

South Coast History Society Inc.

Recollections

Issue 7, April 2018

Our cover picture is of Alex Morgan's Imperial Stores in Carp Street, Bega. Circa 1920.

Morgan's merchandise was transported from Tathra Wharf to his store, which had previously been the Imperial Hotel.

The top floor was closed because it was a fire hazard, but was used to store unsold merchandise. During World War II this old stock was brought downstairs and sold – 'it was very good merchandise'.

Photograph: Clive P. Morgan. State Library of NSW File FL1708266.

View more photographs of Bega on pages 10 and 11.



**Inside
this
issue**

Dairying in the Bega Valley – page 2
The Dr Evershed Memorial Clock Tower – page 5
Historic Bridle Tracks: The Shoebridge Track – page 8
Bega in Pictures – page 10
Historic Bridle Tracks: The Deua River Track – page 12

Readers' Responses – page 13
Book Review: 'Australian Gypsies' – page 14
It's Not a Road; It's a Tramway – page 17
Titanic Trivia – page 17
The Last Word – page 19

Dairying in the Bega Valley

Dairying is the most important industry in the Bega Valley and generates most of the region's wealth.

This was not always the case. When the first European settlers arrived from the late 1820s/early 1830s they brought beef cattle and sheep with them and by 1835 the Governor of NSW, Sir Richard Bourke, was writing to the Secretary of State for the Colonies in London noting the South Coast area had been '*depastured by Flocks and Herds, attended by Shepherds and Stockmen, the pastures already contributing largely to the wealth of the Colony.*' An influx of squatters in the second half of the 1830s brought more beef cattle and sheep to the area, with cattle then intended to be shipped from Twofold Bay to markets in Sydney and Van Diemen's Land.

Over the next few years, the Valley's farmers turned their attention, at various times, to the production of tallow and hides (the market prices for beef having collapsed) and the growing of wheat, corn, vegetables, potatoes and barley, before significant numbers realised dairy farming might be a more profitable pursuit.

The dairy industry in the area really started to emerge in the 1860s, and by the mid-1870s butter and cheese production in the area was well-established.



Bega Co-operative Creamery Co Ltd, c. 1910. Photograph: State Library of NSW, File FL1716631.

Over time, the production of butter in the area was to decline and the production of cheese increased. Time delays and handling problems in transporting (often unrefrigerated) butter to Sydney, quality problems with the local product, and competition from the dairy industry in the Illawarra that was focused on the production of butter for the Sydney market were largely responsible for this local shift towards cheese production.

The Kameruka Estate was one of the properties that was showing the way. Originally set up to farm beef cattle, by 1880 the Estate was concentrating on dairying and cheese-making. At that time six of its farmers each had herds of 100 cows and were supplying milk to the company's 'The Island' or 'Wolumla' factories. (A third cheese factory, 'Niagara' was to be opened in 1904 and a butter factory ['Home Farm'] was also opened on the Estate. By 1885 1,000 cows were being milked on the Kameruka Estate. In 1935 the Estate's factories were receiving milk from 2,750 cows.)

By the 1890s farmers from the Bega Valley were shipping 1,500 tonnes of cheese, 500 tonnes of butter and 500 tonnes of bacon (plus significant amounts of tallow, lard, hides and leather, maize and maizena [corn flour], wattle bark, horses, cattle, pigs, calves and sheep) annually.



First Mechanical Milking Machine in Bega District at "Yarranung". Photograph: State Library of NSW File FL1700315.

In 1882 John Farragher of Candelo brought the first Jersey cows to the Bega Valley. Their milk was found to produce 25% more cheese than did a comparable number of Australian Illawarra Shorthorns that, up until then, had been the most popular breed among the area's dairy farmers.

In the 19th century most South Coast dairies had an associated cheese or butter factory. However, in November 1894, the NSW Creamery Butter Company opened the first large dairy factory in the Bega Valley. It was immediately successful, prompting the astute local farmers to establish large district co-operatives to 'cut out the middleman' (such as the NSW Creamery Butter Company, which was forced out of business by competition from co-operatives by the end of 1903!).

The first local co-operative butter factory was opened in Wolumla in 1887 and the first co-operative cheese factory was the A.B.C. Dairy Factory at Tilba Tilba that opened in 1891. (The name A.B.C. was chosen to signify that it was the state's first co-operative cheese company and not as locals sometimes suggest, somewhat romantically, that it was an abbreviation of 'Australia's Best Cheese.' Much of the A.B.C. Dairy Factory's success was due to it changing from production of American Cheddar cheese to a firmer, slower-maturing Canadian Cheddar.)

By 1900 the Bega Valley supplied almost half of the state's total cheese production.

The Bega Co-Operative Creamery Co Ltd (which until 1953 only produced butter, and which is now Bega Cheese) was established in 1899 and its factory commenced operations in July 1900 with cream being supplied from 27 farms. Six months later the co-operative had 100 dairy suppliers and by mid-1902 this number had risen to 162. (Reflecting subsequent changes to the industry, Bega Cheese now receives milk from around 100 local dairies.)

The success of the Bega Co-operative led to the establishment of a Cobargo District Co-operative Creamery

Butter Company in 1901 and a Bemboka Co-operative Society in 1905.

The early 20th century was marked by the introduction of milking machines (the first in 1909 installed by D.A. Gowing of Jellat Jellat) and pasteurisation (in 1915 at the Bega Co-Operative factory). Also in 1915 motor vehicles stated to replace wagonettes for transporting cream from dairies to the factory (at that time cream was separated from the milk on dairy farms prior to it being transported to the factory and the remaining milk was used to feed to pigs and calves).



Farmers arriving at Cobargo Butter Factory with cream, 1901. Photograph: State Library of NSW File FL1680319.

In 1915 Sir Robert Lucas Tooth, the then owner of Kameruka Estate, died. The Estate passed to his two young daughters and responsibility for running it passed to Trustees. They were thereafter unwilling to invest money in continually updating facilities on the Estate, so its pre-World War I glory days and its role as an industry leader gradually declined. In the 1950s the Niagara and Wolumla factories were closed and The Island factory closed in 1971. The Bega Co-operative Society then acquired the well-established Kameruka cheese brand and has continued to make product under that brand ever since.

Around 1920 there were 49 cheese factories and 8 butter factories in the area between Tilba and Wolumla (their locations being pinpointed on maps at the Bega Cheese Heritage Centre).

The 1930s and 1940s were decades of consolidation within the local industry with, for example, the number of cheese factories in the Bega Valley dropping to just 6 by 1942.

The late 1940s and early 1950s were dominated by discussions, debates and negotiations about whether the Bega Co-operative should produce dairy products other than butter – products such as cheese, milk, buttermilk, ice cream or ice cream ingredients, milk powder, malted milk, condensed milk. Because the Bega Co-op was the dominant player in the area, whatever decisions were made by the Co-op were likely to have a significantly influence on the future of other local dairy processors and any decision by the Co-op to process milk instead of cream would immediately mean that local farmers would no longer have surplus skim milk supplies available to feed to pigs or calves. So the Co-op's decisions were not made easily.

In the end, the Bega Co-op decided to accept deliveries

of whole milk from farmers (which immediately required the Co-op's storage facilities to be increased some tenfold) and in September 1953 the Co-op started supplying milk to school children and residents in Bega. A month later it started supplying milk to the Cooma area.

Surplus milk that was available to the Bega Co-op from its shareholder farmers led to production of cheese at its Bega factory from November 1954.

But the Bega Co-op and its shareholder farmers had their eyes on the possibility of providing milk to the growing Canberra market, and were well-aware that a 10-year exclusive contract held by Dairy Farmers was about to expire. However, to be able to do so, it was first necessary to build a processing plant within Canberra – a not-inconsiderable investment.

Various alternative options for supplying the Canberra market were assessed (including simply supplying bulk Bega milk to Dairy Farmers) at a time when other milk supply opportunities were also becoming available, the most notable of these being the supply of milk to the cheese factories on the Kameruka Estate. (As it turned out, 1¼ million litres of milk were shipped from the Bega Co-op to Kameruka Estate in the July to December 1962 period).

Bega Co-operative milk started being delivered in the Goulburn market in May 1960 and (following the opening of a Bega Co-operative owned plant in Canberra) to the Canberra market from August 1960. This was greeted with enthusiasm by consumers because the retail price of milk in these markets immediately dropped, and within days

Chris Young's Joinery

Dedicated to delivering old fashioned service and traditional craftsmanship for 40 years



**Manufacturing
kitchens, wardrobes, wall units,
shop and office joinery.**

**Also providing a postformed benchtop
flat pack and cut to size service.**

Phone 4476 4773 Fax 4476 4791

www.chrisyoungsjoinery.com.au

Bega Co-op controlled more than a quarter of the Canberra milk market. (An immediate local benefit that resulted from Bega Co-operative's move into the Canberra market was that the road between Bega and Canberra was soon thereafter sealed!)



