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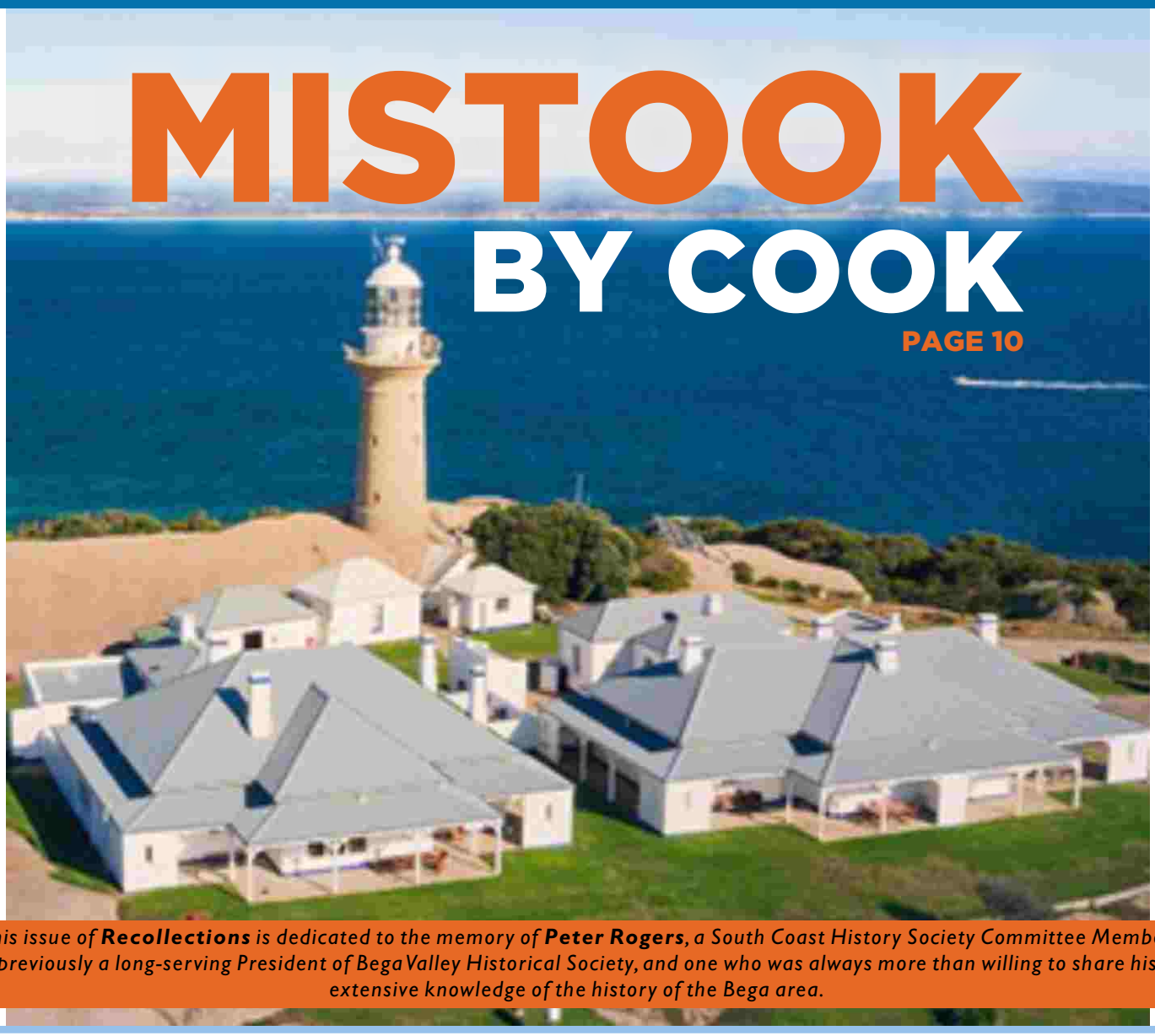
RECOLLECTIONS

ISSUE 59 - NOVEMBER 2026 - JANUARY 2027

... Where history is the hero!

MISTOOK BY COOK

PAGE 10



This issue of ***Recollections*** *is dedicated to the memory of* ***Peter Rogers****, a South Coast History Society Committee Member, previously a long-serving President of Bega Valley Historical Society, and one who was always more than willing to share his extensive knowledge of the history of the Bega area.*

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Welcome to *Issue 59*

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RECOLLECTIONS

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Your feedback

Our 'History Tour of the South Coast', that started in the last issue of Recollections (now accessible at www.southcoasthistory.org.au) and which continues in this issue, attracted considerable attention.

Perhaps predictably, we omitted details of one now-long-gone village – Jaspers Brush – and probably wrongly accredited the meaning of 'Gerringong'.

We have added the details (kindly supplied by Therese Sweeney) of Jaspers Brush to page XX and to the South Coast Towns section on our website. And thanks to Tony Butz for providing this information about the (possible) meaning of Gerringong:

It is commonly known that Gerringong is an Aboriginal name for this area, but there is no certainty about what the name means. We also know that Gerringong has undergone various spellings over the decades, and this is part of the naming problem.

Originally just part of the District of Five Islands – or Illawarra – the first land grant (to William Smith) was made by Governor Sir Thomas Brisbane on 19 April, 1825. It was in an area called Jaron Gong, supposedly with "gong" being a Dharawal suffix word for a "swamp", which would seem appropriate, given the area known as Miller's Flats (or Swamp), Smith's Swamp and the marshy Ooaree Creek. But what does "Jaron" refer to? There is some suggestion that the Dharawal word for the Illawarra Black Apple (or Black Plum) – Podocarpus elatus (or Planchonella australis) - was "Jaron". If this is the case, then Jaron Gong may well have meant "a swampy place for black plum fruit". Given that many Aboriginal place names refer to a food source, this is a strong contender for the meaning of "Gerringong". One problem, however, is that, as a suffix, "gong" can also mean "hill", or can even indicate a personal name.

On 1st June, 1829, the Jaron Gong area was officially gazetted, for the first time as "Geringong"; but by 1846 it was "Jeringong" in Government Notices; and, by 1850, "Jerringong". Other spellings, in various printed notices, were: Gerronogong, Gerrigong, Gerongong, Gerringong, Jerrangong, Jarrengong, Jerrengong and Jerrygong. A Town Plan for the Village of Geringong was drawn up in 1853 and submitted to Governor Fitz Roy on 9th January, 1854. It was not until a Post Office was gazetted for the town, on 30th March, 1857, that the current spelling (and pronunciation) became official in the post mark of Gerringong Post Office. The spelling was now fixed, but the meaning still uncertain. To complicate matters further, there was also a Wodi Wodi Aborigine by the name of Jerrengong (identified in the 1834 blanket records) who may have lent his name to the locality, just as Tullimbar did, near Albion Park.

We are always delighted when South Coast History Society's activities are noticed. Significant recent media reports have included:

A report on a talk about South Coast shipwrecks that was given to packed, 'standing-room only' Kiama Historical Society meeting in Kiama: https://thebuglenews.com.au/NewsStory/shipwreck-south-coast-the-coast-that-claimed-over-200-ships/6a84ec56375be4002d48f6be#top

A report, actually emanating from the same meeting, of our call for more recognition and support to be given to the promotion of histories: https://aboutregional.com.au/south-coast-history-is-being-written-but-are-enough-people-reading-it/514013/

And a piece highlighting how successful and how widely appreciated the South Coast History Society has been in the 10 years since it was established: https://aboutregional.com.au/south-coast-history-society-on-the-up-and-up-a-decade-on/514121/

The *Caesar*, Cholera and Quarantine Bay

by Ken Robinson

I had often wondered about the naming of Quarantine Bay in Twofold Bay, near Eden. The Eden Killer Whale Museum provides the answer with information about the barque *Caesar*, a ship sailing to Sydney with immigrants from Germany on which an outbreak of Cholera had occurred. It landed at Twofold Bay to deliver passengers in March 1855, was put into quarantine at a small bay south of Eden, then delivered its passengers before being allowed to proceed to Sydney. The bay where the quarantine of the *Caesar* occurred was called Quarantine Bay.

Information about the *Caesar* and its passengers was uncovered by Jenny Paterson during her research for *German Immigrant Ships to Eastern Australia*. And she has provided papers and translations in the *Caesar 1855 – the Cholera Ship* and in *Dr Middendorf of the Caesar 1855 and his long letter home*. Paterson's papers, including her translation of Middendorf's letter, provide the full story.

Assisted Immigration

Government-assisted German immigration to NSW covered the period from 1849 to 1856, when there were three intakes of assisted German families who arrived on 23 ships. The third intake (12 ships) of assisted vinedressers occurred during 1855-56. Most ships of the third intake went to Sydney, but some also directly to Moreton Bay and some to Melbourne.

The process of government assistance was managed by regulations which provided a government bounty for the importation on non-British men who had skills not obtainable from Britain. Hence German vinedressers. The men had to be married and not more than 50 years old. The regulations also required the employer to pay the government for each adult male family member (14 or over). This payment was to be recovered from the immigrants' wages over their two years of employment.

The barque *Caesar* (built in 1854) departed from Hamburg on 11 November 1854 and arrived in Twofold Bay on 10 March 1855 and in Sydney on 26 March 1855. It carried 235 assisted German immigrants (70 families) and around 40 unassisted immigrants. Some immigrants were disembarked at Twofold Bay.

Many more passengers had embarked at Hamburg, but during the voyage the ship was struck by an outbreak of Cholera, resulting in the deaths of about 20 percent of those who sailed. An account of the journey was provided by the ship's doctor, Ernst Middendorf, in the form of a letter home, which was published in a German newspaper that same year.

Cholera on board

Middendorf's letter provided a description of the Cholera outbreak, indicating it began from about 11 days at sea, just after the *Caesar* passed Teneriffe and the Canaries. It is seen from the letter that on the first night two children died. Two crew members and the mother of the two children died the following day. The sickness spread rapidly and over 50 persons died within the next few weeks, until the last fatality was recorded on Christmas Day 1854.

Middendorf's letter demonstrated the despair and desolation caused by the outbreak. With the deaths of the two children and a sailor, Middendorf stated he was:

no longer in any doubt as to our tragic fate. I went straight to the captain and informed him that we had cholera on board and that we would lose many people. The poor man, who is so over-sensitive, especially since the loss of his wife, was utterly dismayed, but what could we do? We came to an agreement to say nothing about the nature of the illness, so as to minimise the anxiety among the people. While we were still speaking, it was reported that the cabin cook had taken ill. This man, who had wife and children at home and only left his usual occupation to earn a bit more, was so shocked at the death of the sailor, that he became ill soon after. I did whatever was in my strength to do…but could not save him.

The woman who lost both her children at the beginning did not have to suffer her pain very long; she died the next day. And so the sickness drove on, seeking its victims, mostly among the women and children who were still weak after getting over sea sickness, but also a few strong men were carried off. In less than three weeks, we lost over 50 persons. At midnight we put our first bodies over the side. They were sewn up in sailcloth and a sack with lumps of coal attached at the foot. It was an overcast night. The moon was pale behind thin layers of cloud. The sea moved in long flat waves and the ship lay quietly. Two sailors let the bodies down gently with a rope - a light gurgling sound and it was all over. This procedure was repeated every night from now on.

During the day our deck looked like a military hospital. On one side lay the sick, on the other sat those who were still healthy, crowded close together. One seldom heard loud voices, except for the inevitable squabbles in the kitchen. The mood was so sombre that all attempts to lighten it were unavailing. Everything that could be on deck had to be brought up. A sunshade was stretched across and gave shelter from the heat. Everyone looked forward to the reviving cool of the evening, but for the poor sick the suffering was greatest at night, when they had to languish in the vapours of their narrow deck. Many of the healthy



carried their bedding above to escape these torments. At any time of night one met many people awake. Hardly any night went by that I was not called two or three times, although my limbs were often so heavy that I did not think they could move. Everyone, even those who never got sick, had this feeling of profound bodily weakness…

The mood of the passengers passed through all the stages that occur in such circumstances: first alarm, then courage or desperation, and finally apathy. No-one knew whether he would be still alive the next day. The happiest were the children. They clambered about on the boat under which the dead were laid, and they had no inkling that in many cases they would be stowed under it themselves in a few days' time.

Arrival at Twofold Bay

Many on the ship were sick but still survived the Cholera. Typhus also struck later in the voyage, and it was likely this caused the ship to be quarantined when it arrived in Twofold Bay. Paterson stated that the total deaths among the assisted immigrants (for both Twofold Bay and Sydney) were 61, comprising five fathers, 17 mothers and 39 children, mostly from Cholera. The deaths of mothers also resulted in the death of nursing children due to lack of suitable nourishment.

Middendorf continued:

In the recent period we'd had many more sick, mostly gastric fever and also a few typhus cases, and one girl had died. We still had two typhus cases to be landed here. All the people to be landed here were engaged by one man as shepherds; the total, including children, was 64.

This one man was James Manning, the Twofold Bay Pastoral Association's local manager based at Kameruka. Paterson provides a list of these assisted immigrants, taken from the NSW Immigration Board's records:

Father	Mother	Children
Bauer, Heinrich	wf	1
Bauer, Johann Adam +	wf	3
Boller, Georg Caspar	+	2
Dister, Peter+	+	4
Holtzhauser, Johann Leonhard	wf	3
Kollner, Georg Nicolaus	wf	1
Rheinberger, Johann	+	5
Rossler, Theodor	+	5
Schafer, Abraham	wf	3
Spindler, Johann Carl	wf	6
Uberrhein, Johann	wf	3

+ shows the death recorded.

The records provided the name of the husband, whether married and the number of children they had. Eleven families had embarked for Twofold Bay, totalling 11 fathers, 11 mothers and 36 children. Two fathers (Johann Adam Bauer and Peter Dister) and 4 mothers died on route. It is not known how many of the 36 children intended for Twofold Bay were among the 39 children of assisted migrants who died on the voyage.

The Sydney Morning Herald described the arrival of the *Caesar* at Twofold Bay, but there was no mention of the Cholera outbreak:

Wed 21 Mar 1855 - The Sydney Morning Herald

TWOFOLD BAY. Arrival March 10. Caesar, barque, from Hamburgh, with German immigrants for the Twofold Bay Pastoral Company. There being two cases of sickness on board, the vessel has been placed in Quarantine, but as the patients are progressing favourably, she will doubtless be shortly released.

(Source: Trove. National Library of Australia)

In Quarantine

Middendorf described the conditions of the quarantine:

We were placed in quarantine for eight days, the yellow flag had to be raised and the ship had to distance itself further away from the town. As much as we were all angered by this judgment in the beginning, in the long run we did not find it as long as we had first expected. We had permission to step onto quarantine land, but since the magistrate persons knew as little as we did where this happy land was actually situated, it was decided we could go anywhere as long as we didn't approach closer than one English mile from the "town". With that we were satisfied, as in my opinion there was nothing in the so-called town.

Straightaway on the following day we made use of the permission to visit the coast. Our boats came and went unceasingly. It is a singularly joyful feeling when, after so long a journey, one feels for the first time solid ground underfoot once more. To the voyager, even a barren worthless rock seems a welcome resting place after the unchanging sameness of sky and water. I observed with great interest all the small details while we sprang over the rocks onto the sand, the various small shells which were almost all washed to pieces by the tide, the marine growths on the bottom, and the rock, which exuded a characteristic smell because it was low tide when we first landed. Then we climbed up the steep incline which enclosed the whole bay and came to the woods. I roamed around in the woodland for a couple of hours. Everything was new to me, everything was interesting, but there was nothing that was agreeable or beautiful. In the case of Australia's forest, you must not imagine the charming gloom and high vault of a mixed beech grove, or even less the interwoven chaos of a primeval American forest. There is no shadow and no cool. High whitish trunks of very hard wood stand at considerable distance from one another. Above, they divide into a few spare boughs and these in turn put forth meagre branches of the same nature, on which finally the foliage grows in thin clumps. The leaves are mostly lancet-shaped and hang vertically. They are thick, stiff and dry. I don't remember even once seeing a beautiful grouping of foliage. The undergrowth in the forests is scanty. Mostly it is veritable bare sand between the trunks, as the sun's rays falling between the strange thin leafage dries everything and doesn't even allow grass to grow. The appearance becomes a little better if you get to a somewhat watered depression, but just when does that happen?...

