



Brunswick Valley Historical Society Inc.

MUSEUM

Cnr Myokum & Stuart Streets MULLUMBIMBY 2482

OPEN: FRIDAY 10 AM – 12 PM

MARKET DAY (3RD SATURDAY OF THE MONTH) 9 AM-1 PM

NEWSLETTER

March 2017

Next meeting: Thursday 6 April **N.B. Memberships for 2017 due. Thanks to those who have renewed.**

Next market: 18th March. On the day the museum will be open from 9am to 1pm.

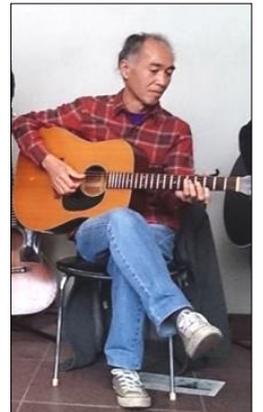
Volunteer Profile

Mitsuo Hanafusa



I was born in Fukuoka, Japan and brought up by a traditional Japanese family. My Grandfather and I are pictured at left. My lineage is a samurai warrior and Zen practitioner. My grandfather taught "Biwa" Japanese short-necked fretted lute and grandmother played "Shamisen" Japanese three strings instrument.

However, I was influenced by western modern music through the hippie movement in 1960's and I played the guitar in Japanese bands in the 70's in Fukuoka.



After Fukuoka "cool city in south west Japan" I lived in many places, Kyoto, London, Los Angeles, Tokyo and Bangkok, absorbing non-Japanese cultures through these journeys. But I have always maintained my samurai spirit. I feel I am like a samurai warrior when I leave home.

Before Australia I travelled India, Spain and UK with my guitar instead of sword, playing with many musicians in these countries. When I was travelling I was told to go to Mullumbimby, Australia by my English friend.

I didn't know where Mullumbimby was at that time. Anyway I was so curious and I arrived in Mullumbimby in July 1998. Next day of my arrival I met a woman at Lulu's Café and I fell in love that changed my life. I got married with her and I settled in Mullumbimby in 1999.



Unfortunately, my partner Rukma (shown at left with me at the Mullum Farmers Market) passed away suddenly in October, 2015, the day of our 16th wedding anniversary. I was devastated for a while and since then but I've been supported tremendously by my friends here. And also I've learned a lot from this tragedy. I've strongly determined I live fully each day the rest of my life.

Now, I've been a volunteer at the museum for 6 months and have been enjoying the work with my colleagues. As well as, I've been having a great time with rich and diverse musical culture here. Although I've been visiting my family and friends in my home city, Fukuoka regularly I feel Mullumbimby is my home and I'd like to support this community because I love people here.

From Nancy Keesing's book "Lily On The Dustbin" comes Slang for Australian Women and Families.

"Up before sparrow fart."

"Me duchess is losing her drawers."

"A flock of Koalas just flow over."

"Home Devil and Street Angel."

Doing Business at Brunswick

In 1884 a couple of Commercial Travellers took the beach route from Ballina to the Tweed *in the hope of securing a few orders.... After being clear of Ballina at 10am we reach the Brunswick at 4pm... and find ourselves in sight of a large hotel, also a commodious store. We... ford the creek... and ask for a meal for ourselves. If an opinion may be expressed from first sight impressions, the landlady of the Brunswick Hotel (Mrs **Elizabeth Marshall**) is just the kind of person to fill the position. Her husband, a few months previously, had the misfortune to break his leg, and is not yet sufficiently recovered.... We have placed before us a meal of cold meat, sardines and eggs.*

*After tea, or combination meal of lunch, dinner and tea, we wait upon the storekeeper (probably **John Lund**).... Close to the hotel a number of blacks are encamped, and these we visit at full moon. It is not a very interesting camp, only a few married couples and about a dozen children. There is, however, a half-caste woman, who has been brought up among the Europeans, is fairly educated and well domesticated. The attractions of camp life are too strong for her, and with her three children, she is sharing the fortunes of her people. Her husband, "Jack Jack", earns good wages at one of the mills (probably the Cudgen sugar mill), but she informed us that at times he got a little too much. We were told that the females had the little finger cut off at the second joint when merging into womanhood; and that the men underwent the operation of cutting on the back with a bit of glass or flint, the wound being dried by the fire..., but of these matters they do not care to speak much. Of course, we supplied the men with tobacco and the females with cigarettes.*