Cheese Room, Kameruka Estate (near Candelero). Each of the cheeses on the shelves had to be turned by hand every day, sometimes for nine months for the matured cheese. Some weighed up to 70 pounds. Below the bottom shelf there was a tunnel drawing in cooler air.

Photograph: State Library of NSW File FL1708392.

Supplying the Canberra market with milk has remained a significant part of the Bega Co-operative's business. It is now processed and distributed there by Capitol Chilled Foods, a joint venture owned by Lion Dairy and Bega Cheese.

The early 1970s witnessed significant changes within the South Coast dairy industry.

The closure of the Kameruka factory in 1971 meant that the only remaining dairy factories on the Far South Coast were at Bega, Cobargo, Bemboka, Pambula, Central Tilba (the A.B.C. factory) and Tilba Tilba. (This is in dramatic contrast to the scene in 1910 when there were 54 dairy factories in the area!) In 1972 A.B.C. was acquired by Bega Cheese, the Tilba Tilba Co-operative factory closed in 1972, and in 1974 the Pambula Co-operative closed. (The Bemboka Co-operative closed in 1978 and the Cobargo Co-operative in 1980).

Production of butter at the Bega Co-operative ceased in 1972, but this was barely noticed because Bega brand butter continued to be manufactured until 1980 at the Cobargo Co-operative factory.

Legislative changes in 1970, impacting dairy farmers, led to the closure of many older dairies in the area when farmers found themselves unable or unwilling to update their dairy facilities. A greater emphasis also seems to have emerged around this time on raising the quality of herds, which was primarily aimed at increasing the milk production per cow.

In 1971 the Dairy Industry Authority was established which significantly impacted South Coast dairy farmers through its introduction of a complex system of quotas that affected both farmers and processors, and a system of 'equitable distribution' of milk to the Sydney area. One unanticipated impact of the establishment of the Authority was that the retail price of milk in Bega and Merimbula

jumped by 40%!!

A High Court decision in October 1975, which effectively reversed one of its previous decisions and declared invalid NSW laws that had prohibited interstate (principally Victorian) milk from being sold in NSW, really put the cat among the pigeons and ignited a passionate debate (locally, as well as nationally) about the distribution and marketing of milk and milk products. With considerable justification, local dairy farmers felt that dairying in the Bega Valley was being made artificially uneconomic because of NSW government policies – and, in elections in 1976, dairy farmer 'conservatives become revolutionaries' had no hesitation vigorously campaigning (successfully) against the local Liberal/Country Party candidate.

The eventual outcome was that Bega Co-operative was given rights to ship significant volumes of milk into the Sydney market. This, along with a very successful marketing campaign promoting Bega Cheese (which by October 1978 had captured over one-third of the cheese market in NSW), resulted in a significantly increased demand for milk from local dairy farmers.

Since then there have been some major changes to the local dairy industry. Perhaps most evident has been a reduction in the number of dairies in the area, accompanied by a simultaneous growth in the sizes of remaining dairies: managing and milking a herd of 1,400 cows, as occasionally happens today, would have been absolutely inconceivable to a dairy farmer in times past when managing a herd of fewer than 100 cows would have been the norm. This transformation has been the result of modern thinking and modern farming methods that have included a better use of irrigation, more effective use of fertilisers, better usage of waste water from dairies, and the installation of 'modern' milking equipment which has included, most recently, the construction of the first 'robotic dairy' in the area (in which cows essentially milk themselves at times determined by the cows, rather than at times pre-determined by a dairy hand).

Bega Cheese Limited – which evolved from the original Bega Co-operative Society – has simultaneously become one of Australia's most successful growth companies (for example, doubling the capacity of its Bega factory in 1983 and constructing a state-of-the-art cheese cutting, packaging and processing plant in Bega in 1998). By 2013 Bega Cheese regularly received milk from almost 450 suppliers and was processing about 7½% of Australia's total milk production.

In 1979 Stephen Codrington concluded his book on the history of dairying in the Bega Valley, *'Gold from Gold'*, with the following words: "No author, no matter how competent, could possibly 'conclude' a history of the Bega Valley dairy industry. How can a conclusion be written about an industry whose growth is accelerating in such a dynamic and exciting fashion as dairying in the Bega Valley?" He was, undoubtedly, correct. **R**

Much of this basic information was extracted from Codrington's *'Gold from Gold.'* Considerable and greatly appreciated assistance has also been provided by Fiona Firth, Peter Ubrihien, Guy Lucas, and several people at Bega Cheese.

The Dr Evershed Memorial Clock Tower in Bega

When Dr Mortague Evershed died in 1927 a community committee was immediately formed to erect a permanent memorial in Bega to the man. It was the locals' way of expressing their appreciation for the contribution he had made to the community over a period of more than 50 years.

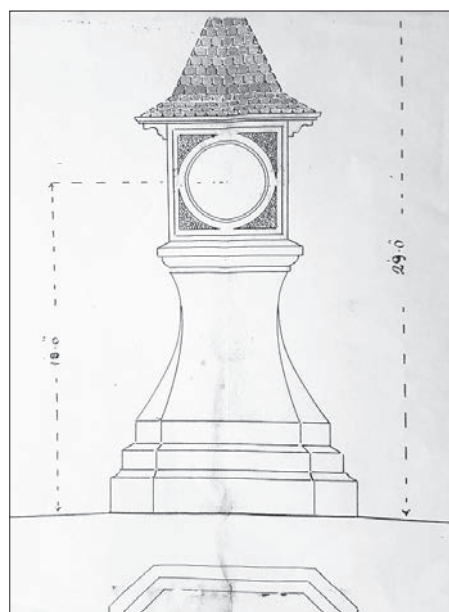
Consideration was given to projects as diverse as erecting a memorial fence in his honour, funding the provision of nurses' quarters at the (then) Bega Hospital, installing memorial gates at the Bega Church of England ('All knew what a great old churchman the late Dr Everard was'), providing Bega with a drinking fountain ('but they [Bega] had not the water supply yet'), adding a wing to the Bega Benevolent Society's Queen Victoria Homes (Dr Evershed was President of the Benevolent Society for many years), installing a memorial window in St John's Church of England Church, and providing annual education scholarships.

The sum of £450 was rapidly raised. In those Depression years that was enough to buy a house in Bega.

Eventually it was decided to erect a clock tower in Dr Evershed's honour.

It was originally planned to be sited in the centre of the intersection of Carp Street and Gipps Street but, when it was realised this would impede the flow of traffic, it was moved slightly downhill to its present position in Gipps Street.

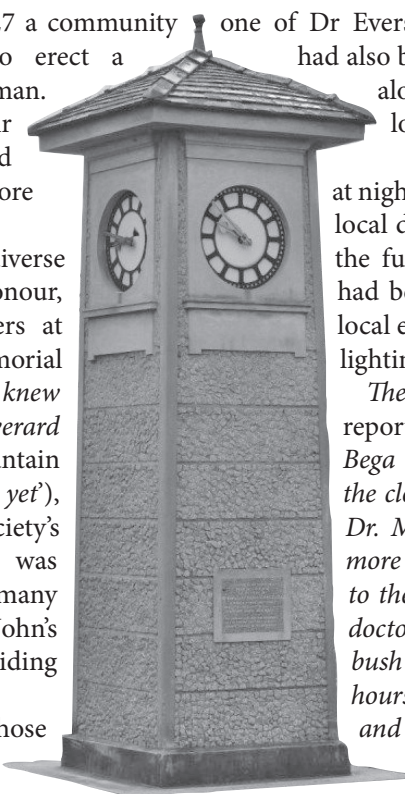
Sir John Sulman, a highly-respected Sydney architect



One of the Sulman design suggestions for the clock tower.

The clock itself was purchased from Prouds Jewellery Store in Sydney. The original mechanism (which was replaced in 2017) is now displayed in the entrance foyer to the Bega Pioneers' Museum.

Granite for the base of the clock tower was quarried from



one of Dr Evershed's local properties. (Robert Thatcher had also built the War Memorial further to the west along Carp Street and it, similarly, features local granite as part of its base.)

The unveiling of the clock tower took place at night in May 1930. The time was chosen to give local dairy farmers the opportunity of attending the function and to show off the lighting that had been installed to illuminate the tower. The local electricity company also erected temporary lighting for the function.

The Sydney Morning Herald (26.5.1930) reported "One of the largest crowds ever seen in Bega witnessed the dedication and unveiling of the clock tower erected as a memorial to the late Dr. Montague Evershed, who practised here for more than half a century ... The speakers referred to the life of self-sacrifice and service of the late doctor, who, they said, travelled many miles along bush tracks on horseback in the early days at all hours of the day and night, crossing flooded rivers and creeks to reach patients, and often without fee or reward."

It is believed that Bega's Dr Evershed Memorial Clock Tower was the first monument to have been erected in NSW to honour the significant community contribution of an 'ordinary' (non-official) citizen.

Honour
THAT WHICH YOU LOVE MOST

We are here to help and can provide you an individual tailored funeral to suit your budget, religion, culture and nationality.

