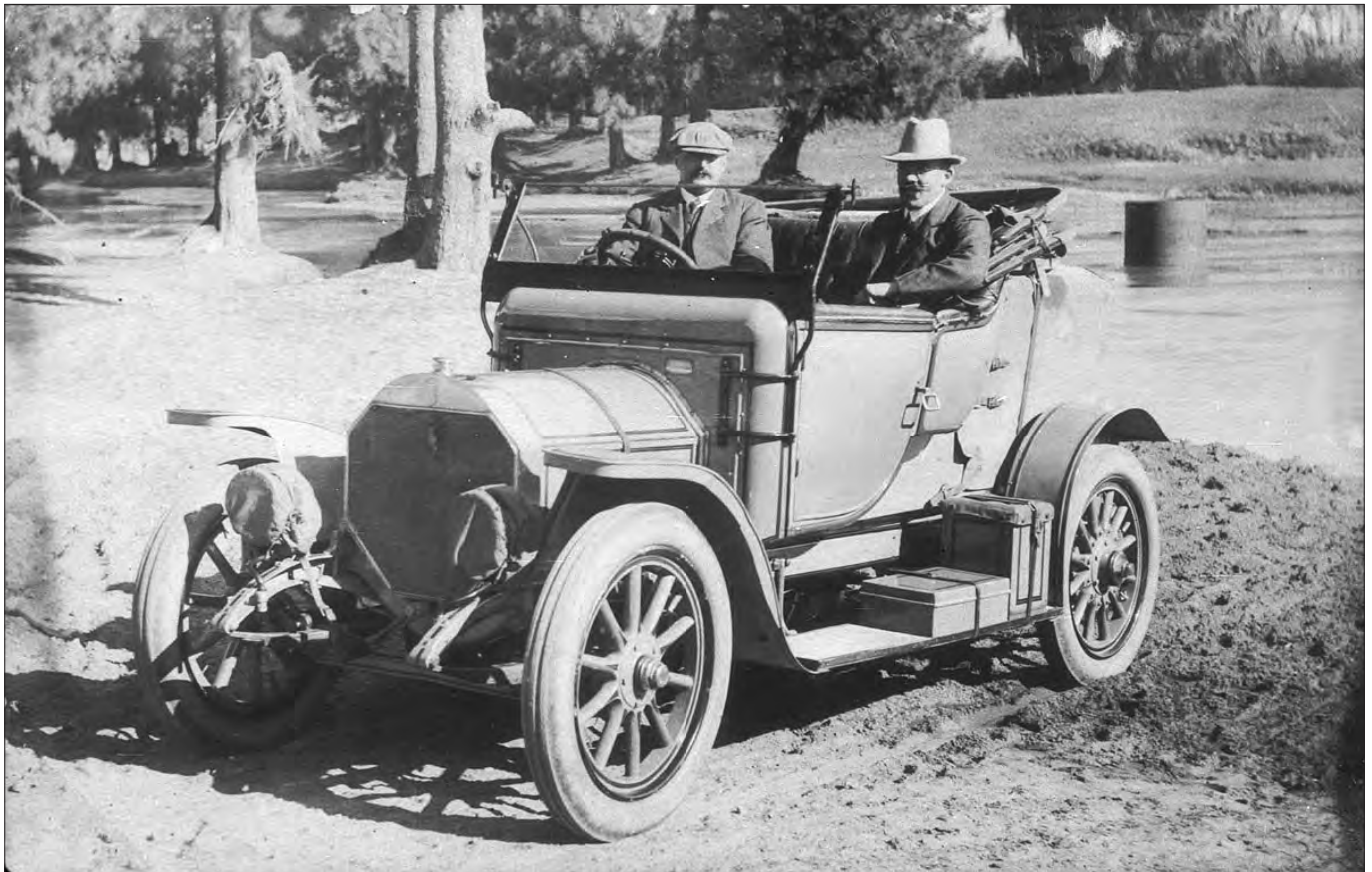


The very best of our fascinating local history



'The new car'. E I Pell and R Brookes, presumably at the crossing of the Bega River at the northern end of Auckland Street, Bega. Image: Courtesy Bega Valley Historical Society.

Danger Lurks at Every Greasy Corner

'**D**ANGER lurks at every Greasy Corner' was the headline of a Dunlop tyre ad in the late 1910s and early 1920s – but it could just have easily applied to South Coast roads in the early part of the 20th century.

Dirt tracks were being transformed into roads, so the South Coast was becoming an alluring destination to intrepid travellers – first to those willing to travel by bus, later (as cars became more common and more accessible) to those willing to drive themselves.

Suggested itineraries and road-trip reports became regular features in newspapers and magazines. These reflect how unknown – but also how alluring – the South Coast really was to city-based readers. Often details about the

condition of the roads (which, for most readers, would be totally new roads to them) seem to have been considered a greater imperative than were descriptions of attractions that awaited them when they arrived in the area:

'Motorists desiring a nice tour to the South Coast and surrounding district, taking in a lot of country different to that given in last Saturday's issue, will find the following a most satisfactory trip: —

First Day.— Sydney to Nowra (100 miles).

The route through Sutherland to the coast has already been described, and very fine views are to be obtained from the top of Bald Hill, which leads into Stanwell Park. To follow this route, take the turn to the left in the neighbourhood of Helensburgh, or, as an alternative, keep straight on along the

Fantastic Reads

Motoring on the South Coast— page 1
The Road South— page 6
The Detested Charcoal Gas Producer— page 8
Restoring Aboriginal Place Names— page 10

Bega's Eco-neighbourhood— page 14
Temperance— page 17
Australia Day, 18th August ?— page 18

Bottle Forest Road to the top of Bulli Pass, and descend to the coast via the Pass Road. The latter road is probably the better one. Thence the trip is through Wollongong, Albion Park, and on to Nowra. As an alternative to going from Albion Park through Shell Harbor to Kiama, the road via Jamberoo may be taken. It is hilly, but the surface excellent, with one creek to cross. A very fine view is to be had while descending Jamberoo Mountain. Lunch at Wollongong, and stay at Nowra.

Second Day. — Nowra to Bodalla (112 miles).

From Nowra to Wandandian, the road is not too good, but it becomes fair to good at Milton. From Milton to Ulladulla to Turmeil the road is bad, but on to Bateman's Bay the surface improves considerably, but is fairly hilly or undulating. Thence to Bodalla the road will be found fairly good. Lunch at Milton or Bateman's Bay, the latter preferred, and stay at Bodalla. There are pretty drives about the estate, and the big cheese factory may be visited. As an alternative, drive on to Narooma (12 miles further on), which is a delightful holiday spot, with shooting, bathing, fishing, oystering, and boating to fill in any spare time.



Hyland's Hotel Narooma

(Copyright.)

Third Day. — Narooma to Eden (93 miles).