*On the following day, at 10am, we cross the river, swimming our horses, and start for the Tweed. While interviewing the wife of a storekeeper (Mrs **Maria Haines** on the northern headland) whom we purpose waiting upon on our return, "Jack Jack" arrives. He is quite sprightly, having been on a job of galvanised iron work at the hotel, and tells us that having been paid for his work and freed himself from debt, &c., he is taking a saddle horse over to the Tweed for a servant to return upon to our late landlady's employ.... About 5 miles along the beach Jack directs our attention to "The Ross," a boat beached by some escaped convicts from New Caledonia (The 'La Rose' landed near Wooyung in Nov83).... On we go... and cross a couple of 'quicksand creeks' until About 12.30 pm we reach the abode of a half-caste about 30 years of age, and blessed with two olive branches – the fairest half-caste I have seen. She is white, and so is her daughter. She does not profess to keep an accommodation-house, but makes us comfortable for a short stay, providing tea, seed-cake, jam, and preserved milk.... Here we witness the process of placing timber on board a vessel. This is called "surfing," and is risky work at some seasons of the year. We are informed that timber-getting pays 2s per 100 feet, delivered on the beach; placing the timber on board being another part of the business....*

We resume our journey, with Jack pointing out various places of interest, one where a bloke *disappeared in the quicksand; and another being the ancient fighting ground of the aboriginals. We arrive at Cudgen about 4pm... where Julius's large sugar mill was opened Oct1882. ('Jack Jack' is probably the same 'Jacky' referred to by a Sydney Daily Telegraph journalist in Nov1885: "While resting after lunch at Billy Nudgel Creek, Jacky explained one of the methods by which his countrymen find their way in thickly timbered country... by reading the gum leaves. In 1876 **Dick Glascott**, cedar-getter of 'Tintimbaa', called the place 'Billy Mooghill'.)*

*On the return journey we leave Cudgen at 11am and At 1.30pm we reach G----- C----'s camp (probably **John O'Neil's** at Wooyung where Billinudgel Creek had an outlet to the sea).... Here we find G---- and two other men having dinner.... At low tide we cross the creek and reach the Brunswick, where we swim our horses over and reach the hotel.... About 7am next day we leave to visit a store, said to be three miles distant (presumably located on **Henry French's** property in the Nubhoygum district, if not on the 'Brunswick Road' at or near the adjacent 'Tyagarah Reserve?'), but which takes us two hours to find; bogs, lawyer canes, and fallen timber blocking in our track nearly all the way.... Our business at the shed completed, we left for Byron Bay and after passing the native camps we made for the crossing at the creek... (presumably where the old Brunswick Road crosses Tyagarah Creek/Swamp, near the point where it feeds into the South Arm of the Brunswick).... About 2pm we arrive at the crossing, and eventually get across and on we go until we reach the beach, and after cantering some few miles we arrive at the Quicksand Creek ('Boolloongal Creek' said Glascott), against the risks of which we had been cautioned. A few days previously we had passed this very spot at low tide.... But we're brave chaps and over we go. Then comes a grand beach ride at Byron Bay, which we reach at 4pm, and find we acted wisely in bringing feed for the horses, as they have none at the accommodation house.... said 'Manchester' (aka **Samuel Hills**) in recording his trip in *The Town and Country Journal* of 10Jan1885.*

Another Commercial Traveller, Mr **R.B. Johnson**, reminisced to the *Northern Star* on 25Dec1908, reckoning that *There were two modes of travelling from Lismore to the Tweed River in 1888 – on horseback over the Nightcap, along a dreary track, or by driving over bad roads across the Brunswick River and along the beach* (implying that the improvements wrought by early 1887, ie opening of the road through Anderson's Hill, upgrading of the road to Burringbar and a ferry at McCurdy's Crossing, were often unreliable). *I rallied a couple of commercials to join me, and we started out from Lismore with a unicorn team (3 horses towing their buggy).... Before reaching Clunes we slipped*

through lakes of slush and mud, but, having refreshed ourselves at Clunes, we were prepared to plough miles more of mischief to Eureka..., which is peopled by stern Presbyterians and good Wesleyans. The Eureka hotel paddock possessed a few lovely streams of purest water, which the horses appreciated.... From Eureka there was dense scrub to an accommodation house now known as Coorabell Creek (or 'Corrible Creek' said Glascott in 1865). We travelled through the Tyagarah Creek, principally settled upon by **Mr J.B. Kelly and Anderson Bros**, and arrived at night time after three attempts to negotiate the creek, the approaches to which were very steep and narrow. Onwards to the beach was an embarrassment of mud and lawyer vines. Four miles along the beach we struck the Brunswick. Our old friend **Bob Marshall** had completed his hotel..., in mid 1884.