- 24 hours / 7 days
- Servicing all areas
- Compare our prices

Afterlife Funerals
Narooma

Mobile: 0488 991 336 Phone: 1300 273 262
www.afnarooma.com.au

Free Spirit Airlines

The New Horizon

LOW AIRFARES

Guaranteed



1300 FLY FSA
WWW.FREESPIRITAIRLINES.COM.AU



We don't just fly...

Free Spirit Airlines now offers an airport shuttle bus service, providing a door-to-door connection between:

- Batemans Bay • Narooma
- Moruya • Bega
- Merimbula Airport

ALL SHUTTLE BUS BOOKINGS AND ENQUIRIES

PH: 1300 FLY FSA

www.freespiritairlines.com.au

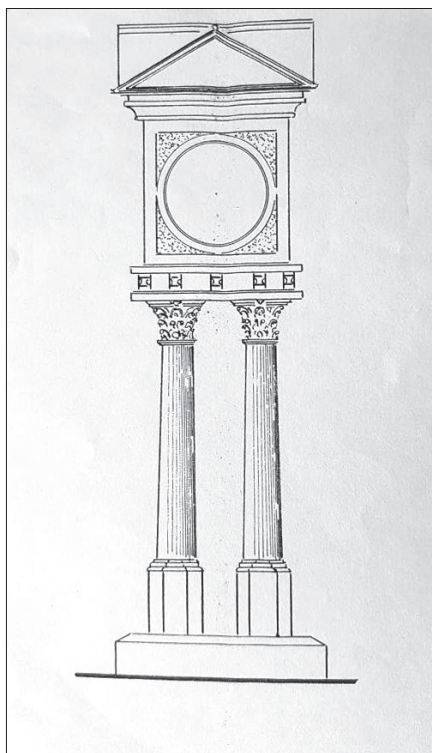


'The District's Grandest Old Man'

W.A. Bayley wrote this of Dr Montague Evershed in his 1942 "Story of the Settlement and Development of Bega":

"The most notable character in Bega's history was the self-denying, self-forgetting and great-hearted Dr. Evershed ...

Rough and mountainous bush tracks provided the only communication in the district, and Dr. Evershed made his journeys on horseback. The only bridge in the district was Russell's, at Jellat, and, by day and night, in rain, wind and frost, the doctor made his journeys to his patients' bedsides in the outlying shingle-roofed slab huts of the settlements. In flood-time, rivers and creeks had to be swum. At the time of



Another of the proposed designs for the clock tower.

his arrival, pleuro had decimated the cattle and rust the wheat. Adverse times confronted the settlers. Telephonic communication was non-existent, and the only way to secure the doctor's services was to ride into town with a message. J.J. Green, of Bemboka, related how he would ride to Bega for the doctor in two hours, but the doctor, not being an expert rider, would take four hours to reach Bemboka. The whole day would be gone before the doctor reached Bega

again; sometimes he had to remain all night, and, although the customary fee for these visits was £4, the doctor never troubled if he did not receive it from poorer families.

It is recorded that on returning from a 50-mile ride to attend a sick family he once said, 'I can't charge these people; they seem

poor'. To him no journey was too long to relieve suffering and pain. He would drive to Tantawangalo, including a change of horses at Kameruka, and collect nothing for it."

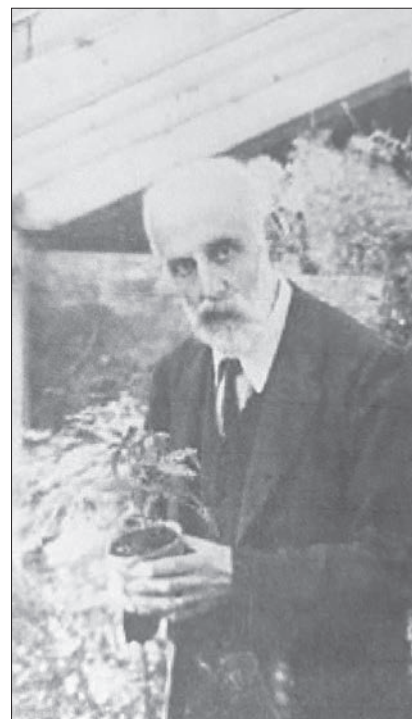
Dr Evershed was born in Sussex, England, and was apprenticed to a doctor there. He became the ship's surgeon on H.M.S. 'Sabroan' which visited Sydney in 1870. There he learned of the need for doctors in many of the colony's country towns.

He returned to Sydney shortly thereafter as Surgeon on Board the 'Agnes Muir' and in March 1873 set up his medical practice in Bega. For many years he was the only doctor serving the area from Tilba to the Victorian Border and west to Bombala – and he had never ridden a horse before moving to the Bega Valley!

He married Louisa Welby, the daughter of a local schoolteacher, and they had five children. One of his sons, Arthur Clifford (known as Clifford), was killed in November 1916 while on active service in France.

Montague Evershed was a passionate cricket lover and gardener. His wife was Captain of and later became Patron of the Bega women's cricket team.

His compassion – especially for those who were not well-off or struggling – became local legend, with the *Bega District News* noting in March 1928 "If Dr. Evershed had collected one-tenth of what was due to him he would have died a wealthy man" and the *Cobargo Chronicle* observing that his practice was "never once closed to a patient during his long residence in Bega." **R**



Dr Evershed in the hothouse at his home in Parker Street, Bega.

Headstones Plaques & Restorations

- All Local & Rural Cemeteries -

**FREE APPOINTMENTS AVAILABLE
CALL JACOB 0416 330 796 OR VISIT
www.cemeterysupplies.com.au**

FREE 100 PAGE CATALOGUE AVAILABLE

Historic Bridle Tracks

South and east of Braidwood, down to the coast, there remains a network of bridle tracks that were vital to the development of settlement and trade in the area. These tracks preceded the roads and provided the most direct routes for travelling from one place to another, moving supplies and livestock. Many remained in use after the introduction of motor transport because they gave the most convenient access to properties not serviced by roads. Enthusiastic horse riders still like to use them today. These tracks include the Deua River Track, the Shoebridge Track, The Corn Trail, the Back Creek Track, Wyanbene Creek Track, Blanchard's Track, Zig Zag Track, Georges Pack Track, W.D. Tarlinton Track, The Jump Up, and the Belowra to Bendethera Track.

In this issue of *'Recollections'* Greg Watts examines the history of two of these.

The Shoebridge Track

by Greg Watts

The Moruya and Deua River catchments were occupied by First Nations Aboriginal people for thousands of years, moving up and down the rivers following seasonal food resources along movement paths through Country, and for performance of culture at significant sites.

Europeans first moved into the Araluen valley via Braidwood in 1827 seeking pasture for livestock and were quickly followed by Government Surveyor Robert Hoddle who mapped the Moruya River to its mouth.

Gold was discovered in the Moruya River in 1851. The alluvial gold was traced up the river to Araluen Creek. By September 1851 prospectors were mining a ten kilometre frontage of Araluen Creek back up to the mountain slopes. Between 250 and 400 miners were working the field. Four hundred miners' licences were issued in October 1851.

Most prospectors arrived by ship at Moruya or Broulee and travelled up the bridle track along the Moruya River to Araluen. By 1852 1,600 miners were working the Araluen Creek field. 52,820 ounces of gold had been officially mined from Araluen by September 1852. The population peaked at 7,000 in the mid-1860s.

The Araluen community of miners had to be supplied with food, shelter and equipment. By 1860 the bridle track along the Moruya River had fallen into a state of disrepair with up to 60 pack horses a day using the track. It involved many crossings of the Moruya River. Over-used and regularly damaged by floods, it often became impassable. For reliability, supplies were landed from ship at Batemans Bay, taken by dray up the new Government Road across the Clyde Mountain to Braidwood, then down the Araluen Valley to the gold fields.

The devastating flood of Araluen Creek and the Deua and Moruya Rivers in February 1860, at the height of the gold rush, was particularly devastating for local business people and proved a catalyst for action.

In 1859 Thomas Shoebridge was the owner of the Pack Saddle Store at Mudmelong in the lower Araluen Valley and was prospering, supplying the Araluen gold field. The



The Shoebridge Track had significant traffic and in several locations short lengths of 'passing lanes' were constructed. Here the passing lane is on the right and rejoins the main track where the man is standing. Photo: www.accessforall.asn.au

February 1860 flood greatly impacted his business. Another flood followed in May 1860. As a result, Shoebridge decided to build a high-level, flood-free access route to his store and Araluen to guarantee supplies.

By August 1860 he had surveyed, and was transporting goods with packhorses, along a new line of access from Araluen to the coast 'that presents no obstacle to the

WANTED – History Researchers

We're looking for volunteer researchers to join teams that are working on a couple of very interesting local history projects that will probably extend over the next 12 to 18 months. The main requirements you'll need are an interest in our local history, some available time, access to a computer and the internet, and familiarity with Word – we can teach you the rest, even if you've never done any history or heritage research before.

