

The Bega Pioneer

Voice of the Bega Valley Historical Society Inc.



EX LOCAL JOCKEY FRED STANBOROUGH TURNS 70 THIS MONTH

June 2020 Edition

MUSEUM REOPENING

With the easing of Covid 19 restrictions the museum has reopened.. However in line with protocols the restrictions that still apply are:

Hand sanitising on entering the building.

Social distancing of 1.5 metres.

Records of all visitors including name, address and contact details.

We would be sad to have to close again because visitors and volunteers could not adhere to these simple rules.

Decisions about group tours will be made based on numbers.



A.G.M.

**Saturday 1st August
10a.m.**



OBITUARIES.

BILL QUINN

Bill was for many years a member and supporter of the BVHS. His wife Nita is one of our staunchest members. We extend our sympathies to Nita and his family.



ROSEMARY STEEL.

Rosemary was the sister of our President Peter Rogers. We extend our condolences to her husband Chris and her family.



DI PRYOR

Di was a member and the secretary of the BVHS for some years. She coauthored the book They Made This Valley Home with Sandra Florance as well as contributing a number of articles to our collection. Pre ceased by her husband Chris, she passed away after a long illness.



MEMBERSHIP.

Sometime ago, before 2020 came along, the committee decided to rationalise our membership plan. We are taking the opportunity provided by drought, fire, flood and pandemic to implement this change. We will send out membership renewals for the six months up to June in the next few weeks and the membership for the six months up to December at the end of November. There will almost certainly be teething problems so we ask for your patience while we set this plan in motion.

Bismarck House

Bismarck House to let.

Apply to A Sattler, Bega

Bega Standard, 19 June 1900

Mr Olaf Lassen has finished rebuilding Bismarck House for the Sattler Estate and has made an excellent job of it.

There are 12 rooms, and of these the dining room 24' x 16', and drawing room 21' x 16' are the largest.

Steel ceilings have been used throughout with artistic effect.

Water has been laid onto the kitchen and wash house.

Mr George Boardman and staff did the painting and used deep terracotta colour picked out with white and cream, which is pleasing to the eye.

Bismarck House occupies a splendid position and commands some very pretty views.

Mr H G Shaw Police Magistrate, and family move in on the 4 January.

The height of the walls are 11' 10".

Mr Lassen has fixed up an ingenious filter, his own patent, to filter water from the roof before entering the underground tank.

Bega Standard, 29 December 1908.

One of the largest and most modern private residences in Bega is the newly erected structure on the site of the old 'Bismarck House', some months ago destroyed by fire. A representative of this paper was present at an informal 'opening ceremony' on Tuesday morning, when the contractor handed over the keys of the completed building.

Mr Charles Sattler is the owner, of the fine new residence, soon to be occupied by Mr Shaw, Police Magistrate.

The contractor, Mr O Lassen, has handed over the building, faithfully erected, and with an attention to detail which puts the hall-mark of 'finish' to all his work. Mr Sattler took occasion to say that the work had been carried out in a way which more than pleased him, a compliment which Mr Lassen gracefully acknowledged.

The building is erected on the Newtown Road and commands a fine view of the winding course of the Bega River.

It has a verandah, 7ft wide on three sides, and has a through hall of a width of 6ft. There are 12 rooms, including dining room 24' x 16', five bedrooms (the largest 16' x 18' and the smallest 16 x 12), also two pantries, bathroom, kitchen and wash house.

The walls of the main building are lofty, 11ft 10in., and the ceiling is of Wunderlich art metal. Special attention has been given to light and ventilation.

Mr Boardman was entrusted with the painting and paper-hanging, and put in some of his best work, the colouring being exceptionally pleasing.

The water supply comes from a large underground tank, to which is attached a rotary pump connecting with the bath, wash house and kitchen. Before reaching the tank the water from the roof passes through a filter which throws off any sediment.