Next morning the water was low in the Brunswick as we crossed, and having safely negotiated the Moobal and Cudgerie Creeks we stayed at Cudgen. Good business was recorded, and we hurried on to Tumbulgum.... Up to 1888 Murwillumbah had not progressed greatly....

On the return journey We set out for Lismore on the 9th of November, and while driving out from Cudgen Scrub to the beach, the axle broke..., which I got fixed by a blacksmith at Cudgen after a tricky horseback ride. An old school-mate, Dearberg (Cudgen storekeeper), of Christ's College, Finchley, London, considerably drove me back to the scene of the breakdown..., where reinstallation of the axle was a touch amateurish. We set off again, and had to get over what was known in those days as **Vetter's Cutting***, but through the delay the risen tide had intervened, and we had to watch the opportunity to rush the rocks. A wave caught up and dislocated the axle from its moorings. We managed to flog the horses up the cutting, but had to remain all night without tucker and in turn we watched the horses.

[*The Northern Star reported on 13Aug87 that Notwithstanding the depression that exists at the present time another store has been opened at Brunswick Heads by **Otto Vetter** of Cudgen. He has started on the cash system, and seems to be doing a fair trade. We now have three stores..., but our intrepid traveller was too late to do any business with him as Otto only seems to have lasted five minutes before returning to Cudgen and subsequent adventures as a pub owner.]

In the morning we rushed to the Brunswick River and not knowing the crossing a blackfellow's boat was engaged to take over my friends and the luggage. Stripping off, I put the horses at the river, first the leader and then the poles. The buggy being empty and the horses hungry, I managed to drag and swim all across. (The public ferry/punt - a row boat - had been operational for 3yrs by 1888, at which time a vehicular ferry at McCurdy's Crossing was also a goer.)

Making for Lismore in a hurry, we sped over the only little bit of macadamised road, but broke down close to Mr **Thomas Temperley's** selection.... (In 1891 Temperley selected a further 340 acres at Wilson's Creek, at which time he was a resident of Ballina where he became proprietor of the Ballina-based *Richmond River Times* in 1892 and chief enforcer for a 'White Australia' upon formation of the *North Coast Anti-Alien Society* 1896). Leaving my friends at the accommodation house (Temperley's boarding house) at Coorabel Creek, I rode into Lismore..., returning the next day, and, with the fresh horses, the damaged vehicle was dragged into Lismore.... The bit of macadamised road referred to was, by the way, leading up to the estate of Mr **J.P. Garvan** (of Possum Shoot, MLA for Eden 1880-94, defeated by J.B. Kelly for the new seat of Tweed 1894). Mr Garvan at that time had great influence and was something of an autocrat, but history tells us that he fell in over **Constable Andrews** (Brunswick's first resident policeman May1886). There is no doubt his estate has proved one of the richest and most valuable on the North Coast....

We followed the railway line and did business as we went. One camp in particular, that at Cooper's Creek, about three miles from Byron Bay..., where There were two stores, nearly opposite each other. One kept by **Paddy McGrath** held a wholesale wine and spirit license; the other was run by Burke Brothers.... The next camp of lively memory was "The Pocket". Here were three or four hotels, sly grog shops galore, and every form of entertainment favoured by railway campers.... The locomotive in time ran to time-table, and the site of "The Pocket" is a farm, the nearest platform being Billinudgel. Lots of places sprang up along that railway line. Mullumbimby was originally a camp and a swamp. It is now an incorporated township. Bangalow, called after the trees growing there, is a small township that grew out of a navvies' camp...
 Courtesy of Peter Tsicalas



**BRUNSWICK VALLEY HISTORICAL SOCIETY INC. MUSEUM
 RENEWAL OF MEMBERSHIP 2017**

Membership Fees	Payment Options	
Adults \$15	Cheque/postal order payable Brunswick Valley Historical Society Inc PO Box 378 Mullumbimby 2482	Direct deposit
Concession \$10		BSB: 032 583 (Westpac)
Students \$5		Account No.: 201192
Printed mailed copy of newsletter \$5 p.a.		Reference: Your name

Name I wish to receive the newsletter by: email post pick up at museum

TALL TALES OR TRUE

Early Transport



(Crossing the flooded Sherry's Crossing, Main Arm 1924. Arthur Spedding driving William Smith's cream carrier)

Believe it or not as you will, there are many true stories of the courage of early transporters and the dangers they faced.

The coming of the railway service in 1894 solved many problems for the pioneers. But there remained the bush roads, the lifelines to settlers in more remote localities where still the mud and creek crossings presented hazards. Those people depended on the butchers and bakers to call, and they had their share of troubles doing the rounds.