You'll be joining a small team that will give you a variety of things to independently research, and you'll (hopefully!) then contribute substantially to successfully completing the projects.

If you're interested, drop us a line at southcoasthistory@yahoo.com or phone 0448 160 852.

attaining of supplies at all seasons of the year’.

His track went from the eastern extent of the Araluen gold diggings across the Buckenbowra Range and down into Runnyford. It was accessible from the port heads of Nelligen on the Clyde River and Broulee.

Shoebridge invested around £400 to establish the track, a large sum of money in those days. He attempted to impose a toll on the track to recoup his funds, but by February 1861 was so indebted and insolvent he had to sell off his shop and assets to pay off his liabilities.

Despite his insolvency, Shoebridge continued supporting the area and the Shoebridge Track flourished. It became the preferred access route from the coast to the Araluen Gold Field. Scores of pack horses, and miners heading to the gold fields with new hobnail boots and wheelbarrow-loads of supplies would use the track each day. After a series of ‘head on’ and ‘overtaking’ accidents involving packhorses and horse-drawn drays, the NSW Government in May 1871 provided £1,000 to construct bench-cut widening of the Track to six feet width and overtaking lanes every 300 yards. The works were completed by the end of 1872.

This is the form in which the Shoebridge Track survives today.

In 1861 commercial goods traversing the Track operated in two ‘halves’: the ‘Araluen’ section operated by Mr McLeod and the ‘Moruya’ section operated by Mr Gunstan. There was a transfer/overnight camp – ‘Shoebridge’s Half-way Hut’ – on the top of the Buckenbowra Range near Gollaribee.

By the 1870s the decline of the Araluen Goldfield and

the construction of a Government Road along the Moruya River to Araluen led to the decline of the Shoebridge Track. Shoebridge left the area in 1866 for better prospects at Shallow Crossing, where he died in 1917.

Knowledge of the track’s route and even its existence faded from memory for many decades. But there is evidence of local use, and maintenance of the track for access, horse riding and cattle movement in that time.

The track route became part of Deua and Monga National Parks in 2001. About the same time the track was ‘rediscovered’ publicly.

The ‘Araluen section’ of the track is reasonably well defined. The ‘Moruya section’ east of Gollaribee was less defined and its location had been ‘lost’ until a chance meeting of a Park Ranger and a gold prospector in 2006. The prospector had been using a metal detector to search for remnant gold specks dropped along the Track from the Runnyford track head up into Quart Pot. He had not found much gold, but had detected and GPS recorded the location of scores of hobnails that had fallen from the boots of miners as they trudged from Runnyford to the gold fields. The hobnail GPS points mapped out the location of the Track.

The Shoebridge Track is important historically in the context of European settlement of the Araluen Valley. It is part of a wider network of bridle trails that provided the only access and movement for European settlers to many areas of SE NSW in the 19th and early 20th centuries. Many sections of the Shoebridge Track remain unaltered since its

Continued on page 12



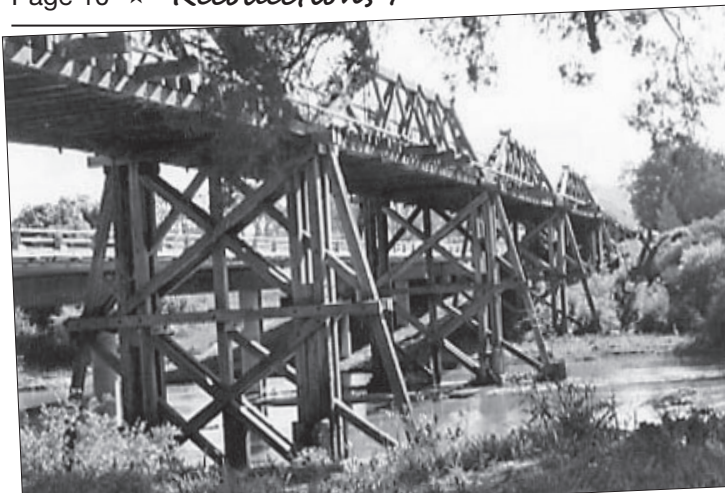
EzyWear

WORK | REST | PLAY

Mention this ad and receive 10% off

131 WAGONA STREET, NAROOMA NSW 2546 | 02/4476 1824

SALES@PRINTMADEEZY.COM.AU



The old Tarraganda Bridge across the Bega River. Constructed in 1896 and demolished in December 1987 it was an example of a MacDonald Truss bridge. Photograph: Wes Stacey, Australian Government Department of Environment and Heritage ID 969.



The 1914 flood from the western end of Carp Street.



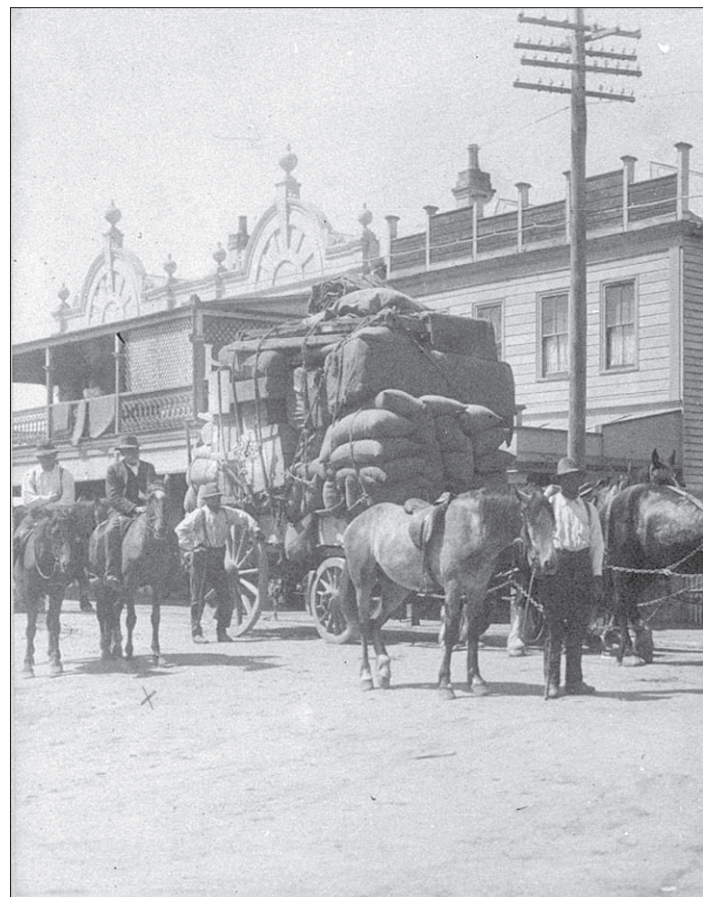
'The Bega Bagmen' c. 1920. This was a group of town notables who sat on bags outside Rixon's Auctioneers in Bega each day to discuss town events. William Rixon is in the centre leaning on the post. Photo: State Library of NSW FL1719240.



The Royal Hotel in Gipps Street, c. 1885. Thomas Dunn, the proprietor, is laying kerb stones from local granite. The man who cut granite, Mr Davis, got 1 penny per foot. The Royal Hotel was de-licensed in 1907. Photograph: State Library of NSW File FL1685991.

Focus on **BE**

More h
in



Outside the Bega Hotel in Carp Street c. 1919. Perce Hayes used to cart goods from Tathra Wharf, his six horses hauling unknown, John Hayes, Bill Clinch and Perce Hayes. Photograph:



The open passenger bus to Cooma, outside the Commercial Hotel Bega, c. 1925. Luggage was strapped to running boards. Photograph: State Library of NSW File FL1670662.

Ted Harbrow and his "Puritan" ice cream cart photographed behind the Central Hotel, Bega, c. 1935, about to leave on their run. Photograph: State Library of NSW File FL1688739.

BEGA

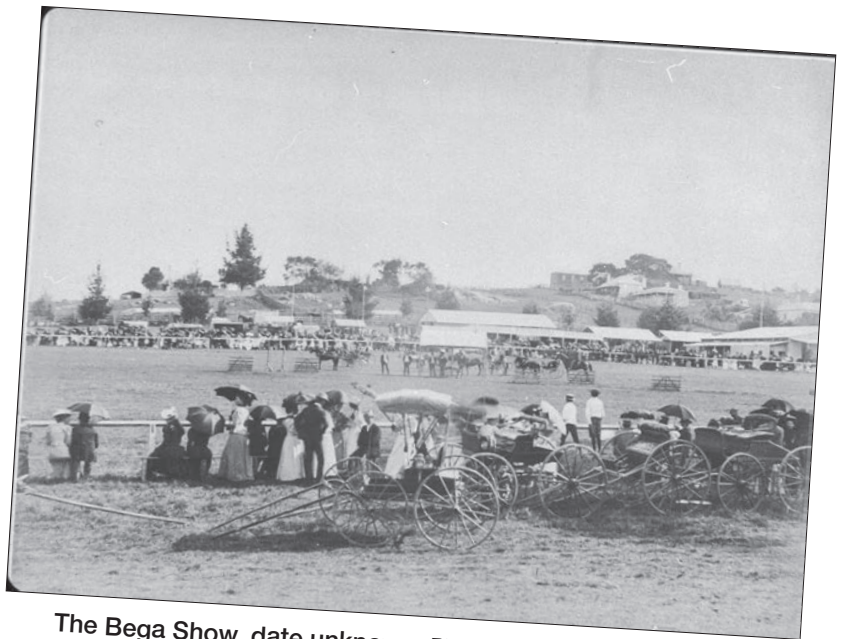
Historic photographs of Bega will be included in the next issue of *Recollections* in June.



