

NEWSLETTER

May 2020

Brunswick Valley Historical Society Inc.

MUSEUM

17 Myokum Street MULLUMBIMBY 2482

OPEN: TUESDAYS & FRIDAYS 10 AM – 12 PM

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

The Cedar Seeking Jarretts

The Jarretts of Kent were another family leaving footprints all over the region. The patriarch, **Abraham Joseph Benjamin Jarrett** (1798 Capel, Tudeley, Kent – 1858 Queanbeyan), landed in 1825 per ‘Norfolk’ with his regiment, the 57th Regiment of Foot (West Middlesex), his bride, nee **Anne Willbow/Wilbore/Wildbore** (1793 Hinkley, Leicestershire – 1878 Ballina), daughter **Elizabeth** (1816 Tudley, Kent – 1909 West Maitland), and son **John Joseph Jarrett** (1824 Chatham, Kent – 1900 Ballina). Abraham subsequently joined the 17th Leicestershire Regiment and served in Sydney and Moreton Bay until 1835 when he was discharged to become a police constable, apparently still serving at the time of his death at Queanbeyan on 25Oct1858. Along the way he begat **George** 1827 Sydney, **Charles James** 1829 Parramatta and **Harriett** 1834 Moreton Bay. There were apparently three other children, but the fates of the five mentioned here are summarised as follows:

