

HISTORY is an argument without an end



Nelligen: A Brief History

The little town of Nelligen (pronounced with a hard 'g') has an interesting history and – with all credit to whoever was responsible for organizing it – real efforts have been made to ensure that its history is presented in a readily accessible way to visitors. So, taking the short detour off the Kings Highway to this picturesque village can certainly be rewarding.

Like many South Coast townships, Nelligen has had several 'lives'.

The area around Nellican Creek (the creek that the Kings Highway follows for a short way west of Nelligen) had been surveyed in 1827 by Surveyors Thomas Florance and Robert Hoddle who were mapping an area from Jervis Bay to 'Mherroyah' (Moruya) and from Braidwood to Araluen. In late 1829, when Hoddle returned to the area, a 640-acre portion of 'good forest land at Nellican Creek' was surveyed for Francis Moylan, an absentee landowner who never visited the area.

Because of its accessibility to the Clyde River, and therefore shipping services, the surrounding area initially attracted the attention of timber-getters.

The town/port emerged on its present site because it was, for all practical purposes, as far up the Clyde River as ships could easily navigate (steamships were working the upstream areas of the Clyde River from as early as 1853) ...AND, in 1853 the junction of Nellican Creek and the Clyde River was chosen as the site of the workmen's camp for those who were constructing the road up the mountains to Braidwood (these were mostly convicts who worked on the section of the road up to 'Government Bend', which today is prominently signposted; the remainder of the road to Braidwood was built by contractors) ...AND it was likely to become the final destination of the road down Clyde Mountain...AND fresh water was available locally from springs (the Clyde River at this point is tidal and its water is therefore unsuitable for domestic purposes).

Fantastic Reads

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As early as 1835 the Colonial Secretary had been petitioned to build 'a road from Braidwood to Bateman Bay, whereby the Braidwood district settlers might ship their wool and receive supplies.' In 1852, a second petition, from 26 landholders and 'citizens of Braidwood', was also sent to the Colonial Secretary asking that the road be built. This approach seemed to have a positive impact and the Clyde Mountain Road was opened in 1856.



The ferry at Nelligen, 1948. Image: National Archives of Australia, barcode 11708976

In the early 1850s gold was discovered at Araluen, Majors Creek, Captains Flat, Currowan Creek and Braidwood. So, Nelligen emerged as a major stopping-off point and supply depot for thousands of miners heading to these goldfields

The town was officially gazetted in 1854. Nelligen then became 'a stirring little township of bark huts, serviced by two large stores of S Richardson [from Braidwood] and Wilson and Bush, from which 18 or 20 teams left daily to convey goods, brought twice weekly by steamers from Sydney, for Braidwood and its goldfields.'

From that point the town grew rapidly. A post office was opened in 1858, a Commercial Hotel was built in 1859, a police lock-up was built in 1860 and Courts of Petty Sessions were held in the town from the next year. The town's first school was opened in 1865.

A "Nelligen, Clyde River" report in the *Sydney Morning*



The Ferry stop at Nelligen

Herald in October 1860 includes some interesting observations about the developing town and its surrounding areas:

This place is assuming a degree of importance for the time, second to no other district in the colony. It is only about three years ago since the dingo, the opossum, and kangaroo could roam undisturbed by the presence of the white man, but they have had to retire to scenes more remote and congenial to their predatory and solitary habits. The gum trees, whose gigantic proportions were enough to frighten modest labour, have also been levelled to the ground, and on their sites are established one large warehouse, belonging to the Illawarra Steampacket Company, [hence the name of Nelligen's Steampacket Hotel, which opened around 1865] whose steamers visit here twice a week; also, four public houses, two stores, two blacksmith's shops, one baker, and all doing a roaring trade. There are upwards of five hundred horses, and nearly as many bullocks kept continually carrying upon the road, between this and Braidwood and neighbouring gold fields.

The road, like all the other roads in the colony, is in a most deplorable condition, although there are from six to eight horses attached to each dray, it takes from three to four days to arrive in Braidwood the distance being only thirty-one miles. Anyone, to look at the road just now, would be puzzled to think how it was possible for teams to reach their destination. My own opinion is that the road will never be of



C 1939. About to cross the Clyde River by ferry. The men are emerging from the Steampacket Hotel.

any really practical use till a tramway is made, which could be done for about four thousand pounds a mile. Taking into consideration the immense traffic, I am of the opinion that, if a private company could be formed for its construction, the returns would be ample.

We are expecting an extensive land sale here on the fifth November, which it is hoped will be the means of increasing our population. The land is of an excellent quality for agriculture purposes with never failing streams of water. The Major's Creek and Araluen gold fields are doing well as usual, but Mogo at present is rather easier. I might say to the unemployed, that a tailor, a shoemaker, and a wheel wright might get plenty of employment in this part.

By 1892 the town had a population of over 500. (By 1934 this had fallen to 350, and by 2006 – with the opening of bridges over the Clyde River at Nelligen and Batemans Bay

Victory!

I'd like to think that concern expressed by Recollections readers, sparked by the article on Trove in our last issue, contributed to the Federal Government's recent announcement that \$33-million will be made available to the National Library of Australia, assuring the future of Trove. But it's really a victory for common sense: you don't spend millions of dollars developing a library system that is the envy of the world, just to then totally abandon it. And, I suspect, the announcement was also good politics – the Labor government undoubtedly receiving many 'brownie points' from many, many voters for clearly and unequivocally demonstrating its

support for Trove.

But now we're faced with another challenge. Many of the historic newspapers from the South Coast area have yet to be added to Trove. Again, the reason is cost: it costs \$1.54 to digitize for Trove every page of a newspaper that has already been microfilmed, and \$2.20 for every page of a newspaper that is in print form.

These old newspapers MUST be digitised and added to Trove. And the earlier this happens, the better.

A community 'crowd funding' appeal could be the answer to raising some of the money needed to add some more of these South Coast newspapers to Trove. And I

wonder if there might be a few Recollections readers (you?) who might be interested in contributing to a local fund to get things underway (I certainly would be!). If we could raise \$10,000 (from, say, 10 donors each giving \$1,000) then at least 4,500 more pages of South Coast newspapers would be accessible on Trove; if \$50,000 was forthcoming, somewhere between 23,000 and 32,000 pages could be added (that's a lot of issues of local newspapers, and a lot of local history simultaneously preserved and made generally accessible!).

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Peter Lacey

effectively depriving the township of much of its trade from passing motorists - this had further declined to 228.)

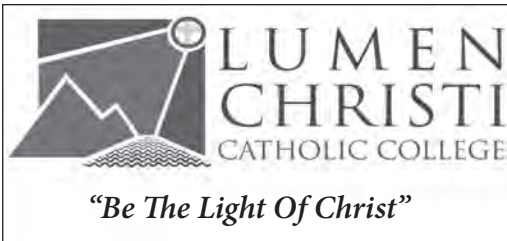
Unsurprisingly, one of the early buildings in the town was an inn - Richardson's Inn (it opened c1850), sited just up the road from where the River Café (it being the site of Shoebridge's General Store and, from around 1900 to 1939, O'Connor's General Store) operates today. As noted above, by 1860 the town was supporting four hotels, but in 1866 just one hotel remained in town - the Steampacket.

The Steampacket Hotel was originally sited where the River Café is today. It was a single-storey building. In 1898 it, along with other buildings along the river, were impacted by a major flood. The *Moruya Examiner* reported on 4th March 1898 that 'at 3 o'clock the flood was in every room

of the hotel, and Mr Thompson had to remove his wife and family to higher and drier ground. At 10 o'clock that night there was over 5 feet of water in the hotel bar.'