The route is through Tilba (12), Bermagui, Cobargo (32), Quaama, Brogo (46), Bega (59), Wolumla (72), Pambula (81) and Eden (93). From Narooma to Bega the roads are fair, but rather indifferent thence to Eden. Lunch at Bega, and stay at Eden.' (Daily Telegraph, 24.4.1915)

Roads – even if 'fair', 'indifferent' or 'bad' in 1915 – were at least an improvement on 'roads' a decade earlier. In 1905 Banjo Patterson had described parts of the Sydney–Melbourne road as like 'old graveyards with the tombstones sticking up', and in 1903 this was a description of the challenges facing a motorist when 'Touring the South Coast':

'Some good travelling, was done at the end of last week down

the South Coast way by Mr. O.G.S. Lane (hon. treas. of the Automobile Club of Australia) in his new 16-h.p. Darracq car. He was accompanied by Mr. A.C. Jewett, and left the Garage at 8.25 on Saturday morning, and Tom Ugly's was reached in three-quarters of an hour. Once across the river [crossed on a 15-vehicle, steam-driven punt], travelling in real earnest was commenced, and Heathcote was passed half an hour out from the river, and Waterfall was reached in 15min. A "general" lubrication followed here, and with the assistance of a "road-pilot" the motorists found themselves ploughing through deep sand on the Bottle Forest-road, up to the axles in sand. The motorists, too, declare that no two mile posts are the same distance apart. The Look-out, Bulli Pass, was reached 1 hr. 35 mins after leaving Waterfall. Here the travellers were waylaid by a picnic party of boys, and their teacher, who treated them, in good fashion, to a tasty luncheon. The car was off again at 1.35 pm accompanied by a crowd of the boys, and a big tree tied to the after-axle of the car, with six boys on the tree. The car sped away down the hill, but had to pull up to allow the boys to disembark, as the travelling was too

lively for them. The Pass safely negotiated, the motorists passed through Woonona and other towns to Wollongong, which was flashed through at 2.30 p.m. On the main road a nail, lying point skywards, abruptly stopped proceedings for repairs to a punctured tyre. Kiama, via Jamberoo, was reached at 4.55 p.m., the car having travelled 90 miles. "For the benefit of any person fond of a good horse, there is one in the vicinity of the main road at Kiama who can win any 'cup' in a canter," say the motorists, for at sight of this modern rival he started out and beat the car out of sight, and is probably still going. Plenty of fine red dust shipped en route gave the motorists an opportunity of thoroughly appreciating a dip in the briny, and in the

cool of the evening a run was made to the Nowra bridge...' (The Australian Star, 2.12.1903)

But roads were not the only challenge. 'In the days before electric starters [i.e. up until the late 1920s or early 1930s], cranking the engine demanded a deal of strength and agility. Mechanical breakdowns were frequent, and springs and axels often broke on rough roads. Service facilities were scarce and motor tourists often had to send fuel ahead by rail.' And, in the early days of motoring, separate vehicle registration was required in every council area visited...and up at least until the 1930s interstate motorists were required to obtain a 'Visiting Motorist's Pass' when driving in NSW (Tasmania still required a Visiting Motorist's Pass in the late 1950s).



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A Word from the 'Recollections' Editorial Team

We've had to start the 'Recollections' production process - without knowing whether this issue can be distributed in printed form at the time it would normally be distributed (i.e. towards the end of September 2021).


Initially, it may only be available on line. However, we will print paper copies and distribute them as soon as distribution becomes possible. We want this issue to reach many of our regular readers as possible - some time!

The first vehicles to carry significant numbers of people to the South Coast were 'service cars' that connected with the railway at centres such as Bomaderry, Cooma and Nimmitabel:

'The Far Southern districts of New South Wales owe much to the mail and passenger services of Balmain Bros. They are truly a modern and improved edition of Cobb and Co. Isolated towns such as Bega, and even more remote districts fifty miles from railhead, receive before lunch each day, Sydney mails posted the night before, and which had first to be carried 290

You could help us enormously by letting your neighbours and friends know this issue is now available - possibly (hopefully!) from most of our regular distributors, but certainly on-line at www.bit.ly/Recollections30

We are also planning some more bus tours and introducing a walking tour of Bega (see page 9). We're optimistically scheduling these, so are accepting bookings - but we won't charge your credit card until we're reasonably certain they'll be able to proceed.

We hope you enjoy the stories in this issue. 

miles by rail to Nimmitabel. Balmain Brothers' cars, running in first-class order after having done 130,000 miles with as many as 60 bags of mail and passengers aboard, still climb daily the eleven miles of road up the famous Brown Mountain. From Bega at sea level they climb daily to an altitude of 3400 feet'. (Sunday Times, 5.4.1925)

Service car businesses seemed to thrive once it was realised that they were not competing with the railways but, in effect, were extending the routes serviced by the railways. By the mid-1920s this was reflected in Balmain Brothers advertisements that were carrying the by-line 'in conjunction with the New South Wales & Victorian Railways'. (Government thinking advanced a stage further in the late 1920s with an acceptance that building roads was a better alternative than building new railways.)

Locally, local hire car operators emerged. At the time

Form No. 47.
TRANSPORT COMMISSIONERS OF NEW SOUTH WALES.
HIGHWAY AND ROADS TRANSPORTATION BRANCH.

VISITING MOTORIST'S PASS.

NEW SOUTH WALES.
(NON-COMMERCIAL PURPOSES.)

If not sooner suspended or cancelled in force until _____

† Instruction to issuing officer:—This date must not extend beyond date of expiry of registration of driver's license, or more than three months from date of issue.

Home State in which vehicle is registered.*	Type of registration.	Registration No. of vehicle in Home State.	DATE OF EXPIRY OF REGISTRATION.

*Insert Victoria, Queensland, etc. (Car, Lorry, Cycle, etc.)

OWNER.
Vehicle owned by _____
permanently residing at _____

DRIVER.
in the State of _____
Driver's name _____
Permanent address _____
in the State of _____
Address in N.S.W. _____

Where licensed _____ No. of license _____ DATE OF EXPIRY _____

DESCRIPTION OF VEHICLE:

1. Make _____	2. Type of body _____
3. Seating capacity _____	4. Colour _____
5. Engine No. _____	6. Chassis No. _____
7. Year of manufacture _____	8. Model No. or letter _____
9. No. of cylinders _____	10. Horsepower—Mfrs. _____ R.A.C. _____
11. Country of origin _____	12. Class of Tyres _____ 13. Weight _____ cwt.

I HEREBY APPLY for a Visiting Motorist's Pass in respect of the abovespecified vehicle, and in consideration of such Pass being issued to me, I undertake to observe the New South Wales traffic laws and regulations. I also undertake to notify the Transport Commissioners of New South Wales in the event of my departing from the particulars stated on this application.

Upon any breach of the conditions of this Pass, I undertake to pay the tax and license fees prescribed under the New South Wales Traffic Acts and Regulations.

I declare that the vehicle will not be used in New South Wales for the carriage of passengers and/or goods in the course of any trade or business, or for hire or any consideration.

I PROPOSE to visit the following places in New South Wales _____

and use the vehicle for _____

Signature of Applicant _____ Date _____

Vehicle, certificate of registration, and driver's license examined and particulars found correct.

WINDSCREEN LABEL No. _____ ISSUED _____

PASS THE OWNER, DRIVER, AND CAR OR CYCLE as abovenamed and described in New South Wales until the date shown at the top of this Pass.

Signature _____ of Police.
Regd. No. _____
Police Station _____ Date _____

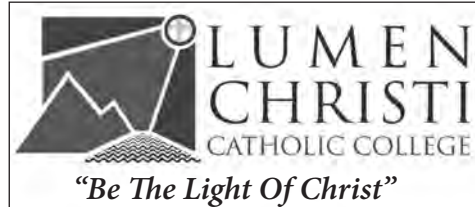
To Police and Authorised Officers in New South Wales.

For and on behalf of the Transport Commissioners of N.S.W., Highway and Roads Transportation Branch.

PLEASE READ INSTRUCTIONS ON THE BACK OF THIS PASS.

ST. 402 Sydney: Alfred James Kent, L.R.O., Government Printers—1924

This copy to be issued to the Applicant.