Bega Family Hotel (now the Bega Pioneers' Museum). The flag was flown to celebrate the end of the Boer War. Photograph: State Library of NSW File FL1685323.



... was last general carrier using horses in the area. He ... g about 5 tons. Depicted in the photographs are: person ... aph: State Library of NSW File FL1687283.



The Bega Show, date unknown. Photograph: State Library of NSW File FL1689593.

Continued from page 9

upgraded construction in 1872. It meets criteria for listing as being of Local, and possibly Regional and State Heritage significance.

Even though he never profited from it, the Shoebridge

Bridle Track remains as a testament to the vision and private enterprise initiative of Thomas Shoebridge.

(The current NSW Government Greens MLC David Shoebridge is a descendant of Thomas Shoebridge.)

The Deua River Bridle Track

Anthropologist Denis Byrne says the pattern of known First Nations occupational sites in the wider South Coast inland area is of larger sites along the rivers and their deep valleys and small, short-stay camps on the high ridges and saddles. The archaeological evidence suggests that Bendethera was one of these river camp sites with a long history of occupation by Aboriginal people.

Intertribal gatherings with groups from further afield to perform ceremonies and trade goods may have taken place here. It is known that Aboriginal people have a strong attachment through spiritual and cultural links with the whole landscape, and to specific locations within the Bendethera valley.

It is said that Bendethera was 'discovered' by Europeans in the mid-1800s when a resident of Araluen traced the hoof prints of his 'borrowed' horse from outside the pub, along a traditional First Nations pathway, up the Deua River. His search ended in the Bendethera Valley – with its large open river flats of open woodland and grasses, maintained in that state by traditional indigenous fire regimes. With fertile soils and abundant water, its agricultural potential was quickly realized.

The discovery of gold in the Deua River at Araluen in 1851 led to the opening up of the wider region for farming. Bendethera developed as an agricultural enterprise – intensive grazing and associated activities, such as cropping for corn and pig raising, supplied the 7,000 people working

gold diggings downstream at Araluen.

The Deua River track, the traditional First Nations movement path along the river, was turned into a bridle track for the transport of goods to markets on packhorses. It connected with other nearby historic Deua River properties to the north such as 'Alpine' and 'Canoolie' during this period.

Other bridle tracks were later constructed from the Bendethera farm lands to carry produce to Moruya via Burra Creek, the Nerrigundah Goldfields (Georges Pack Track) and west up onto the Badja (Zig-Zag Track).



Deua River Bridle Track. Photograph: nroomanewsonline.com.au

SOUTH COAST HISTORY SOCIETY Inc. *Who Are We?*

We're just a bunch of locals committed to sharing the fascinating history of the NSW South Coast with anyone and everyone who is interested...putting many of the dramatic old photographs of the area out on public display...learning what we can about the region's history...helping uncover things from our past that we didn't previously know...and, along the way, hoping to enthuse others who have similar interests.

Currently we are doing this through '*Recollections*' (our free magazine that's published every second month; email '*Send Recollections*' to southcoasthistory@yahoo.com and we'll send you future issues as soon as they become available), through our website, on our Facebook page, at our informal 'talking history' morning teas, and at seminars we hold in the area from time-to-time. And we're also currently actively seeking funding to enable us to progress some other innovative local initiatives.

We're a local community-based, incorporated (our ABN is 42 492 574 578 – so we're a legally established, with clearly-defined responsibilities) not-for-profit organisation...which simply aims to benefit our community.

You can help us most by:

- Telling your family, friends and neighbours about us and our activities.
- Becoming a Member of the South Coast History Society (and that's just \$10 per year).
- Contributing – simply with ideas...or by contributing an article for '*Recollections*'... perhaps by joining our Committee...even by assisting us financially (we welcome donations, your support for specific projects, '*Recollections*' advertising support, etc.)!

Visit our website (southcoasthistory@yahoo.com),
visit us on Facebook (<https://www.facebook.com/southcoasthistory>),
email us (southcoasthistory@yahoo.com), or phone us on **0448 160 852**.


There are many stories of the ingenious ways produce was taken to markets along these bridle tracks – for example flocks of turkeys were transported behind a packhorse carrying two sugar bags of cracked corn that were punctured leaving a trail of corn for the turkeys to follow to market.

The Deua River Bridle Track commences near where Araluen Creek joins the Deua River and follows the river upstream and south. At its start it connects with the Moruya/Araluen Road, which itself was a bridle track until the 1860s. Nearby is the beginning of the Shoebridge Track which leads to the Clyde River and links to the port of Nelligen. It also had a branch to Broulee, the early port for Moruya. From the Shoebridge Track there is a link with The Corn Trail, descending from the tablelands and Braidwood.

The Deua River Track is nearly 50 kms long and ends at Bendethera. It crosses the Deua River 14 times. The track

was used by settlers living along the river, possibly from as early as 1840 and was still the only means of access until fire trails were bulldozed into the area in the 1960s.

The Deua River was surveyed by surveyor, Peter Ogilvie, under the direction of the Surveyor General Mitchell in May 1828, as part of the complete survey of the nineteen counties. A copy of his map exists in the State Records Office. It is accurate in its detail of the river to the 36th parallel which is south of Bendethera. The surveyed Track appears on early County maps.

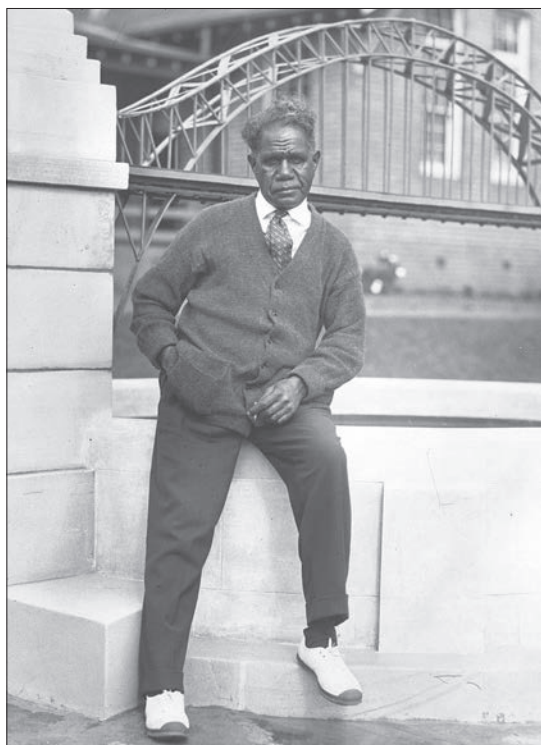
The history of this track is now well documented with the Access For All publication, 'The Deua River Track' by Peter C. Smith. 

Sources: *Araluen's Historical Shoebridge Track* by P. Grimshaw, 2001; Coastwatchers 2013; OEH 2014

Readers' Responses

'The article "Lest we Forget" in *Recollections*, Issue 5 of December 2017 has a photo of "This is a World War 1 Memorial in Callan Park, Lilyfield, Sydney unveiled in August 1931"

It might interest you that the model of Sydney's Harbour Bridge was constructed by Douglas Grant, an aborigine who



served as a soldier in World War 1. We do not have the particular photograph, but assume he is the person standing on the right side of the photo wearing light-coloured shoes. Douglas was a remarkable man and the best source of background information about his exploits is in the Australian Dictionary of Biography on the internet (it even has the correct photographic image, which some do not).

This photo (at left) on the internet must have been taken the same day as the group shot you have published.'

Richard Gorrell, Killara



'Your book review of "Scorched Earth" by Sue Rosen reminded me that my father John Westley Roy Gorrell had been appointed VDC Company Commander for the Bateman's Bay and Moruya area and "Town Major (Quartering and Claims Officer)" for Bateman's Bay during WW11. John Gorrell was Manager of the Bank of New South Wales, Bateman's Bay branch between 1940 and 1951.

I know that my father was quietly proud that he had served in the Australian Light Horse in Palestine during the First World War, but he seldom talked about it, only mentioning small incidents away from the action. He also talked little of his role in the VDC (Volunteer Defence Corps) other than that he had been a member in the Second World War. Putting that aside, the trooper from World War I was now thrust into the demanding position of Company Commander of a small voluntary force on the South Coast.

