The more I think of it, the more I think you are right, and I agree with you that in making classifications the National Trust should have regard to the wealth or paucity of comparable buildings in a given area. Despite our rich local history, we are a poor area in relation to historic buildings, and poorer still since “Cormiston” was abandoned to sledge-hammers.

No doubt you will be wielding your own editorial hammer on this subject in our “Bulletin”, but I do hope you will not fail to stress this most significant argument of yours. And in doing may I add another argument of my own.

I think it is true to say that private owners of historic buildings have no absolute property rights. To a high degree they are trustees of their properties for the community, and this is a fact they must accept in buying or holding those properties. The modern concept is that we have planning authorities whose duty it is to respect and protect that trust, if owners do not have proper regard to it. It is our duty as citizens of the present to see that trust is respected in favour of future generations. We cannot blame the jack-hammers and crowbars; if there is any further breach of trust, we can only blame ourselves, if we do not stress our point. When we have done this, and failed, blame must fall solely on our representatives for having disregarded our importunities and their solemn trust.

Let there be no misunderstanding: “Little Milton” is our last hope. If that goes, we are destitute. So please go your hardest!

Yours sincerely,
Edgar Beale.

FOUR-HORSE DAY COACH.

BETWEEN

WOLLONGONG AND CAMPBELLTOWN,

LEAVING Campbelltown every TUESDAY and FRIDAY, immediately after the arrival of the 9 o’clock tram from Sydney.

Leaving the QUEEN’S HOTEL, Wollongong, every WEDNESDAY and SATURDAY, at 9 a.m., to be in time for the 4 o’clock train from Campbelltown.

THOMAS KELLY

— Advertisement in the Illawarra Mercury”, 1873.

The Queen’s Hotel (later the Queen’s Hall Flats) was in Market Square, just east of the Museum.

The Campbelltown coach was the quickest way to Sydney by land. If the weather was good, and your stomach strong, you could get there faster (about five hours) by sea.