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there were no local bus services so, unless you were one of the few who owned their own vehicle, to travel anywhere (a few miles in town, to the surrounding countryside for a weekend picnic, or further afield like visiting Sydney to attend the Royal Easter Show with a small group of friends) necessitated hiring a car or, if you didn't have a driving licence, a car plus a driver.

There was an enormous increase in the number of registered cars (and licensed motorists) in the 1920s: in 1910 there were just over 2,000 cars registered in NSW. By 1921 this number had grown to 28,665... but by 1929 it had jumped to 170,039... and then, as a result of the Depression, the number tapered off to reach just 198,925 in 1937.

This resulted in a commensurate increase in the number of motorists visiting the South Coast – and of facilities being provided to them and to a growing number of locals who were purchasing ‘motors’. (Foreseeing the increase in tourism that resulted from increasing ownership of motor vehicles, the NRMA opened a ‘Touring Department’ in 1924 at a time when it had just 550 members. Five years later, that membership had grown to 47,293 – of whom 20,249 were ‘country members’.)

One of the more interesting companies that served the motoring public on the NSW South Coast was Balmain Brothers (Bega) Limited. It transformed from one that was running a service car between Cooma, Bombala and Bega to a group of companies that provided a total range of motoring services, throughout the region: it retailed vehicles (astutely acquiring a General Motors dealership), serviced vehicles, retailed fuel and oil, provided local NRMA roadside assistance, became a major motor vehicle finance provider in the area, operated a local touring information centre... and ran local bus services, mail delivery services (including several Roadside Mail Delivery routes) and other general delivery services. Its Managing Director, Billy Balmain, was passionate about promoting and improving local roads to the extent that he would routinely quiz his drivers about the condition of local roads and then pressure the local roads authorities to repair and upgrade sections of road that he considered to be in poor condition.

The character of the South Coast was irrevocably changed as motor cars were more commonly used by locals and, more importantly, as more motorists from elsewhere discovered that the South Coast was an attractive area to visit. The condition of roads and river crossings simply had to be improved:

‘While there were no complaints regarding the Ferry service over the Clyde River at Bateman’s Bay during the holidays, hundreds of visiting motorists must have searched the dictionary for expressive adjectives during the long delay in arriving at their respective destinations. This is the only Ferry service on this magnificent highway of ours, which tourists acclaim as the “scenic gem” of the State. We have publicised its beauty, and visitors, hearkening unto the call of the Press, and the voice of Broadcasting announcers have responded



Balmain Bros providing NRMA service.

in a wonderful way, but find they are held up for hours in a hot sun on a crowded highway. Future delays will have a serious effect on the tourist trade of the Far South Coast. The construction of a bridge is the only remedy, and a concerted “pull” by everyone affected.

If an extra punt were placed in operation during ‘the rush’ season, it would give great assistance until the bridge is completed. Undoubtedly, the increase in motor traffic this year is due in a large measure to improved road conditions effected by the Dept of Main Roads.

According to the Divisional Engineer, Mr Donaldson, there was an increase in motor traffic on the punt of 36 per cent compared with December 1937, and for Christmas Eve and Boxing Day over 26 percent increase on the previous periods.

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**SHOW YOUR SUPPORT
BECOME A MEMBER TODAY**

It will thus be seen that a bridge over the Clyde River is an urgent necessity'. Cobargo Chronicle, 20.1.1939)

But, as the adjacent timeline illustrates, it took decades for this to actually happen (that particular bridge over the Clyde River was not opened until 1956 – almost 17 years later!).

Narooma provides a good example of how the increasing use of motor cars on the NSW South Coast changed the character of many of the area's towns.

Narooma started to become a popular tourist destination from the early 1900s. By 1915 there were three accommodation providers in the town – the Coronation Hotel, the Narooma Hotel and Marseilles Boarding House run by a Mrs C Scantlebury. A total of around 90 beds were available. By 1930 this number had increased to at least 10 accommodation providers.

Partly because of a shortage of alternative accommodation in town and partly because motor cars made it much easier to transport family camping equipment, camping also surged in popularity:



Dignam's Creek Bridge — What the roads were like around 1890.

'Motorists who intend spending a camping holiday anywhere on the South Coast between Sydney and Bega are warned that camp sites are now almost unobtainable. Wollongong, Kiama, Nowra, Jervis Bay, Ulladulla, Bateman's Bay, Moruya, Narooma, and Bega are full. It is expected that 75,000 people from Sydney will camp along the coast.'

Fishing reports from all centres are good, particularly Narooma and Moruya. There is good swimming all along the coast, but a number of sharks have been seen this season.

For local history lovers

Available Narooma Newsagency, Visitors' Centre, ABC Cheese Factory, Bodalla Bakery, bookshops and galleries from Bega to Moruya, or online from author.

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Authorised by Kristy McBain MP A.P. 1/21-25 Monaro Street, Queanbeyan NSW 2520

Roads all the way south are excellent.' (Daily Telegraph, 17.12.1939)

The popularity of holiday camping in Narooma was such that in the late 1920s it became known locally as 'tent town'. By 1935 three large camping grounds had been developed in the town and it is estimated over 5,000 holidaymakers camped in Narooma over the summer of 1945-46.

Facilities for visitors (and locals) also improved beyond 'the town milk man making his round among the campers and supplies them with milk, while he also brings along drinking water for their use'. A water supply was connected to Narooma town from Mt Dromedary in 1935, town power became available in 1936, and the town's golf course was upgraded in the 1930s to become what the *Braidwood Dispatch and Mining Journal* described (2.4.1937) as a 'golf links second to none in the State'.

Whilst a punt (initially hand operated, but upgraded to a motor powered ferry with a two vehicle capacity in 1920, and then to an eight-car capacity ferry in 1929) had operated across Wagonga inlet from as early as 1894, a bridge (the same bridge still spanning the inlet today) was not provided until June 1931. It, undoubtedly, then contributed substantially to Narooma's development as a tourist town.

As cars became a favoured means of transport, lock-up garages were added for motorists staying at hotels and guest houses. For example, the Narooma Hotel (on the site of today's O'Briens Hotel) had 11 garages erected across the road for the use of its guests.

From the second half of the 1930s auto cabins (the forerunner of motels) were erected. By 1940 there were 16

To page 8

The Road South

- 1920 – the road south from Sydney was named the Prince's Highway (see newspaper report below)
- 1925 – the road was sealed to Sutherland
- 1928 – The Princes Highway was proclaimed State Highway No 1. (In 1954 it became part of National Highway 1)
- 1929 – Tom Ugly's Bridge was opened
- 1931 – the Narooma Bridge was opened
- 1932 – the road was sealed to Kiama
- 1937 – the road was sealed to Milton
- 1941 – the 'Prince's Highway' became the 'Princes Highway'
- 1942 – the Mount Ousley Road was opened as an alternative to the steep and narrow Bulli Pass (initially to enable larger defence vehicles to descend the escarpment)
- 1950 – the road was sealed to Moruya
- 1956 – the Clyde River bridge was opened (a motor punt had operated since 1915)
- 1957 – a new bridge over the Tuross River was opened
- 1965 – the bitumen reached the Victorian border
- 1966 – a new bridge over the Moruya River was opened (replacing a temporary wooden bridge that had been erected when the earlier bridge had been washed away in a flood in 1945)
- 1966 – the Brown Mountain Road was sealed
- 1975 – a new high level bridge was opened over the Bega River.