So, in 1900, the hotel was demolished and a new two-storey Steampacket Hotel was erected on the same site – but at a level four feet higher than its predecessor. It burnt down in June 1925, so its owners moved the business just down the street to an abandoned cheese factory and, about five years later, extended the building.

That Steampacket Hotel operated until 1967. But by that time, the opening of a new bridge (see below) had diverted passing traffic away from the centre of Nelligen, so the licence and hotel's name were transferred to a new site on the highway to the west of town. The new hotel was to receive



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Waiting for the ferry at Nelligen

an architectural award for a modern building blending into its local environment.

Opposite the original Steampacket Hotel, adjacent to the river, the Illawarra Steam Navigation Company had its massive warehouse (it was 40 metres long and 15 metres wide) and jetty. These operated from around 1858 to 1951 with the company running a twice-weekly service to the port for most of this time. Milled timber, railway sleepers,



The Ferry on the Clyde River

wattle bark, dairy products, pigs and poultry, farm produce, oysters, wooden wheel components, and, for a period, gold, were the main goods shipped out of the port.

Slightly further downstream was a ramp for the mechanical vehicular ferry across the Clyde River that operated from 1895 to 1964. This replaced a private hand-operated ferry that had operated from 1875.

The Ferry Master's cottage was on the opposite side of the river – which proved to be quite a convenient location for the hotel's patrons who were still drinking after the hotel had legally closed for the night, because any police 'raid' would be delayed by the ferry master until the drinkers had enough time to disappear into the night. (Prior to the ferry being installed, the main road from the north joined the road down the Clyde Mountain and then followed the river, on the western side of the river, from Nelligen downstream to Runnyford before climbing again to join the current Princes Highway just north of Mogo.)



The Nelligen ferry became very busy in its later years, and often queues of traffic would be banked up waiting to cross the river – giving drivers ample time to quench their thirsts at the Steampacket.

In 1954, 7,500 vehicles crossed the Clyde by ferry at Nelligen. Even then delays of up to 3 hours could be experienced to cross the river. By 1963 this had grown to 30,000 vehicles – so (finally, having taken almost four years to construct!) a new bridge was opened in December 1964. This was replaced with a new bridge earlier this year. [As an aside, the number of vehicles using the bridge at Nelligan now exceeds 1.5 million annually.]

An appreciation of the interesting history of this little township – including its ups and downs, and reflected in the remnants of many public buildings so typical of many Australian country towns (Churches, the hotel, a school and teacher's residence, the post office, the police station and courthouse, a cemetery, a war memorial, a Mechanics Institute, etc.) and a 'very dead tree trunk known as the 'Bushranger's Tree'. A plaque on the tree explains that this is: "The remains of the 'Bushrangers Tree' where it is maintained the Clarke Brothers were chained awaiting transportation to Sydney and execution on 25th June 1867 for multiple murders. The Clarke gang operated during the 1860s goldrush ambushing shipments from the Araluen and Nerrigundah fields, until cornered by troopers led by Aboriginal trackers in the Jingerra Ranges during November 1866" – can be readily gained from the numerous interpretive information panels scattered throughout the town. **R**

Sources: www.aussietowns.com.au/town/nelligen-nsw/; *Nelligen Main Street Study* at http://www.esc.nsw.gov.au/living-in/about/culture-and-heritage/heritage/Nelligen_Main_Street_Study.pdf; Wikipedia; Eurobodalla Tourism's 'South Coast Travel Guide' at southcoasttravelguide.com.au/; *The History of the Port of Nelligen* by G T Reynolds.

Nelligen – The Gold Rush Timber Port

Leith Davis

Nelligen was the first settlement on the Clyde River. It was also the first township and the first port on the NSW coast south of Ulladulla.

It sprang into life with the discovery of gold at Araluen in late 1851 and only settled into its twentieth century sleepy seaside village mode as first, the railway was extended to Goulburn in 1869 and as the timber within economic reach was cut out by the end of the 1880s. I set out a brief history of its timber industry in my recent PhD thesis¹, and included a summary table of timber shipments from Nelligen to Sydney between 1863 and 1886, reproduced here as Table 1. In this article I will explore the history of Nelligen's timber industry, summarised by the table, more deeply: the people, the ships and the timber products that were in demand during this period.

In the mid-nineteenth century, the route to the south followed the coast from Ulladulla, through Murramarang to Durras where James McMillan was the first settler, then across country to Nelligen where the river crossing was shorter and more manageable than at Batemans Bay, thence through Mogo to Moruya. The impetus for settlement around Nelligen came with the discovery of gold at Araluen and Majors Creek in late 1851, and the influx of miners to these fields. The only transport to the fields was either by sea to Broulee then overland by foot, or by dray from Goulburn.

In 1853 James McCauley piloted the first steamer upriver to Nelligen, soon after the first bullock track was established up the Clyde Mountain to Braidwood, and Nelligen soon became a bustling port. There was a regular

steamship service by the Illawarra Steamship and Navigation Company (ISNCo) between Sydney and Clyde River, as the port was known, carrying passengers, supplies and mail to and from the goldfields. Thirty or more teams of horses and bullock teams travelled up Clyde Mountain each week between Nelligen and the diggings.

By 1854 a town subdivision plan had been prepared, and by 1861 Nelligen had four hotels, two stores, a bakery, two blacksmiths and a watch house with two policemen. The goldfields traffic declined however, with the opening of the railway line from Sydney to Goulburn in 1869. During the 1870s the port steamer traffic was reduced to one sailing a week, and in 1876 the Braidwood to Nelligen road was described as a "once well-trodden highway". Although the goldfields traffic fell away, timber production and shipments kept the port busy for another two decades, as Table 1 demonstrates.

The colonies of New South Wales and Victoria had been irrevocably transformed by the discoveries of gold in 1851, and by the creation of Victoria as a separate colony on 1 July 1851. The first gold rush occurred in NSW in May 1851 when Edward Hargreaves publicised his find at Bathurst, but in July within days of Victoria being created as a separate colony, gold was discovered at Anderson's Creek in Melbourne's northeast, and in August the extraordinarily rich deposits around Ballarat were first discovered. During the decade from 1851 to 1861, twenty-five million ounces of gold were mined in the Victorian and New South Wales gold fields, more than forty per cent of the world's gold output

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for the decade. Most was found in Victoria: in 2017 terms, the Victorian share of the value of the total gold yield over the decade accounted for almost ninety per cent of the total £12.1 billion. Miners poured in from all over the world; over the decade, the NSW population more than doubled, but the population of Victoria increased fivefold, from 97,000 to 538,000. NSW could only look on as their former outpost outstripped them in population, wealth, and prosperity.



POPULATION GROWTH AUSTRALIA DURING THE "GOLD DECADE"

By 1852 Australia had achieved the highest incomes in the world, and 1861 saw the beginning of a golden age for Australia: three decades of prosperity that only ended with the Depression of the 1890s. Population growth in NSW was concentrated in urban areas and sparked a boom in residential and civil construction. There was a ready market waiting for the timber produced at the Clyde River.

Steamers were well established on the NSW coast by the 1850s; they were very useful for carrying passengers, mail, and relatively low volume high value products such as cheese and butter, but sailing vessels were much cheaper to run, with much larger hull capacity, and were preferred for bulky cargoes with less time constraints. Sailing vessels, mostly schooners, carried almost all coastal timber cargoes around the Australian coast well up into the twentieth century. They have been described as the "sturdy and versatile" semi-trailers of that era by the maritime historian Ronald Parsons, and in 1886 there were 150 sailing vessels employed carrying timber on the New South Wales coast. Over the period covered by Table 1, 105 schooners and ketches delivered cargoes of timber from Clyde River to Sydney, some taking as many as twenty or thirty fairly regular shipments over a period of time. In addition to the ISNCo steamer wharf, a public wharf was built at Nelligen in 1876, which was "much needed and already affords a great deal of accommodation to sailing vessels loading timber for outside parts".