I discovered some oysters and brought a few to the Captain, who was playing with the children in the wood. A fire had been made, and with the great dryness of the ground it took a lot of effort in the evening to keep it from spreading. Later we saw that such care was of no use. We saw a bush fire ourselves and heard from the colonials that it burns ever onwards in many places and only the rainy season can quench the fire quickly. After we had informed ourselves to some extent about the nature of the land, we henceforth confined our excursions to the bay. There were more conveniences there; the fishing was extraordinarily productive and delivered some exemplary kinds. Between the rocks on the beach there were lobsters and crabs, and in addition we later found great banks of oysters of a particular type that was finer by far than the English natives, with the result that I soon forgot my former antipathy to these poor animals and did full justice to them. On one expedition the Captain and I gobbled about 300 of them. The whole world ate oysters, down to the smallest child; I gave an appetite back to the convalescents with oysters. In addition to this, some very good mutton and beef was delivered to us from the land, and so the Captain kept our passengers busy on shore felling trees, as he wanted to use them for ballast because of their great hardness and weight.

Middendorf described the end of the quarantine:

The eight days of quarantine were over quickly. On the next Sunday the magistrate people came again and solemnly declared that there was now no more danger, despite the fact that we had added several new cases to the previous sick list, though not dangerous ones.

We Are Different

We are a history society... not a historical society. We don't collect objects.. we don't run a museum. We don't have a library. We have very limited research facilities. Our interest is the fascinating history of the entire South Coast - so we don't focus on just one small local area. Our aim is to reach absolutely anyone, anywhere, interested in South Coast history - not just a small number of paid-up members of our society. And WE TELL TALES - yes, all the interesting stories about the NSW South Coast - exactly what our South Coast communities want to hear and read.

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This sketch is thought to be of Quarantine Bay.
Eliezer Levi Montefiore. 1852. One of two sketches from Twofold Bay.
Source: State Library Victoria.

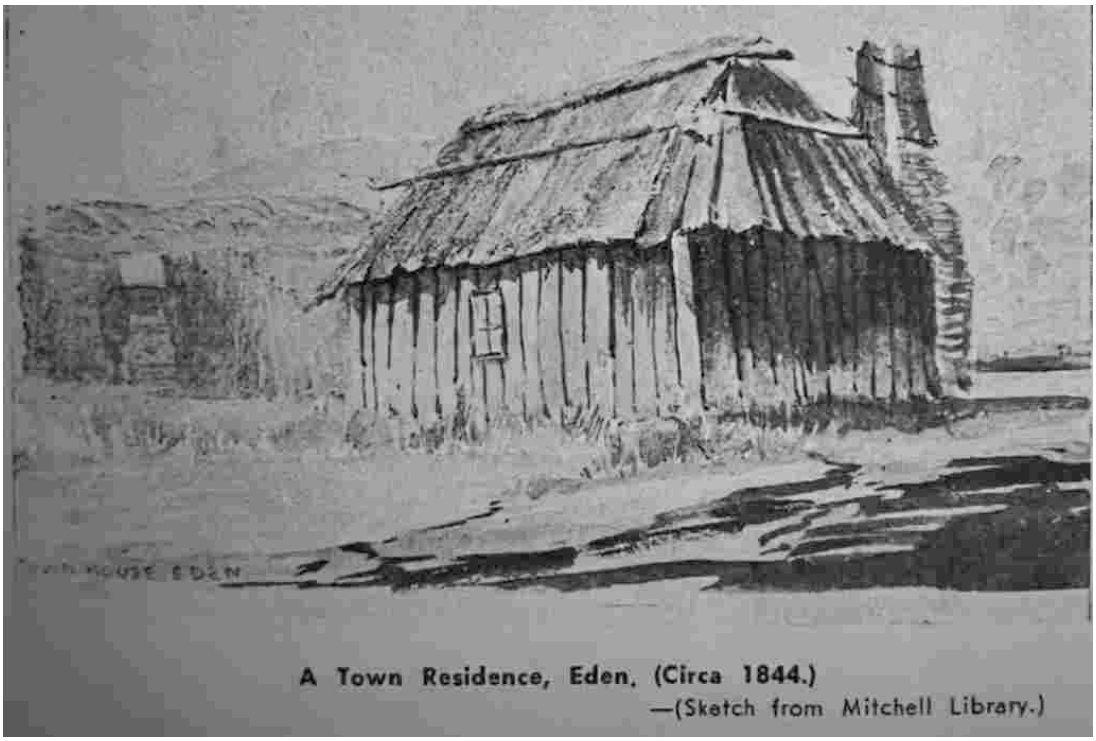
A visit to Eden

In his history of Eden, HP Wellings described the development of Eden around the time of the arrival of the Caesar. The township was surveyed and laid out in 1843 and land was made available for sale from that time. Initial buildings were wattle and daub huts, but during the 1850s more substantial structures were built as houses but were also used for other purposes, including as a post office, hotel or general store. The population would have been about 200. More permanent buildings were constructed later in the decade, including the police station and the public school, and significant development would have occurred to support the gold rush at Kiandra in 1859-1860.

Middendorf described his visit to the town of Eden:

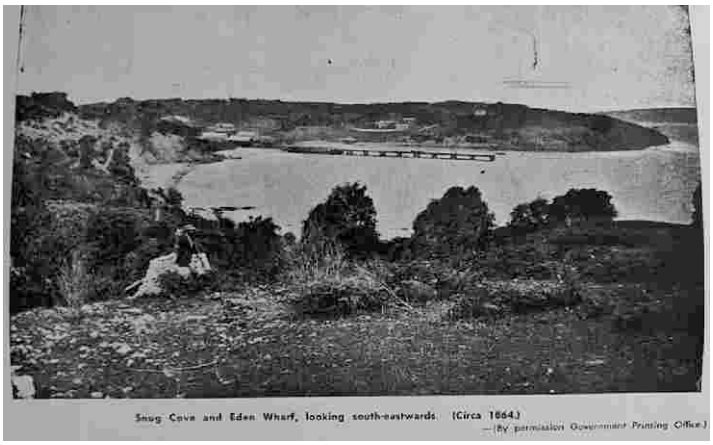
After that (the quarantine) we went ashore at once to inspect the town. It is mostly small cottages built from planks with the cracks plastered over, smaller than our Thuringian farm houses, but clean and tidy to the highest degree, I have to say, with much more comfort than in those cottages at home. I went into several and was received in a very friendly fashion. A main room serves for kitchen, living room and receiving visitors. In the background is the huge fireplace, neatly painted and decorated with shells; around it like a frame hang the cleanly polished utensils.

From the chimney hang iron pots and hooks, and on one of these the steaming tea kettle sways over the glowing coals. The chickens have the freedom to wander through the room, but they are very well-mannered and respectable; I didn't see anything that would have been an offence against cleanliness. In the town of Eden there is also an inn, very fine and distinguished, where we drank good London porter. Apart from this, Eden is no paradise.



Early form of dwelling in Eden. Source:Wellings p16





View into Eden.The wharf was built around 1860. Source: Wellings p28.

On to Sydney

After the quarantine period the *Caesar* proceeded to Sydney with the rest of the passengers. Paterson lists the assisted immigrants' full names, accompanying family (excluding 39 children who died on board), their official employers and the employer's addresses, if known. There were 59 families listed, and three fathers and 13 mothers were identified on the list as having died on the voyage.

The employers were listed as being based in and around Sydney, the mid and north coast of NSW, as well as Moreton Bay. Paterson notes that not all workers went to the places they were intended and there was evidence of shuffling of people around between employers. For example, the Gotz family which landed in Sydney was employed by Clark Irving whose main property was on the Richmond River, yet Simon Gotz and his son Wilhelm were sent back, via Twofold Bay, to work as shepherds near Bombala. Charles Nicholson, based in Sydney, had contracted many of the families and three of his immigrants – Johann Umbach, and brothers Johann Beileiter and Johann Georg Beileiter - also returned to Twofold Bay and eventually found their way to Bombala. Many of the names of the assisted immigrants listed as landing at Twofold Bay are still found in the local area.

Sources

Paterson, Jenny. *Dr Middendorf of the Caesar 1855 and his long letter home*. *Ances-tree* Vol 21, No 3, November 2008.
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Wellings, HP. Undated. *Eden and Twofold Bay. Discovery, Early History and Points of Interest 1797-1965*.

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The South Coast's Front-Runners

by Christine Ellis

Archer is probably the South Coast's most celebrated horse. Foaled at Ballalaba (north-west of Braidwood) and trained by Etienne de Mestre at Terara (near Nowra), Archer won the first and second Melbourne Cups in 1861 and 1862.

Archer may well have won the third Melbourne Cup but was denied entry by the Victorian Turf Club because a telegraphed acceptance to race was not delivered in time, due to it being a public holiday in Melbourne. This decision caused controversy and, to protest the decision, all of the interstate entrants boycotted the race. So, the third Melbourne Cup ran with only seven Victorian horses, the smallest number in its history.

Legend has it that Archer was walked (or more likely was ridden) the 850km from Nowra (or Braidwood, depending on which version of the story is being told) to Melbourne to compete in the first Melbourne Cup. Regrettably, this is simply a myth with numerous newspaper reports clearly indicating he was shipped to Melbourne on the steamer *City of Sydney*.

(As an aside, in 1876 de Mestre's entry in the Melbourne Cup, Robin Hood, and ten other horses were lost at sea when the *City Of Melbourne* was struck by a severe storm off the coast at Jervis Bay.)

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It's fair enough that we remember Archer for his famous wins all those years ago. Yet, I find it somewhat disconcerting that the important role that working horses played in the development of our towns and farming regions - with their grunt, sweat and uncomplaining toil - is now so rarely celebrated, because the fame of these working horses was once every bit as topical as that of the horse that won the last big race.

The South Coast's very own Blossom is a good case in point.

Described as being "of gigantic proportions" (*Bega Gazette,* 7 May 1874), Blossom won the inaugural Bega Show silver medal in 1872 and went on to win at the next four Shows. She also won the 'Three-Guinea Cup' awarded in 1876 (*Bega Standard,* 13 May 1876*)*. These Bega Show cups and medals were special awards – akin to the Supreme Champion class we have now at major Agricultural Shows today.

In 1883 Blossom won the Bega Show for the fifth time. One writer to *The Sydney Mail and New South Wales Adviser (24 March 1977)* suggested that such was her invincibility in these shows that Blossom should be pensioned off, while another suggested that her owner should be jealous of her reputation "lest his mare Blossom should lose her laurels as a perpetual prize maker" (*Bega Standard,* 14 April 1883*)*. While she didn't compete in the 1883 Show she was present at the Show to "look after a promising young Blossom" (her foal) (*Bega Standard,* 14 April 1883*)*.

Blossom then went on to produce some of the South Coast's most successful draught horses. Her progeny were also prize winners. Roger was by Sir Roger who was out of Blossom. Roger won first prize as a colt and also as two-year old at the 1883 Bega Show. Interestingly it seems that his name was changed at some stage to Sir Roger (same lineage) and, if so, he stood at Candelo, Wolumla, Bethunga, Ironbung, and Stockinbingal (*Bega Gazette and Eden District or Southern Coast Advertiser,* 19 December 1883*)*.

Southern Star, by the Earl of Early and out of Blossom, won a first at Bega Show (date not mentioned) as well as two firsts at the Adaminaby Show in 1884; a first for



Archer, trained at Terara near Nowra, winner of the 1861 and 1862 Melbourne Cups

stallion three years and over; and the special prize for stallion any age at the Gundagai Show in 1889. After his show success he was advertised as standing in Gundagai in 1890 (*Gundagai Times and Tumut, Adelong and Murrumbidgee District Advertiser,* 7 September 1889*.)* Loftus (also known as Young Loftus), also by Alma out of Blossom, was called one of the finest three-year olds in the colony and stood at Bolairo and was a winner at the 1881/82 Bega Shows. (*Manaro Mercury, and Cooma and Bombala Advertiser,* 27 September 1882)

Yet for all Blossom's once widespread fame and her undoubted importance to the region, few people would recall Blossom or her progeny.

It might be argued that this historical amnesia is an inevitable consequence of the fact that horseracing is still an integral part of Australia's social life while heavy horses are not. Obviously, this is true but, if we let this amnesia keep our memory dormant, we not only forget the wonderful contribution of these horses, and why they were so integral to the growth of the nation. Our history is also the poorer.

To understand this more clearly, one needs to go back further – in this case to Blossom's sire, the incomparably significant Alma, whose importation to the colony marked the beginning of a new chapter in our history.

Alma was always known as 'Alma (imported)'. This 'tagline' is important. Draught horses did not have studbooks in Australia until the early 1900s. When draught horses were advertised or mentioned they always included their pedigree and certainly their sires. This is because there were several 'Blossoms' on the South Coast including her own daughter, but only one who was by 'Alma (imported)'.

Alma was a Clydesdale and he stood at Nithsdale outside Braidwood from 1856 to 1868 but for one short season at Eunonyareenyah (Wagga) in 1860. He also stood in Bega in late 1868 (*Bega Gazette,* 22 October 1868).

Alma left an enduring legacy among draught horses that is not well known - but should be – because it is clear our area was incredibly important in the development of the draught horse. And Alma stands at the forefront of that history.

As a breeder of heavy horses, my interest was captured by a mention of a Clydesdale in the book *The Clark Gang* by Peter Smith. It's a great book about the history of Braidwood and surrounding districts in the era of the Bushrangers. But on page 145 was an advertisement for a Clydesdale called Alma, standing at Nithsdale in Ballalaba, not far from where I live. In that ad (*The Goulburn Herald and County of Argyle Advertiser,* 26 July 1856), he was described as a prize-winning stallion at the Carlisle Show in the UK, and I was intrigued. In all my discussions with other breeders no one had mentioned this horse and his importance.

Alma's story begins in the old country. He was sired by Merry Tom, a famous Grey Clydesdale who is still mentioned in horse books about the origins of the Clydesdale. Merry Tom even had a pub named after him in Cumbria and he won first prize Clydesdale Stallion at the 1854 Great Highland and Agricultural Show of Scotland as well as the 1855 Royal Agricultural Society of England's Carlisle Show. He was important enough to have an engraving by the famous horse engraver Charles Hunt circa 1850.

Alma's dam was Jess. Her lineage is less certain as there were numerous Jess' at the time.

Alma (although he was unnamed at this stage) out of Jess and by Merry Tom, was shown at the 1855 Carlisle Show along with his sire, and he won best two-year-old colt for agricultural purposes.

Alma was purchased at the 1855 Carlisle Show by The Hon Hugh Wallace who owned Nithsdale, among many properties in the Monaro and South Coast. The main street in Braidwood is named after him. Wallace had emigrated to Australia from Dumfries in 1841.

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When Alma arrived in Australia in 1856, he was lauded in major metropolitan newspapers as "a considerable and highly valuable addition to NSW's stock… his arrival will doubtless be hailed as a great boon by all breeders." (*Sydney Morning Herald,* 11 February 1856).