I have not yet been able to establish the boundaries of the

WATER SECURITY

WATER BORES FOR HOUSEHOLDS, GARDENS & FARMS

Geothermal Heating / Cooling Design & Supply All workmanship and materials guaranteed

THE LEADERS IN WATER SECURITY OTHERS CAN ONLY STRIVE TO FOLLOW



PROFESSIONALLY SERVICING THE LOCAL AREA FOR OVER 50 YEARS!
THE COMPANY YOU CAN TRUST

Email: waterbores@watermindrillers.com.au

Ph 02 6362 3366 Member of Australian Drilling Industry Association 

area for which he was responsible as Commanding Officer but my mother has noted “he was responsible for 56 miles of coast”. A detachment from Moruya was to have been included in the parade reported by the *Bateman’s Bay Times* on 29 May 1942. A card No. 143 issued by the Australian Military Forces on 1 April 1943 appointed Mr. J.W. Gorrell as “Town Major (Quartering and Claims Officer) for the Town of Bateman’s Bay”. However, my sister recalls that his responsibilities included the defence of Moruya Airport and there was a single .303 rifle available for this considerable task. (Defence of the airport was allocated to others later on). Also, on one occasion, he was called on to ensure clear roads when a large army force moved up the coast and then on the King’s Highway via the Clyde Mountain to Canberra.

Apparently, if the Japanese attacked the South Coast he was to take the vehicular ferries (we called them punts) from the Nelligen and Bateman’s Bay crossings and hide them somewhere up the Clyde River. I am not sure how he was going to do that!

Richard Gorrell, Killara



‘Why does your article ‘Acquiring Land’ not mention that the land was stolen from the local Indigenous people?

This truth is not given one line in this article.

The oldest living culture in the world still has to endure the lies that are printed in your magazine.

Why not say that the land was stolen? I know it was and I live on stolen land. I am ashamed of the past and what the

“settlers” did to “acquire” this land.

If indeed you have read “*Looking for Blackfellas’ Point*” you would know that local Indigenous people were murdered for their land.

I would like to see balance in your magazine. Not always the Whitefellas’ point of view.

Please have some respect for our local Indigenous people.’

Mary Guthrey



Nic Faulkner, having read ‘Acquiring Land’, also contacted us and subsequently sent a copy of a lengthy but well-reasoned and well-documented paper from 2013 titled ‘*Terra Nullius: Aboriginal sovereignty and Mabo, an unresolved and compromised jurisprudence*’ pointing out that, whilst some early European settlers in Australia may have considered (perhaps conveniently, to them) the land was ‘unoccupied’, “the doctrine of terra nullius was, when the first European settlers arrived on the NSW South Coast, not a concept of the common law, but a concept developed by the discourses of international law by the European colonizing nations from the 17th century onwards. The concept itself is what Robert A. Williams (1993) defines as ‘discourses of power’ based on the notion that ‘the West’s religion, civilisation and knowledge are superior to the religion, civilisation and knowledge of non-Western people’” and that *Terra Nullius* “has never been referred to in any (Australian High Court) case prior to *Mabo* (in 1992) as justifying a denial of native title”.

ON THE BOOKSHELF

Australian Gypsies: Their Secret History

by Mandy Sayer

I found *Australian Gypsies: Their Secret History* to be a most interesting book.

It’s easy to read, it is about a subject I know very little about and, I guess, is about a subject that has much intrinsic allure and mystery associated with it ... and about people I had perceived as often simply being untrustworthy thieves – a prejudice perhaps formed many decades ago from reading works of fiction such as Enid Blyton’s Famous Five books.

There are three strands to the book – a chronological history of the Gypsies (Roma) and Gypsies in Australia, information about their traditions and customs, and profiles of some Australian Gypsies that the author had met and befriended during the course of her research.

The profiles presented are the least interesting aspect of the book, tending to be somewhat repetitious (for example, Gypsy houses that the author visited are invariably

described as ‘impeccably clean’) and not infrequently lapsing into banal and irrelevant (to the main stories being told) descriptions of the author’s own behaviour.

And the history of Gypsies in Australia is fairly thin – perhaps because, as Sayer observes, they have always “lived in the shadows of history.” Gypsy families in this country kept pretty much to themselves and, as a result of their very low rates of literacy and almost non-existent formal education, have contributed nothing especially outstanding or exciting to Australian society or Australian history. Instead they “traced the back roads of the county in boxing troupes, side-shows and circuses, enlivening isolated communities ... challenging middle-class values and the Protestant work ethic.”

So, most of the interest in this book comes from the author’s descriptions of Gypsy traditions and customs.

Subscribe to *Recollections*

Some future issues of *Recollections* will only be available on line.

To ensure you receive all future copies of *Recollections* you can either:

- * Send an email reading ‘Send *Recollections*’ to southcoasthistory@yahoo.com OR
- * Post a cheque for \$30 to South Coast History Society, 90 Whitby Wilson Road, Quaama NSW 2550, along with your name and address, and we will post you paper copies of the next six issues of *Recollections* as soon as they become available.

I discovered Gypsies originally moved from northern India to Europe from around the 11th century; were enslaved by Rumanian rulers to make weapons for the Crusaders; became negatively stereotyped during the later Middle Ages (they were largely illiterate, unskilled people with a pagan-based Hindu background, so were viewed by the Church and the state as posing a threat to Christian values and existing power structures) and suffered from laws enacted against them in England, Scotland and throughout Europe; and were persecuted in Nazi Germany when up to 1.5 million of them were exterminated. The name Gypsy was acquired in the 15th century in England because of a widespread belief they were Egyptians.

Because they were constantly moving on (or were being moved on) many Gypsies eked out livings from being entertainers (dancers, jugglers, musicians, fortune-tellers), riggers, odd-job men and women, and horse traders, often living off the land (including by also occasionally helping themselves to 'available' stock and produce from nearby farms!) ... and acquired reputations that made non-Gypsies (Gadje) extremely wary of them

Sayer claims three English Gypsies arrived in Australia on the First Fleet – among them the colony's first brewer James Squire (although others claim there is little evidence that he was actually a Gypsy) – and that there are now somewhere around 100,000 people with identifiable Gypsy heritage living in Australia. Most of these arrived from, or are descendants of migrants from the United Kingdom and Southern Europe, and Australia has provided something of a safe haven for them, particularly in the years since World War II. (During the 1920s, however, restrictive immigration legislation was applied in at least one instance to prevent Gypsy families from settling in Australia.)

A handful of Australian Gypsies are still nomadic, living in tents or in caravans. Most, however, now live fairly-conventional lives and reside in typical Australian houses or units. ("The only reason we stopped travelling is because the kids needed to go to school," one Gypsy from Brisbane told Sayer, adding that "The first time I had to live in a house, I hated it! I felt like I was in jail.")

Sayer portrays Gypsies (and Australian Gypsies) as having clearly identifiable cultural practices and traditions (specific funeral rites are observed for up to one year); having strict purity and cleanliness laws (they use separate towels to wash the upper and lower parts of their bodies, wash upper body clothing separately from lower body clothing and, on the rare occasions they share food and eating utensils with a Gadje, will even dispose of the cutlery and crockery

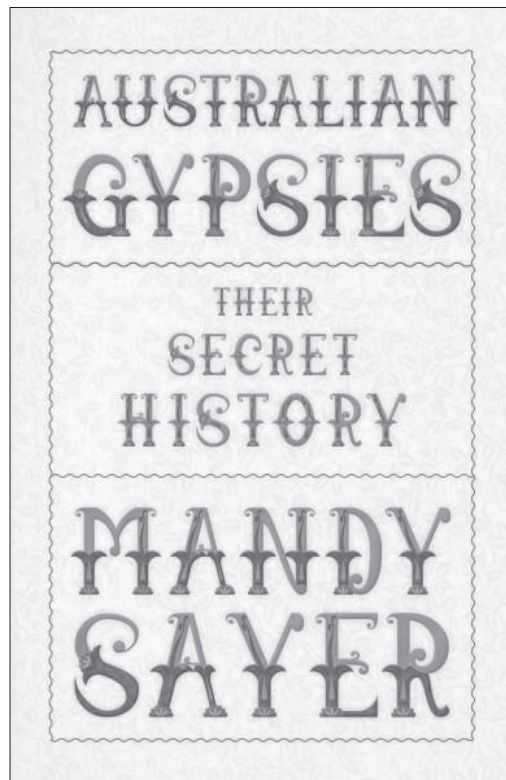
because they are then feared to be 'unclean'); having a well-understood system of signing one another ("She briefly scratches her earlobe. That means to listen carefully to

whatever's going on ... she wipes her mouth with the back of her hand. That always meant that I had to shut up"); likely to have received minimal education and therefore working in largely unskilled jobs; preferring to be self-employed or to be conducting businesses that employ other family members; trying to live as much as possible by trading and bartering; and being notoriously suspicious of the Gadje.