The painting below is an artist's impression of the *Acme*, a topsail schooner 67.5 feet in length built in 1876 by Edward Davis, a shipbuilder at Brisbane Water, very typical of the timber cargo trading vessels that worked the south coast. It was a common practice for shipbuilders to commission such a painting before a completed vessel was handed over to its new owners or set sail for the first time. Sadly, the *Acme* was wrecked in a heavy gale on the NSW north coast on her very first trip, but

several similar vessels built by Brisbane Waters shipbuilders took cargoes from Nelligen.

The first timber was shipped from Nelligen in 1862 when the *Black Diamond*, a Queensland based seventy ton schooner, similar to the *Acme*, took four loads of ironbark logs, together with hand-hewn fencing and wheelwright timber, to Sydney. This appears to have been a one-off initiative of one of the early landholders in the district. In 1866 the NSW Gazetteer reported a steam sawmill belonging to Henry Harper Soulby 'up the Clyde River 6 miles distant'. From 1867 to 1870 Soulby ran the ketch *W. S. Fox*, carrying sawn timber to Sydney, for thirty trips before she was sold to the island trade.

Francis Guy owned a store and other businesses in Nelligen; by 1870 he had also established a sawmill and shipyard at Batemans Bay but he focussed mainly on Melbourne, Adelaide and New Zealand markets. In 1878 it was reported that the largest share of Guy's output "in the shape of railway sleepers and squared beams" went to New Zealand where he was represented by his son George.

As Table 1 shows, annual sawn timber production increased steadily over the next decade, culminating in the shipping of over one million super feet in 1880. This figure should be treated with some caution, as some cargoes from Batemans Bay may have been considered by Customs officers as originating from "Clyde River", as the port of Nelligen had been known. Nevertheless it was an enormous achievement, given the technology of the day, and speaks to the quality and abundance of the Clyde forests at that time. The table also shows large quantities of logs being shipped out during the 1870s. These were taken by Goodlet and Smith, a large Sydney building supplies company which had a substantial sawmill at Pymont. They had been shipping logs from Currumbene Creek at Jervis Bay since the mid-1860s and were at the time in the process of transferring their operations to Redhead, now Bendalong, on the south head of Wreck Bay.

The table also shows that large quantities of beams and girders were shipped out. In 1861 wrought iron was very

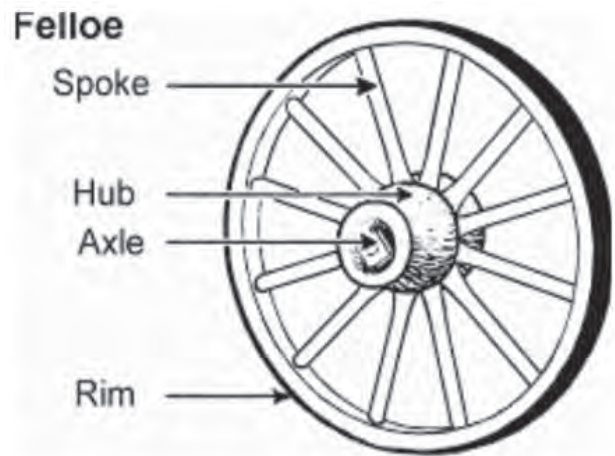


"SCHOONER ACME, BUILT BY E. DAVIS, BRISBANE WATER"

expensive, and the NSW government had ordered that only local materials, stone brick and timber, could be used in building construction. The local Grey Ironbark (*Eucalyptus paniculata*) was a species much prized for its strength and durability, and as late as 1888, although the prohibition on imported building materials had been lifted, many still thought ironbark was superior to iron for girders: ‘in fires it simply smoulders, whereas iron girders can bend or pull a building out of shape’.²

Beams and girders were hewn by axe, and fencing materials – posts, rails and palings – were split. In 1870 there was a press report that James McMillan of South Durras was “chiefly engaged in felling and preparing the useful timber growing on the ranges around ... as we got down to Nelligen, his work lay on each side of the way, waiting for the timber truck and the bullock team”. By 1878, the route south had shifted to Batemans Bay following the introduction of a free ferry and another press report noted that there were “large quantities of beams, logs, posts, rails ... strewed about the north shore waiting for vessels”, no doubt the work of James and his sons. In 1884 James’s son John built a steam sawmill at Durras, and their sawn timber was shipped out direct to Sydney from Beagle Bay.

Wheelwright timbers were an important part of Nelligen’s output, as Table 1 shows. By 1870 George Webber had opened up his wheelwright’s shop, and Henry Manning, manager of the ISNCo operations at Nelligen, opened a new steam sawmill on the northern bank of the river to supply billets to Webber’s establishment for the manufacture of felloes and spokes. The drawing below shows the parts of a wood wheel; felloes were curved sections of rim, cut from



Sydney bluegum, *Eucalyptus saligna*, and steamed into shape, while spokes were cut from spotted gum, *Corymbia maculata*, and in the early days, shaped by hand. As early as 1862, the *Black Diamond* took 1,000 wheel spokes, which were hand shaped from spotted gum.

The published daily reports of ‘coasters inward’ to Sydney, and their cargoes, ceased in August 1886 probably due to changes to Customs operations and procedures, but the timber around Nelligen was no longer readily available. George Guy reported in October 1891 that “the timber still available in this district within reach of the water of the Clyde River ... at a distance say of from four to seven miles of the water, is confined to the area between the Clyde River and the ocean”. The evidence of Thomas Shoebridge, shipping agent of Nelligen, to the Royal Commission of Inquiry on Forestry 1908 makes for a fitting conclusion to



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this history of timber shipments from Nelligen: the “best of the ... timber in the near vicinity has been cut and the mills have been taken away”. 

Dr Leith Davis is a fourth generation south coast resident from Jervis Bay, from the McGuire and Davis timber families. She recently

completed a PhD on the environmental history of the South Coast forest industry.

Footnotes:

- 1 Leith Davis, “Spotted Gum and Ironbark: a History of the South Coast New South Wales Forest Industry” (PhD diss., Western Sydney University, 2021).
- 2 Sydney Morning Herald, 6 November 1888, 6.

TABLE 1: TIMBER CARGOES SHIPPED TO SYDNEY FROM NELLIGEN 1862 TO AUGUST 1886 ³

YEAR	Sawn Timber (super feet)	Logs	Other
1862		118	654 posts and rails, 1000 spokes, 700 knees#
1867	44,000		
1868	241,000	119	400 spokes
1869	151,200	202	56 ironbark piles, 552 posts and rails, 17,000 spokes, 2,900 palings, 400 felloes, 6,000 treenails
1870	250,500	28	218 piles, 114 beams, 12,000 treenails, 500 spokes
1871	353,484		79 beams, 2000 spokes, 8000 treenails, 5 tons bark, 2 tons firewood
1872	231,080		1,025 pcs hardwood, 12,500 shingles
1873	293,450	56	240 pcs timber, 100 piles, 2,600 spokes
1874	559,800	124	320 beams, 1,000 staves, 2,000 spokes, 1,000 felloes, 7,000 treenails
1875	699,800	637	162 beams, 54 girders, 6000 spokes, 43,000 laths
1876	419,000	248	141 beams, 10,000ft planking, 100 knees, 4000 spokes, 12,000 laths
1877	529,000	138	10,000 treenails, 24 girders, 16,000 palings
1878	678,400	118	
1879	545,576		2,800 palings, 1,400 staves, 820 posts and rails, 203 pcs timber
1880	1,002,450		20,000 super feet piles, 41,900 laths
1881	467,000		One load piles (~35,000 super feet)
1882	776,000		45 beams, 1,500 posts and rails
1883	490,000		61 girders, 1,700 palings
1884	524,700		75 girders, 1,200 posts and rails, 1,400 palings, 35,000 laths
1885	667,500		One load girders (~25,000 super feet)
1886	227,000 [^]	36	770 railway sleepers
TOTALS	9,175,940	1,824	374 piles + two shiploads; 861 beams; 190 girders + one shipload
# Knees: ships knees are naturally grown tree crooks used for bracing or framing in shipbuilding			
³ Regular, consistent publication of Coasters Inward information in the Sydney press ceased in August 1886. Edited version, correct at 22 February 2023.			