From my other searches it's clear that Alma sired many prize-winning draught horses. He was regularly referred to in newspapers throughout the colony as 'the prize-winning stallion', 'powerful and magnificent', and 'a valuable addition to our imported stock'. An advertisement in the *Moruya Examiner* on 2 March 1866 mentions the "popular and well-known Alma Breed at Oranmeir". Oranmeir is along the road from Ballalaba to Moruya.

This reportage continued faithfully for decades reflecting his fame as his progeny spread throughout Victoria, NSW and Queensland – so we even find a mention of a Clydesdale called Hector in Omeo, Victoria in 1902 – 45 years after Alma's arrival – being from the lineage of "Alma (imp)"!

So, Alma's importance on the South Coast is undisputed. He was ultimately sold in 1869 to property owners in the Gunnedah and Armidale area (*Glen Innes Examiner* and *General Advertiser*, 15 May 1878).

The connection with the South Coast, however, was to continue. In 1878, at the great age of 25 years, Alma was sold, along with the entire contents of the Boorolong draft horse stud near Armidale. The owner was cited as Edward Cordeaux Blomfield. Yes – the great grandfather of Bega's very own Charlie Blomfield!

Alma is recognised as an aristocrat of breeding. He never competed at local Agricultural Shows or in ploughing matches – he was always exhibited!

So, where did Alma end up, and is there an image of him or of Blossom? The last mention of Alma alive was in 1878. He was, of course, at this stage, 25 years old, which is a pretty good age for a draft horse. And, no, there is no known image of Alma or Blossom (if they had been racehorses, there certainly would have been many images of them).

So, if you have any information or images of Blossom or Alma, or any of their numerous offspring, I'd be delighted to hear from you.

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Acknowledgements:
Thanks to Pat Raymond and the Bega Valley Genealogical Society, and Wendy Simes from the Moruya Museum; to South Coast History Society for its interest in my research; to The Braidwood & District Historical Society whose President, Peter Smith, initially set me on this path of discovery with his reproduction of the advertisement about Alma standing at Nithsdale.

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Montague Island/Baranguba

Montague Island/Baranguba, just east of Narooma, is the largest island off the NSW coast if one disregards Lord Howe Island that is a significant 600km from the coast.

The island was sighted by Captain Cook on 21st April 1770 whilst sailing northwards in bad weather. He incorrectly thought it was part of the mainland, so called it Cape Dromedary - having earlier named the distinctive nearby mountain Mount Dromedary.

Originally (up to about 10,000 years ago, when the sea level was about 125 metres lower than it is today) Montague Island was a hill on the Australian continent, as was Aughinish Rock just to the south of the Island.

Local Aboriginal legend also links the island to Mount Dromedary/Gulaga: Gulaga had two sons, one of whom was Baranguba who went fishing, against the wishes of his mother, and was washed from his canoe by a big wave – becoming the island. Her other son, Najanuga (who became Little Dromedary mountain), then also wanted to move away but was told by his mother 'No, you're too young, you just sit here right next to me'. And he, obediently, did so.

In 1790, the captain of the *Surprize* - one of three ships that travelled together as part of the Second Fleet transporting convicts to the new settlement at Port Jackson - established that Montague was actually an island and he named it after George Montagu Dunk, the Earl of Halifax. (Halifax, the capital of Nova Scotia is also named after him.)

Local Aboriginals made seasonal visits to the island. One – perhaps in the early 19th century or the late 18th century, if this newspaper report 'from an aboriginal tradition(al story)' in the *Moruya Examiner* (5th February 1892) is to be believed – ending in catastrophe:

Wagonga

(From an aboriginal tradition)
by R.H.B.

In remote days when the population of the coast was very great, the tribes had at times a difficulty in obtaining the food they required - not that there was an abundance of one kind or another, but like the white man they preferred a change of diet. They had their seasons for the various kinds of flesh both of fish and animals, also of different kinds of vegetable products…

The spring brought round with it "the egg feast", a great time for young and old when from the little rich egg of the plover to the large one of the swan or the stronger tasted one of the sea bird, the camp fire had its work to do in roasting them in vast quantities…The tradition from which we quote tells us that the headlands of Wagonga had in those days a large population, the men of grand physical proportions and of great activity in the chase, as also in the use of the spear, in fishing both standing on terra-firma or kneeling in the frail bark canoes…Well, to come to the tradition. This season was "the egg feast" one, about September, and the Wagonga tribe had arranged for a monster picnic to Montague Island in search of sea-bird eggs. For days and days before, new canoes of large size had been constructed and the greater part of the tribe, both men and women, intended to go and have a high time of it. Making all allowance for the increase that most traditions are allowed, the numbers that left for Montague could not have been less than 150 adults, the children and many old women staying behind. It was a lovely morning just at the break of day with the sea as smooth as a sheet of glass and every prospect of a quick return that the young and strong, and elders to advise and guide, stepped into the seventy or eighty canoes at the beach just below Mr. Flanagan's Hotel. What merry sounds there were to be heard, well-nigh mad with delight at the prospect of the sport before them, they jumped in the air or dived in the water and flitted about in their canoes as if they were portion of their very bodies. Some of the canoes were lashed together for greater safety, but no young fellow allowed this sort of thing for fear the girls would laugh at him; the three or four miles between the land and island was not such a

dreadful distance even did he lose his canoe, and so the whole party got out to sea in grand style amid the cheers and dancing of those left behind. Great were the expectations of those left on the land, and the whole remaining camp sat on the southern headland the live-long day watching the little fleet go and its returning shortly before sun-down. The canoes kept well together both ways and the merry laugh could be heard from shore when they approached within half a mile, and excitement ran very high and speculation too as to who would be first to land and the number of eggs they would bring. But suddenly a change came over the whole scene, a dark cloud which had for some few hours been seen to the south suddenly came up with great swiftness and burst, "the winds blew and the rain came", and swept down upon our voyagers with terrible force. The poor terror panic-stricken watchers knew what must be the issue, they could see one canoe after another disappearing, until night closed in and not a living soul landed to tell the fearful tale. Can the gentle reader imagine the feelings of the helpless band left upon the headlands, scores of young children and many aged mothers left to the mercies of the world, but if the tradition is to be credited, there was one who rose up and took in the situation at a glance, and by sheer dint of pluck, energy, and determination made provision for those left behind which, if it could be all proved, would mark the man as one of the most wonderful emergency men ever known. He divided women, old men and children into groups to seek for food suitable for their ages, etc., himself taking the duty of stalking for large game being attended by a party of the strongest of the lads to carry it to the camp. In the course of a few years the young had come to manhood, and once more the Wagonga tribe was on its old footing. To those who remember Wagonga a couple of decades ago may be interesting to learn that this man was the father of "Wagonga Frank", a true and trusty black who went to his rest some years ago and was buried by his tribe on the sea beach to the south of Mummuga Lake.

Early European visitors to Montague Island may have included sealers and fishermen, but certainly included survivors of shipwrecks. In 1821 survivors from the schooner *Mary* which was wrecked in Twofold Bay and were then sailing to Sydney in a lifeboat, 'refreshed' on the island for a few hours, found 'some nuts in a native hut' (possibly Burrawang seeds) which they ate, causing them to become ill. And in 1867 the crew of a 28-metre schooner, the *Picard*, headed to Montague Island after their vessel sank nearby and were rescued two days later by those on the *Gipsy* that was sailing from Twofold Bay to Sydney.

In 1873 it was decided to build a lightstation on Montague Island. The NSW Government approved its funding in 1877 and tenders were called for its construction in October 1878.

The lighthouse, together with quarters for a Head Keeper and two Assistant Keepers and their families, was designed by the NSW Colonial Architect James Barnet who was responsible for designing around 15 other lighthouses along the NSW South Coast. Granite, quarried from the Island, was used in the buildings' construction.

The initial contractor experienced financial problems and defaulted on the contract, but not before unauthorised blasting had damaged the granite boulder selected as the base for the lighthouse, resulting in the light tower having to be repositioned by several feet…and a steamer, the *Monaro,* which was transporting materials and men to work on Montague Island was wrecked at Bingie Point, just south of Moruya Heads.

So, in 1880, a second contractor took over the project.

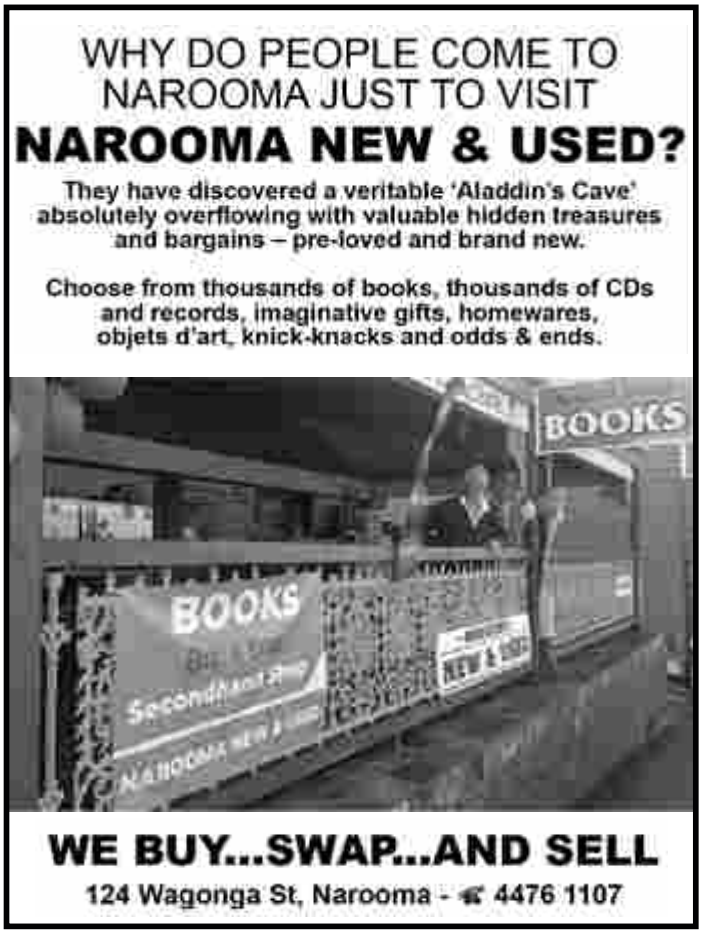
Before the lighthouse was complete, a 73-metre iron steamer, the *Lady Darling*, left Newcastle on 8th November 1880 with a crew of 26 and a load of coal bound for Melbourne. On 10th November she passed between Narooma and Montague Island, until around midnight she struck Aughinish Rock. Within half an hour the vessel had sunk.

The crew rowed the lifeboat to Montague Island where they knew there were men constructing the new lighthouse. They arrived at 4 am. At about 5 am, the *SS Kameruka* sighted the masts of the sunken ship, then continued to Tathra where the captain reported the sighting. Later that same morning, the *SS Kiama* also sighted the wreck before its crew saw signals from Montague Island. The captain of the *Kiama* was asked to pass on information about the sinking to Sydney. The pilot steamer *Captain Cook* was sent from Sydney and, when it arrived, collected the crew of the *Lady Darling* who were finally taken back to Sydney.

(The wreck of the *Lady Darling* then 'disappeared'. It was not rediscovered until August 1996 when the net from a Bermagui fishing trawler became entangled on something off Cape Dromedary that turned out to be the missing wreck.)

Construction of the Montague Island Lightstation was completed in October 1881.

For much of the time that the lightstation on Montague Island was manned (the light was automated in 1986) a Head Keeper and two Assistant Keepers and their families lived on the island. Typically, the Head Keeper would be 'on watch' from a quarter of an hour before sunset until



10pm, and then the two Assistant Keepers would be on either the 10pm to 2am or the 2am to sunrise 'watch'. Because the Montague lightstation was not sited on the mainland, it was generally considered to be an unfavourable posting by lighthouse keepers, but those who worked there seem to develop a fondness for it – once they got used to the seemingly-incessant wind and the noise of the seabirds during the nesting season. Steamers would call to resupply the station on a weekly basis – weather permitting, which was not that often! – and the island became a popular destination for day visitors, who not infrequently were forced by the weather to extend their stay overnight or for a longer period!

The remoteness of life on this island is illustrated by the recollection of a son of one of the Head Keepers about how his parents kept up with the news of the world (quoted in Laurelle Pacey's 2001 book *The Lure of Montague*): *The newspaper would come on the bus to Narooma late afternoon. Most nights, the Narooma pilot Bill Lubbock would transmit the day's news to my mother and father using a Morse lamp. Sometimes it took up to an hour.*

And there is a small graveyard on the island where Assistant Keeper Charles Townsend is buried having died a painful death 12 hours after being thrown from a cart when his horse bolted, and where two young siblings age 2 years 10 months and 1 year 8 months are also buried. (The island became somewhat less remote when a pedal-operated radio transceiver was installed in January 1939, and then a radio telephone was installed in 1960.) From around the 1870s to the 1950s, Montague Island was a popular destination for day trippers. Local businesses and boat operators in Narooma promoted visits to the island which, not infrequently, would attract parties of up to several hundred people.



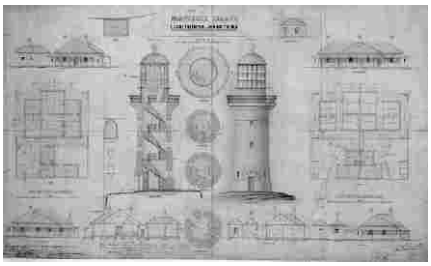
In the early 1970s the Royal Australian Navy operated a 'top secret' station on Montague Island that tested equipment aimed at detecting submarines and other shipping in the area. The lightstation Keepers and naval personnel rarely socialised, although the Keepers did manage to obtain their alcohol and cigarettes duty free from the Navy.

In the late 1940s a Sydney businesswoman and conservationist (even before that word had become widely known) by the name of Aileen Newton Small, who called herself Judith Cassell, began to take an interest in protecting Montague Island's fauna and flora. She started pushing to restrict people from visiting the island and for it to become a nature reserve. Through the National Trust she enlisted the support of the island's lightkeepers (the National Trust, for example, would regularly supply them with books, magazines and treats) and in March 1953 successfully reached an agreement with the Commonwealth Government (who then controlled the island) for the island to become a Flora and Fauna Reserve under the care of the National Trust.

In 1987 responsibility for Montague Island was transferred from the Commonwealth to the NSW National Parks and Wildlife Service, despite significant opposition from the Narooma community. The two remaining lighthouse keepers became National Parks' employees.

Considerable efforts have since been made to remove accumulated rubbish from the island, to control feral animals (goats and rabbits that were introduced over 100 years earlier to provide emergency food to the lightkeepers and visitors were gradually removed), to control the introduced kikuyu grass and then to revegetate the island with original species of flora. Today, Barunguba/ Montague Island is home to hundreds of seals and more than 90 species of birds, including significant populations of Little Penguins.

The lightstation can be inspected on guided tours of the island and visitors can stay overnight on the island in what was originally the Head Lightkeeper's cottage.