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Bring Your Picks and Shovels

The Prince's Highway – the road to Melbourne via the South Coast – was officially opened and named yesterday by the Minister for Local Government (Mr. T. D. Mutch). A picturesque spot, in the vicinity of the Bulli Pass Lookout, was chosen for the ceremony. The portion of the road selected for the function commands a splendid panoramic view of the ocean and several South Coast towns. The visitors who travelled by train to Bulli and on to the Lookout by car were not so fortunate as those who journeyed by car from Sydney. A couple of the cars which attempted the steep climb – 1,100 ft. – from Bulli to the Lookout broke down, and among those who had to walk were the Federal Minister for Works and Railways (Mr. Groom) who was accompanied by Mrs. Groom. But they appeared to enjoy the experience.

Soon after the naming ceremony steady rain commenced to fall, and it was decided to abandon the toast list at the luncheon, which was held in the open. The ladies sought shelter of the cars, while the other visitors gathered under a spacious tree and listened to several informal speeches by the Ministers and others interested in the good roads movement.

The suggestion that the old "top road" on the South Coast should be named the Prince's Highway was made by the National Roads Association. The Bulli Shire Council, which was communicated with, endorsed the proposal. No alteration or improvements have so far been made, but it is hoped to plant an avenue of trees along

the highway right to the border. The Prince's Highway runs through Gippsland to Melbourne, and is regarded as the favourite road to the Victorian capital ...

Mr. Groom said that the naming of the road the Prince's Highway was a pleasing tribute to his Royal Highness. The Prince of Wales [later King Edward VIII] had captured the hearts of the Australian people and by his gracious manner he had already made a highway to the hearts of the people. (Applause) Mr. Mutch, in naming the road, said he had travelled over practically the whole of New South Wales by train, on foot, and by cycle, but he knew of no road more beautiful in the whole of his Australian travels than the Prince's Highway. (Applause) The Australian people did not realise what a magnificent asset they had in their coastal scenery. (Applause) ...

New South Wales had got ahead of Victoria in the naming of the highway, the Minister continued, but within a few weeks the Victorians would name their section. But he would remind the people of New South Wales that the Victorians were doing something practical. They were organising working bees. Something like that should be done by New South Wales. (Applause) If they could organise half the working population of the South Coast district to give one day towards improving the Prince's Highway, he would bring along a pick and shovel and do some work himself. (Applause)

—*Sydney Morning Herald*, 20.10.1920



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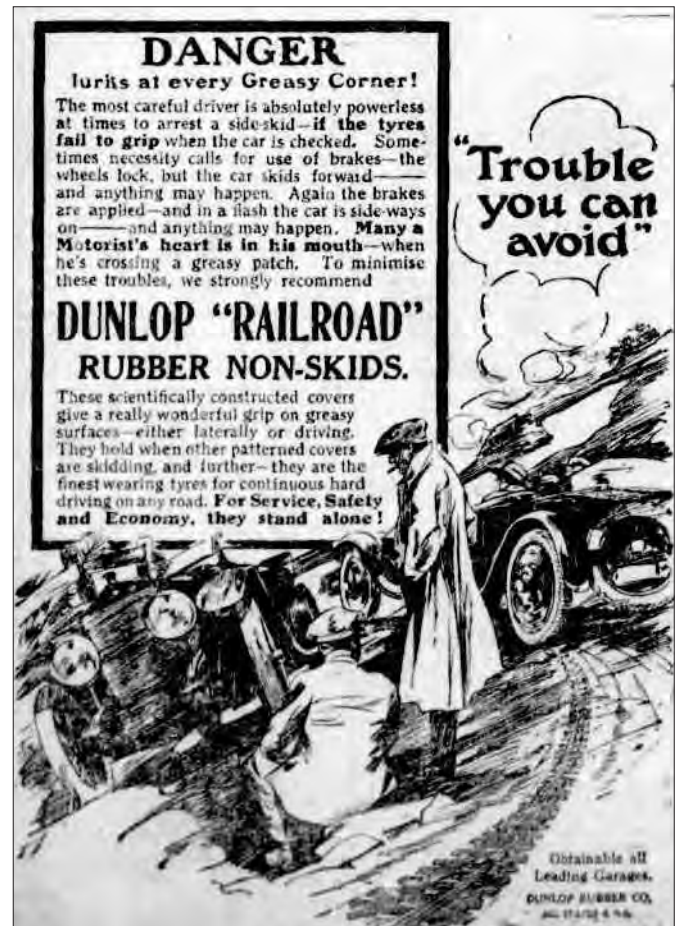
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auto cabins in the Ideal Auto Cabin Park in Narooma (on the site where Amooran Court is today).

The first motel in Narooma, The Tree Motel, opened in November 1958 and may have been the first motel to be constructed on the Princes Highway south from Sydney. The Montague Motel (now the Eco Motel) in North Narooma opened a year later. By 1981 there were 16 motels competing for business in the town – hammering a final nail in the coffin of the guest houses and private hotels that had previously provided much of the accommodation that had been available in town.

After World War II, private ownership of motor vehicles again increased. Roads were gradually being improved, cars were becoming far more reliable and efficient, and motor vehicle finance companies emerged that enabled ‘the man in the street’ to purchase a family car. Kerb-side petrol bowsers largely disappeared and other less-obvious changes occurred: super grade petrol became available, eliminating the ‘ping’ that was once a common feature of motoring; tyres and radiators vastly improved; spare parts became readily and quickly available (in earlier times it might take days, weeks or even months to obtain spare parts, which meant that many parts were necessarily reconditioned and reused, and it was common for service stations to share tools and equipment). So, many of the earlier challenges of running a ‘motor’ have largely disappeared. 



DANGER
lurks at every Greasy Corner!

The most careful driver is absolutely powerless at times to arrest a side-skid—if the tyres fail to grip when the car is checked. Sometimes necessity calls for use of brakes—the wheels lock, but the car skids forward—and anything may happen. Again the brakes are applied—and in a flash the car is side-ways on—and anything may happen. Many a Motorist's heart is in his mouth—when he's crossing a greasy patch. To minimise these troubles, we strongly recommend

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The Detested Charcoal Gas Producer

Rationing of petrol in Australia during and in the years immediately after World War II forced many motorists to attach charcoal burners to the outside of their vehicles to produce gas to fuel their vehicles.



‘Filling up’. Image: Australian War Memorial, accession number 042820

These units were cumbersome, were quite dangerous, and were not particularly efficient. As well, refuelling with charcoal was a messy process. But they did, at least, enable one to travel more freely – so they did have some advantages!

Their use was promoted widely by the Australian government, before and after it introduced petrol rationing in late 1940 (not just because there was a shortage of petrol available to Australia, but because the government wanted to help Britain overcome its wartime foreign exchange

problems by reducing Australia’s expenditure on fuel).

The story of how ineptly the government introduced and then handled the rationing of petrol is fascinating reading. It’s outlined, for example, in the *Journal of the Australian War Memorial*, No 36, available at www.awm.gov.au/articles/journal/j36/petrol (The Australian Government ‘proposed that consumers should be swamped with propaganda designed to promote voluntary economy in the use of petrol, in the hope that they would respond with such enthusiasm that rationing would not be necessary. What actually happened was that as soon as rationing was mentioned massive hoarding [of petrol] took place’ ... ‘the problem with getting motorists to switch to gas producers was that they were still a relatively new and largely unknown device. In fact, they were not even in general production, and in order to get production underway quickly the government had to sponsor development and manufacture of the units. That still left the problem of securing supplies of charcoal [the fuel source for gas producers] which was not, at the time, commercially produced...Everything had to be done in great haste and that set the scene for the muddling which followed’...‘The scheme finally devised for petrol rationing was complicated, and the paperwork was profuse... A total of 1,050,000 persons applied for petrol licences...To obtain ration tickets applicants had to complete and present an “Application for Ration Tickets” every time tickets [ultimately every two months] were required. The form required information which included the name and address of the licensee, the state of issue of

the licence, the denominations of the tickets required, the fuel licence number, the type of vehicle or engine, and if a motor vehicle, the registration number. The petrol licence and the motor vehicle registration (if applicable) had to be produced as well. Ration tickets were issued at post offices every business day (which in those days included Saturday), except in metropolitan areas where tickets were issued only on Mondays, Tuesdays and Wednesdays. The Note Printing Branch of the Commonwealth Bank produced the tickets in denominations of 1, 2, 5, 10, 44 and 100 gallons.)