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Milking Mavis: down on the farm at the Murrah, 1929-1934

Dr Richard Reid

Tourists and retirees today flood the beach-side margins of the south coast but another creature still dominates the hinterland. It's not hard to guess who that is. As a Bega resident put it in 1939 in a letter, published in the *Bega District News*, to a friend in England:

'Daisy the cow' is here a goddess, twice each day they bow down and worship her, in adoration they prostrate themselves before her altar. Her whims, her wants, and her whimsies are

studied even more assiduously than those of human beings.

The twice a day bowing down was the milking, an inevitable, unavoidable and absolute requirement of life on any of Bega Valley's dozens of small family dairy farms, from the gradual expansion of dairying in the area in the 1880s to the immediate pre-World War II years.

That expansion is evident in the butter export figures produced by the Bega Co-Operative Creamery – in 1900

198 tons left the district, rising to 1,368 tons in 1939, a huge increase. 'Daisy the cow' must have seen the number of her cousins multiply rapidly all around her to allow for such a surge of butter producing milk.

'Mavis', she might have been a cousin, dwelt on a little farm at the Murrah some 47 kilometres from Bega via the road over Dr George Mountain and the Tathra-Bermagui road, a dirt road before 1939. She was one of some forty-five milking cows on the Smith family farm at Lake Mount. Also at Lake



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Mount were two young sisters, Iris and Phyllis Smith, and at an evening milking in November 1934 Iris had a lively encounter with Mavis:

... the cow began to kick. Iris continued milking and all of a sudden the leg rope came undone and Iris was landed several feet away and the bucket was turned upside down underneath the cow. Picking herself up, Iris finished the cow and as she let her out of the stall gave her a hit with the leg rope. Mavis slipped into a hole of muddy water which splashed up and covered Iris from head to foot. Quite a joke for all but Iris.

A couple of days later a young friend, Winnie, helping with the milking was 'kicked over', hit 'the ground with a hard thud' but survived with only a few bruises.

It was Phyllis who described all this in a short letter in 'Letters to Benby', a regular children's letter page in the *The Farmer and Settler* published in Sydney between 1906 and 1955. Calling himself 'The Man who never grew up', Benby's so-called 'Junior Farmers' Corner' first appeared in December 1928 and between July 1929 and November 1934 Benby published some 37 letters from Phyllis and Iris Smith of the Murrumbidgee. Published letters attracted a payment of two shillings, a nice addition to the girls' pocket money.

What did the girls write about? Benby advised what he wanted from his 'young friends' was:

... to tell him about themselves – about their ambitions, hopes, work and play – whether on the farm, at school or in holiday hours in the paddock, on the river or at the seaside ... write when you have anything to say and you will give Benby pleasure.

Iris approved of Benby's objectives writing in her very first published letter that she had been interested for some time in the *Farmer and Settler* 'Junior Farmers' Page and hoped Benby would now include her among his contributors. Such letters definitely made the paper 'much more interesting for younger people to read'. Doubtless it also improved

circulation as parents were urged to see if a letter had been published. And so, over a five year period as urban and rural Australia went into economic depression, Iris and Phyllis provided Benby and his readers throughout New South Wales with a glimpse into their lives on the Murrumbidgee.

MILKING, FEEDING CHOOKS, HOUSEWORK AND CUTTING CORN.

Not surprisingly somewhere between a third and a half of all Benby's printed letters from the Smith girls described the work they did around the farm. Dairy farms, as anyone who grew up on one could relate, used the labour of each member of the family old enough to help. And much of this labour revolved around caring for the cows and their daily and ongoing needs.

On an ordinary day Iris helped with the morning milking, then fed the pigs and calves. After housework she rode a mile to get the mail. Then followed cutting corn for the cows which she then distributed round the paddocks from a horse drawn slide. Next, she fed the chooks, brought in the eggs only to hear 'Dad's whistle' indicating it was time for second milking where she had a choice of either bringing in the cows to the shed or milking ... 'I generally chose the former'. In this letter, written in July 1929, Iris called herself 'A Bush Worker' and stated she was 15. Presumably she was no longer at primary school and her labour was of clear economic significance to the farm.

Phyllis also did her share of farm work. Winter feed for the cows was corn stored in silos. Phyllis distributed the ensilaged corn in the stall boxes and then helped her father hand feed reluctant eaters: he held their heads while she stuffed corn in their mouths. Indeed, the longest and most detailed letter from Phyllis published by Benby described in some detail the filling of the corn silos. First, she helped cut the corn and by breakfast they had a fair bit cut. After breakfast the corn was brought to the silo on a slide and she,



Milking the cow (the young lass is somewhat older than were Iris and Phyllis Smith)

and two other youngsters, Jean and Peter, possibly a brother and sister, were lowered into the silo where, until lunchtime, they 'trampled' down the corn. It reads like hard work. After lunch the belt broke on the corn cutter and little progress was made for the rest of the day in filling the silo. Next day things went smoothly and they started filling the second silo which took five lorry loads of corn from their bottom paddock. Presumably Phyllis and co went on tramping the corn as it was cut and deposited in the silos and it took three more days to see the job done. Phyllis also helped with the corn cutting and her efforts with these cutting and tramping tasks are a further illustration of the significance of the labour of

family members in essential farm work. All this was done in April, the silos carefully covered to make them as airtight as possible and, as Phyllis wrote,:

In this position they will be left until about July when the silage will be given to the cows as winter feed.

'EVERYTHING IS VERY WET'

Today's south coast residents could relate to Phyllis' descriptions of Murrah weather. While downpours were not attributed to such phenomena as 'La Nina', floods along the Murrah River beside the Smith farm were worthy of five letters in one year on the topic from Phyllis. In late January 1934 a 'terrific' flood, the biggest since 1919, did a 'great amount of damage':

The Murrah River came down in flood ... and swept all over the flats and also over the culvert and bridge. There were two cows washed down the river also a bullock.

Both cows drowned, but the bullock survived and the family vegetable garden along the flats was destroyed.

Phyllis added a detailed account of the widespread nature of the flood beyond the Murrah. The rain, some 325 millimetres, fell all over the district 'where it did a great amount of damage': tourists camping on the flats had to be rescued by boat; as river flats went under water, hundreds of acres of beans were 'ruined'; bridges and culverts were swept away including the bridge at Cobargo; mail could not get through from Cobargo to Bega; and at Cuttagee after the rain 'the bridge sank in the middle'. Phyllis was not exaggerating. As the *Sydney Morning Herald* reported (22 January 1934) NSW Premier, Bertram Stevens, toured the flood disaster area of the south coast from Moruya down to

Bega and even went to personally see the flood damage at Jellat-Jellat between Bega and Tathra.