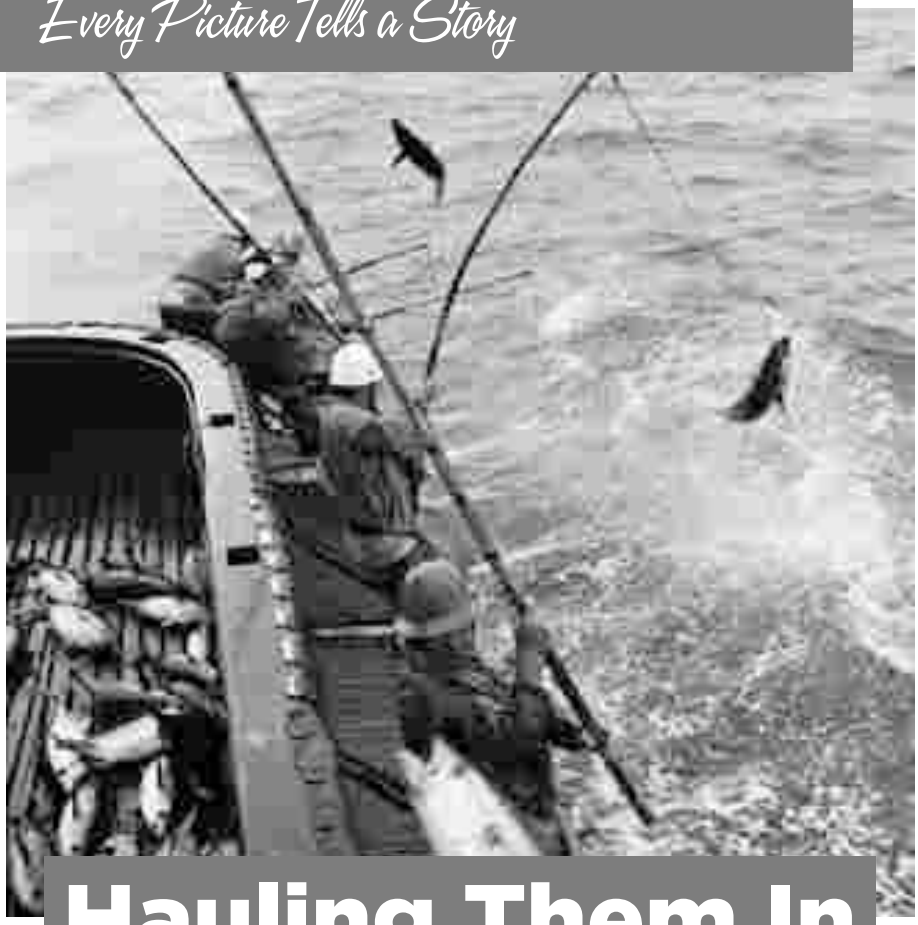
Original plans for the Montague Island lightstation and keepers' quarters

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Hauling Them In

This is a photograph, taken in 1964, of Tuna pole fishing offshore from Eden.

From 1938 to 1999 tuna fishing and tuna processing were major industries on the NSW South Coast.

Before 1938 'tunny' (as tuna was called back then in Australia) was considered to have no commercial value and was seen to be good only as a sport fish. But in America it was popular, being considered 'the chicken of the sea.' And, between September and December each year, it was noted that enormous shoals of tuna moved into coastal waters south of Sydney – so potential commercial opportunities were presenting themself to the South Coast.

In 1938 a fish cannery, with the capacity of producing eight million cans of fish per year, opened in Narooma, experimenting with the canning of tunny, salmon, mullet, snapper and mackerel. Salmon became its major business.

Then, in 1940, another cannery opened on the north-western side of Lake Curalo near Eden. It focused on the processing of locally caught tuna. In 1948 it was replaced by a larger cannery on the shores of Cattle Bay, Eden, which was to operate until 1999. And later again, from the mid-1950s to 1960 a small tuna cannery worked on the Bermagui steamer wharf.

The tuna canneries were dependent on receiving reliable local fish supplies – but these turned out to be uncertain.

To start with, the relatively-short September to December tuna season meant that, for much of the year, the processing factories were dependent on canning other fish, especially salmon – which was fine until local salmon rapidly became overfished and available stocks seriously declined (a scarcity of salmon was the reason why the Narooma cannery closed in 1960).

Then there was the challenge of how the fish were to be caught. This changed dramatically over time: initially tuna were caught using rod or reel…then 'poling' was used (for details see www.bit.ly/begahh8)…then purse-seine nets were employed…then long-line fishing was introduced. Bigger boats were built, enabling fishermen to reach shoals of tuna that were up to 250 miles out to sea, and specialised tuna fishing boats were built… And spotter planes were used to locate the large shoals of fish.

At the peak of the industry, 50 tuna boats were operating out of Bermagui harbour and more than 40 were Eden based.

Inevitably, overfishing drastically affected stock numbers, particularly of Southern bluefin tuna, which resulted in the introduction of government controls. In the 1980s, the Federal Government imposed a catch limit, tuna fishing quotas and restricted the number of tuna fishing boats.

Changes in climate also had an impact. In December 1975, for example, water temperatures around the NSW coast reached 24° compared to what had been the December average of 21.4°. The tuna catch that year dropped dramatically - by 75%! And competition – naturally – also developed. This first came from the Japanese whose fishing fleets in the early 1960s were taking over 75,000 tons of tuna from Australian offshore waters. And in South Australia, a new approach was developed: juvenile tuna were netted, then towed to inshore pens that were large enough and deep enough to allow the young fish to grow under free-range conditions until ready for harvest - effectively transforming the fishing industry into a farming industry. Eventually, though, it was price competition from Thailand that caused the demise of the Australian tuna canning industry.

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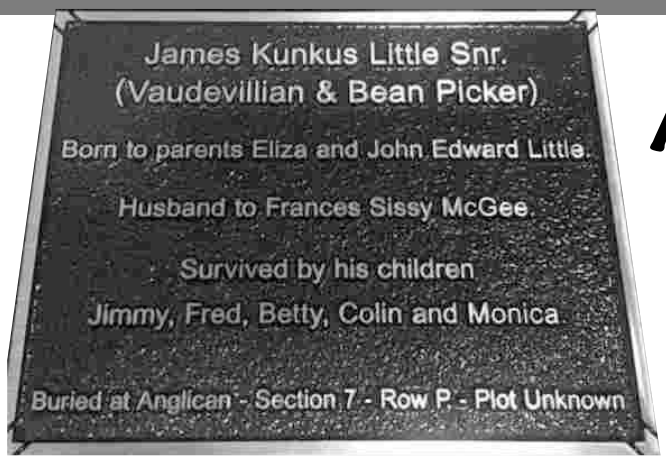
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SOUTH COAST NOTABLE

Kunkus Little



Many will remember Aboriginal entertainer Jimmy Little (1937 – 2012), perhaps for his 1963 chart-topping pop gospel song 'Royal Telephone'.

Jimmy's Father, James Kunkus Little (1911 – 1972) who was known as 'Kunkus', was also an entertainer of some renown.

He was born at Wallaga Lake Aboriginal Station, near Central Tilba, the second son to Eliza Little and John Edward Little. John is reputed to have been raised by whites after being found as a baby in a hollow log at a massacre site near Charleville in Queensland.

Along with his older brother Jack, Kunkus Little was a member of the acclaimed Wallaga Lake Gum Leaf Band. Kunkus had a reputation for being "one of the band's flashiest performers, jumping about and making a racket and generally doing everything he could to charm the crowd."

In 1935, the Wallaga Lake Gum Leaf Band played at Cummeragunja Aboriginal Station near Barmah on the Murray River. The Band had only intended to have a brief stay at Cummeragunja, but young women members of the Station's choir filled the petrol tank of the Band's truck with sugar to delay them from leaving. Kunkus subsequently married a Yorta-Yorta woman from Cummeragunja known as Sissy. Their son, James Oswald Little ('Jimmy'). was born at Cummeragunja and spent his early years there.

In February 1939, about 100 residents of Cummeragunja, including Kunkus and Sissy, walked off the Station in protest of their poor living conditions, the 'patronising and authoritarian' attitudes and mistreatment by the white station manager and his wife, and a perceived indifference of the Aborigines Protection Board and the state government to their plight. This walk-off was one of the first mass protests by Indigenous Australians. It lasted nine months but seemingly had little impact on the NSW government or its Aborigines Protection Board.

A second unsuccessful strike later in 1939 prompted many to leave the Station permanently.

Kunkus and his family moved briefly to Shepparton, then to Koondrook in Victoria, then to Uranquity and Goulburn in New South Wales. Finally, in 1944, they moved to Kunkus's traditional lands in Yuin country – first to Woorigee (Worrigee), an Aboriginal camping area near the Shoalhaven River east of Nowra, then in 1950, after Sissy had died from tetanus that had resulted from her cutting her finger on an oyster shell, to Wallaga Lake.

The authorities at Wallaga Lake, however, did not approve of 13-year-old Jimmy working with his father (both had been bean pickers, for example), so threatened to remove him if he did not return to school and then send him to the Kinchela Aboriginal Boys Home near South West Rocks, a 'home' run by the NSW Government to house Aboriginal boys forcibly removed from their families. Kunkus promptly enrolled Jimmy at St Mary's School in Moruya.

Kunkus recognised Jimmy's musical talents and encouraged him to take up singing. One of his repertoire, 'Give the Coloured Lad a Chance,' was written by Kunkus:

Well, my name is Jimmy Little
And from Wallaga Lake I came
A lovely little spot along the coast
With mountains and the hills
Lovely lakes and rippling dells
That make the sweetest music all the day

I went to the city
Trying hard to find some work
I travelled the city night and day
I went from place to place
With starvation on my face
But the people say no coloureds they employ

I'm an honest Koori lad
And to work I'm not afraid
To please you, I'd rather sing or dance
I'd do anything you'd say
If you only name the day
If you'd only give us coloured lads a chance.

This was possibly the first Aboriginal protest song to be commercially recorded and aired on Sydney radio.

Kunkus lived in Nerrigundah in a timber hut along the Tuross River in his final years. He died in hospital in Bega on 28 March 1972 and is buried in the Anglican section of Bega cemetery. His five surviving children all became recognised singers and performers, as did his granddaughter Deborah Cheetham (now Deborah Cheetham Fraillon – her biography is at www.southcoasthistory.org.au) who is now a world-renowned opera singer and classical music composer.

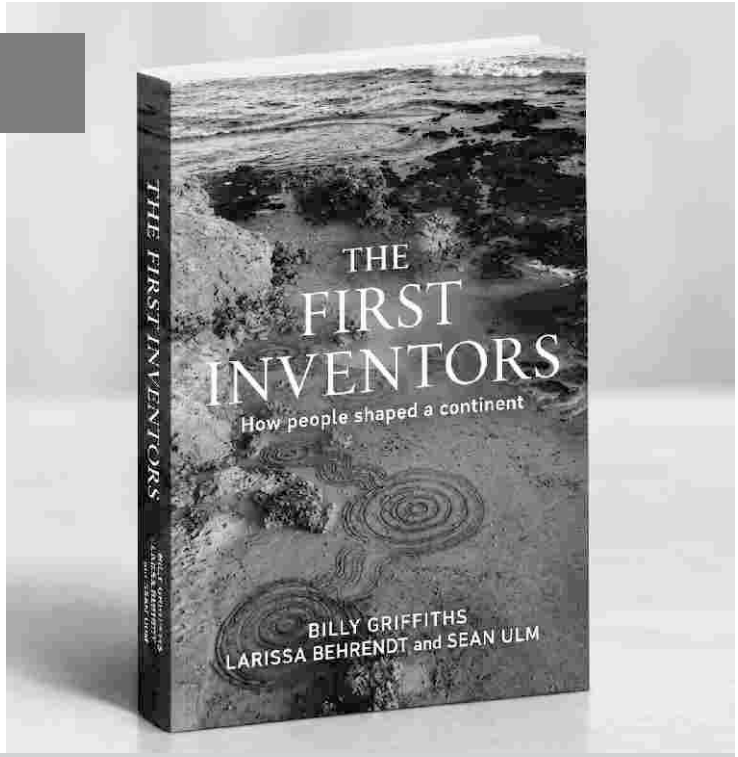
A recording of Kunkus's gum leaf rendition of the song 'I'll Take You Home Again Kathleen' is the only known recording of a member of the Wallaga Lake Gum Leaf Band.

The story of the Wallaga Lake Gum Leaf Band will be included in a future issue of *Recollections*.

The First Inventors:

How people shaped a continent

by Billy Griffiths, Larissa Behrendt and Sean Ulm



Reviewed by Peter Lacey

The central proposition of this interesting book is that the Australian landscape was, at the time of European occupation, not a 'natural' landscape, but that it was the result of Aboriginal interaction with the land over many millennia. And, either unknowingly or deliberately, that landscape has been largely destroyed since the arrival of European settlers.

There's an old idea that Aboriginal people are just hunter gatherers living off the natural bounty. That is a myth. We now know that, in a sense, Aboriginal people have constructed the landscape of Australia. It is a completely created world out there. Europeans just thought it was a natural landscape. It is anything but a natural landscape. It has been transformed by thousands of years of active management [to accommodate the lifeways of Aboriginal peoples]. It is not a case, like in Europe, of domesticating certain plants and animals. We're talking about domesticating entire landscapes and entire ecosystems. We're talking a different type of domestication. In a sense, it is so big and pervasive that we couldn't see it. We literally couldn't see the forest for the trees.

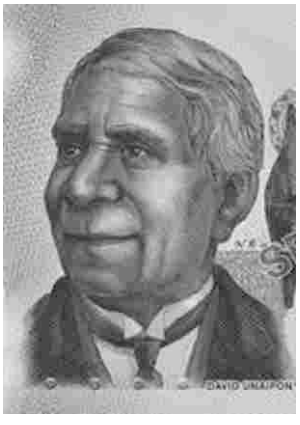
The example is then provided of a vast and intricate network of stone channels, weirs, traps and ponds (and houses) in the Budj Bim (previously Mt Eccles) area of south-western Victoria where *the winding channels extending from the main body of Tae Rak (Lake Condah) slow the pace of the water, diverting it to holding or growing ponds and irrigating the landscape. It is a process that serves to both 'increase the production of short-finned eels' and 'fatten them up without taking away any of the biodiversity out here'. To harvest the eels, people simply run a weir wall across the channel and place a woven basket within it: 'The wall will hold the basket in place along with the wooden frame, so the eels can only really funnel through this basket.' The system transforms a highly valuable food source into an anytime buffet.*

Since the arrival of Europeans *the intricate network of channels have been largely collapsed by hooves and levelled by ploughs. But Country was transformed in other ways too. Rather than a diverse wetland environment (there is now) a relatively dry, monocultural landscape…a series of major drainage schemes from 1879 have reduced this flood plain by 95 percent. Tae Rak is no longer a permanent water source. The eels have found other places to grow.*

Numerous other examples, from all around Australia, are provided of landscapes constructed by Aboriginal people - usually from Aboriginal deep understandings of what are now generally referred to as 'sciences' - and how these have changed since Europeans arrived. The Tasmanian Wilderness World Heritage Area in Tasmania's south-west is cited as one example: up to about 200 years ago it was managed by expertly applying fire to country as open forest with a grassland-like environment, but *when Aboriginal people were forced off their Country, the long history of cultural burning abruptly stops. Within decades, the ecosystem transforms. Without the deliberate application of fire to keep the larger trees at bay, eucalypts start to take over the grasslands, rapidly followed by the establishment of a dense rainforest environment.*

Also scattered throughout '*The First Inventors*' are snippets of intriguing Aboriginal-related history – those, sort of, 'I didn't know that' facts. One section of particular attraction dealt with estimates of how many Aboriginals may have lived in Australia at the time of European settlement (perhaps *2.51 million is a conservative estimate of the number of people who lived on the continent in 1788*) and then examined the theories of how smallpox - which was largely responsible for rapidly reducing the Aboriginal population to around 80,000 - spread to the Aboriginal population (*there were no recorded cases on the First Fleet, so it could not have been incubated in the bodies of the invaders. And yet the time between the arrival and outbreak is surely too close to be a coincidence…(one) scenario is that the disease was transmitted by smallpox scabs – or formites – clinging to old clothing and blankets in a ship's store. Blankets were the colonial currency of welfare, and the gift of a blanket could have been a deadly transaction.*)

The book largely concerns general Aboriginal populations, but concludes with a biography of one outstanding Aboriginal: David Unaipon, who is featured on the Australian $50 note. It was included as an illustration of how *Indigenous experience has been systematically dismissed, maligned and underestimated.*



David was lauded during his lifetime as a 'black genius', 'Australia's Leonardo da Vinci' and 'the cleverest and most intellectual Aboriginal person in Australia'.