The reality for motorists was that the gas producing units were far from convenient. The gas producer needed to be lit at least 20 minutes before the vehicle could be used, the units were extremely heavy causing vehicles to become



unstable on the road, and gas producing vehicles could only travel a limited distance. There was also the danger that passengers in the vehicle might be overcome by the gas...and it was even recommended that these vehicles not be parked in enclosed garages overnight.

They were also quite inefficient. Most gas producer trucks could only carry about half the load of petrol-fuelled vehicles and to travel up steep hills often required the driver to 'give her a shandy' (i.e. use a mixture of half petrol, half gas – thereby using up some of their precious supplies of petrol).

At first these gas producers were basic, but later manufacturers such as General Motors, International and Electrolux began marketing more elaborate versions. Within 12 months of their introduction, over 26,000 gas producer vehicles were in use across Australia. Ultimately 72,000 vehicles in Australia were equipped with gas producers.

Petrol rationing in Australia remained in force until early February 1950.

An increasing number of operators of producer gas units are apparently unaware of an amendment of the Motor Traffic Act which makes it an offence to dump "coals, ashes, clinker or any similar substance" on a public highway. The N.R.M.A. therefore warns motorists against the practice of cleaning their producer gas unit on the roadside.'

—The Kiama Independent & Shoalhaven Advertiser, 26.9.1942

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THE NSW Geographical Names Board advises that *'The New South Wales Government is committed to recognising Aboriginal cultural heritage by registering original place names given by Aboriginal people so that they sit side by side with existing European names.'*

'Since June 2001 the government has supported a dual naming policy for geographical features and cultural sites.'

'This community-driven system acknowledges the significance of Aboriginal culture and, in doing so, represents a meaningful contribution to the process of reconciliation in NSW.'

Many features on the South Coast have been assigned dual names including Balawan/Mt Imlay and Didthul/Pigeon House Mountain. Mt Dromedary is in the process of being given the dual name of Gulaga but, surprisingly (in view of its strong Aboriginal connection with Gulaga), Montague Island is not in the process of being dual named Barunguba, the name commonly used by the local Indigenous community.

An interesting article by Calla Wahlquist in *The Guardian* on 29th May 2021 provides historical background to dual naming of features and localities and, with Calla and *The Guardian's* kind permission, we thought it was worth including in this issue of 'Recollections'.

'The right thing to do': restoring Aboriginal place names key to recognising Indigenous histories

The first recorded name for the finger of land that sticks out at the entrance to Lake Macquarie, 100km north of Sydney, is Keep Clear Point, an instructive if unimaginative label marked on a map drawn in 1841. In the 1900s it became known by another name — Coon Island, apparently for a resident named Herbert Greta "Coon" Heaney.

Now it is being renamed again. In February, Lake Macquarie council began a community consultation process to investigate alternative names. Among the options under consideration is to change the name to Galgabba, a name for the area used by the Awabakal people.

Similar conversations are happening around Australia. In 2017, the Queensland government renamed seven places that included the word "nigger". In 2020, after global Black

Lives Matter protests, Western Australia renamed the King Leopold Ranges, named after the brutal colonial Belgium monarch, the Wunaamin Miliwundi Ranges, using both the Ngarinyin and Bunuba names for the area.

But many Aboriginal communities argue that renaming landscapes should not be limited to removing overtly racist names.

In Bundaberg in south-eastern Queensland there is a push to rename places where massacres of Aboriginal people took place.

"A lot of those places are named after the ... protectors or inspectors of Aborigines," says Melinda Holden from First Languages Australia. Holden is a Taribelang woman, one of the traditional owners of Bundaberg.

Protector or inspector of Aborigines was the title given

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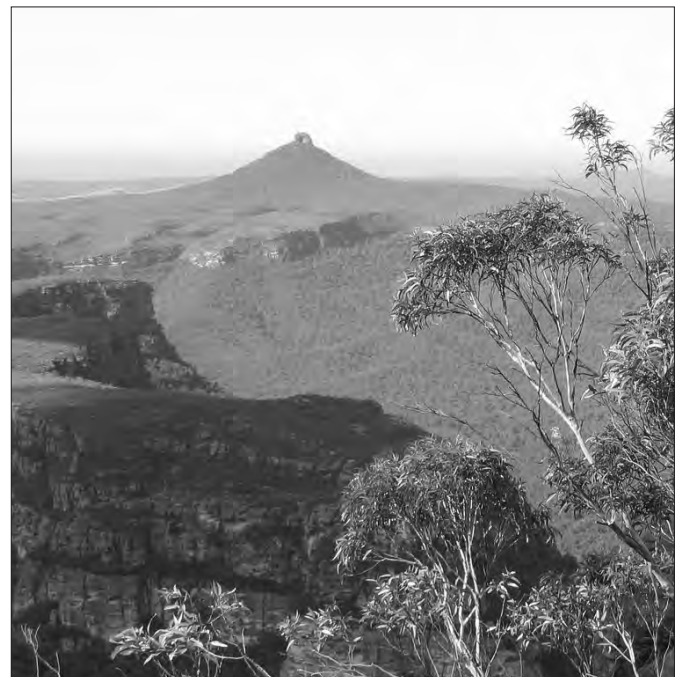
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We look forward to receiving your support in the near future.



Pigeon House Mountain/Didthul. Pigeon House was named by James Cook as he sailed up the coast in 1770. The Aboriginal name Didthul appears to relate to events surrounding the hunting and capture of an eel. The eel had been roasted by the people on the beach and, while they are sleeping, a pheasant (probably meaning a Lyre bird) took the eel from the fire and carried its head to Didthul, from the local Aboriginal word for 'woman's breast'.

to people responsible for controlling, and often removing, Aboriginal people.

“You have to expose the truth at a lot of the massacre sites – truth-telling and getting appropriate names for them,” she says. “We have a few massacre sites here in Bundaberg that we’re trying to work with the powers that be to get them renamed. There’s still a lot of people that don’t want to change the names.”

Holden says sites of frontier violence, such as Cedar Creek in Bundaberg and The Leap in Mackay, named for an Aboriginal woman who was driven over a cliff holding a child in her arms, should be renamed and have their histories properly contextualised.

Other areas, such as Fraser Island or K’gari, should just be renamed in accordance with the wishes of local people, she says.

There may be a period of transition, just as there was when Uluru was renamed from Ayers Rock in 1993, “but in the end it’s the right thing to do”.

“That’s all we call [Uluru] now, nobody gets hot under the collar anymore,” she says.

The national park which spans most of Fraser Island was renamed K’gari, the Butchulla name, in 2017.

“We have always known this as K’gari, local people call it K’gari,” says Holden. “It should not be dual named, it should be named K’gari island, not Fraser Island.”

Most Australian jurisdictions now have dual naming policies, which allow geographical features to be identified by both their traditional and colonial name.

Dual naming is one way to teach the broader community the Aboriginal history of a place, Holden says. For

communities that had language stripped from them through colonisation, it is a way to reclaim and preserve words which may otherwise have been lost.

