail-

way, Warri Station, Warri woolshed, Rosebank, Ardlethan, the Government Tank, Merool Creek crossing, and the road network.

Plain Summary

Warri was the older district. It included a township south of the railway line, the London Hotel, Warri Station, Warri woolshed, roads, crossings, tanks, and a wide farming and pastoral hinterland. Ardlethan emerged later when the railway arrived, Rosebank was renamed, land was subdivided, and township blocks were sold. The Warri Railway League and Warri Progress Association were central to this transformation.

Final Note

This edition should be read as a documentary synthesis supported by newspaper evidence and prepared for further archival verification. The newspaper record is sufficient to show the main historical arc: Warri was the civic and pastoral foundation from which Ardlethan developed.

Upgrade Source Note: Warri, Blackthorn, and Plant Image

This revised edition adds an introductory language and ecology chapter. The research file supplied for this upgrade includes a page from *The Dictionary of Albert Gondiwindi*, reproduced in the *The Yield* audio supplement, where the entry *warri* is glossed as blackthorn. The same source page also records neighbouring entries such as *warru* for hornet or wasp, confirming that the spelling belongs within a sequence of Wiradjuri lexical entries rather than being an English descriptive term.

For botanical interpretation the monograph identifies blackthorn with *Bursaria spinosa*, a native Australian shrub or small tree commonly known as blackthorn, native blackthorn, sweet bursaria, prickly box, or spiny bursaria. Because the working production rules for this monograph avoid external bitmap dependency, the plant image included in this edition is a deterministic TikZ botanical plate rather than an externally embedded photograph. It shows the diagnostic elements most relevant to interpretation: thorny branching, narrow leaves, white clustered flowers, and seed capsules.

The name discussion deliberately remains cautious. It distinguishes Warri from Yarri. Yarri was a famous Wiradjuri rescuer of the 1852 Gundagai flood, and nineteenth-century spellings of Aboriginal names were often variable. However, the source evidence assembled for this monograph supports Warri as a blackthorn place-name; it does not establish that the Warri township was named after Yarri.