She suggests that "imagined projections by the Gadje (that) Gypsy women are always dressed colourfully and provocatively and are usually sexually available; the men are swarthy and handsome, yet not to be trusted; the children are always barefoot and bronzed by the sun; and they all live in ornate caravans and play violins and dance" are romantic fiction that has been created and perpetuated by writers and artists

from the 19th century.

Unlike in Britain, the U.S. and in many European



- Superannuation
- Retirement Planning
- Full Portfolio Management (with no entry fees)
- Estate Planning
- Dedicated Fixed Interest and Equities Research and Administration

Call 6495 2869

www.morgans.com.au/merimbula
Level 2, 36 Market Street Merimbula

Morgans Financial Limited
ABN 49010669726 AFSL 235410

countries, Australia has never had specific laws against the Roma, so police have generally remained fairly impartial when dealing with complaints from the public about Gypsies or Gypsy families ... and, Sayer asserts, most Gypsies are also 'generally charming and accomplished negotiators, skilled in averting possible altercations with authorities.'

This is particularly evident in the stories about the different Gypsy families that have been included in the book, the most colourful of which is the story of the Sterio family – a family that was notorious on Australia's east coast

for alleged criminal activity and regularly appeared before the courts before the death of Ruby Sterio, 'Queen of the Gypsies', in 1982.

And this was the point, Sayer suggests, when Gypsies in Australia virtually disappeared from our roads ... and have largely faded from public view.

Peter Lacey

'*Australian Gypsies: Their Secret History*' is available in paperback from around \$28.50.

The Sterios: 'Popular palm readers and charming entertainers'

"In August 1947, Sperio Sterio appeared in a Sydney court, requesting a decree of nullity for the union between his fifteen-year-old son-in-law and his fourteen-year-old daughter, who'd recently given birth to a girl in Western Australia. What at first appeared to be an outrageous case of underage sex and child exploitation became a fascinating lesson in Romani customs. Sperio explained to the court that he had allowed his daughter, at the age of nine, to be adopted by a family of his cousins – the Stephensons – since they loved the girl and promised to educate her...according to Romani custom, Sperio would have received a hefty bride price in exchange for his daughter.



Sterio family in 1937. Queen Mary Sterio and Burgecka Sterio are on the right. Photograph: State Library of Queensland

At the time they were making the arrangements, the two families were camping at a site at Fullers Bridge, near Chatswood, where they conducted a Gypsy marriage ceremony, unrecognised by Australian law. The two families struck a deal that Colleen and Jimmy would live and travel as brother and sister with the family until they were much older, say eighteen years old, after which time, if they loved one another, they could consummate their marriage and begin a family of their own...

After the Gypsy wedding at Fullers Bridge, the two sides of the family parted...Sperio, however, (now) tried to manipulate *Gadje* laws and whip up a sense of moral outrage within the court so the judge would agree with him and rule against the 'illegal' marriage.

Sperio's true motive for the court action was probably either greed or to settle a personal score. If he could have the marriage annulled, his daughter would be returned to

him without him having to return the bride price to the Stevensons. He could also arrange a second marriage for her and secure a second bride price...

Sperio Sterio must have achieved what he wanted... However, this was not the first time he had instigated legal proceedings against the in-laws of one of his children. In 1938, he mounted a similar challenge when he accused a nineteen-year-old boy George Stevens, of abducting his underage daughter, Kate – even though he himself had organised the Gypsy wedding between George and Kate at his camp at Fullers Bridge. He'd also ordered kegs of beer, two pigs to roast for the reception supper, and had invited approximately 300 people. Sperio had officiated the ceremony, collecting cash from guests in a hollowed loaf of bread, and ending it by firing a gunshot over the heads of bride and groom.

The court transcripts of this trial make for hilarious reading...Again, the court action was swiftly dropped... suggesting that, once again, Sperio Sterio had used the *Gadje* system to outwit the Gypsy one."

"Costa Sterio died from heart failure at the early age of 30, a common ailment among the Sterio men. A *Kuneshti* (one of the Gypsy clans, originally refugees from the Greco-Turkish war in the late 19th century) custom was that the eldest sister, the mother and the wife of the dead man should sit with the body until the day of the funeral. The funeral, however, had to be postponed because Costa's eldest sister, Helen, had been sentenced to three months' gaol, and still had a further eleven days to serve. The Minister for Justice refused to release her and the funeral had to be postponed. His embalmed body lay in state for two weeks in the front room of the house. Dozens of local Gypsy children invited passers-by, even strangers to view the body, and so it seemed everyone in Woolloomooloo was invited to troop through the terrace into the small living room...

There were over a hundred mourners waiting for two hours outside the church before the ceremony began. Once the church doors were opened, women and children climbed up on the pews and altar steps to catch a last glimpse of the Gypsy Prince. Police were called to control the crowd. Some packed the balcony, which almost collapsed. The service was continually interrupted by weeping, shouts and prayers. After the chanting of the Greek burial service, the lid of the coffin was opened and members of Sterio's family pressed

forward and kissed the lips of the corpse.

The Leichhardt Municipal Band marched ahead of the procession to Rookwood Cemetery. A special floral car was piled high with expensive flower arrangements. At the grave relatives and family threw in silver coins and Costa's mother poured a bottle of brandy over the casket. As the moans and lamentations rose higher, Elizabeth threw herself down at the grave-side begging her husband to return, while

her mother-in-law wept and muttered, 'My little boy, the youngest.'

Immediately after the funeral, police ordered two members of the Sterio family, Sophie and Helen, out of New South Wales for three years. The women had been found guilty of having stolen, via *bujo* (the act of relieving *Gadje* of some of their money through sleight-of-hand), upwards of £30 from a US serviceman." **R**

OUR HERITAGE

It's Not a Road ... It's a Tramway!

If you are driving south through Bodalla on the Princes Highway, you'll notice that the road seems to divide just south of the Bodalla Dairy (on the left) and a branch continues up past the Bodalla Bakery and Bodalla Post Office.

That minor road to the left is – or originally was – a tramway.

The tramway ran from the Bodalla Cheese Factory (sited near The Big Cheese, a tourist complex to the north of Bodalla that closed in 2007) to the North Narooma Wharf at Mill Bay near Wagonga Heads. The tramway was built around 1883 or 1884 to transport dairy produce from the factory to the wharf.



The original tramway route, running to the left of the Princes Highway at Bodalla.

Titanic Trivia

How well do you know the history of the 'Titanic'?

1. Who launched the Titanic?
2. What were the names of the Titanic's sister ships?
3. The Titanic had 4 funnels. One was primarily 'for show.' Which funnel was this and why?
4. The Titanic was delayed leaving Southampton on its fateful voyage? Why was this and how long was it delayed?
5. How long did it take the Titanic to sink after it hit the iceberg?
6. 706 people survived the disaster. How many of these were plucked from the water?
7. The RMS Carpathia, the vessel that took on board the Titanic's survivors, also sank. In what circumstances?
8. A 1958 classic British film starring Kenneth More and based on the sinking of the Titanic had a most appropriate title. What was that film?

Answers are on page 18.

It passed a sawmill on the western bank of Stoney Creek that was run by a Mr Archer (and therefore became known as Archer's Mill) that was originally built to supply timber to the Bodalla Estate, so the tramway also conveyed timber south and north from that mill.

It was built because ships were finding it difficult to access the nearby Moruya River due to the challenges of negotiating the bar at the entrance to the river.

The tramway was constructed of wood. The tram was pulled by a single horse, which it was calculated could move a load at least three times heavier than one horse could transport by road – so it was considered to be an efficient means of transportation.

It appears that the tramway was not well constructed. The steel wheels of the tram would not remain on the wooden railway lines, particularly as they rounded the many tight curves, and it seems that a number of horses were injured or

WHY DO PEOPLE COME TO NAROOMA JUST TO VISIT NAROOMA NEW & USED ?

They have discovered a veritable 'Aladdin's Cave' absolutely overflowing with valuable hidden treasures and bargains – pre-loved and brand new.

Choose from thousands of books, thousands of CDs and records, imaginative gifts, homewares, objets d'art, knick-knacks and odds & ends.

And Barrie is a JP,
for those needing documents witnessed!



**WE BUY ... SWAP ... AND SELL
122 Wagonga St, Narooma – ☎ 4476 1107**

even killed as a result.

The tramway closed in December 1889 following the construction of improved local roads.

In 1891 a special lease covering the land for the tramway was cancelled, apparently because rent owing on the line had not been paid.

Tramways, particularly servicing the timber industry, were once common on the NSW South Coast. To the north of Batemans Bay, tramways were installed linking East Lynne and Benandra (Benandarah) to a wharf on Cullendullah Creek (between modern-day Surfside and Long Beach), from which timber was conveyed in punts across the bay to Guy's wharf on the opposite side of Batemans Bay. Mr Guy spent over £1,000 of his own money on construction of the initial section of this tramway (from Benandra to Cullendullah Creek) and in return was granted a concession (i.e. a monopoly) that prevented sleeper-getters from felling millable trees within his concession area.