“We’re confident enough now to make sure we hand it down,” she says. “We know our culture, and we know it through and through. A lot of people down south here, on the eastern coast, we didn’t have that exposure to our culture, like up in the central desert and northern Australia. We were robbed of that. It was taken off us by the protectors. Now we’re able to build on that and are a lot more confident about it.”

The introduction of native title laws in 1993 has aided the process to identify traditional place names in areas with fewer living language speakers. Researching the history of an area and its families, language and boundaries is part of the lengthy process to claim native title. It creates a map of who has authority to name what area.

“All our tribes, we have our boundaries and we know our boundaries,” Holden says. “Thanks to native title we have all had to sit down and work it out.”

DUAL-NAMING DEBATE

But in the areas most devastated by colonisation, native title has provided little assistance. There have been no successful native title applications in Tasmania. There is no formal system to declare who speaks for what country. And in the past five years, the debate over dual naming has become very messy.

In 2016, the Liberal government introduced a “new approach to Aboriginal eligibility” which replaced the nationally used three-part definition of Aboriginality



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Montague Island/Barunguba and Mt Dromedary/Gulaga. Gulaga is the mother mountain. She has two sons, Najanuka and Baranguba. Baranguba did not listen to his mother when he should have and forever has water blocking him from getting back to his mother. Najanuka stayed close by his mother and now is represented by Little Dromedary Mountain, not far from Gulaga.

– descent, self-identification and community recognition – with just one step, self-identification.

Before that change, Aboriginal place names were put forward by the Tasmanian Aboriginal Centre, which has been representing the Tasmanian Aboriginal community and conducting research on Tasmanian language and place names for more than 30 years.

“The remnants of language that were left were not enough to revive one single language from,” says the director of the TAC’s language program, Annie Reynolds. “So after months of discussions around the state in extensive consultations in 1993 and 1994, the community accepted that there would

have to be, or that there could be, one language put together from all the original languages.”

The result of that research is palawa kani, a reconstructed language for lutruwita (Tasmania). It was pieced together from word lists left behind by European settlers following extensive community consultations.

Place names in palawa kani are taken from the best available record of the local name for a place. Many were recorded by George Augustus Robinson, the “protector of Aboriginals” who toured Tasmania in the 1830s as part of an effort to round up people who had survived the Black War. He recorded more than 4,500 Aboriginal words in his journals and later made similar recordings in the Port Phillip area in Victoria.

Some of the languages spoken in Port Phillip were later captured in audio recordings of older speakers, which allowed the Tasmanian language researchers to reverse engineer the pronunciation of Tasmanian words and, using the international phonetic alphabet, develop a spelling system.

In 2012, the Tasmanian government recognised 13 traditional place names in palawa kani put forward by the TAC, including kunyani for Hobart’s Mount Wellington.

But the Liberal government changed the dual names policy in 2019, and in March approved 15 new dual names nominated by groups other than the TAC, including Kennaook for Cape Grim, the site of an 1828 massacre in which 30 Aboriginal people died, and Taneneryouer for Suicide Bay.

The TAC contests the new names and put forward the

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name pilri for Cape Grim, taynayuwa for the cliff where the people were killed, and luwuka for Suicide Bay.

'MORE AND MORE POLITICISED'

Earlier pushes to reintroduce Aboriginal names in the landscape of south-eastern Australia were met with considerable resistance.

In 1992, the Victorian government renamed the Grampians national park as the Grampians (Gariwerd) national park, but the decision was reversed after a change of government in 1992 and official use of Gariwerd was not reinstated until after the dual naming act was introduced in 1998.

Gariwerd, the name in the local Jardwadjali and Djabwurrung languages, was first recorded by George Augustus Robinson.

The area was named the Grampians by the Australian surveyor general Major Sir Thomas Mitchell in 1836.

Mitchell had issued a directive in 1828 to surveyors to "be particular in noting the native names of as many places as you can on your map", but failed his own directive in south-western Victoria because his travelling party killed seven Aboriginal people at a place he named Mount Dispersion, meaning that local people would not speak to him.

Mitchell's directive to use Aboriginal place names, where possible, echoed the practices of most European surveyors in Australia from the 1780s onwards, who transcribed – often incorrectly – local Aboriginal place names on maps used by settlers to carve up the land.

Names such as Wollongong, Wagga Wagga, Toowoomba and Coolangatta are derived from the languages of the

Indigenous inhabitants.

Ian Clark was the geographer tasked with identifying local Aboriginal place names in Gariwerd in the early 1990s.

"There was significant opposition locally and across the state to the proposal," Clark says. "I think because the approach [from traditional owners] was not upfront a willingness to accept dual naming. A lot of people were very uncomfortable with the erasure of non-Indigenous names, which they had formed a considerable degree of attachment to. And that process became more and more politicised as the debate went on."

Had dual naming been put forward as a solution at the start, he says, the debate may not have become so heated. But some responses were "quite ridiculous", he says.

"One person was saying, well what's going to be next, are we going to change the name of the Dandenongs?" he says. "But the Dandenongs already have an Indigenous name."

Some other place names were not adopted because they were seen as a risk to local tourism. The name for McKenzies Falls is Mikunung wira, the place where the blackfish (wirap) can go no higher. Mount Stapleton, named for Mitchell's second in command, was known as Gunigalk, or excrement stick.

"That was actually a wonderful insight into traditional practices, because in traditional times Indigenous people were very concerned that their enemies never got access to any part of their human body, including their waste. So they deliberately carefully buried their excreta," Clark says.

"But the local tourism authorities just could not accept a place name that meant excrement stick."

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'Bend': Bega's Eco-Neighbourhood

Bend is a 10-hectare property on the north-east corner of Bega township. Some of it is river flats, some of it is residential land on higher ground. The lower area includes agricultural land and a conservation area in which the Bend community has planted thousands of indigenous trees, shrubs and tussock grasses. It is within easy walking distance of the Bega CBD, enabling its residents to minimize their car usage.

Bend was developed by a not-for-profit, local, voluntary, incorporated association – Bend Eco Neighbourhood Developers Inc. (BENDeveloper). Its members (at one point over 100, many with a permaculture background) were inspired by the land and could immediately see the unique advantages it offered: a 5 minutes' walk to the Bega Post Office, close to the Bega River, fabulous distant views of Mumbulla Mountain, good soil, facing north, and sloping to the north – a site ideal for capturing solar energy, rainwater and growing food.

The aim of BENDeveloper, incorporated in December 2002, was 'to purchase land and develop a working ecologically and socially sustainable urban housing neighbourhood, which will allow for a diverse socio-economic community.'

The land was purchased in 2004. The philosophical basis of the development, as included in its Development Application to Bega Valley Shire Council in 2005, was:

- *Individually and as a society we have to significantly reduce our ecological footprint on the earth. In particular, our*

current consumption of energy, water and soil cannot be sustained.

- *As individuals and communities we are both diverse and interdependent. For human life to be sustainable we need to accept our diversity and work creatively with each other.*

The name, Bend, is a legacy of the name of the original developers. But Bend also fits with the land being on the bend in the river, and one of the community's strengths: its capacity to bend.