The Bega Budget, 2 January 1909



Bismarck House

Miss Cope, matron of 'Alwyn' Private hospital has joined up for the war with Nurse Lonegan. The hospital has been temporarily closed by Dr Reilly.

Bega Standard, 21 December 1915.

Matron Baillie is taking over the renovated 'Alwyn' private hospital.

Bega Standard, 16 February 1916

The Private Hospital or Bismarck House on Newtown Road, 3 rods 2 ½ perch, was sold to T A Starr at ×£700. No offers were made for Lots 3,4,& 5 next door.

Lot 6 opposite the police station went to Mr H M Alcock at £43.

No offers were made for Lots 7, 10, 11 &12.

Lot 13 with residence occupied by Mr Rosenthal at £660 was offered by Mr William Haslingden.

Lot 14 had no offer.

Southern Star, 23 September 1922

Matron Murton of the Private Hospital would like all babies born at the Private Hospital since she has been in charge to a garden party at the Hospital on November 24 at 3.00pm.

Bring their parents, brother and sisters.

Bega District News, 25 October 1923

Mr S C Plevy is one of Bega's more artistic gardeners and has transformed the front of his home on Newtown Road known as the private hospital, and before that as Bismarck House; the residence of the late Anton Sattler.

BDN 3 February 1944



Check us out on

facebook®

ARNOTT'S Milk Arrowroot Biscuits have provided a staple diet for hundreds of thousands of healthy young Australians. Butter or milk adds greatly to their enjoyment. ●

THE quality and excellence of these famous biscuits remain unrivalled after 60 years of high popularity. To-day they are better than ever. Full appreciation of their wholesomeness and great nutritive value is expressed in over 40,000 testimonials received from grateful mothers.

Arnott's
FAMOUS
MILK
ARROWROOT
BISCUITS

A Brief History of Tathra Wharf

The first vessel recorded as having called in and dropped anchor at 'Tartara', and 'Kianinny' was a 50 ton sailing ship 'The Vision', in April 1858, with Captain John Sage Grant as skipper.

Mr Daniel Gowing, farmer of Jellat Jellat had been trying for many years to find a suitable port of call for himself and other farmers of the area, rather than having to haul their produce to Merimbula Port.

Mr Gowing built the first store at Tathra for the shipment of goods from the Bega area. About the same time Captain Gaunson found a small inlet called 'The Stockyards' or 'Kangarutha' further south where shipments were made. Mr Gowing found another sheltered inlet called 'Kianinny', at which Mr Kirkwood of Merimbula built a store and took 300 bushels of produce for the 'Gipsy', another sailer.

Mr Gowing was instrumental in making a road connecting Bega with Tathra and eventually Tathra was preferred as the port of call.

The discovery of gold at Kiandra in 1860 increased the popularity of Merimbula and Tathra as stopping-off ports to Kiandra for people from all over the world.

The first Tathra Wharf was completed in 1862, constructed by Mr Robert Mowatt, with Mr Gowing as chairman of the trustees. The newly formed Illawarra and South Coast Steam Navigation Company, with manager Mr Ede Manning, brother of William and James

Manning of the Twofold Bay Pastoral Association, provided money towards a new store.

The schooners 'Ellen', 'Gipsy', 'Rosebud, the clipper 'White Cloud' and the I.S.C.S.N. Company's



steamers 'Hunter', 'John Penn' and 'Kameruka' plied fortnightly between Sydney and Tathra.

In 1866, Tathra was described by F. F. Bailliere's 'New South Wales Gazetteer' as being; *situated at the south of the Bega River and sea-port for Bega.*

The Ocean View Hotel was operating in the 1890's—*Communication was by horse and dray only, and it contained no buildings except a receiving store.*

In 1868 the Bega –Tathra road was cleared to a regulation width of one chain suitable for carts and wagons.