From 1885 about two miles of tramway enabled logs to be brought to Cox's Mill near Mogo (the output of this mill keeping two ketches busy transporting the sawn timber to market), and four miles of tramway provided timber to the nearby A Johnson and Company Mill that employed between 30 and 40 men and supplied sleepers and bridge timbers to the Government railway which was then being constructed between Bungendore and Michelago.

And at least three mills located near Brice's Inlet (towards the western end of Wagonga Inlet, near Narooma) utilized tramways until

the late 1910s or early 1920s.

A timber tramway once ran southwards out of the Tantawanglo State Forest to the Mt Darrah Sawmill situated on the headwaters of Candelo Creek, east of the Mount Darragh settlement. It was used to haul logs out of the forest to the mill.

A more ambitious project was proposed in June 1919 when Premier Holman visited Eden to construct a 28-mile light railway line from Twofold Bay southwards into densely timbered hinterland around Timbillica, near the Victorian border. Timber was to be brought from around Timbillica to a port that was to be developed at Twofold Bay. This would have enabled the direct export of timber, avoiding the costs of transshipping it in Sydney.

Building the line was seen by the locals as a Forestry Commission duty.



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

Answers to Titanic Trivia


- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Robert Falconer Keith, Head Foreman Shipwright at the builders Harland & Wolff, Belfast. 2. HMHS Britannic and RMS Olympic 3. The fourth funnel was a 'dummy' stack, although it provided ventilation to the galleys and incorporated a flue from the 1st Class Smoking Room. At that time, funnels on ships were symbolic of speed and safety, so false funnels were often added to emphasise the power of the vessel. And having a fourth stack was believed to make the ship more aesthetically pleasing. 4. She was delayed for about one hour. The wash from | <p>Titanic caused mooring cables on the passenger liner 'New York' to snap, the Titanic came within 3 or 4 feet of colliding with the New York, and it took a tugboat about an hour to bring the drifting New York under control.</p> <ol style="list-style-type: none"> 5. 2 hours 40 minutes. 6. No one is certain, but the most commonly cited figures are between 4 and 6. One of these 'survivors' subsequently died from hypothermia. 7. It sank on 17th July 1918 off the Irish coast after being torpedoed by German submarine U-55. 8. 'A Night to Remember'. |
|---|--|

and finally...

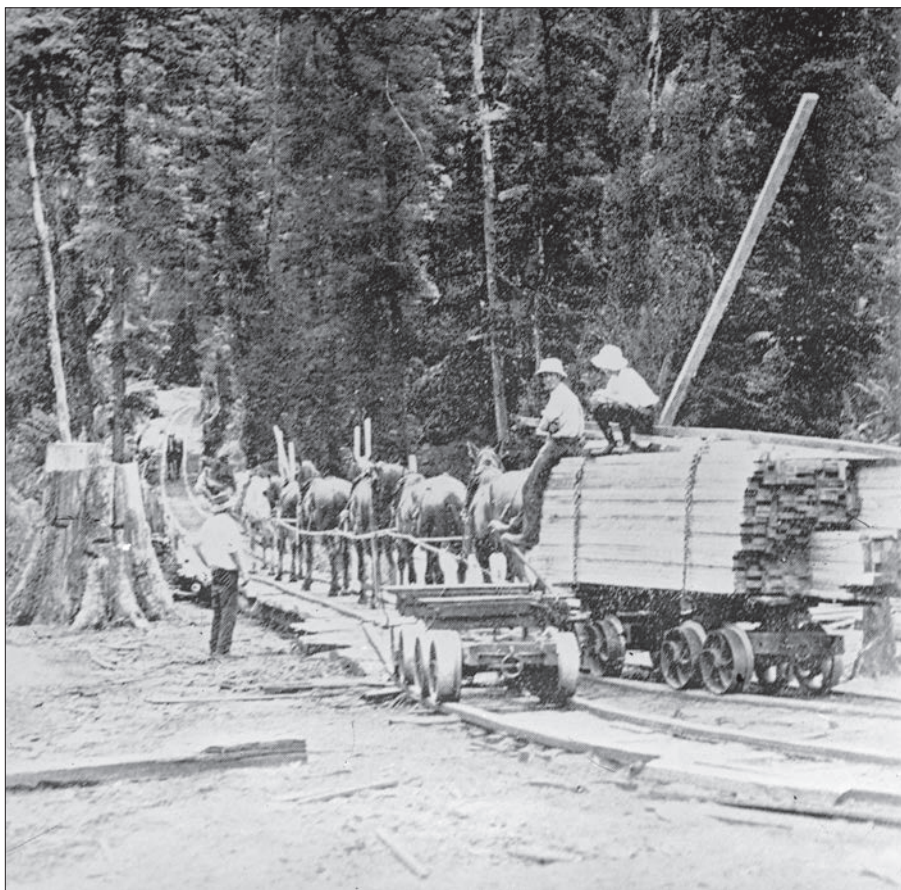
- * Finished reading? Please pass this copy to a friend, pop it in a neighbour's letterbox, forward the email file to your contacts. Others will enjoy reading *Recollections* too.
- * Register to automatically receive future copies of *Recollections*. Simply email 'Send *Recollections*' to southcoasthistory@yahoo.com. It's free!
- * Or subscribe and we'll post copies to you. See details on page 14

It was estimated the cost of the line would be around £1,000 per mile and that surplus World War I equipment would be used on the railway. In July 1919 the NSW Agent General in London, advised the Premier's Department that practically-new locomotives were available for £1,775, turnouts for £16, steel sleepers for 4 shillings and 10 pence each, and £20 rail was available for 6 shillings and 8 pence per yard.

During 1920, the narrow-gauge proposal was converted into a proposal for a standard gauge line, which was actually surveyed.

Apparently interest in the proposed line, however, lapsed when Premier Holman's Nationalist Party was thrown out of office in April 1920 and Holman himself lost his parliamentary seat. The line was never built. 

Sources: *Light Railways* No 151 (February 2000); *Bodalla and the Morts* by Laurelle Pacey, 2010; *The History of Bodalla* by Shirley Doolan and Neel Williams, 1991; and *Narooma's Past – steamers, sawmills and salmon* by Laurelle Pacey, 2001.



Horse drawn vehicles on a timber railway. c. 1900. National Library of Australia, Ref. 167165097. Photo: Robert O'Brien.

THE LAST WORD

Hey Buddy, Can You Spare Us a Dime?

If you've collected a paper copy of this 'Recollections' from one of our greatly-valued distribution points, there may have been a donations tin nearby. We're urgently needing to raise \$10,000 to ensure that 'Recollections' can continue to be produced over the next 12 months and, ideally, we're looking for at least another \$10,000 to help fund several other extremely-worthwhile initiatives over the same period. So please consider dropping a coin or two into any of those tins – your \$1 will go a long way to covering the cost of your copy of 'Recollections'; \$2 will help to also pay for a copy that we provide (at no charge) to high school history students, or someone at a local hospital, or in a nursing home or retirement village;...and \$5 or \$10 will go even further to help to cover our costs!

Quite apart from producing 'Recollections', the South Coast History Society has some very ambitious plans for the future – all dependent upon our securing the necessary funding! These range from organising several more seminars; to implementing Dr Glenn Mitchell's suggestion

(made at our South Coast History Day seminar a year ago; Glenn, incidentally, is Senior Lecturer in History at the University of Wollongong) that we identify and then widely publicise 101 items that best epitomise and illustrate the history and heritage of the South Coast; to organising a local history-writing competition for schoolkids; to compiling a book about Bega's historic Carp Street; to...

If you'd like to help us in any way to achieve any of these goals, we'd be absolutely delighted to hear from you.

And we're always delighted to receive feedback from readers or tit-bits of interesting information about our local history. After all (to quote the influential early 20th century psychologist Carl 'show me a sane man and I'll cure him for you' Jung), 'history is not contained in thick books, but lives in our very blood' – and that's what makes compiling 'Recollections' and working on other South Coast History Society's challenges so continuously interesting...and so rewarding.

Peter Lacey

New South Wales' highest rated university

RIGHT HERE IN BEGA AND BATEMANS BAY

ON YOUR DOORSTEP

Gain access to all of the services and advantages for which the University of Wollongong is renowned, without leaving the South Coast.

LOCAL EXPERIENCES

Our local connections will give you opportunities right here in Bega and Batemans Bay. Take an internship or work placement as part of your degree, and find local employment through our careers consultant.

COURSES ON OFFER

- Bachelor Degrees in Arts, Business, Commerce and Nursing
- Master of Teaching (Primary and Secondary)
- Certificate IV Pathway Programs

Find out more

bbay.uow.edu.au/study
bega.uow.edu.au/study

Number 1

rated university in NSW¹

5-Star

rating for overall experience²

Top 2%

of universities in the world³

Top 20

17th best modern university in the world⁴



**UNIVERSITY
OF WOLLONGONG
AUSTRALIA**