A Bend Neighbourhood Association now manages:

- a Community Title property under the Community Land Management Act NSW 1989, governed by



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- Bend Neighbourhood Association, and guided by a Management Statement legally tied to each freehold title;
 - a street of freehold lots with a capacity for 30 dwellings, including 19 that are privately owned, 10 that are owned by the not-for-profit Community Housing Limited that provides affordable housing rented to low-income families, and one owned by a tenants' cooperative;
 - the planning of buildings in the cul-de-sac - ensuring they conform to the Management Statement guidelines and are energy efficient, are constructed using environmentally-friendly materials (recycled, carbon neutral, local, where possible), include features such as passive solar design, dry composting toilets, rainwater tanks, and solar hot water;
 - the Neighbourhood Association's agricultural land, conservation area, roads, paths, gardens, domestic waste and recycling, water supply that includes its own firefighting capability, and its own greywater recycling system;
 - a neighbourhood workshop/shed, and a house with a kitchen, guest accommodation, a communal laundry and a gathering area, where regular meetings, shared dinners, and the occasional party are held.
- Residents actively participate in the neighbourhood:
- The whole community – owner-occupiers, social housing tenants, and private tenants – are able to participate equally in the Bend Neighbourhood Association, a sort of mini-council which operates on the basis of consensus decision-making;
 - All adult residents contribute one hour per week or equivalent to Neighbourhood Association maintenance tasks – social, physical and organizational;
 - The vast majority of residents engage with their neighbours and participate in community decision-making processes at a level that is much greater than is usual in the wider Australian community.
 - Residents are responsible for living in a way that reduces

fossil fuel and energy consumption, recycles organic waste, reduces waste and recycling (Bend households use 50% less bins than the average household in Bega), and maintains the certified organic status of the shared agricultural land.

In the global mix of Eco-Villages and Intentional Communities, Bend seems unusual (perhaps even unique) in that it embraces numerous, quite diverse objectives – e.g. ecological sustainability alongside not-for-profit rental housing. Another difference is that it is physically sited within an existing town. Its residents, therefore, remain an integral part of the Bega town community, rather than being physically and/or psychologically separated from it.

Jenny Spinks and Chris Allen were the catalysts for Bend. Most of their 47 years together has been in shared living situations. For 13 years they raised their children on a small, four-family tenants-in-common property in Tantawanglo. After their youngest left home Jenny moved into Bega and was looking for a block of land to build a home just for themselves.

In August 2002, walking along Bridge Street, Jenny looked south up the hill and saw land that was probably above the one in 100-year flood line. At the top of the block, near East Street, she identified a perfect place for them to build a passive solar home like the one that Chris had built in Tantawanglo.

Jenny then learned that the land was for sale and showed it to Chris. He said “They’re not going to subdivide a little block for us. They are going to want to sell the whole block. If we want to live here, we are going to have to do it with a lot of other people.” The concept that became Bend had been conceived.

That same month the first BENDeveloper meeting was held – mainly of people who had been at a permaculture-oriented Far South Coast Field Day held in Candelo, and who were invited by Mel Cattlin, a neighbour of Jenny's. Ultimately 10 to 15 contacts, inspired by and wanting to



Bend, on the hill above the Bega River floodplain

support the vision of this growing group, volunteered to provide loans to enable the property to be acquired.

Jenny may have been an ideal person to inspire and promote this community project. She grew up in a Quaker family with their testimonies of simplicity, truth, equality and peace, which allowed the project to 'just emerge and evolve' thanks to a collaborative local voluntary group with a strong environmental and social equality/social justice focus. She brought to the project a determination that 'it had to be done well' – there had to be true consensus where everyone's contribution was valued and given space, whatever their skills or professional status.

Perhaps because of this – or perhaps fortuitously! – advice, assistance and encouragement was received from a number of key people. For example, Bega Valley Shire Council's Director of Planning, Garret Barry, supported the initiative and provided valuable guidance through the



Jenny Spinks and Chris Allen

Development Application and Construction Certificate process; a conventional developer, who was consulted about the wisdom of buying the land at the asking price, said if BENDeveloper did not buy the land he would take his cheque book straight round to the owners and acquire it for a conventional development; professional architects, permaculturalists, accountants, solicitors, electricians, Quakers, and a wide range of Bega Valley supporters all provided invaluable input; Casuarina Aged Care Hostel agreed to an easement for rainwater from its roofs to be diverted into Bend neighbourhood tanks – a cheaper option than diverting their storm water run-off into Council's stormwater system on Bega Street; Permaculturalist, John Champagne, who had been working with another group on an eco-village in the Bega Valley for some years, also became interested and played an important role in both the design and the coordination of the project.

Once the land was bought in 2004, BENDeveloper moved into the design phase and getting the plans through Council. The DA was approved in 2007 at which point BENDeveloper could sell the lots off the plan. Contracts were exchanged on quite a few lots, with some people putting in deposits over the usual 10%. Some of the land was sold to Mumbulla Steiner School. A bank was then confident to provide a large loan for installing the infrastructure which was completed in 2008.

The interval between Jenny first identifying the site and the management of the land being transferred from BENDeveloper to Bend Neighbourhood Association was about 7 years. The first residents (who still live at Bend) moved into their home in 2009.



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In the early developer days, a decision was made to aim for one-third of the dwellings in the Bend neighbourhood to be made available on a rental basis to low-income families. It was not until December 2007 that Community Housing Limited (CHL), an established not-for-profit social housing provider (the rents paid by tenants are determined by the income they are receiving), became involved and built 10 homes on the 5 lots that they bought. BENDeveloper funded 10% of the cost of the land and the 10 homes built by CHL and they supported the formation of a tenants' cooperative (Bega Eco Neighbourhood Community Housing – BENCH). Recently BENCH purchased an additional home at Bend for not-for-profit rental.

BENDeveloper experienced little difficulty attracting residents. It established a 'Hope to Be' Team (one of the numerous BENDeveloper teams) of people who wanted to live at Bend. This team facilitated numerous 'how to' conversations about house plans, keeping chooks etc., and had a lot of input into BENDeveloper decisions. There was

also a Block Allocation Team to properly handle enquiries from prospective purchasers, and a Not-for-Profit Rental Housing Team to support the development of the tenants' Co-op.

The initiative has been a huge success. As one current resident proudly said, 'We've done it, we're living here, there are challenges of course but, overall, it's working extremely well.'

Bend is an encouraging example of how community cohesion can be maintained, affordable housing can be provided to those in need, and ecological sustainability can be at the heart of lifestyle and building. With the current acute shortage of housing – particularly affordable housing – locally, Bend may also provide an immediately-workable model that could be adopted, or adapted, to address that shortage. **R**

Sources: Bend information and press reports available on the internet; information provided by Jenny, Chris, Suellen, Sunny and Dennis, residents at Bend.

Temperance

Sometimes, when one is doing a little digging, the 'story behind the story' becomes so intriguing that it becomes a serious distraction to the original topic of research that is being undertaken.

This was the case recently when I was seeking information about the Temperance Hall in Bega. It subsequently became the Lyceum Hall, and later became Balmain Brothers 'Motor House' – a service station and later a car sales showroom.

What I had discovered was that the Temperance Hall was erected, in the early 1880s at a cost of about £1,300, by the Bega Temperance Hall Company – a conventional company with around 400 local shareholders who had each invested their money to enable it to be built. It was originally planned to be a 30-foot by 60-foot hall, but during the planning stage its size was increased to a 95-foot by 30-foot hall, capable of seating around 800 people. That's a mighty big hall for a town that only had a population of around 2,000 at the time. It was, to quote the *Bega Gazette* of 17th May 1882, built to provide 'the temperance bodies with a rallying point worthy of the cause they have espoused, and Bega will have one more ornament added to its street architecture.'

Across the street, at that time, was the Occidental Hotel. A decade later, on 9th September 1908, the *Bega Budget* reported that 'tomorrow, the work of the temperance party will be demonstrated by the closing of the Occidental Hotel bar. And three other hotels are to be treated similarly when periods from one to 2½ years elapse'. The Occidental Hotel subsequently became Phillip's Temperance Hotel.