Heavy rain returned a couple of months later ... 'we have had another flood ... it washed away many fences'. Phyllis used that expressive Australian word to describe what the situation looked like from the farm... 'the river became very high at midday, it came down a banker'. Dad and another worker had to row across the river to rescue their pumpkins from what had become an 'island garden'. And in early September it all happened again, the situation well summarised in Phyllis' letter heading - 'Five floods since Christmas'. Well could she write to Benby at that time ... 'Everything is very wet'. Phyllis could just as well be writing about 2023 along much of coastal New South Wales as 1934.

TATHRA, BEGA AND THE JOYS OF A WALK

Life for the Smith girls was not confined to the farm. As a family they were able to roam further afield as Dad had purchased a Willy's Whippet Utility car and in it they went for picnics and to dances.

On a beautiful Sunday morning' in later September 1930 they headed for Tathra in the Whippet, motored ten miles to a 'place called Tanja', then five miles on to the Bega River 'punt' where the man who operated it had just gone off for his lunch. They boiled the 'billy' had their picnic then spent 15 minutes on the punt as the right-hand pulley rope had broken and so on into Tathra, 'a very picturesque little place situated on top of the cliffs about a hundred yards from the sea'. No mention of the now iconic Tathra wharf. After a 'pleasant' afternoon they reached home at 9.30 pm.

Trips to Bega were not uncommon. For example, in early



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A Willy's Whippet Utility

November 1931 Phyllis went to Bega Showground for school sports attended by students from Candelo, Bega, Tathra, Spring Vale and the Murrah. A local, Mr Gorman, drove them in, the trip taking two hours but Murrah kids won nothing, down came the rain and the sports were cancelled. The rain also kept dancers away from a dance that night in the Murrah Hall which was 'poorly attended'.

A car was not always available to take the girls for outings to the beach to swim or to visit friends. Walking, sometimes long distances, was required. On one occasion Dad dropped them at a cross roads from the Whippet on his way into Bega and they had a mile to go to a friend's house from which they had to walk home all the way back, some fifteen kilometres or so, to the Murrah, an occasion described by Iris as 'A Long Walk'. They'd had a pleasant day listening to the 'gramophone' and the 'wireless' and set out for home at 3.30 pm. Creeks had to be crossed, shoes and stockings removed at times, stockings soaked crossing another creek, and daylight ebbing:

We still had a good way to walk but we were not enjoying it much, as we were cold, tired and hungry. It was dark when we got home and it did not take us very long to have tea, and go to bed.

It might seem like a prosaic little story but is a reminder of a time when Mum or Dad was not at the end of a mobile phone and ready to take out the car to pick you up. Children and adolescents, especially perhaps in country districts like the Murrah, just walked and walked and walked.

CHRISTMAS, SURF BATHING, GONE FISHING AND GOOD BOOKS.

The letters to Benby are a rich source of local history not only for the Murrah, but

THE JUNIOR FARMERS' PAGE Conducted by "BENBY," THE MAN WHO NEVER GREW UP

CLUB ACTIVITIES
Enthusiastic Workers in Tamworth, Nundle, and Quirindi

FARMER EMPLOYERS
Proposal that they Should Assist Young Employees

JUNIORS' LETTERS TO BENBY

Hobby is Reading

Injured Pony

Swing Her Hobby

An Evening Day

Magpie Fond of Butter

Burning Scrub

A Young Gardener

A Large Town

Stalling Birds

Kangaroos and Emus

And the Pig Competition at Yarramundi

Jack Edwards, winner of the Tamworth Junior Farmers' Club competition, being crowned by other competitors.

THE JUNIOR FARMERS' PAGE is a weekly publication for young farmers and their families. It contains news, stories, and practical advice. The page is edited by "Benby," a well-known local figure. The content is organized into several sections, including club activities, farmer employers' proposals, and various letters to the editor. The page also features a section for young gardeners and a large town section. The page is a valuable resource for young farmers in the region.

A Junior Farmers' Page in The Farmer and Settler

for the whole south coast and for all the country regions of NSW. They need to be treated with caution as 'the Man who never grew up' was after positive stories and the difficult issues of social and family life were unlikely to make it on to the children's page of *The Farmer and Settler*. There is much more in the Smith girls' letters than can possibly be covered here – Christmas at the Murrah Hall, the exploration of the natural world all around the farm, the physical joy of beach swimming and the entertainment of casting

your line into the river and hoping for a fish. In a generation where young and old are now addicted to information from screens and iphones, it's heartening to find in these letters the comfort and delight both girls obtained from reading. We might leave Phyllis, after a hard day's work, or a long walk home, curled up with a good book:

Reading is one of my favourite hobbies. When I was at school last year, I read twenty-one books in about three months ... in all my spare time at home now I am always reading books of some description. R

Dr Richard Reid is a Canberra-based historian, is Vice President of Canberra & District Historical Society and is a frequent visitor to Tathra. His series of articles on the 'Murrah Archive' were published in *Recollections* issues 29, 30 and 32.

We will also greatly appreciate any further information you may have about the Smith family of 'Lake Mount', Murrah.

Retracing the Bodalla to Wagonga Tramway

Simon Elliston

Thomas Sutcliffe Mort (1816–1878), was a Lancashire-born industrialist and philanthropist, best known for making improvements in the refrigeration industry in Sydney, kerosene/shale oil exploration in Hartley Vale near Lithgow, and for his extensive pastoral and dairy enterprises on the NSW South Coast at Bodalla.

Bodalla village was constructed in 1870 after being surveyed in 1867, primarily as an industrial village to support the various workers on the Mort-owned dairy farms on the Bodalla Estate. It totalled 38,000 acres in 1860, when it was purchased as 'Boat Alley' Station.

By 1884, the Bodalla Estate was seen in the colony as a model of how factory-produced cheeses could be made. The only problem was how to get the finished product to market in Sydney. Going via the Moruya River was difficult due to navigational issues with the river in the 1880s. Another route was to haul it all the way to Batemans Bay, a long and dangerous trip. Luckily, by the early 1880s, regular shipping was setting out from Wagonga Heads, so after Thomas Mort died at Bodalla in 1878 and the trustees of the Bodalla Estate took over, a plan was envisaged to construct a horse-drawn tramway to traverse the 11 miles (17.7km) from Bodalla to the wharf at Wagonga Heads to connect with the SS Union, which was trading to Wagonga by October 1883. Interestingly enough, Thomas Mort had had a similar idea back in the 1860s but couldn't get it past the idea stage.

Construction of the tramway began in October 1883 and by August/ September 1884 the tramway with wooden rails was ready for use.

The route of the tramway proceeded from the Bodalla Estate Office and Store (then opposite Bodalla Hotel), over Borang Hill, alongside Stony Creek and the Estate sawmill (Archer's), across Brou flat, along near the later Kianga school, then down what is now Williamson Drive to the small wharf at Wagonga Heads (which was located next to the stairs partway along the Mill Bay boardwalk).

The tramway is shown on parish maps of the County of Dampier in 1884 and 1887, where in a survey of the former year, the tramway is valued at £5. A branch line of the tramway heading to James Laidley Mort's house at Brou Lake (possibly to transport heavy items of furniture and other items when the house was first inhabited) is also shown. James was Thomas Mort's son from his first marriage.

Small horse drawn trucks plied their way along the tramway to meet the weekly steamer to Sydney. The attraction was that the route was shorter, and a single horse-drawn tram wagon could haul more than 3 horses could on the open road.

Unfortunately, the tramway was poorly engineered. It tended to follow the landscape contours, with occasional light cuttings also being constructed along the route. Thus, derailments were inevitable and occasionally resulted in the



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death of the horse.