There was young Brazil of the Brazil bakery of 1906, who, when he found a Main Arm crossing flood too much for his cart, put the bread in two hessian bags and mounted the cart horse to deliver the goods. The bags were slung across the horse's back and the friction turned the hessian into a frazzle as he rode the hills. That he delivered the bread was to his credit, and that the loaves looked like woolly pups with their coating of horse hair was perhaps unavoidable.

Then there was the Billinudgel bread carter who found himself stranded between two flooded creeks as late as 1921 when things hadn't changed much at all. He bedded down for the night in the wet gum leaves. At dawn he swam one of the creeks, but lost his bag of money in the flood.

That same flood found Bagurst's bread carter from Mullumbimby in trouble at Main Arm. His horse was drowned at a creek crossing and his cart and 60 loaves of bread disappeared in the flood.

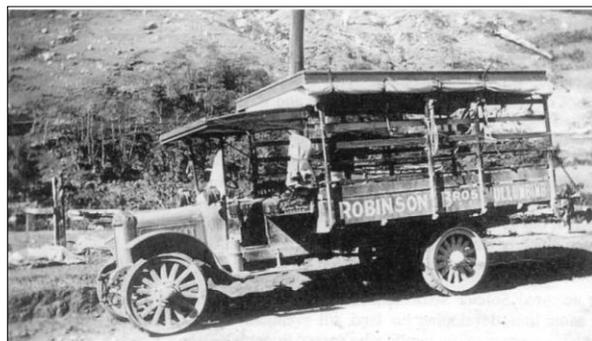
Some of the best yarns about the transport industry, however, have been spun around and about the exploits of a pioneer in the business in the Brunswick, W.J. Stan Robinson. He came to the Brunswick in 1912 after engaging in the hauling of sugar cane and timber with his bullocks in the Wardell area. That was after the more accessible big cedars had been taken from the scrub, and Stan Robinson overcame almost insurmountable problems in getting hardwoods out of the blind gullies of the Upper Wilson's Creek and Cooper's Creek terrain.

The story is told of how W.J. Stanley, aided by his younger brother Dick, and long-time bullocky mate, G.P. Johnson, extracted a huge cedar trunk from a rocky gully at Cooper's Creek.

The tree had been passed over by earlier cutters as being in an impossible logging spot, but the Robinson group with two bullock teams and much ingenuity, hauled the log uphill and transported it to Bangalow where it was sold to Mr. A. Beckinsale for conversion into coffins for his undertaking business...

Without doubt an opportunist, W.J. Stan Robinson was one of the first with motor transport on a regular run. In 1923, with brother Oscar as a partner, he purchased a Republic solid tyred truck for the Wilson's Creek run.

The Republic was equipped with gravity-fed fuel system, the power kerosene tank being at the rear. When the rig headed up the steep Laverty's Gap Road, the fuel refused to flow. Undaunted, the Robinsons would make the climb with Oscar perched on the bonnet up front feeding the motor from a bottle...



(Source: *The Brunswick, Another River and its People* by Jim Brokenshire)

Brunswick Valley Historical Society Inc. Newsletter

This newsletter is written by and for the members of the BVHS Inc

Cnr Myokum & Stuart Sts
Mullumbimby
P.O. Box 378 Mullumbimby 2482
02 6684 4367

bvhs84@yahoo.com.au

www.mullumbimbymuseum.org.au

Facebook:

www.facebook.com/MullumbimbyMuseum

Patrons: Frank Mills OAM

Basil Cameron

President: Stephen Hall

Vice President: Gordon Wright

Min. Secretary: Brenda Davis

Cor. Secretary: Susan Tsicalas

Treasurer: Susan Tsicalas

Assistant Treasurer:

Sarah Newsome

Committee Members:

Sadie Mudge

Jennifer Elward

Roland Sjoberg

Kim Pedersen

Market Managers:

Kim Pedersen

Sarah Newsome

Newsletter team:

John Davis & Work

Experience Participants

Public Officer: Susan Tsicalas

All members are invited to contribute to this newsletter

*Please leave material with Sarah or Liz

Wed Thur 10 am - 2 pm.

Or email to:

bvhs@tridentcommunications.com.au

NEXT MEETING

Thursday 6 April 2017

2.00pm

See you there!

*Deadline for agenda items

Wednesday 5th April 2017

MUSEUM HOURS

Friday 10am - 12pm

Market Saturday 9am - 1pm

BVHS Newsletter is produced by NORTEC Work Experience Participants and BVHS Inc.