He was born in the Coorong region of South Australia in 1872. He attended a mission school from the age of seven and eventually studied theology, mechanics and physics.

His *most successful invention was his modified design for a sheep-shearing comb which converted curvilinear motion into straight-line movement. It was introduced in 1909 and remains the basis for modern handheld shears. Working a hundred times faster than anything else available at the time, the new design revolutionised the wool industry and generated an economic windfall for Australia. But Unaipon never received any financial credit.*

In 1924 Unaipon *signed a contract with the publishers Angus & Robertson to write a book on the myths and legends of Aboriginal peoples...When his publisher, George Robertson, commissioned the book, he seemed quite prepared to acknowledge the Indigenous authorship of the collection, paying Unaipon the standard writing rate of £2/2/ per 1000 words and describing the work as 'his book'. Yet in late 1925, communications between Unaipon and Angus & Robertson broke down…*

After over a year of silence, the amateur anthropologist and principal medical officer of South Australia, William Ramsay Smith, stepped in and purchased Unaipon's complete manuscript from Angus & Robertson to 'edit' and 'prepare' for publication. In 1930, Smith published the collection under his own name and with a new title, 'Myths & Legends of the Australian Aboriginals'. He made no acknowledgment of David Unaipon's role in collecting and writing the stories…

In appropriating the book, Smith not only denied Unaipon's authorship, but also systematically removed his interpretations and narrative voice from the text. Smith's plagiarism and selective editing speak volumes for the way Indigenous peoples were marginalised and oppressed in the early twentieth century.

So, from many angles, I found this book to be a very worthwhile read.

All previous issues of RECOLLECTIONS are at

www.southcoasthistory.org.au

As are details of 101 Bega Shire Hidden Heritage items, details of 200 South Coast shipwrecks, and hundreds of other fascinating stories.





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FROM BOMBO TO WOMBOYN

A HISTORY TOUR of the South Coast – Part 2

We started a history 'tour' of individual South Coast towns and villages in the last issue of *Recollections* (available at www.southcoasthistory.org.au) and travelled from Bombo to Yalwal. In this issue we continue that journey and explore the towns in the Jervis Bay to Batemans Bay area:

CROOKHAVEN/ORIENT POINT

Cook-Haven was named by George Bass in December 1797 on his eleven-week, 1,200-mile voyage of discovery that took him from Sydney to Western Port in (present day) Victoria.

The Crookhaven River (and, therefore, the Crookhaven Heads area) became important once Alexander Berry had a canal dug connecting it with the Shoalhaven River, providing ships with direct access to the Shoalhaven River (and ultimately to Nowra and the villages of Jaspers Brush [see below] and Berry).

In 1872 local businessmen erected a brass lantern on a pole at the entrance to the Crookhaven River as an aid to shipping. In the following years a pilot's station and a small jetty were erected at Crookhaven Heads.

Predating this, in 1836 David Berry acquired 155 acres of land at Orient Point (then known as Crookhaven) and in the 1840s he moved a number of his Aboriginal and Maori workers there from his Coolangatta Estate. (Maori had been brought from New Zealand to work on the Coolangatta Estate. Inter-marriage between them and the Aboriginals resulted.

By 1891, 236-acres of land adjacent to the Crookhaven headland were set aside as a recreation reserve. Like so many other places in the area, Crookhaven was becoming a popular camping location.

In 1900, 27-acres of land were taken from the Crookhaven Park Reserve and became the Roseby Park Aboriginal Reserve. By 1903 there were 100 people living on the reserve, including 42 children, necessitating a Roseby Park Aboriginal School to be opened. In 1907 the Aboriginal Reserve was expanded by a further 39 acres by the Aboriginal Protection Board.

In the 1910s Henry Halloran, a land speculator, real estate agent and surveyor, acquired most of the land at Orient Point between Roseby Park to the Crookhaven Park Reserve. This was intended to become the first suburb in a major development called St Vincent City (Culburra was to become the second suburb.). Sales of Orient Point land occurred in the 1920s and the 'suburb' developed.

Orient Point once had a significant shipbuilding industry. When World War II started, a shipbuilder by the name of Dave Evans, was building two 65-foot trawlers in Orient Point and was awaiting delivery of their engines. In 1942 he was directed to hand them to the US Army Small Ships division that towed both vessels to Sydney where they were fitted with engines. They were then used in and around New Guinea. The boats were never returned and Dave received no compensation! In the 1950s a gale destroyed his wharf on the Crookhaven River.



Aboriginal homes at Roseby Park. nla.obj-137939659

CULBURRA BEACH

Culburra was originally called Wheeler's Point after George Wheeler, one of the first landholders in the area. He owned 158 acres at Kinghorn Head (now Penguin Head) and some land around Lake Wollumboola.

In its early years the Culburra region was used for timber getting and sheep grazing, with a wool wash located near the boat ramp at Lake Wollumboola. Curley's Bay was named after an Aboriginal shepherd who worked for Alexander Berry (see Coolangatta Estate).

The emerging coastal town at Wheeler's Point had its name changed in 1916 to Culburra (from an Tharawal Aboriginal word meaning 'sand'), by real estate developer Henry Halloran, who had purchased most of the land in the area the previous year.

Halloran had plans for a major settlement called St. Vincent City. Orient Point and Culburra were to be its first suburbs, and it was to have a railway connecting it to Canberra. Halloran was greatly influenced by Walter Burley Griffin's layout of Canberra which accounts for the unusual semi-circular layout of roads in Culburra.

However, development proved to be slow, even though the district was becoming known as an enticing holiday area in the 1920s. So, in the early 1920s, Halloran built Culburra House, a 13-bedroom guesthouse, and a 9-hole golf course to attract visitors to the area. (During World War II, Culburra Guesthouse became uneconomical to run. It was sold in 1952 and was transported to Nowra for use as part of the Riverhaven Motel. In moving the house, the road to Nowra was damaged and Council sought £186.4.8 compensation [we'd be interested to learn whether they actually received any compensation].)

The lack of basic facilities was the main reason why the early development of the town was hindered. Fresh water had to be pumped from a well above Culburra Beach, electricity was not connected to the area until the 1950s and, until 1956, the road to Culburra was unsealed.

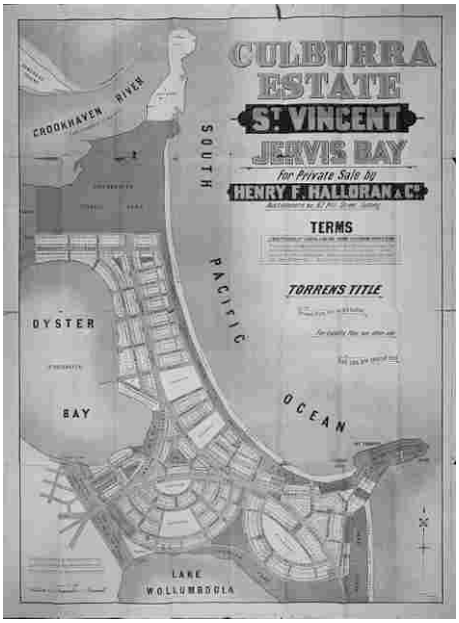
Only 70 dwellings had been erected in Culburra by 1960.

This grew to around 120 by 1969. Most were low-cost holiday cottages. In 1976 a school opened. By 1978 there were 240 houses in the town.

Culburra Beach was the location of the quintessentially Australian photograph '*Sunbaker*' by Max Dupain. It was taken in early January 1938 while Max and his friends were camping at Culburra Beach. The man in the photograph was Harold Salvage, a British builder, who was one of the group. '*It was a simple affair. We were camping down the south coast and one of my friends leapt out of the surf and slammed down onto the beach to have a sunbake – marvellous. We made the image and it's been around, I suppose as a sort of icon of the Australian way of life.*' —Max Dupain



The original 'Sunbaker'. It was slightly altered (his clenched hand was opened up) in the more-familiar 1970s print.



Halloran's plan of Culburra



Bromley's Garage, Currarong, 1944

CURRARONG

'Currarong' is believed to be derived from a local Aboriginal word meaning 'place of many winds'.

In the late 1830s Alexander Kinghorne and his sons tried grazing and farming on his estate called Mount Jervis, which basically covered the area north from Currarong to Kinghorn Point. In the 1840s one of the family established a land-based whaling business near Montagu Point on Jervis Bay. It is not known for how long this operated.

The first land grant in what is now the town of Currarong was of 34 acres in 1858. It was made to Helen Jane Mackay, daughter of the first Crown Lands commissioner in Nowra.

The first person thought to have settled in Currarong was Alex Carvis in the 1890s. Initially a collector of gum from grass trees, he built a hut and took campers fishing in small boats and from the cliffs.

From the 1880s, the southern part of Beecroft Peninsula was used by the Royal Australian Navy for bombing and for offshore to onshore target practice. It is now known as the Beecroft Weapons Range. In 1955 shells from the *Black Prince*, a New Zealand ship doing exercises with the RAN, landed in the Currarong village!

Slowly, Currarong became a popular fishing and camping spot. In the 1920s and 1930s more fishermen and families moved to Currarong,

Helen Mackay's land was purchased in 1928 by Henry F Halloran, the real estate developer who acquired and developed extensive areas of coastal land on the South Coast. He subdivided it in 1930.

Currarong's history has been inextricably linked to that of the nearby sea. Fishing – both recreational and commercial – has long been a principal activity. Abrahams Bosom (offshore, north of the town) has provided shelter to ships. And, the SS *Merimbula* ran aground on Beecroft Head, north-east of the town, in 1928, ending passenger services to the South Coast that had previously been provided by the Illawarra and South Coast Steam Navigation Company.

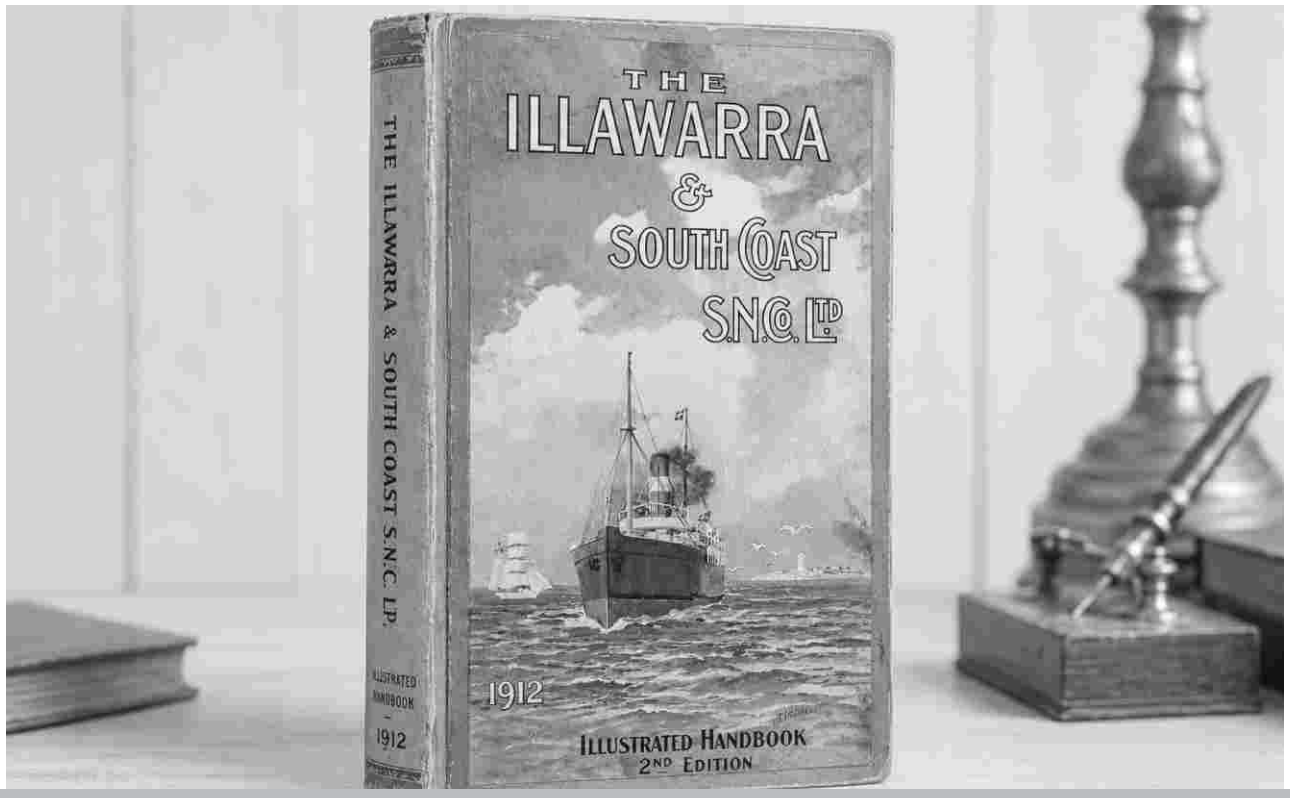
In 1899 the Point Perpendicular Lighthouse, at the southern end of Beecroft Peninsula, was built to replace the ineffective (because it had been built in the wrong location) Cape St George Lighthouse on the southern peninsula to Jervis Bay.

In 1998, Currarong became part of Jervis Bay Marine Park.

Bushfires in the surrounding area (particularly on the Beecroft Peninsula) have been recent regular recent occurrences, with fires recorded, for example, in 1965 (when 13 houses and buildings were burnt), 2015, 2016 , 2019-2020, 2023 and 2025.



SS Merimbula ashore on Beecroft Head, 1928



How the ISCSN Co's *Illustrated Handbook* described the South Coast

The Illawarra and South Coast Steam Navigation Company issued a '***Illustrated Handbook; a guide for the tourist and holiday maker***' in 1905 and again in 1912. It was a key promotional tour for the company and highlighted South Coast tourist attractions, coastal scenery, and the company's steamer routes.

It now provides a valuable insight into the early days of tourism on the South Coast, often (quaintly) describing 'attractions' and popular activities that have long disappeared. This is an (edited) excerpt of the Handbook's description of the Jervis Bay to Nelligen area:

Book Excerpt

JERVIS BAY

Jervis Bay is extensively used for shot practice by the Australian Naval Squadron, and on its shores is being erected the Federal Naval College. Safe bathing is to be had around the bay, and splendid fishing, while the surrounding country provides good shooting.

ST GEORGE'S BASIN

St George's Basin, or Sussex Inlet, lies about 17 miles beyond Nowra – a large and picturesque salt-water lake connected with the ocean at Wreck Bay by a narrow inlet. The lake affords plenty of sport, such as shooting, fishing, sailing, rowing and bathing.

The Illawarra and South Coast S.N. Co. maintains a regular bi-weekly service of steamers to Jervis Bay.

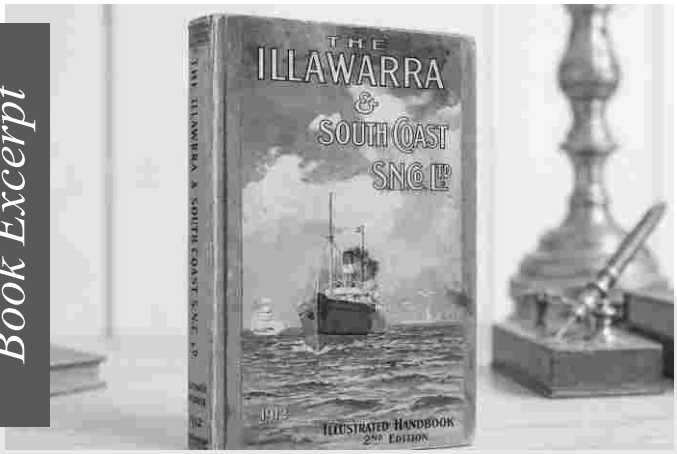
A large number of influential Nowra citizens placed the exceptional claims of Jervis Bay as a site for the building of a Commonwealth Naval College before the authorities. Not until the Minister of State for Defence had visited the locality and had personally inspected the proposed site was the final decision in favour of Jervis Bay arrived at.