The immense influence that the temperance movement was having in Bega was beginning to intrigue me and, I had to admit, the history of the temperance movement in Australia was not a topic with which I was overly familiar. So, delving a little deeper became a distraction.

For about a century from the mid-19th century the temperance movement was an influential force in Australia. It was a movement that came from Britain and America (well-known speakers from the US toured widely in Australia in the 1880s and 1890s) aiming to agitate for

laws restricting the sale of alcohol and aiming to educate the public on the importance of total abstinence. It attracted many women supporters with its scope rapidly extending to other popular social reform movements such as anti-gambling, Sabbatarianism, anti-sweating, the antiwar and peace movements, raising the age of consent, banning the sale of drink and cigarettes to minors, and extending the franchise to women.

Locally, the temperance movement had significant support from the Methodist, Congregationalist, Presbyterian, Baptist and Salvation Army Churches (Catholics were somewhat ambivalent, defending an individual's right, as one Parliamentarian put it, 'to take a glass of grog if he wished'), civic leaders such as the Mayor, the local School of Arts committee, and other well-known locals such as William Rixon, who permitted one visiting temperance lecturer to open his campaign in Bega by addressing a large crowd from the verandah of his office in Carp St. Even the Bega Band performed at the official laying of the foundation stone of the Temperance Hall.

The movement was made up of many different organisations – for example, the Women's Christian Temperance Union, the Good Templars, the Band of



The Lyceum Hall building that became Balmain Brothers Motor Garage. Image: State Library of NSW, FL1718839

Hope, the Sons of Temperance, the Independent Order of Rechabites, a Total Abstinence Society – and ‘branches’ were active in local villages including Candelo, Cobargo, Wolumla, Bermagui, and even Brogo and Dry River (now Quaama).

These organisations also became involved in a wide range of other community activities such as the establishment of youth recreational centres, the building of public drinking fountains and public playgrounds, and the opening of coffee shops. For example, the Dromedary Hotel in Central Tilba was originally established, in 1895, as a temperance coffee parlour.

The movement had its greatest success from around 1905, when the Liquor Act was amended to allow local communities to vote on reducing the number of liquor licences in its area (the Bega community voted in favour of this option, ultimately leading to a reduction in the number of hotels in the town from nine to five – one of which was the Occidental Hotel), up until 1916 when six o’clock closing of hotels was carried in a referendum (this measure was extended by Parliament in 1919, retained by referendum in 1947, and was finally repealed, also by referendum, in 1954). In 1928 the anti-drink cause suffered perhaps its greatest setback when a NSW referendum on prohibition was defeated in every electorate in the State.

Eventually returning to my original research, I discovered that the Bega Temperance Hall had an equally interesting a history. It became the Lyceum Theatre in 1885 and for a period was a popular venue for large social functions. It was also the venue where, in January 1888, the Premier of NSW Sir Henry Parkes addressed a gathering of 900 locals and promised that a Bega-Eden railway line would be constructed.

But it was not a luxurious building (we know, for example, it had a dirt floor and was heated by drums in the

aisles that were fuelled by wood or charcoal) and, as early as December 1885, some in the town were deriding it as ‘a white elephant known as the Bega Lyceum Hall...it is no secret the building must be sold’ (Bega Gazette, 31.12.1885). It was eventually put up for sale and in December 1908 the local Council decided to buy it to convert into a Town Hall. The price: £700!

Council then asked for authority to borrow £1,300 (£700 was needed to purchase the hall, £580 for additions and alterations, £50 for renovations, £100 for furnishings) but their request was rejected.

Whyman & Brooks, a firm of coachbuilders, subsequently purchased the hall, amalgamated it with another property and on-sold it in 1910 to Balmain and Heyde (later Balmain Brothers Bega). It then had a life as a motor garage and car showroom for over 75 years.

Peter Lacey



Phillip's Temperance Hotel, c 1910, previously the Occidental Hotel. It operated until October 1912. Image: State Library of NSW, FL1682583

Australia Day, 18th August. I'm Intrigued!

Paul sent us an email: ‘The Recollections 29 front page photo depicts an Australia Day celebration in 1915 in Bodalla on August 18th. August 18th...Australia Day??? I'm intrigued. What's the story?’

The answer, Paul, is that this has nothing to do with Australia Day as we now celebrate it on January 26th. It was an event held to support the Australian World War I war effort.

The *Cobargo Chronicle* newspaper includes numerous reports of ‘Australia Day’ activities having been held around that time in South Coast towns – for example, reports of Narooma, Cobargo, Tilba and Nerrigundah Australia Day activities were included in the 13th August 1915 edition and reports of the Bermagui and Quaama activities were included in the 20th August 1915 edition. Most of these reports are simply lists of locals who had provided goods to be used in some way to raise funds to support the Australian war effort and/or are lists of locals who had

either purchased goods to support the war effort or had made an Australia Day donation to support Australia's war effort. Such lists were commonly published at the time – both to acknowledge those who were supporting the war




effort and, by omission, to shame those who were not doing so. All the money raised on these occasions was being given to an Australia Day Fund.

The report on the Cobargo Australia Day activities, however, provides us with the best clue as to why this was 'Australia Day'. Some of the stalls were given State themes – a stall predominantly selling drapery was the 'Victorian Store', a store selling fancies was the 'Queensland Store', and there was a Tasmanian stall. (The Federation of Australian States was, at the time, relatively recent and World War I had united the States in a way that had not been previously experienced, so calling this fundraising event 'Australia Day' astutely capitalized on that new-found nationalism.)

Most helpfully, however, is a report in the 27th August edition of the Cobargo Chronicle of the Bodalla Australia Day activities:

'Australia Day was celebrated at Bodalla on Wednesday last week. A Bega visitor, who was delighted with the whole of the excellent arrangements made for the day has supplied us with the following particulars. A fine procession was headed by the Mounted Police and the Moruya Band. Then came the King and Queen's carriage, Australia (a lady on horseback), an ambulance car containing a wounded soldier, cadets in khaki, Red Cross nurses, a trolley containing John Bull, an ambulance containing Dardanelles wounded, next were ten decorated motor cars, a motor bike representing a machine gun, the Wayback Stockman (a man who never lost a mob), some 50 vehicles and horsemen. The decorations in the village were on a lavish scale, a big archway being erected at the entrance to the sports ground. At luncheon, the manager [of the Bodalla Estate], Mr. Hutchison, entertained over a hundred children, and Mr. Clive Mort treated the juveniles to sweets. Mrs Guy Ebsworth stocked a stall at her own expense, and took over £80. Mrs Woodward's sweets stall was responsible for another £20. Mrs Hutchison, Mrs Head and Mrs Clive had charge of the refreshment stall. The hotel booth was run by Mr. Pat Leonard, the whole of the takings for the day going in a lump as

a donation to the funds. Mr. Brown was the capable secretary of the demonstration. Mr. Hutchison took part in all equestrian events, riding his own well-known horses, Plover and Quail and Tattler. It was a treat to see him and Mr. John Hopkins (a one-time noted buckjump rider) taking part in these contests. Mr. Hutchison made a rousing recruiting speech, his exhortation being, "Go, lads, go - your places will be kept for you - I'm too old to go myself, but I'll help do your work while you are away." At the sale of goods Mr. Pat Leonard wielded the hammer in the slashing style reminiscent of the late John Inglis. The ball at night was attended by about 60 couples. The committee will have a total of about £280 as the result of Bodalla's splendid effort.' 

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