The lifespan of the tramway was short. When a road was constructed between Bodalla and Wagonga North Head in 1889, use of the tramway was discontinued from December of that year. Furthering its demise was the non-payment of rent of the Special Lease title of the land upon which the tramway was built, and the lease was cancelled in 1891.

PERSONAL REMINISCENCES, METHODOLOGY AND INSITU ARCHAEOLOGY

My family has either lived in or visited Narooma continuously since 1949. One of the great things to do whilst in Narooma is to walk along the Mill Bay boardwalk that was constructed in 2001. It's a wonderful way to connect with Narooma's past and present human and natural history.

At the Apex Park boat ramp end of the boardwalk, there is an information board with some excerpts of Narooma history written by well-known local historian Laurelle Pacey. My family was always reading the one about the tramway there, which included a

photo of the Archer's Mill section.

My initial thought was, "that's great. There was a tramway here, but where did it go? We know it went from Bodalla to here at Mill Bay, but wouldn't it be good to find the actual route?"

Having spent a great deal of my childhood in Lithgow in the Blue Mountains and having acquired a keen interest in industrial archaeology because my Dad, Thomas Elliston, would take us for drives every other weekend to the many abandoned local shale railways, we determined to map the route of the tramway.



The Timber Tramway from Bodalla to Wagonga Inlet. Photograph by Edward Mort

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Dad was a land and mine surveyor. He suggested referring to the old parish maps during the time when the tramway was active, and then transposing that data onto a modern topographic map to see what that produced.

From one of the parish maps of the County of Dampier, we could see that the incline of the tramway went up what is now Williamson Drive. With that as a starting point, we were able to use successive parish maps and topographic maps to plot the route all the way to Bodalla.

The mapping job done, the next step was to corroborate the documentary evidence with an on-site visit. With my Dad's background in civil engineering and surveying, he was able to "read" the landscape. In other words, he was able to look at the area and see where an engineer would place a tramway, noting anomalies that were man-made and not of natural origin. This was a task in itself, because the bushland is dense and we were looking for traces of the tramway that

had been lost in the bush for the better part of 130 years.

The area we selected was close to where the tramway crossed what is now Duesburys Road (I still have fond memories of my grandfather taking us to the beach there, though it's no longer accessible from the Princes Highway).

Venturing partway into the bush we could just make out a rudimentary shallow cutting, which was a good indicator of human activity. We couldn't see anything lying around that might be of archaeological interest, so my dad retrieved a metal detector from the back of his car. His usual use of the detector was to help locate sunken survey pegs when being called upon to settle such things as boundary disputes.

Armed with the detector, he passed it over the ground within the cutting and came up with a couple of "pings". Together with my aunt Joy (my Dad's sister), another member of our team, we started digging a small investigative trench and at a depth of about a foot and a half (0.5m), we came up with remnants of sleepers and a metal "dog" spike, used to hold rails and sleepers in place.

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Remains of the "Dog spike" from Duesburys Road site.
 Image courtesy Simon Elliston

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Talk about a Eureka moment! My two favourite words in the English language are "insitu archaeology". While continuously swiping away the myriads of mosquitoes attacking us, we had not only found something that had been lost in the bush for almost 130 years but also had archaeological evidence for the existence of the tramway and supporting evidence that this was the route it had taken.

Now, when we visit Narooma and go for drives or walks around the local area, we often comment that we are either on or have just crossed over the Bodalla to Wagonga Heads tramway. It's hard to picture now, with the dense bushland along most of the tramway route, that such engineering traversed the countryside 130 years ago, even if it was poorly constructed. Indeed, some of it is now the Princes Highway!

Perhaps, at some future time, further archaeological investigations of the tramway might be undertaken at a more official level. It would be a shame to let this gem of local history disappear again. **R**

Sources: Pacey, L., *Narooma's Past*, 2nd Revised Ed. 2016; Pacey, L., *Bodalla and the Morts*, 2010; LRRSA.org.au (Light Rail Research Society of Australia, Light Railways magazine, No. 151, February 2000; Lands Dept. NSW, Parish maps of the County of Dampier

Simon Elliston is Melbourne-based and has a particular interest in industrial archaeology. He regularly leads walking tours in and around Melbourne and (if there is sufficient interest) is happy to take interested people on a field trip to inspect the insitu archaeology of the Bodalla-Wagonga Heads Tramway. The above article is dedicated to the memory of his late father, Thomas Elliston (1940–2018)

Taking to the Field: A History of Australian Women in Science

by Jane Carey

There has been a widespread perception, at least in the last half century or so, that science in Australia has been a man's world, with few notable Australian women scientists and women contributing relatively little in this discipline.

Jane Carey's interesting (and very rigorous) examination of the facts reveals something quite different – up until the end of World War II, at least, most sciences in Australia attracted more participation from women than from men, even if the heads of scientific institutions (for example, the Professors heading up in science faculties in universities) were always men. The reasons for this, which Carey outlines, are revealing.

Then, as a result of World War II greatly enhancing the prestige of science, more men became interested in studying science and getting science-oriented jobs. For two or three decades they dominated the field, and the perception then developed that science in Australia was and always had been primarily a man's vocation.

In those immediate post-war years, women were also edged out of the field, and those who did get employment in a science role generally were given lesser roles (for example, in university science departments they were most likely to be employed as Demonstrators).

And, women who might be interested in a science career were definitely faced with gender-based obstacles. For example, physics (and to a lesser extent chemistry) were generally not taught in girls' schools (on the other hand, biology, and to a lesser extent geology, were generally not offered in boys' schools); women were largely excluded from the new high-status arenas of scientific research, such as in the CSIR/CSIRO which developed rapidly during this era; women were steered away from, or explicitly excluded from, higher status areas including studying/working in the fields of physics and chemistry; 'job advertisements routinely specified the gender of the person required, and 'male' and 'female' openings were placed in separate sections of the newspapers, even into the late 1960s. As one woman pointed out 'There are no advertisements for graduate chemists in the women's section of the paper. Out of necessity, therefore, a woman must apply for positions advertised in the men's section'; 'avenues of employment [for women] were permanent only as long as the woman remains unmarried

– particularly Public Service jobs' (the bar on employment of married women in the Australian Public Service was not removed until 1966); and generally 'women's prospects were particularly poor for research-based jobs, and research was and is the essential requirement for status as a 'scientist'...and, then, those women who did obtain employment as scientists invariably received significantly lower salaries than did their male counterparts!

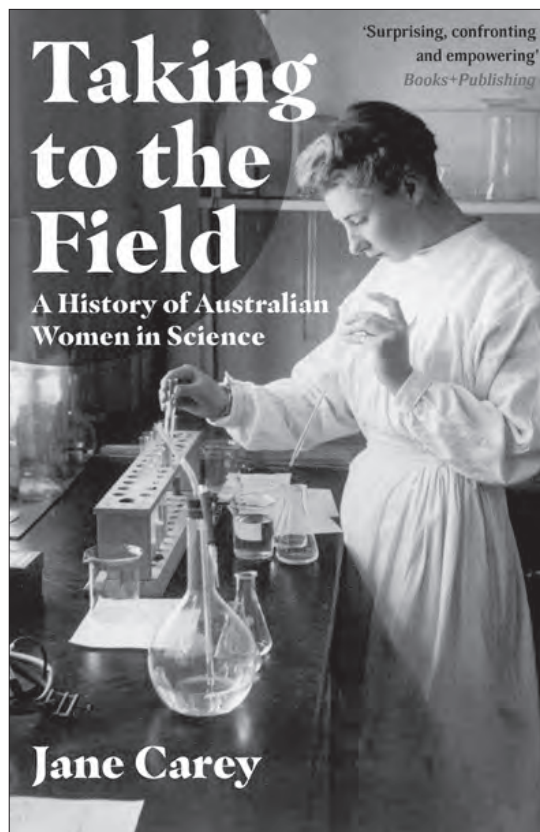
Things, though, have changed since the low point for Australian women in science in the late 1970s. Many women have since risen to the highest levels in science, including plant geneticist Adrienne Clarke who became Chair of the CSIRO in 1991, molecular biologist Suzanne Cory who became Director of the Walter and Eliza Hall Institute in 1996 and the first woman President of the Australian Academy of Science in 2010, and astronomer and astrophysicist Penny Sackett who became Australia's Chief Scientist in 2008.