MILTON

After a run of some 34 miles through very hilly country, we reach the thriving township of Milton, four miles from the ocean in the heart of a fertile agricultural district, nestling on the brow of a hill, 500 feet above sea level and surrounded by mountains. Lake Conjola to the north and Lake Burril on the south, afford good sport for rod and gun. 'The Pigeon House', the first land sighted by Captain Cook, is seven miles to the west of Milton. Of late years the timber industry has been making great strides, and looms to-day one of the main arteries of success which have made the town and district prosperous.

Nearly all the farms around Milton are under artificial grasses, upon which fine-

Book Excerpt



conditioned cattle graze. Butter, cheese and pigs are the main productions of the district. The Milton Cattle for some years past have held their own against all-comers, both at the metropolitan and country shows.

The butter from Milton has on many occasions taken first and champion prizes at the Royal Show, Sydney. Milton has a very up-to-date cheese factory – 'Yatta Yattah' – and the quality of their cheese secures a ready sale, bringing the top price in the market. The output from the factory is a large one.

Apart from the farming interests, some miles of grand timber are to be found, as indicated above, giving constant employment to about half-a-dozen mills. In addition, thousands of sleepers and girders leave the port of Ulladulla every week.

The farms are mostly owned by the occupants, and it would be difficult to find in a small area in any other part of the State a more industrious, or a more contented population.

The surrounding districts of Milton offer quite a number of pleasure resorts, both mountain and seaside, there being a choice of four lakes and rivers, with lovely picnic grounds within an easy radius of the town available to the tourist. The famous Pigeon House Mountain, and the splendid tablelands surrounding it, are within a few miles of the town, and here some very fine scenery may be enjoyed.

It is hoped that in the near future the railway from Nowra via Jervis Bay (now the Federal port) will be extended to Milton, thence through Moruya and Bega to Victoria.

ULLADULLA

A pretty seaport town, lying four miles from Milton, is Ulladulla, where good schnapper fishing may be obtained. Wild duck, swan and quail are also plentiful in season. The district of Ulladulla is recommended by tourists and visitors, who speak from experience, as being one of the best sanatoriums in New South Wales, commanding views of land and sea unsurpassed in the whole Commonwealth.

CALLALA BEACH

'In 1812, Deputy Surveyor-General John Evans gave the name of Honeysuckle Beach to what is now Callala Beach. And the village, when it was first developed, was known as Jarvis Town. By 1841, however, the name 'Callala' was in general use.

Callala is thought to be derived from 'Kallala', an Aboriginal word for fish…or maybe it was named after Killala Bay on the east coast of Ireland that had been the hometown of a convict by the name of Patrick Smith who had been assigned to work for the Coolangatta Estate's Alexander Berry.

In June 1841 a Crown Auction of land in the area was held. William Hinchcliffe acquired 385 acres, Michel Hindmarsh 208 acres, William Sheaaffe 200 acres and a Lieutenant Creak 200 acres. They were to divide the land into smaller allotments. The construction of The Wool Road, which also occurred in 1841, from Nerriga to South Huskisson (now Vincentia) and Huskisson, would have provided added appeal to those interested in the area. A ship - the *Falcon* – actually transported prospective buyers to Jervis Bay for the auction.

Sir Henry Parkes acquired some land in the area in 1875 (he held it for only a short period), and the Callala township was laid out in 1912 on part of what had been his land.

From the mid-1950s the town gained popularity with holidaymakers and simple holiday homes were constructed in it. It was not until 1964 that the township had all of the basic electricity, water and telephone services connected to it.

HUSKISSON AND VINCENTIA

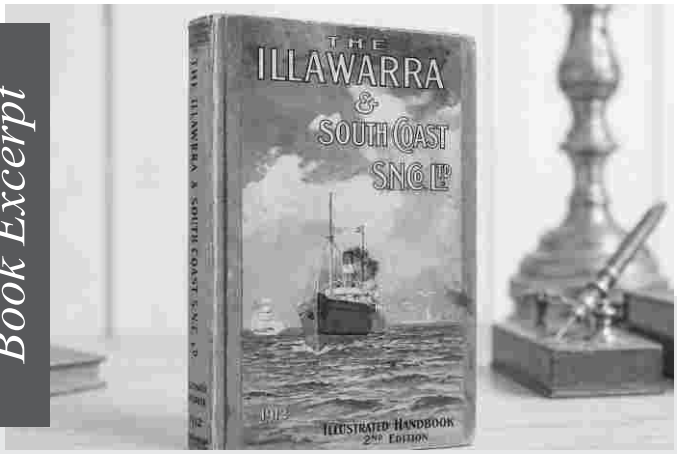
In 1791 Lieutenant Richard Bowen sailed the transport ship 'Atlantic' into Jervis Bay and named the area Port Jervis after a naval officer and, later, admiral of the British fleet, Sir John Jervis under whom Bowen had served. He described the area as having good anchoring ground with a fine depth of water and during his short stay in the area he recorded that he saw two kangaroos and many traces of inhabitants.

Fast forward to the late 1830s. The Southern Tablelands and Goulburn Plains had become successful wool growing areas and wool from there was commanding high prices. The 'road' to Sydney, however, was so bad that it was felt that transporting the wool to Jervis Bay and then shipping it to Sydney would be more efficient. So, Governor Sir George Gipps directed 70 convicts to cut a track - which became known as The Wool Road - from Nerriga near Braidwood to Jervis Bay.

At the time there was no township at Jervis Bay, so Deputy Surveyor-General Captain Samuel Perry was instructed to lay out a town on the Bay. He concluded the area on the south side of Mooney Mooney Creek would be the best for the configuration of streets and the construction of wharves.

The location, however, was in private ownership. So, the land between Mooney Mooney Creek and Jervis Bay River (Currambene Creek), which was still Government

Book Excerpt



BATEMAN'S BAY

After a pleasant run through forest-clad mountains, we cross the ferry over the Clyde River and arrive at Bateman's Bay, 38 miles from Milton and 200 miles from Sydney. The Bay is really an estuary of the Clyde River, which latter, for fully 20 miles up, contains excellent fishing grounds. Schnapper Island, just outside the bar, is a popular picnic and sporting ground, and possesses a peculiar cave, extending its full length. Bateman's Bay is the seaport for an extensive gold mining district, which includes Araluen and Braidwood, and the road to either place passes through beautiful mountain scenery and discloses panoramic coastal views of exceptional magnificence. The place has become an important seaport town, the chief exports being oysters, fish, wattle bark and timber.

A spoke factory is established on the southern shore of the bay, doing an enormous business in spokes, turned by machinery out of rough wood blocks into a marketable article, with a demand from all parts of the world.

The Illawarra and South Coast Steam Navigation Co's steamers call weekly at Batemans Bay, on their run to Nelligen and further on, both going and returning. From here the Illawarra and South Coast Steam Navigation Co. are running a motor car service to Moruya, as previously mentioned, for the convenience of their passengers.

NELLIGEN

Nelligen, on the Clyde River, is six miles by road from Bateman's Bay.

A broad, straight reach of water, some three miles in length (which practical judges like Beach, Stanbury, Wray, and others declare to be the best course they have ever seen) exists where successful regattas have been held at different times.

Nelligen is the outlet by sea for an immense area of country including the large and prosperous districts of Braidwood, Araluen, Queanbeyan, Bungendore...Mining, agricultural, and pastoral pursuits are the

reserve, was selected for a new town. This is now the site of Huskisson, named by Governor Gipps after William Huskisson, Secretary of the Colonies and leader of the House of Commons from 1827-28. (Huskisson later had the misfortune to be run over by a locomotive while talking to the Duke of Wellington at the opening of the Liverpool and Manchester railway in 1830.)

The privately-owned land that Perry had wanted to become the Jervis Bay township (now Vincentia) became South Huskisson. Blocks were offered for sale there from 1841 – two years before blocks were offered for sale in Huskisson.

Neither town became a success and town allotments in both Huskisson and South Huskisson were essentially worthless by the mid-1850s.

Sydney businessmen had also become concerned that development of a port at Huskisson or South Huskisson might impact on their profits, so they lobbied the government to extend the railway from Sydney to Goulburn. They were successful in doing so, and the line to Goulburn opened in 1869. This spelled the end to transport of wool from the Goulburn area to Jervis Bay via The Wool Road.

Huskisson then only began to grow when it became the site of shipbuilding in the early 1860s. From 1864 to 1977, at least 130 large wooden-hulled vessels were built in Huskisson in shipyards along Currumbene Creek. Among these were two Sydney harbour passenger ferries, the 'Lady Denman' built in 1911 and the 'Lady Scott' which was built in 1914. During the Second World War, Huskisson shipyards built four wooden-hulled vessels for the American Army which were used during the New Guinea campaign.

From the 1890s, Huskisson began to emerge as a holiday destination. The Dent family, who had shipbuilding and timber interests in the area, opened the Jervis Bay Hotel in 1893 and operated guesthouses on the beachfront.

In 1909, ownership of a parcel of Crown land at Jervis Bay area was transferred from the NSW government to the federal government, coinciding with ownership of the site of Canberra and the surrounding area also being transferred to the federal government. To reduce the practical difficulties presented by the physical separation of its two territories, the government of NSW also agreed, in principle, that the federal government could build and take full control of a rail corridor between Canberra and Jervis Bay. That in-principal proposal never progressed beyond that.

In 1911 the Commonwealth Government selected a site at Captain's Point for the erection of a Royal Australian Naval College to provide initial officer training for the Royal Australian Navy. Building was completed in time for the first intake of students in January 1915.

In the 1920s the College was deemed too costly to maintain, so its operations were moved to HMAS Cerberus in Victoria. From 1930 to 1958, at a time when tourism was developing as a major activity in the Jervis Bay region, many of the buildings on the College site were leased out as holiday accommodation. In the early 1950s, however, a decision was made to return the Royal Australian Naval College to Jervis Bay and on 20th January 1958 it was reopened and commissioned HMAS Creswell, named after Vice Admiral Sir William Creswell who had been the first naval member of the Australian Naval Board from 1911 to 1919.

Book Excerpt

NELLIGEN CONTINUED

occupations chiefly followed in these districts, and between 20 and 30 teams are constantly engaged in conveying the produce to meet the steamer arriving on Saturday, and returning inland with store goods and general merchandise.

The Clyde River rises in the western slopes of Pigeon House Mountain, and has a length of about 70 miles. Its channel is safe and deep as far as Nelligen, and is navigable for vessels drawing from six to eight feet of water for about 16 miles above the town...

Visitors should arrange to drive to the top of the Sugarloaf Mountain, as the sight from near the summit is undoubtedly one of the finest in the State. From Currowan Creek the road ascends about 2000 feet in six miles. As one ascends, the road winds circuitously in and out around the slopes of the mountain. On the right towers an almost perpendicular wall of rock thickly clothed with trees and undergrowth, while on the left the eye drops almost perpendicularly upon an amazing mass of vegetation – trees, ferns, and climbing plants – so thick and so densely bound together that tree stumps and fallen logs and great granite boulders are all hidden under the wondrous covering of green.

A pleasant contrast is afforded by driving to Cullendulla Beach, a distance of six miles.

The principal local productions of the district are timber, butter, cheese, maize, pigs, poultry, wattle bark, and gold.

Some time ago shipbuilding was one of the industries of the Clyde, and the timber is eminently suitable for this purpose. The 'Vision', one of the smartest boats engaged in the China trade, was built and launched a little above the town in 1866.

The Illawarra and South Coast Steam Navigation Company's steamers make regular weekly calls at Nelligen.

In the late 1950s the Commonwealth Government decided to erect a nuclear power station, a steelworks, a petrochemical plant and an oil refinery at Murray's Beach but these projects never progressed beyond the construction of a high-quality road and site excavation.



HMAS Creswell in 1958

ST GEORGES BASIN

St Georges Basin (the waterway) is what is classed as an open intermediate estuary (i.e. an inland sea). It is fed by Wandandian Creek and Tomerong Creek and its primary outflow to the Tasman Sea is via the Sussex Inlet. The basin has a surface area of 40.9 square kilometres. Six artificial reefs have been constructed within it.

Several towns or settlements are located on the fringes of the waterway that particularly attract those who enjoy boating and fishing. These include **Erowal Bay**, **Sanctuary Point** (previously called Redhead Point), **St Georges Basin**, **Basin View** and **Sussex Inlet**.

The area was the home of the Dhurga Aboriginals who called the lake 'Bherwherree'. The name 'St George's Basin' was chosen in June 1828 by surveyor Thomas Florance who presumably took it from nearby Cape St George (the southern peninsula to Jervis Bay) that was named by Captain Cook in 1770.

From 1841 small agricultural farms were being sold in the area, presumably because it became more accessible once The Wool Road from Nerriga to South Huskisson (now Vincentia) was constructed that year.

Shipbuilding became an industry in 1888 on Tallyan Point (near Basin View).

By 1914 commercial fishing was well-established in the area, with catches being transported by lorry to the Sydney market. This continued until 2002 when the area was declared a recreational fishing area and the government bought back all the commercial fishing licences.

In 1909, Captain William Creswell, the government's chief naval advisor (after whom HMAS Creswell, Jervis Bay is named), recommended St Georges Basin become a future naval base and that the entrance to the Basin be dredged to accommodate shipping. Nothing came of this suggestion, but from 1943 to 1945 a squadron of 15 flying boats operated from the shores of the Basin. No.107 Squadron from Rathmines was transferred to the Basin and ran anti-submarine patrols along the coast during the War. This RAAF Sea Plane Base closed in July 1946.



Vought Sikorsky 0S2U Kingfisher reconnaissance seaplanes of RAAF No 107 Squadron on a muddy beach at their base at St Georges Basin, 3rd July 1944.

TOMERONG

'The word 'Tomerong' is Aboriginal for 'tall timbers'.

The village of Tomerong developed on the original Terara (which pre-dated Nowra) to Ulladulla road, at a road junction leading to Jervis Bay.

The first Tomerong land sale was in April 1855. One of the purchasers, a timber-getter named John Parnell, opened the Traveller's Rest Hotel at Tomerong in 1857 catering to locals and to those using the main South Coast road. It, or a replacement building, was to operate for the next 54 years.

Most of the early settlers in the surrounding area were subsistence farmers, using their land for dairying or grazing livestock or for planting crops, particularly potatoes. In later years apple and pear growing also became lucrative.

A Tomerong Creamery Company was established in October 1895. It was to operate until February 1902 by which time a decline in the number of local dairy farmers had occurred. When the naval college at Jervis Bay was being built around 1912, one of the remaining local dairy farmers supplied milk to the workers there.

By 1862 the village had evolved that soon included a school and a post office. A church was constructed in 1877 and a general store opened for business about 1882.

In the 1860s and 1870s, horse racing became very popular and Tomerong races were held every year on Boxing Day. These races were revived for a few years from 1902.

In December 1906, Tomerong became the centre for the new Clyde Shire with council chambers being built in the village. (The Clyde Shire, together with Municipalities of Nowra, Berry, Broughton's Vale, Ulladulla, South Shoalhaven, and the Cambewarra Shire were amalgamated in 1948, together becoming the Shoalhaven Shire.) The town's School of Arts was built in 1926. It served as a military post for two years during World War II.