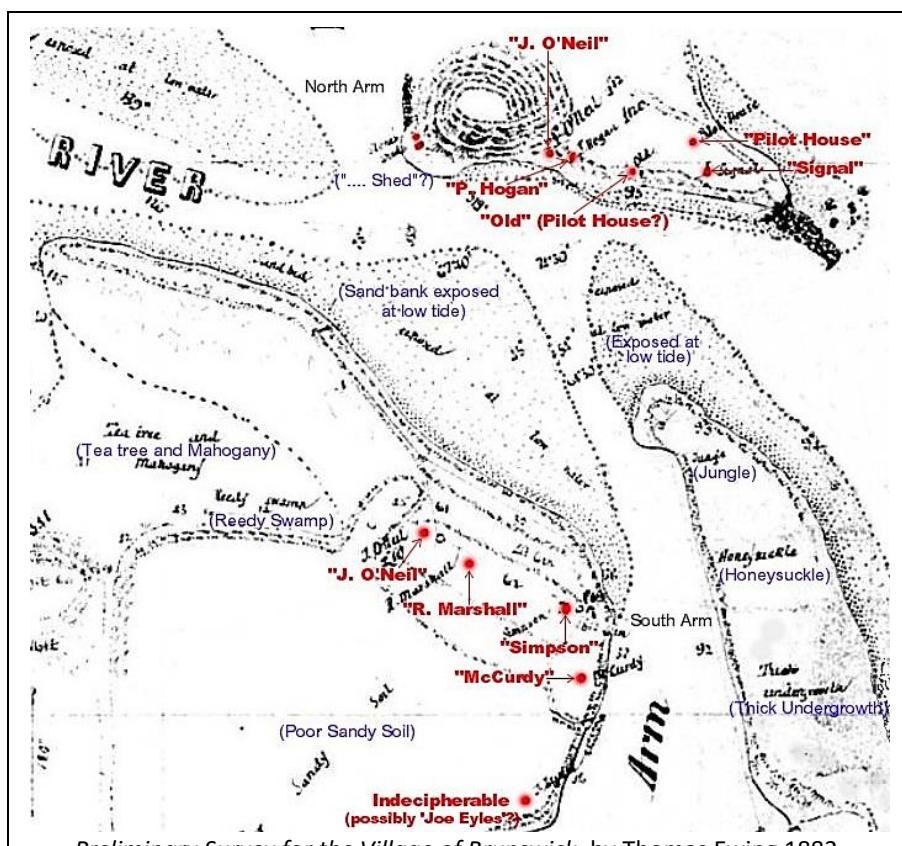
1. **Elizabeth** (1816 – 1909), married John Lane, John Payne and/or James Bucknell and apparently never came north. (Ditto **Harriett** (1834 – 1894) who married Alfred Bradbury and William Smith)
2. **John Joseph** (1824 Chatham, Medway, Kent – 1900 Ballina), married **Catherine Clarkin** (1826 Virginia, Lurgan, Co Cavan, Ireland – 1879 Gundurimba) 1850 St Andrew’s Scotch Presbyterian Church, Sydney. [Her catholic brother Bernard Clarkin (1822 Carvan – 1909 Lismore) also came north]. John and Catherine begat:
 - A. **Catherine A.** (1846 - ?)
 - B. **John Patrick** (1850 Brickfield Hill, Sydney – 1931 Ballina), married **Ellen Coleman** (1861 Erina/Gosford/Brisbane Waters – 1937 Ballina) 1877 Richmond River. (Both Catholics).
 - C. **George Gerard** (aka **Cleveland**) (1852 Sydney – 1932 Brisbane), married **Mary Agnes Foley** (1851 Woodburn – 1927 Southport) 1875 Richmond River and begat 5-7 children.
 - D. **James Thomas** (1854 Wingham – 1912 Cudgera), married 1. **Kate Adeline Darby** (1857 Goulburn - 1932 Sydney) 1877 Richmond River; 2. **Laura Katherine LeCren** (1874 Walhalla, Gippsland, Vic – 1963 Qld).
 - E. **Annie Bridget** (1856 Bungay, Wingham – 1887 Lismore), married **Christopher B. Cooper** 1884 Lismore (Cooper remarried Frances Hall 1890 Paddington).
 - F. **Bernard Abraham** (1858 Maitland - 1947 Brunswick Heads), married **Alice Theresa Darby** (1859 Waverley - 1943 Mullumbimby), 1882 RC Ceremony Lismore or Brunswick Heads and begat 8 children.
 - G. **Charles Augustus** (1863 Tabulam - 1914 Billinudgel), married **Martha Dunlop Stewart** 1892 Ballina (and/or Alice Emily Griffin?)
 - H. **Alfred William** (1866 Richmond River – 1912 Gympie), married **Helena** (aka **Eleanor** and **Ellen**) **Lee** (1873 Ballina - 1946 The Channon) 1895 RC Ceremony Lismore and begat 11 children.
3. **George** (1827 Sydney – 1897 Darlington, Redfern), married **Hellen Young Dunlop** (1828 Edinburgh – 1902 Botany) 1845 St Andrews Scots Presbyterian Church, Sydney. Spent many years Wollombi in the Maitland/Hunter district. 13 children.
4. **Charles James** (1829 Parramatta – 1908 Ballina), married **Elizabeth Jane King** (1837 Kissing Point, Sydney – 1913 Ballina) 1852 CofE Lismore and begat 13 children:
 - A. **Harriett** (1854 Emigrant Creek – 1941 Urunga), married **Thomas McCabe** (1847 Castle Combe, Kilkenny, Ireland – 1925 Urunga) 1873 RC Ceremony Richmond River. 12 children.
 - B. **Charles Stephen** (1856 Emigrant Creek – 1907 Newtown), married **Amelia Esther Jarrett** (1857 Erina, Gosford – 1905 Sydney) 1878 Grafton. [Amelia was the daughter of unconnected William Jarrett (1829 Mereworth, Kent – 1912 Bellingen), pioneer cedar-getter of Bellingen.]
 - C. **Sarah Ann** (1858 Ballina - 1906 Ballina), married **Donald McCurdy Wells** (1855 Sydney - 1938 Hurstville) 1877 Richmond River. 14 children.
 - D. **John James** (1860 Ballina - 1860 Ballina)
 - E. **Mary Jane** (1861 Ballina – 1936 Ballina), married **John James Cambridge** (1854 Sydney – 1933 Ballina) 1881 Lismore and begat 12 children.
 - F. **George Edgar** (1863 Ballina - 1906 Sydney), married **Harriett Latham** (1869 Taree – 1964 Taree) 1897 Taree. One son.

- G. **Elizabeth Jane** (1864 Ballina – 1950 Burwood) married **William Vivian Burless** (1857 Kiama – 1937 Merewether) 1883 St Mary's Anglican Church Ballina. 4 children
- H. **Jessie** (1866 Ballina – 1946 Manly), married **William Charles Mobbs** (1863 Tabulam – 1942 Manly) 1883 Lismore. 4 children
- I. **Matilda** (1868 Woodburn - 1952 Tuckombil), married **John Ryan** (1856 Shoalhaven -?) 1886 RC Ceremony Lismore. 7 children.
- J. **Ellen/Eleanor** (1869-1869 Richmond River)
- K. **Robert Albert** (1870 Richmond River -1945 Waverley), married **Jane Gaddes** (1877 Bowraville – 1956 Sydney) 1896 Macksville. 7 Children.
- L. **Rachel** (1872 Ballina – 1941 Sydney), married **John Alston Perry** (1871 Richmond River – 1952 Booker Bay) 1892 Lismore, (the son of 'Honest John' Perry MLA). 4 children.
- M. **Clara Louise** (1876 Richmond River - 1936 Ballina), married **Michael Daly** (1864 Kiama – 1942 Ballina) 1895 RC Ceremony Ballina. 2 children.
- N. **Thomas William** (1879 Lismore - 1881 Lismore)