The most interesting part of this history, though, for me was one about 'Women and the (Racial) Science of Social Reform'.

'Women's scientific interests in the late nineteenth and early twentieth centuries were by no means confined

to the laboratory or the university lecture hall. They stretched across society as a whole. This was a time of great optimism that science would provide solutions to all social problems, particularly poverty. Across the Western world, science, rather than religion, was increasingly seen as the key to making a better world. Social reform was to become a scientific quest rather than a Christian philanthropic endeavour...(and) scientific social reform was fuelled by racist ideologies and prejudiced attitudes towards "degenerate" and "inefficient" working classes. In Australia, these attitudes were bound up with the desire for a strong white population to ensure the nation's future. This was the era when the White Australia policy reached its pinnacle as the defining foundation of the nation.'

For women scientists (and particularly for those who had married and become precluded from paid employment) becoming involved in scientific social reform movements was also a way of 'giving back' to society, because Australian women scientists at this time were acutely aware that they were 'privileged' – from a small minority of the population who had been given the opportunity of an education that had led to university training, and from families who had



encouraged them, and were financially able to support them, to become scientists.

'Scientific social reform' principles were introduced to hospitals and other public health facilities, kindergartens, infant and maternal health centres, and schools. And many advocacy groups were established that championed a very wide range of ideals including improving childrearing practices, providing better care for the handicapped, reforming (female) labour practices, providing more scientifically-based sex education, establishing 'factory girls' clubs' for working class women so they might 'improve morally, spiritually, socially, physically and mentally', promoting cleanliness and hygiene, reforming reformatories for girls, creating 'colonies' for epileptics,

and generally increasing and improving the 'white race' by applying 'scientific' eugenic practices.

'This history is not a straightforward tale of progressive development...it is also not a simple celebratory story of unsung heroines...what emerges is an understanding that, rather than being 'rebels', 'pioneers', or 'exceptions', and certainly not saints, [Australian] women scientists were a product of their class and culture...they were as much a product of their class and culture as any 'typical' middle-class housewife.'

'Taking to the Field' is available in paperback from around \$25.

History of Moruya RSL

by Kevin Setter

The history of towns such as Moruya are really an assemblage of the histories of numerous smaller organisations and businesses in the town, of events, of local families and of significant residents. So, preserving and recording these individual, very specific histories is extremely important. Because, without them being recorded and being readily available, comprehensive histories of towns can often end up being something like a jigsaw with missing pieces.

Kevin Setter's 'A Condensed Version of the History of Moruya R.S.L. Sub-Branch and also the Commemoration of Anzac Day in Moruya, 1916-2021' is, therefore, a laudable effort to record the history of the Moruya R.S.L. that must now add to a wider understanding of the history of this interesting town.

As happens so often with histories, this book was the unintentional result from a completely different line of research: Kevin was attempting to trace the whereabouts of the 'war trophies' that had been presented to different communities around Moruya after World War I. (That topic, unfortunately, does not get coverage in this book; more's the pity, because it's a subject that is certainly worth addressing - especially because Moruya is almost unique among Australian towns for not having erected a town war memorial immediately after the War, its few residents who showed any interest opting instead to fund an operating theatre at Moruya Hospital as the town's war memorial.)

This history is not a narrative. It's simply some of Kevin's notes, primarily taken from the *Moruya Examiner* newspaper and from Moruya R.S.L. Sub-Branch Minute Books, condensed down to about 100 not-very-closely-typed pages 'from 1,060 typed pages of research notes.' It could have benefitted from more explanations here and

there, because inclusions such as 'Mr Malour of the Red Rose café spoke to members about a Tin Hare License, as he had been asked by others in the community. He understands that the League would be more likely to succeed in such an application than anyone else' are not particularly meaningful

to the casual reader. And, in this instance, I suspect there is a much more interesting story here than is suggested by its two brief mentions in this book!

I would also have preferred original wordings from the newspapers and minute books to have been included, in preference to Kevin's summaries, simply because 'original' sources often reflect much more of a story than do summaries. But, at least, Kevin has noted all sources - so interested readers (with some additional effort) can always work back and examine the original documents.

Some other tantalizing topics (other than what happened to the area's 'war trophies', and the possible story of the 'tin hare license') also get a single mention or several brief mentions throughout this history, but deserve to have had much more

written about them. One, in particular, relates to the R.S.L.'s determination to build a War Memorial Hall in Moruya which it envisaged would become the town's principal meeting place ... and its subsequent struggles to maintain that Hall and the nearby Mechanics Institute Hall that it had also taken control of ... which ultimately led to the R.S.L. leasing both buildings to the local Shire Council.

'History of Moruya RSL' is available from Moruya Books and Moruya Museum at \$20.

Reviews by Peter Lacey




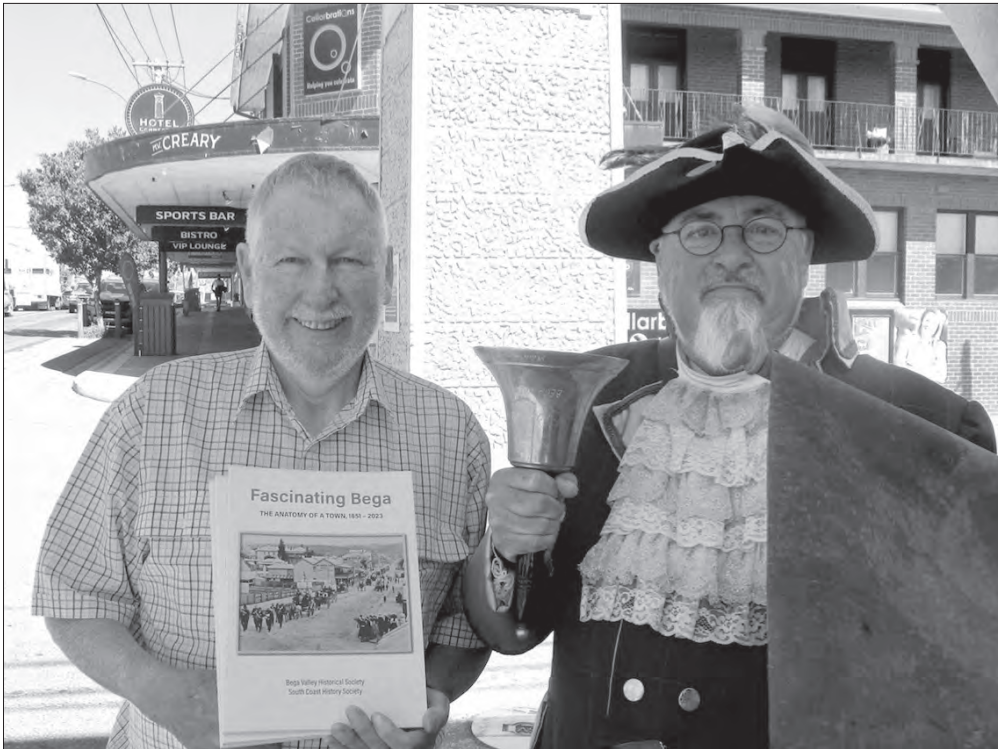
Two New Bega Histories

For some considerable time, South Coast History Society has been working with Bega Valley Historical Society (the organization that runs the Bega Pioneers' Museum) to compile some new histories of Bega township.