Timber getting became a major activity in the area in the 1870s. By 1879 at least two sawmills were operating, and a number of timber mills were to function in the town or surrounding areas until the mid-1980s. Charcoal production, eucalyptus oil distilling, and wattle bark stripping were other forestry-based activities that were undertaken on a small scale in the Tomerong area.

Around 1919 an axe handle mill was opened, utilising Spotted Gum that grew in abundance in the area. It burnt down in 1924, one of the owners' family commenting '*The brand name of those axe handles was 'Sterling' and they (the proprietors) should have ended up wealthy men, but there was not a businessman amongst them and no one with any marketing knowledge, so they never made very much out of the axe handles even though there was a lot of them sold*'.

In 1995 the Princes Highway was upgraded and bypassed the village. This resulted in Tomerong transforming principally into a low to medium density residential community.

SUSSEX INLET

In November 1880, a Danish-born seaman and fisherman, Jacob Ellmoos, crossed the bar at the entrance of the Sussex Inlet on a fishing trip that had started from near the Cape St George Lighthouse. Soon thereafter he received a grant of 1,200 acres of land in the area.

In 1886 he and his mother, father, brother and his family started building a home near what later became the township of Sussex Inlet. In 1890 they opened a guest house – the only one on the NSW South Coast between Port Hacking and Twofold Bay. It was called 'Christian's Minde' ('To the memory of Christian', Jacob's father). To reach it, visitors took a horse-drawn coach to Pelican Point (to the west of St Georges Basin township) and then an open sailing boat on a nine-mile voyage across St Georges Basin.

Despite its remote location and the challenges of reaching it, the business prospered.

In 1915 the Commonwealth government acquired land around Jervis Bay which became part of the Australian Capital Territory. The Ellmoos' freehold land was swapped for Federal leaseholds and eventually Jacob was compensated (evidently, not willingly because the Commonwealth government seemed to believe they could take away the Ellmoos' land and business because Jacob was 'a foreigner').

Jacob then bought a large tract of the land that remained part of NSW upon which the town of Sussex Inlet slowly developed. On a part of this land Jacob established another famous guest house 'Heimdall' - on the opposite side of the inlet to 'Christian's Minde' - which he and his family ran until the site was purchased by the Sussex Inlet RSL Club.

'Christian's Minde' continued to be run as a popular holiday resort until the late 1940s, after which it was converted into self-contained flats.

In 1916, Jacob and ten local men cleared a road (today Sussex Inlet Road) from Wandandian to Sussex Inlet. It opened up Sussex Inlet to development as a tourist and fishing resort.

The first telephone service in Sussex Inlet was connected to 'Christian's Minde' in 1906. A post office was opened in 1920, at which time the population of the town was around 50, although about 150 visitors were also accommodated in boarding houses at any one time during summer months.

After the area was subdivided in 1935, numerous holiday homes were built and the area became popular with retirees.

During World War II, 'Christian's Minde' was used by the crews of flying boats that were based at St Georges Basin.

Wreck Bay (which received its name in 1850), on the coastal side of Sussex Inlet, was a particularly notorious part of the South Coast coastline. At least 16 ships were wrecked in the Bay between 1835 and 1922, among them the *Hive* (in December 1835) that was transporting 252 Irish male convicts to Sydney and which became the only convict ship to be wrecked on the Australian mainland.



A 1989 painting of Christian's Minde by Derek Middleton.

BENDALONG

'*The Australian Town and Country Journal* in January 1883 included this note: *A small township has recently sprung up at Redhead, a promontory situated in Wreck Bay. The cause of this is the establishing there, 4½ years ago, of Messrs. Goodlet and Smith's sawmills, where on an average 40,000ft of timber per week are cut. Mr. William Pearson is the manager of this mill, at which about 30 men are employed. The plant consists of a 25-h.p. engine, a breaking-down frame, three circular benches, and a shingling machine; the principal timber cut here is blackbutt, all of which is procured in the district. Communication is held with Sydney at regular intervals by means of two schooners. There is a school here with an attendance of 52 children, and whilst on the subject of education, it might be stated that in the district of Ulladulla there are 12 public and provisional schools having on their united rolls 637 scholars.*

Goodley and Smith's business was first established on Currambene Creek, north of Huskisson in Jervis Bay, but began operation at Redhead in 1878. From 1879 its owners were granted a special lease over 71 acres, providing public access to the small nearby harbour. *The quantities* [of timber] *shipped from Redhead between 1881 and 1884 were quite extraordinary, particularly in 1882, given the constraints on production posed by the machinery and infrastructure of the day*. The sawmill closed down in 1885.

Redhead was probably named by the surveyor Thomas Florance in 1827. It certainly appears with this name on his map of the area.

Holiday homes were being constructed in the area from at least the 1950s, when the area became known as 'Redhead at Bendalong'.

Just to the north of Bendalong, the convict ship Walter Hood ran aground. It was to be the only convict transport to be wrecked on the Australian mainland. Details of the wreck are at www.southcoasthistory.org.au



Goodlet and Smith's Sawmill at Redhead (Bendalong), 1880

LAKE CONJOLA

Lake Conjola (the waterway) is a tidal coastal lake or barrier estuary (so typically is open to the ocean). It covers a 660-hectare area and is relatively deep. It is a well-known fishing location.

Lake Conjola is part of the traditional lands of the Wanda Wandian Aboriginal people. The name 'Conjola' may have been taken from one of their words meaning 'place of winds' or may have derived from 'kongoola', a freshwater flathead.

It is believed the area was visited in 1822 by Alexander Berry, Hamilton Hume and a Lieutenant Johnson whilst on their expedition up the Clyde River.

In 1857 a James Murray took up 500 acres in the area. He marked the road from Milton to Wandandian. At the time the area was a farming and timber-getting (including rich in cedar) area.

A school was opened in Conjola in 1874. Like many schools on the South Coast it had varying enrolments that affected its status: from 1874 to 1880 it was a provisional school, then from 1880 to 1893 a public school, then from 1893 to 1907 it was a half-time school paired with Jannung (Wandandian), then from 1907 to 1919 it was again a provisional school, and from 1920 to 1921 it was again a half-time school paired with Red Mill school.

The town's post office opened in May 1879.

A Conjola Butter Factory opened in 1895, reflecting the area having become dairying country. (In 1907 the Yatta Yattah Co-operative Dairy Company was established at Yatta Yattah, to the west of Lake Conjola, to produce butter from what was described as 'some of the finest pastoral lands in the state'.)

Copper was discovered on the banks of the Conjola Creek near its headwaters around 1900. A mine worked the deposit for a short period in 1908-1909.

In 1914 the pioneering Murray family provided land for a Catholic Church in Lake Conjola. It functioned until 1969. The Church building was later moved to Sussex Inlet.

In the 1920s and 1930s, silica was mined near Pattimore's Lagoon (south of Lake Conjola) and was transported via a light railway to Bannister's Head (north of Mollymook) from where it was shipped to Newcastle and Port Kembla to be used in fire bricks.

Lake Conjola was severely affected by the 2019-2020 bushfires.



The 2019-2020 bushfires at Lake Conjola

MILTON

On April 21st 1770 Captain Cook, whilst sailing up the coast, sighted and named *a remarkable peaked hill, which resembled a square dove-house, with a dome at the top, and which for that reason I called the Pigeon House*. This peak, Pigeon House Mountain, is a short distance west of Milton.

In 1827 the first land grant in the area was made to the Reverend Thomas Kendall (1778-1832). He settled north of the present township of Milton (in what is now Yatte Yattah), ran cattle and felled timber using ticket-of-leave men as labourers. He called his property 'Kendall Dale'. (Thomas Kendall often travelled to Sydney in his own small ship, the '*Brisbane*', and was to lose his life when it was wrecked off Jervis Bay.)

Ten years later, the Ulladulla-Milton area was surveyed, and a survey for Ulladulla Village was undertaken.

In 1839 Thomas Kendall's grandson Henry Kendall, who was to become one of Australia's most famous poets, was born at Yatte Yattah.

In the 1840s timber-getting was the area's principal activity.

In 1855, a former convict, Henry Claydon took possession of 100 acres of land nearby, establishing an estate known as Claydon Park. He donated land to the Wesleyan Church in 1857 and, the following year, the first church in the district was built on the site. The Sarah Claydon Age Care Centre in Milton in named after Henry's wife, who was a midwife for the area until her death in 1876.

In 1859 John Booth, a business partner of the department store owner Anthony Hordern, purchased an 80-acre (32-ha) property called Myrtle Farm for £240 and subdivided it into 62 allotments. These he sold for between £8 and £27/10/- each (clearly making a substantial profit on the transaction!).

He developed the land into a private town that initially was known as 'The Settlement' (with the nearby town, now Ulladulla, being 'The Boat Harbour'). Many of the streets in the town are named after Booth's friends and relatives.The naming of the town 'Milton' is attributed to the town's first postmaster, George Knight. One story is it is simply a corruption of 'Mill Town', another that it was named after the 17th-century English poet John Milton, when a copy of Milton's 'Paradise Lost' caught Booth's eye in his library.

During the 1860s mixed farming and dairying took over as the primary activities in the area. The construction of public buildings also commenced, including the Star Hotel (1860), St Peter and St Paul Anglican Church (1860), Congregational and Catholic churches (1872), Town Hall (1871), courthouse (1877), public school (1877) and post office (1880). And because of its strategic position on the main road, the town developed as the commercial and administrative centre for the region, and became the centre where visitors to the area could find accommodatio

In 1862 the first volume of Henry Kendall's poetry, 'Poems and Songs', was published. Locals made this possible by taking up a public subscription to cover the costs.

With the growth of nearby Ulladulla in the 20th century, Milton has declined in importance as a regional centre. It, however, remains a popular tourist destination – its appeal likely to be enhanced once the main north-south road (eventually!) bypasses the town.

Because of its significant number of historic buildings and because it is a fine example of a mid-19th Century private township, the town has been classified by the National Trust. Its principal civic and commercial buildings are Italian in style, the churches are simple Gothic in style.



MOLLYMOOK

The area that is Mollymook today was originally farming land that had relatively easy access to the port of Ulladulla. In 1859 Henry Mitchell set up a property which he called 'Molly Moke' which is believed to be derived from Mollymawk, a small species of albatross.

Uriah Coller became his neighbour. Sometime around 1900 Uriah's son, John, allowed public access through his property to the beach (now called Coller's Beach, towards the southern end of Mollymook). It became a popular spot and, thereafter, the area developed a reputation for being an appealing holiday destination.

The area was known as Mollymoke until its name changed to Mollymook in 1931.

In the late 1910s a mining industry was established on Mollymoke's southern headland to extract the mineral silica (which was used in the manufacture of firebricks; most of

the silica mined at Mollymoke was shipped to BHP in Newcastle to be used in bricks that lined its blast furnaces) which had a purity of up to 98% (often claimed to be the purest deposit of silica in the world) and was relatively easy to extract because most deposits were situated at a depths of between just 3'6" and 6'. (Much of the rock remaining at the 'Bogey Hole' [the Aboriginal word for swimming hole] at the southern end of Mollymook Beach is silica.)

Initially the silica was transported by horse and dray to Ulladulla harbour for shipment north. Later, a tramway was built along the Prince's Highway connecting Mollymoke with Ulladulla Harbour.

By 1924 it became uneconomic to mine the silica deposits at Mollymoke, so operations moved northwards with a silica crushing facility and a jetty being erected on Bannister Headland. Another tramway was built across Narrawallee Inlet to transport the mineral from nearby Conjola.

The industry declined during World War II and eventually disappeared. Tourism then became the town's major industry, and the area became a popular place for retirees to live. A major building/rebuilding boom occurred from the 1990s which is reflected in Mollymook's population figures: in 1954 Mollymook's population was 55; in 1961 it was 142; in 1971 it was 550; in 1976 it was 1,373; in 2011 it was 4,526.

ULLADULLA

Ulladulla started its life as the port for settlers in the area near the town that today is Milton.

That was the same year that Thomas Florance surveyed the coastline from 'Burrill Mouth' (spelt Bhurril) to Narrawallee (which he spelt as Nurrahwherree). The south point of what is now Ulladulla Harbour was named 'Long Nose Point' by Florance. It seems from Florance's notes that the native name of the harbour was 'Woollabderrah' (from which the name Ulladulla may have been taken), but Florance called it 'Wasp Harbor' after the name of his boat, which he had anchored in the bay.

Those from 'The Settlement' (present day Milton) simply called it 'The Boat Harbour'. And there is some evidence - for example in an advertisement in 'The Australian' newspaper of Tuesday 14th December 1841, that refers to a shipping service from Sydney to 'Holy Dollar and Broulee direct' – to suggest that Ulladulla may once have been known as, and is a corruption of, 'Holy Dollar'. (Or perhaps - more likely - the newspaper's typesetter just misheard the name of that destination!!)

Settlers such as Thomas Kendall of Yatte Yattah (north of Milton) exploited the stands of Australian red cedar in the area and Ulladulla prospered as a timber port from the 1840s. From about 1840 a shipbuilding industry also developed after David and James Warden established a yard on the beach inside Ulladulla harbour. 'Long Nose Point', to the south of the harbour, later became Warden Head in their honour.

Other early local industries included dairying, wheat growing, pig raising, and maize and vegetable cultivation. In 1854 a tannery was opened by Richard Millard on Millards Creek at the very bottom of town. It survived until 1939 when it was destroyed in a bushfire. A timber mill operated on the opposite bank of the creek.

By 1856 the population of Ulladulla had grown to around 300.

In 1858 the route of a road to Ulladulla was defined, and a private jetty was built into the harbour. It was paid for by public subscription. This was replaced in 1865 by a more substantial public wharf.

The safety of the harbour was enhanced in 1873 when a lighthouse constructed of cast iron plates was erected on the breakwater at the entrance to the harbour. It was moved in 1889 to Warden Head.

Back in 1862 the people of Ulladulla helped to launch Henry Kendall's literary career when they financed, through a public subscription, the publishing of his first book, 'Poems and Songs'. He was to become one of Australia's most distinguished contemporary poets.

Today, the town has become a significant commercial centre as well as a coastal holiday resort and popular place for retirees.

A popular local annual event is the Ulladulla Blessing of the Fleet. This event began in January 1956 when the Catholic Parish Priest, Father Weatherall, suggested to boat owners and crews that they should embrace what was originally a 15th century Mediterranean tradition of blessing local fishing boats, to ensure they benefitted from a safe and bountiful season.



The Warden Head Lighthouse, 1902

BURRILL LAKE

Burrill Lake (the waterway) has a surface area of about four square kilometers, is relatively deep and is connected to the ocean by Burrill Inlet, a 3km long meandering channel. It is classed as a lake with an untrained (i.e. natural) entrance. The entrance is usually open because of the southern rocky shoreline helps maintain the channel from the sea.

The meaning of its name is uncertain. One possibility is it is derived from an Aboriginal word meaning 'wallaby'. Another is that it is taken from an Aboriginal word for a tree with green and white leaves.

Yet another suggestion was that it was named after an Aboriginal named Billy Burriel who, in 1842, is recorded as having received a blanket distributed by the government. This however is unlikely because in 1828 the government surveyor Thomas Florance recorded the name 'Bhurril' whilst on an expedition charting the surrounding coast.

On that occasion he also noted a large number of Aboriginal canoes on the lake.

The Murramarang Aboriginals were the traditional owners of the land and had inhabited the area for millennia. In 1931, members of the Anthropological Society of New South Wales excavated an Aboriginal rock shelter in the area that was believed to be more than 20,000 years old, the oldest known site on the Australian East Coast.