[Note: **William Henry Jarrett** (1875 Shoalhaven – 1950 Mullumbimby) was likely unconnected. He was the son of John and Elizabeth and married **Elizabeth Davies** 1902 Lismore, becoming a farmer of Myocum and butcher of Mullum. And possibly unconnected was **George Henry Jarrett** (1849 Gosford/Brisbane Waters – 1926 Uki), married **Ellen/Eleanor Sarah King** (1851 Ballina – 1941 Murwillumbah) 1872 Ballina. George was the son of William and Margaret Fanetta, nee Wood, and brother-in-law to Charles Stephen above, while Ellen was the first cousin of Elizabeth Jane King, the wife of Charles James above.]

Charles James Jarrett (1829-1908)

In 1849 Charles became the first Jarrett into the Richmond district, 7yrs after his future father-in-law, **Steve King**, claimed pioneer status. Steve (1813 Warwickshire – 1859 Ballina) was an ex-convict who legalised his relationship with **Sarah Puttock** (1816 London – 1858 Emigrant Creek) at St Andrew's Scots Church, Sydney, in 1848. He had come from the Clarence in 1842 with about 7 other cedar-getters, including **Thomas Chilcott**, **Joe Maguire** and **George Cooper**, and eventually settled at Emigrant Creek, from where he ranged all over the region tracking the cedar.



Preliminary Survey for the Village of Brunswick, by Thomas Ewing 1882.
(Charles Jarrett had leased one acre on each of the north and south banks of the mouth of the Brunswick... for the purpose of shipping timber... by at least 31 May 1878). (A pukka stone wharf and receiving shed was completed at the location of the illegible annotation "... Shed"? in Aug 1891. Until then "McCurdy's wharf" at "McCurdy's Crossing" where the Highway bridge now spans was the only wharf in the neighbourhood.)

Charles served his apprenticeship as an agent for Sydney-based cedar merchant and ship owner **William Wright** before branching out on his own, although it's also said that he learnt the trade whilst working as a cargo manager, mainly handling the export of cedar, for **William Yabsley**, the later prominent Coraki-based ship-builder and ship-owner. Whatever the early circumstances, Charles also went on to become a ship owner and providore of many timber getters, while his directly employed workers were separately provisioned from various stores he established around the traps.

He eventually became the leading cedar dealer in the region, known far and wide as 'The Cedar King', but his tie-up with **William Wright** continued for some time. Wright's business was to fit out cedar cutters with rations, goods, and money - general supplies - in return for which he got cedar, which was left on the ground until a convenient opportunity occurred for bringing it to Sydney.... It seems Jarrett was the middleman who found the teams for Wright and distributed the largesse, while separately provisioning his own team/s and shipping his stuff with Wright's, as did a number of others, any one shipload

containing logs with a variety of brands. Wright was the first to start taking the stuff directly from Cape Byron.

In 1922 **James Ainsworth**, cedar-getter and teamster who settled at Ballina as a youngster in 1847, reminisced to the *Casino and Kyogle Courier* that *In 1851 the Tintenbar camp (Emigrant Creek) was second only to Ballina in importance. Among those who constituted it were Chas Jarrett, John Skennar, Charles McNiell, Dick Glascott, Jno Holmes, Phillips, Jas Ainsworth, Dick King, B. McCurdy, Steve King, and Wm Smith. The wives and families of the timber men were also domiciled in the camp.* Most of the early settlers became interconnected through marriage. (See Ainsworth's story in the Newsletter of Aug2017). And in reminiscing to a 'Tweed Daily' reporter in Sep1934, 81yr old **Charles Skinner**, said "*The king of the cedar-getters on the Richmond – Charlie Jarrett – had at times 100 men employed.... Even as late as 1871 there were over fifty cedar-getters employed on the Brunswick.... Immense quantities of cedar were obtained on the Brunswick in the sixties....*

From 1866 the leading resident timber-getter on the Brunswick was **Robert Marshall**, but Jarrett was either contracting him or acting as his agent when he placed an advert in the SMH in Apr1874:

For SALE, at the Brunswick River,

300,000 feet, more or less, squared cedar, at deep water.

600,000 feet, ditto, in creek ready for flood.

400,000 feet, ditto, at stump, ready to draw to deep water.

Terms: Part cash, balance by approved bills. The Brunswick and Cape Byron Cedar needs no recommendation...