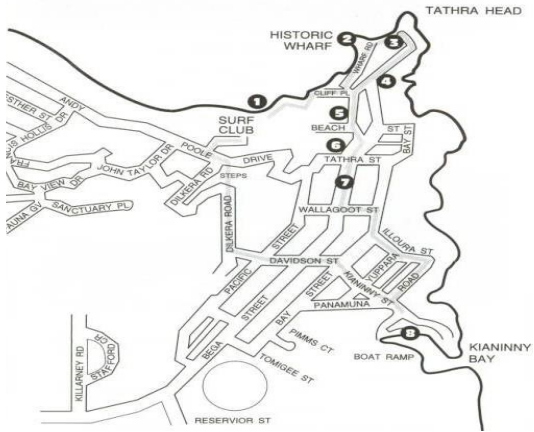
A deputation from Tathra went to see the Premier of NSW in November 1872 to talk about an extension of accommodation at the port.

Rather than take the jetty out to deeper water, it was proposed to widen it by 20ft, then put up a powerful crane, strengthen the mooring and provide for passengers' convenience.

In November 1876, the Hon. John Robertson, accompanied by the Hon. W. B. Bailey, Hon. T. Garrett and Hon Henry Clarke, the local Member, made an historic visit to the Bega District, landing at Tathra after traveling from Sydney on the Government Steamer 'Ajax', which took soundings for a proposed Tathra Wharf (breakwater).

The schooner 'Ellen' was driven onto the beach in a severe gale in February 1878, and by 1881 Captain Nicholson and his 'Ellen' was replaced by the I.S.C.N. Company's steamers.

The twin-screw steamers 'Kameruka' and 'Allowrie' were built 1880-1 and had a speed of 10 knots. The 'Kameruka' was wrecked at Pedro Point south of Moruya Heads in 1897, and the 'Allowrie' was broken up in 1910.



In August 1883, the SS 'Bega' was built and placed in service but she foundered off Bunga Head in 1908. The SS 'Eden' was built 1900 and catered for passengers with 2 and 4-berth cabins and a dining table in the centre of the saloon.

The SS 'Merimbula' was the epitome of the South Coast passenger ship and her accommodation was highly rated. However she outlived her time and might soon have been sold if she had not been wrecked in March 1928.

By 1885 there were 3 houses at Tathra and the editor of the Bega Gazette predicted: *"Tathra is destined to become not only a great shipping port, but noted marine resort for holiday makers. Sure I am that your eyes will in a few years see the 'iron horse' bring the Sydney excursionist to our delightful watering place. The precipitous sides of Tathra's headland will be dotted over with fine substantial houses"*.

In May 1885, the Bega Gazette 6 May stated, *"Mr Pixley & Mr Latimer have completed the store at Tathra Wharf to the satisfaction of the Trustees."*

In 1889 a severe storm and floods damaged the wharf, and the stone wall was put in by Mr Davis of Bega. The new road down the hill was completed and macadamized in 1890, and it became the custom for passengers about to embark to settle down in picnic parties on the Point awaiting the steamers departure. Teamsters drawing loads to Tathra had to sleep under their wagons in wet or fine weather, there being no

accommodation houses.

At times when boats missed Tathra because of the weather, the horses & coaches used to race down the coast road at full speed to Merimbula wharf to get their passengers. Even though the boat may have passed Tathra at 9am, the passengers would not reach Bega till 8.30 that night. A tramway from Bega to Tathra planned from the early 1880's never eventuated, although in 1908 a proposed route was described, and soon after the introduction of motor transport put the tramway in the background.

Advertisement for the Illawarra Steam Ship Navigation Company

A steamer will leave Sydney every Monday and Wednesday at noon.

Eden every Wednesday at 8.00am and Saturday at 6.00am.

Merimbula on Wednesday at 9.30am and Saturday at 7.30am.

Tathra on the same days at 1.00pm.

Bermagui the same days at 4.00pm.

Bermagui fares: Saloon 25s; return 40s.

Steerage 12/6; return 20s.

No charge for meals on board during the passage.