In January 1860 James King purchased 103 acres on what is now Kings Point, on the eastern shore of the lake. He had migrated to Sydney to establish the Royal Botanic Gardens and evidently was offered the land in appreciation for the work he had undertaken there. He paid £103 for the land.

Other early land purchases occurred on the north side of the lake in 1863. The largest area was acquired by William Hood Wason, others by William Walter Ewin, John Fisher Cambage and James Cork.

In 1870 a private school was established on land owned by William Ewin. In 1876, a government school was opened on the north-west end of the lake, pre-dating the opening of a school at Milton. It operated until 1934 when it closed down because there were then only seven pupils enrolled.

Another school, the Burrill Lake School, opened in 1898. It was at the eastern end of the lake, near the bridge.

Farming, fishing and forestry were the early mainstays of the area. There were once a number of sawmills in the area with, for example, Ireland's sawmill being established on the southern side of the lake in 1877. It operated until around 1913.

From around 1919 until the start of World War II the collection of shell grit, and its burning to produce lime, was a significant industry, mainly centred around the Dolphin Point area.

The first bridge across the lake was built in 1889 on what was then a bush track connecting Burrill Lake with Batemans Bay. However, when coaches started running between Nowra and Bega in 1893, they travelled by a more inland Shallow Crossing route.

From the 1920s, and before the township of Burrill Lake was established, the lake was considered to be a fisherman's paradise. Campers flocked to the area.

In the 1920s, the Butson family opened a kiosk catering to the needs of campers at Burrill Lake. One Christmas Day they dressed 350 head of poultry for campers! Nearby there was a boatshed which hired out boats. The Butson's enterprises eventually evolved into what is today the Holiday Haven Caravan Park.

In the late 1920s land was subdivided and offered for sale. It was primarily targeted at a then-growing Canberra market.

The Burrill Lake Post Office was opened in December 1934.

In 1937 the main road south from Ulladulla was constructed via a more direct Cockwhy deviation, providing employment opportunities during the Depression. A substantial bridge (replaced in recent years) was constructed across the lake in 1957.

In December 1941 the population of Burrill Lake was 195.

The village really started to grow after World War II, at a time when it had three shops.

In November 1946, George Dean opened an open air theatre in Burrill Lake. It had a seating capacity of 787. As a promotion, he brought Bob Dyer down from Sydney to perform on stage. The theatre was demolished 53 years later.

In 1969 the Bush Missionary Society opened the Burrill Pines Motel to help fund its work.

LAKE TABOURIE

In 1828 the government surveyor Thomas Florance mapped the area whilst on an expedition charting the surrounding coast and named the area 'Tobowerry'. Other early recordings of the name included 'Toboree', “Tobourea Creek' and “Touboure'. The meaning of the name is unknown.

It seems the area developed as a popular camping location with, at some point, the NRMA (then a major tourism promoter) noting that camping sites were available at Lake Tabourie and that it had a safe swimming area for children, it provided good fishing, and there was a nearby ocean beach.

The village would have benefitted from the construction of the Cockwhy deviation on the main south road south from Ulladulla in 1937.

TIMBER TOWNS: BROOMAN, TERMEIL, BAWLEY POINT

Timber-getting and sawing were major industries in the Murramarang area from the early 1850s through to the 1950s. There were sawmills in Bawley Point, Kioloa, Termeil, Pebbly Beach, East Lynne, Benandarah and Flat Rock (5km north of Termeil) and a horse-drawn railway connected Bawley Point, Kioloa and Termeil enabling timber to be transported to ships that called to Bawley Point. Shipping to Bawley Point ceased by 1929, after which the area's timber was transported by road and was shipped from Batemans Bay.

Brooman, on a bend of the Clyde River, had a population of about 200 in the late 19th and early 20th centuries. The town had a post office, school, dance hall, mechanics building, galley and general store.

Termeil had a hotel, church, post office, hall, butchery and store. It also had a boarding house that provided accommodation for travellers at the time when Termeil was the changeover point for horses providing the coach service between Batemans Bay and Milton. A sawmill at Termeil owned by Hepburn McKenzie, which opened in 1912, was described as the largest sawmill in the southern hemisphere at the time. However, once the timber industry became less important to the area, the township of Termeil declined. The hotel disappeared by the 1940s and the boarding house was burnt down in the 1950s.

Bawley Point's name is believed to be derived from an Aboriginal word meaning 'brown snake'. Its timber mill, and 10 weatherboard cottages for workers, were erected in 1891. Almost immediately it was affected by the severe depression of the 1890s. The Bawley Point Mill had its own ships to transport sawn timber to Sydney, two of which (the *Bonnie Dundee* in 1897 and the *Gleaner* in

1900) were blown ashore and wrecked at Bawley Point – details are at www.southcoasthistory.org.au. The timber mill burnt down in April 1922.



DURRAS

When the first land grant in the area was made to John Whitehead McNee, in 1840, the name Durras was already in use to describe the area. For the next ninety years or so, the area was primarily used for timber cutting and milling.

The first sawmill in the Durras area was at Wasp Head and was operated by a John McMillan from around 1905 until 1929.

The timber from this Wasp Head sawmill was transported along a tramway out onto the rock platform below the mill, was loaded onto lighters and transported to vessels waiting offshore. Most of the timber was shipped to Wollongong, Sydney and Newcastle and was used for railway sleepers and mine props.

The closure of the mill (a result of the collapse of the coastal timber industry during the Great Depression) resulted in a reappraisal of the area's potential and the land south of Durras Creek was subdivided in 1937 to form the village of Durras. This later became known as South Durras when another settlement emerged north of Durras Lake. In the 1940s and 50s, a school, post office and store were established in the town.

Grazing was carried out in the area from the 1920's with much of the vegetation on Durras Mountain's rich, volcanic soils being cleared for dairy and other agriculture.

BATEMANS BAY

Batemans Bay was one of the few places along the Australian east coast named by Captain James Cook in 1770. In naming it, Cook was honouring Nathaniel Bateman, a naval officer with whom he had served when surveying the coastline of the St Lawrence River.

In April 1808 a small vessel, the 'Fly', was driven into Batemans Bay by bad weather. Five sailors went on shore to replenish their water supplies, were met by a party of local Aboriginals, and conflict resulted. Three of the crew were killed.

Then, in 1821 a ship carrying cedar cutters took shelter from a storm in the Bay. Local Aboriginals reportedly met the intruders aggressively, killing one man, injuring another and forcing the boat to head back to sea.

On the Governor's instruction, Lt Robert Johnston sailed down the coast that year to assess Cook's earlier named landmarks, and to investigate what happened to the cedar getters. Finding a navigable river must have been a pleasant surprise! Johnston stayed in the area for several days, anchored in the lee of the little island he named Snapper after his vessel.

Johnston also then named the river at Batemans Bay the Clyde after the Clyde River in Scotland.

In 1827 and 1828 government surveyors Robert Hoddle and Thomas Florance surveyed the area in anticipation of the southern boundary of the Limits of Location (the area from Sydney that could be legally settled) being extended south from the Clyde River to the northern bank of the Moruya River. At the entrance to the bay, Hoddle named two of Batemans Bay's islands, Tollgate and Tollhouse (now known collectively as the Tollgates).

Hoddle's opinion of the prospects for the area was bleak: “It is very barren. At least nine tenths of it will be suitable for no purpose whatsoever.”

Settlement of Batemans Bay began in the 1830s, with timber cutters and fishermen moving to the area.

The gold rushes of the 1850s led to the establishment of regular shipping to and from the south coast. The Illawarra and South Coast Steam Navigation Company established itself as the primary carrier servicing townships from Nowra to the Victorian border. Nelligen, upstream of the current Batemans Bay township, became an important stop for hopefuls heading to the rich Araluen goldfields.

For over a century the Illawarra Steam Navigation Company was to contribute significantly to the economic growth of the district.

Batemans Bay township was surveyed in April 1859 and a postal service to the town was established the same year.

Around 1860 a ship building industry was founded by local entrepreneur and businessman Francis Guy. Small oyster farming enterprises were also established along the Clyde River – and this is now the oldest established industry that continues from pioneering days. The district's first timber mill was opened in 1868 producing finished timber in such large quantities that steamers called to the town twice a week to transport its output to Sydney.

By 1869 the population of the town had reached 60 people, enough for a provisional school to operate. A public school replaced it in 1872.

The State Government's establishment of a Board for the Protection of Aborigines in 1883, with its policy of encouraging Aboriginal people to live in separate reserves away from towns and cities, resulted in dramatic changes to the lifestyles of Aboriginals in the Batemans Bay area and their relations with European society. In the Eurobodalla, Aboriginal reserves were created at Wagonga, Moruya, Terouga Lake, two at Tuross Lake, Yarboro, Turlinjah, Moruya Heads, Tomago River, Wallaga Lake, Currowan, Snake Island and Merriman Island in Wallaga Lake. Some of these were created to house specific families, many seem to have never or were rarely occupied by Aboriginals, and over time most of the reserves were revoked.

The Bateman's Bay Reserve, though, has a particularly interesting history and sadly illustrates how opposition from Europeans could result in Aboriginal children's exclusion from their local government school.

Nine acres on the outskirts of Batemans Bay township had been set aside as an Aboriginal Reserve in 1902. By 1918 the town was expanding and the Batemans Bay Progress Association informed the Aboriginal Protection Board that the Reserve stood in the way of white residential development. In 1922 the Board agreed to encourage the residents of the reserve to move to a new reserve several miles out of town. Those families refused to move because they had already erected homes on the Reserve and because it was easy for their children to walk to the local primary school.

In 1924, further pressure from the white community led to the Aboriginal Protection Board agreeing to the revocation of the Reserve. Again, its residents refused to move.

The white community responded through the school's Parents and Citizens Association. It voted to segregate the school, which effectively meant that 15 to 20 Aboriginal children might be given no education at all. Under the threat of segregation, Indigenous grandmother Jane Duren (see www.southcoasthistory.org.au) wrote to King Edward VII arguing, as subjects of the Crown, their children were entitled to receive State provided education.

Backed by some white supporters, a 'sustained and well-coordinated campaign to have the segregation rescinded' was started…and two years later – after an assurance was given to white parents that an influx of Aboriginal children from other areas would not occur - segregation ceased.

The local Aboriginal community won this battle but eventually, some time before 1932 (and possibly as early as 1927), the Batemans Bay Aboriginal Reserve was closed and the residential development for white housing proceeded.

A small hand-operated ferry service across the Clyde River at Batemans Bay service started in 1891, and expanded through several size iterations over a 60-year period. Also known as 'the punt', it served the community well - even hours often spent waiting to cross the river were 'part of the holiday and lifestyle'.

That way of life changed dramatically with the opening of the first Batemans Bay Bridge in 1956. (This was replaced by the current bridge in 2022.)

The population of Batemans Bay reflects the periods of the area's greatest growth - from the 1960s, but particularly from the 1980s. The 1881 census records 266 people (that is, property owners). In 1981 it was 4,924. By 2016 this had grown to 11,290 across the Bateman's Bay district. During peak holiday periods, however, population numbers explode!

Floods and fires in and around Batemans Bay have challenged the area throughout the 19th, 20th and 21st centuries – the most recent being the horrendous 2019-20 bushfires in which (as the Eurobodalla Shire Council website glibly records) 'hundreds of homes, many businesses, and thousands of hectares of bushland were damaged or destroyed.' In particular, Batehaven and the small township of Mogo, experienced frightening devastation.

In recent years, Batemans Bay has transformed from a community principally comprising small family and holidays homes to a more-diverse community now including retirement villages, apartment blocks and substantial homes. As an important service centre, the Bay is primarily driven by tourism and the demands of a changing demographic.



The (first) Batemans Bay Bridge under construction, with 'the punt' in the foreground

We will continue the journey south in the next issue of *Recollections.*

Have We Missed Something?

Written histories are, to a greater or lesser extent, subjective. They reflect the interests (and biases!) of those who compile them, they reflect the information available to the writer at the time, and the purpose for which they are written often dictates what might be included and what might be discarded.

This series of mini-histories of South Coast Towns is no different, so we now ask 'what have we missed?' Is there some important aspect relating to the history of your town, or your favourite South Coast town, that perhaps should have been included? Have we even neglected the history of an entire South Coast town (as we did in our last issue – see Jaspers Brush below)? Or have you spotted a factual error?

We'd greatly appreciate your feedback – to southcoasthistory@yahoo.com. The histories of South Coast towns are also uploaded to our website (www.southcoasthistory.org.au), so your contributions can be incorporated there.

JASPERS BRUSH

Cedar getting commenced in the area around Jaspers Brush from the 1810s. The area then became part of Alexander Berry's Coolangatta Estate and, following the cessation of convict transportation to NSW in 1840, much of the area was occupied by share farmers who were initially tasked with clearing the land.

Jasper Brush was an Aboriginal employed by Berry who helped clear the land and who camped in the area.

Once cleared, the area proved to be ideally suited to dairying, so that became principal undertaking in the area.

A community developed at 'Jaspers Brush' with the construction of a road linking Broughton Vale and Bomaderry, and from the early 1850s it seems the area had become commonly known as Jaspers Brush. A wharf was constructed at the junction of Jaspers Creek and Broughton Creek (at the end of what is now O'Keefes Lane) to serve the community.

In 1884 a Public School was opened in Jaspers Brush. In 1888 a large Jaspers Brush Dairy Company factory was erected and this processed milk from around 50 local dairy farms. In 1893 a Jaspers Brush railway station was opened when the railway line was extended from Kiama to Bomaderry (this station closed in 1951), and in 1889 a Post Office was established in the town. At one time the village also had its own School of Arts.

Stories of settlers in the area are included in a *The Dairy Lane Project* series of podcasts available at https://rss.com/podcasts/season-1-the-dairy lane-project/



sugar bush creative
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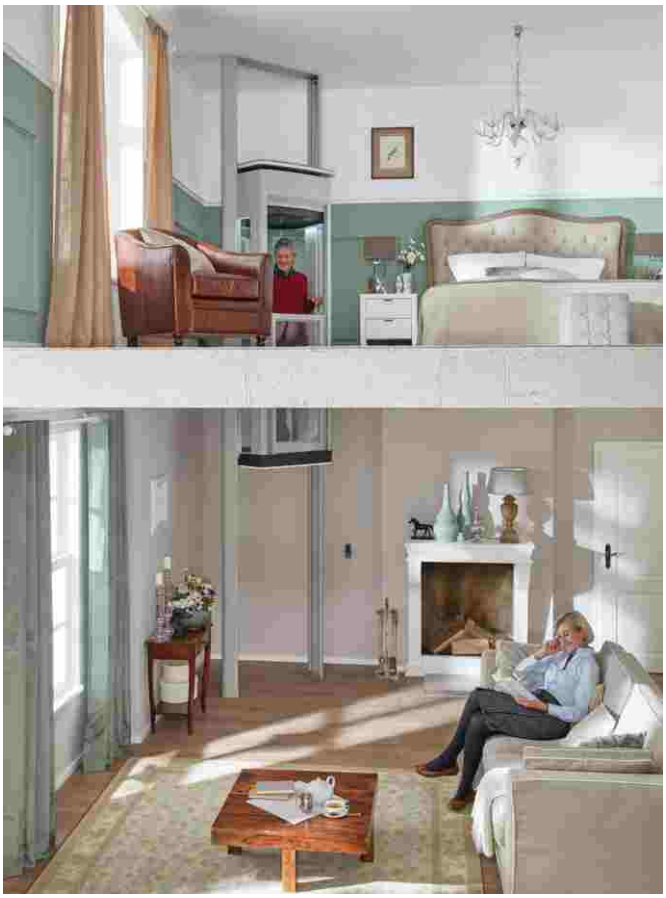


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