For particulars apply to CHARLES JARRETT, Ballina, Richmond River.

Dick Glascott of Emigrant Creek, Charlie's in-law and occasional employee, kept a diary through the 1860s and 70s which details the ubiquity of Charlie's business interests, including the building of many roads around the Brunswick as an aid in getting his cedar to market. (Dick married the 16yr old daughter of **Richard King**, while Charlie married the 15yr old daughter of Richard's brother Steve. And most of the names mentioned here feature in Dick's diaries). Dick also helped Charlie rebirth the 140 ton Schooner '*Brilliant*' that had been driven ashore at Belongil (or '*Boolloongal*' says Glascott) in mid 1876. Charlie picked up the wreck for £20 from the uninsured owner and skipper and appointed shipwright **Thomas King**, Yabsley's son-in-law, to oversee the salvage and rebuild. He then on-sold the ship to timber merchant **Patrick Hogan**, who installed another Mullum/Brunswick identity, **Delancy Hains**, as skipper.



Pioneers Reunion, Ballina, 15May1902

Front Row L to R: **W.J. Riley**, Mullumbimby; **D.W. Munro**, Ballina (1st Byron Shire Engineer); Thomas Russell Snr., Ballina; George M'Lean, Coraki; C. Bowers, Ballina; Thomas Borton, Lismore.

Second Row: Joseph M'Guire, Tintenbar (1st white person born on the Richmond); **Robert Marshall**, Brunswick; Lemnel Snow, Bangalow (born 1816 Connecticut, USA); Vincent Norris, Lismore; **Boyd M'Curdy**, Ballina; Fisher, Woodburn.

Third and Fourth Rows: Thomas Duff, Wardell; M'Clure, Ballina; Unknown; Jimmy Exton (with the axe); Thomas Russell jnr; **Charles Jarrett**, Ballina; R.C. Smith, Ballina; **H. French**, Mullumbimby; T.G. Hewitt, Proprietor Northern Star, Lismore.

(Courtesy Sydney Mail of 7Jun1902. This photo and others of the 'Reunion' likely taken by **Victor Hartmann**, later prominent in Mullum's cultural life.)

The '*Francis George*' was an earlier short-lived Jarrett ship, which proved a costly salvage exercise. Charlie acquired the wreck for £4 after she lost an argument with the north rocks at Bruns in May1866, then lost the 17 ton Schooner '*Brothers*' on the same rocks whilst bringing repair materials and victualling for his shipwrights, and finally lost the rebirthed *George* when she foundered off the entrance in May1870, costing the lives of all crew.

Patrick Hogan ran for the seat of Richmond in the election of 1882, promising a jetty for Byron Bay amongst other things, and won the support of **Charlie Jarrett** who made his *Royal Hotel* at Tintenbar available for Hogan rallies. Tintenbar was unanimous for Hogan, but, alas, **Samuel Gray** of the Tweed won the seat. Charlie leased the hotel in 1884 to take over the *Marine*

View Hotel in Ballina, just completed by his rival timber buyer and shipper **Henry Stone**. Entrepreneurial Henry, a Catholic born 1852 Kiama, went on to build the *Court House Hotel* at Brunswick Heads in 1886. (And again demonstrating the interconnectedness of these early residents, in 1873 Henry married **Sarah McCurdy**, daughter of Scotsman **Boyd McCurdy**, an early resident Brunswick cedar-getter and likely uncle-in-law of Charlie's daughter, **Sarah Ann Wells**.)

In 1863 **Charlie Jarrett** legalised his squattage at Emigrant Creek with the selection of 40ac (Portion 2, Parish of Teven) and in 1880 expanded next door with the selection of portion 27 of 100 acres. But by then the family had apparently relocated to Ballina where he is credited with building the first two-storey house, and where his son **Charles Stephen Jarrett** had a butcher shop and later the *Marine View Hotel*. And where **Thomas Mobbs**, the father of Charlie's son-in-law **William Mobbs**, built the *Commercial Hotel* in 1879 and the *Occidental Hotel* in 1884, the latter in the hands of Charlie's son-in-law **Michael Ryan** at some stage, likely acquired sometime between his owning of the *Terminus Hotel* in Lismore and *Federal Hotel* in Alstonville.)

A new ball game arrived on the scene in 1881 when the Brunswick was opened for selection and the ubiquitous **Charlie Jarrett**, sensing the paradigm shift, advertised in 1881 that he *will act as guide to Selectors, Capitalists and Other Parties requiring land in the Big Scrub...*, having *30yrs experience...* in the area *north to Brunswick Heads...*, but subsequently scaling back his timber business to enter the real estate market big time. Over the same period his fellow Ballinarian in the timber business, **James Ainsworth**, *Begs to inform Free Selectors and Others that he is now prepared to receive at Ballina and forward to Brunswick in any quantity...* with his horse and bullock teams. (Ainsworth, who married 16yr old **Christina Williams** in 1863, begat James Jnr at Brunswick Heads in 1867.)