In March a new book was released: *Fascinating Bega: The Anatomy of a Town, 1851–2023*. This is the first major history of Bega that has been compiled in 80 years. Copies are available now from the Bega Pioneers' Museum, the Bega Cheese Heritage Centre, Maggie and Rosies Antiques, the Bega Valley Indoor Market Place, or direct from South Coast History Society (\$21, including postage – call


0448 160 852).

Now a 'companion' history is also available. It's a much more comprehensive look at Carp Street, Bega, aimed at documenting the development of that street and recording details of all the businesses and the houses/occupants that have been along the street. *Fascinating Bega* is 86 pages; *Carp Street, Bega*, in comparison, is 140 pages (and it includes 200 photographs). *Carp Street, Bega* is only available as a PDF file. And it is FREE. To obtain a copy simply email 'Send Carp Street book' to southcoasthistory@yahoo.com 



The Bega Town Crier, Alan Moyse, with Peter Lacey, President of South Coast History Society, announcing the release of *Fascinating Bega*.

The current Bega Court House was designed by Colonial Architect James Barnet to a reasonably standard design for the time, and was built in 1881. The verandah was, according to the *Bega Gazette*, 'designed to accommodate the idle and gossip-loving portion of the public who usually

frequent such places of amusement'. The *Bega Gazette* also caustically observed 'the fourth estate [the press] has been provided for, after the usual fashion, and we confess that with 32 solid stones of Bega journalistic humanity crushed into that box, there will not be much vacant space for casuals; but that does not matter, for the box is so placed that it might as well be on the top of the North Pole, and we venture further, and maintain that the great Aurist [a doctor specializing in treating ear diseases], Professor Stanich, would ignominiously fail to so manipulate the drums of our floppers as to be able to distinguish what was said in the region of the bench, or the dock, or the witness-box.' 



The Bega Court House in Carp Street, Bega in 1907. It was renovated and remodelled in 2000, so today has a slightly different appearance.

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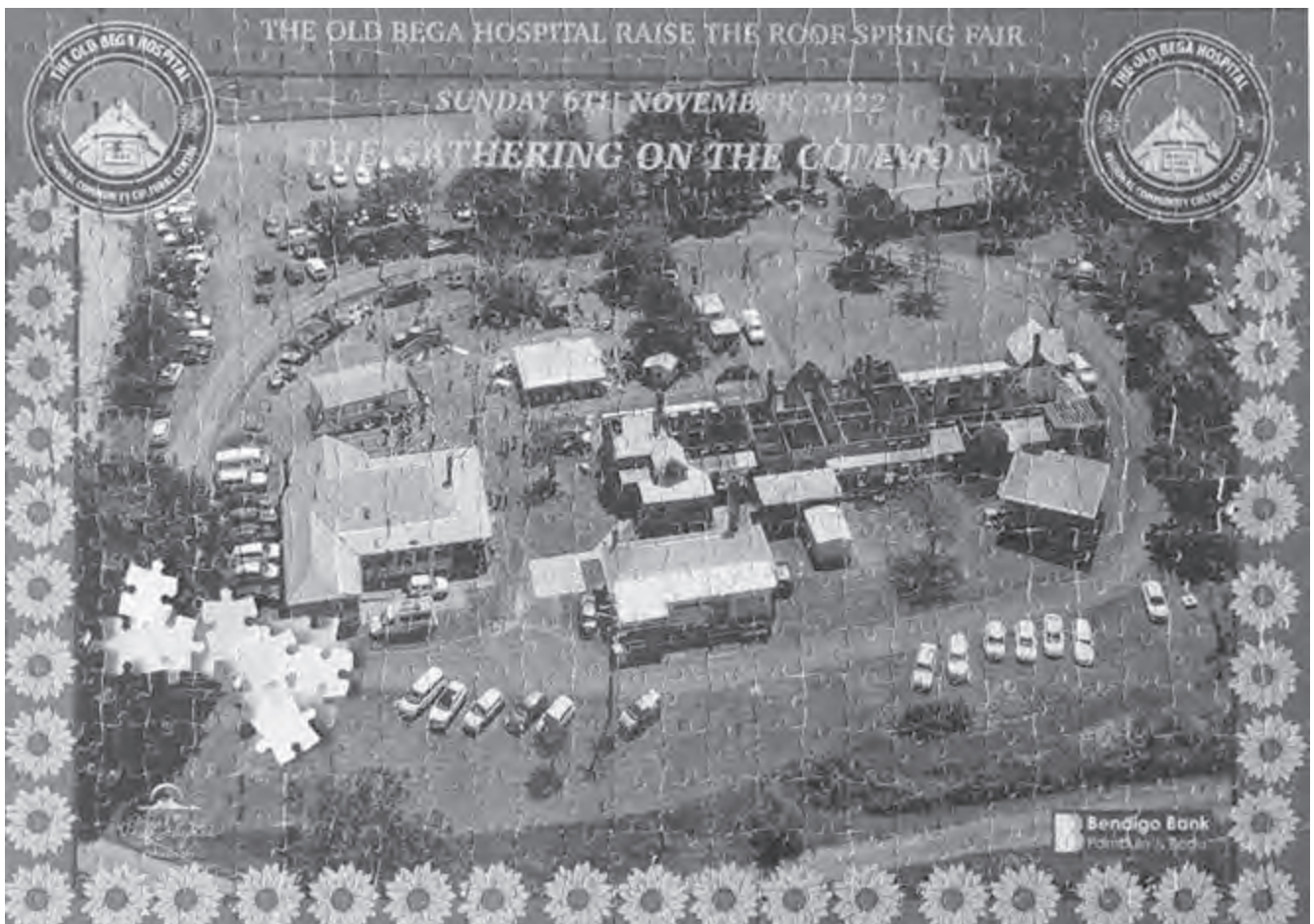
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An Imaginative Promotion

We love the imaginative, entirely appropriate promotion by the Friends of the Old Bega Hospital supporting their efforts to 'put the Old Bega Hospital back together again' and transform it into a regional community cultural centre – a limited release 504-piece jigsaw featuring the Old Bega Hospital.

The jigsaw is available for \$30 and can be purchased from the Friends of the Old Bega Hospital.

The Old Bega Hospital was severely damaged by a

major fire 19 years ago and since then the Friends of the Old Bega Hospital have been working towards having the hospital buildings rebuilt and reopened. As we go to press, an announcement is about to be made about the successful tenderer who will rebuild the main hospital building.

And we are hoping to include some history of this hospital in a future issue of *Recollections*. **R**

When Stairs Become a Challenge...

the practical solution is a **Compact Lift** from

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- ✓ Stylish with Quality Components
- ✓ Advanced Safety features
- ✓ Affordable
- ✓ A better alternative than a stairlift
- ✓ Much cheaper than the cost of moving house
- ✓ Compact
- ✓ Energy efficient
- ✓ Add value to your property
- ✓ Quick to install
- ✓ Whisper quiet
- ✓ Elegance – smaller lift 1-2 person, 170 kg
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“We bought a Compact Home Lift because it has allowed us to stay in our home. It was a far cheaper solution when compared with the cost of moving house” — George, 66

“We looked at buying a stairlift but made the right decision choosing a Compact Home Lift. It has exceeded all our expectations” — Pippa, 56