Cobargo Chronicle, November 1898

The wharf extension was approved in 1910 and the contractor, Oates & Oates from Sydney advertised

tenders for haulage of piles and beams to Tathra Wharf in May 1912 – however in July the paper mentions that, *'owing to the difficulty in securing local teams, the*

contractor had a number of draught horses on board 'Merimbula's last trip, which were landed at Merimbula and yoked up forthwith'

By January 1913, Oates & Oates had trouble reaching rock to drill holes in for the wharf extension. A patch of sand about 11ft deep has been removed in one place where it was thought the rock was just covered with a thin layer of sand.

The extension is worth £200 worth of piles. Mr James Brunton brought in two splendid long piles on Saturday over 50ft long, sound and straight as a gun barrel.

To add to these problems there were mountainous seas in July 1912, causing a lot of damage. Often if the seas or winds were bad, passengers had to be taken off the steamer and rowed to the beach – a perilous experience for some.

The Teamsters who plied the trade to and from the Port, working with horse and dray what huge trucks do today, were a well-known lot. Men like William Rixon, Scotchy McPhee, Tom Howard, William Isaac White, Tom Barber, Dick Rawson & Mick Corrigan, to name a few.

Because of the noise and smell of the ships carrying so much live cargo, this small fleet was nicknamed **“The Pig and Whistle Fleet”**

A timber cattle (and pig) loading race was built by Oates & Oates in 1912, as well as the wooden buffers which gave protection to the larger boats ‘Eden’ and ‘Merimbula’. ‘Merimbula’ was replaced by the ‘Cobargo’ which was equipped with refrigerated chambers for butter and cheese, and larger holds for general cargo, but no accommodation.

The first motor excursion to Tathra was organised in 1911, and by 1913 Mr Lewin & Mr Zingel ran ‘the lorry’ from Bega to Tathra at 2/6 return fare, with 40 people able to fit in it. By 1917 the last of Corrigan’s Horse Coaches left the Tathra Road after ‘motors’ gained the patronage of passengers.

By 1954 cargo vessels ceased to use Tathra wharf, the crane was removed and the buoys

Without much maintenance the wharf deteriorated and accidents occurred with children and adults falling through the rotting planks.

Fishermen, children and seagulls filled the wharf for many years until in 1973 the Public Works Department declared it ‘unsafe’ and planned to demolish it.

The notice **“This Wharf Is Dangerous – Keep Off”** was generally ignored by the many fisherman and tourists of the area.

Even though the wharf was given a ‘C’ rating by the National Trust and \$45,000 was handed over by the Trust for the first stage of reconstruction, the money could not be spent because nobody, including the Bega Municipality or Imlay Shire Council, was willing to take over trusteeship of the wharf, supposedly for fear of being left with a half-restored wharf and no money to complete the job.

An estimate of \$153,000 was made to fully restore the wharf and an honorary engineer Mr Colin Crisp drew up plans for the building’s restoration.

A petition signed by 700 people was circulated in town, with a population of 1,000, and most of the signatories were tourists from Canberra and Victoria.

The Bega District News, 16 December 1988, had the following headline and story;

Tathra Wharf Opens This Weekend

“After more than 100 years of service, Tathra Wharf was on the verge of being demolished in 1973 when the National Trust and the local community stepped in to save the last timber coastal steamer wharf in NSW.

Some 15 years later, after much fund-raising activity by the local community and extensive conservation works by the National Trust, Tathra Wharf will be opened by Professor Manning Clark on December 16.

A three-stage conservation program was devised for the Wharf to ensure the retention of this historic structure. Work carried out included the restoration and reconstruction of the two-storey cargo shed, limited platform reconstruction and the renewal of timbers in the main structure of the wharf.

A permanent exhibition will be located in the two-storey cargo building which looks back on the history of Tathra and its role in the steam shipping trade."

Mrs Daisy Bearlin was a tireless worker for saving the wharf. An ex-teacher, she was secretary of the nine member Tathra Wharf Action Movement and wrote hundred of letters to anyone she thought could help. She researched the background to the wharf, prepared submissions, designed petitions and wrote a short history of the wharf.

Her personal appeals to politicians won the day and soon she had every political figure on her side and 'saving the wharf' was espoused by Federal and State members alike, as well as every candidate in every election – and there were many at that time.

Two very influential politicians also succumbed to Daisy's pleas. They were the then Prime Minister Gough Whitlam, who ensured that Tathra Wharf was included on the Register of the National Estate, and Jack Ferguson, NSW Minister for Ports and Public Works, who gave the first grant to reconstruct the wharf.

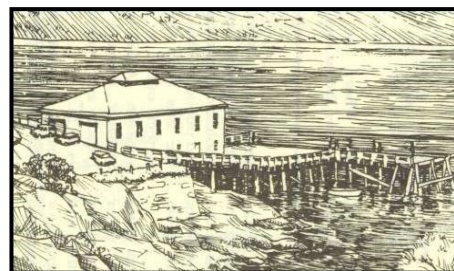
At first money was only needed for the paperwork coming from the action group, but later the committee was put in charge of the management, as well as care and control of the wharf and that was when real money was needed, especially for the insurance purposes.

In 1984, Daisy and husband Ray retired from the action group – exhausted!

Our sincere thanks go this brave
and persistent committee
who saved our now unique
wooden wharf in NSW.
Here our pioneers gathered
for so many years
and waited to see
the first smoke appear
as the steamer came around the point
and knew that within ½ an hour
she would tie up at the wharf
and cheery words would be exchanged
with those who came by sea.

Soldiers leaving for the Sudan War (1885) and Boer War (1899), with their horses, bade farewell from this wharf, and a reduced number were welcomed home.

The First World War saw Bega men coming and going to military training and returning on final leave, a lot never to return – such sad and happy events were encountered from this wonderful old wharf.



On his way home to Sydney on the boat from Mallacoota, poet Henry Lawson stopped at Tathra in 1910. A short visit was all he needed to capture the spirit of the place, to create it in words – 'Yes, my God, that's what Tathra is like'... the square-bricked hotel on a corner on top of the hill; he saw a collection of houses 'like disused and forgotten hen-coops in the fringe of the forbidding coastal scrub. Decayed; decaying; and going to decay.'

From "In Search of Henry Lawson" by Manning Clark, 1978

Publications for Sale

Bismarck House	\$20
Bega District Band	\$5
Bega High - 50 years	\$5
Bega Primary 1860-2010	\$10
They Made this Valley Home	\$25
Illawarra Steam Ship Company	\$25
Remembering Bega Valley Serviceman of WWI	\$20



Bega Valley Historical Society Inc.

Incorporating

Bega Pioneers' Museum

87 Bega Street, Bega NSW 2550

Committee

President: Peter Rogers
Secretary: Kaye Jauncey
Treasurer : Helen Jaunce
Research Officer: Margaret Sly

Committee Members:

Aly Walsh

Bill Fletcher

Cheryl Moon

Please address all correspondence to:

The Secretary, Bega Valley Historical Society Inc.,
P O Box 1052 Bega, NSW 2550.

Phone: 02 6492 1453.

Email: museum25@tpg.com.au

Website: begavalleyhistoricalsociety.com.au

MUSEUM OPENING HOURS (NORMALLY)

Monday, Wednesday and Friday 10am to 4pm

Saturday 10am to 2pm

The Society's Newsletter is published quarterly and is free to all members and to kindred societies.

The views expressed in this publication are those of the authors and are not necessarily those of the Bega Valley Historical Society Inc. The Society cannot accept any responsibility for any action taken as a result of the statements herein. Copyright: Bega Valley Historical Society Inc.

d a t e s to REMEMBER

THE BENJAMIN BOYD HISTORY CENTRE

Read the story and walk the history at Boydtown

OPEN 2ND SUNDAY
EVERY MONTH
10am - 4pm

Advertise with Us

for more information call 64921453
or email museum25@tpg.com.au