All the while Charlie was involved in community affairs. He was a member of the Ballina Public School Board by 1865, a foundation alderman with the Municipality of Ballina in 1883 and mayor in 1888, appointed a JP and magistrate in 1885, and by the time of his death in Jul1908, was the Senior Honorary Magistrate on the Lower Richmond. In 1900 he helped preserve the region's pre-colonial history with a list of Aboriginal names for various landmarks, advised to the *Anthropological Society of Australasia* in conjunction with **James Anderson** and **Henry French**. In 1902 he was the star attraction at the *Pioneer's Reunion* at Ballina and upon his death in 1908 scored many eulogistic obituaries.

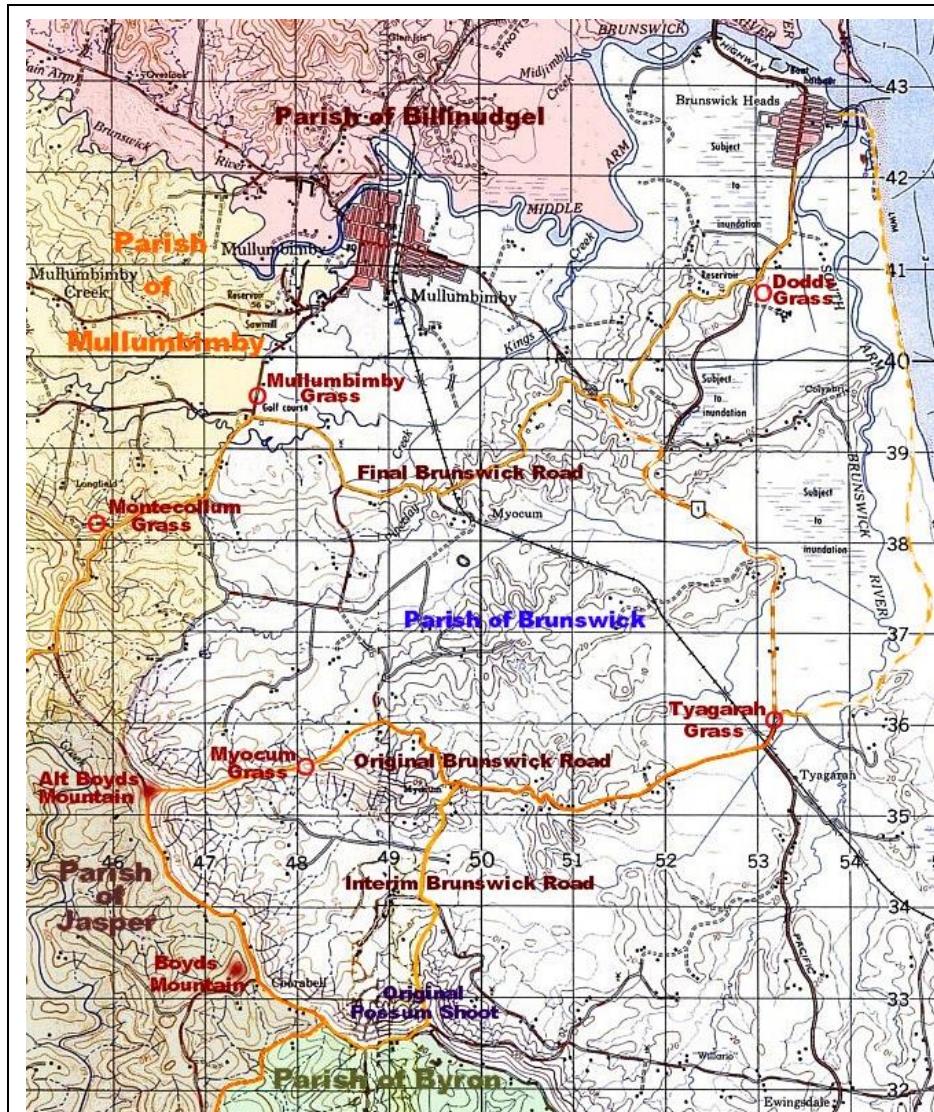
John Joseph Jarrett (1824–1900)

In 1858 Charlie's elder brother became the second Jarrett to arrive on the Richmond, probably accompanied by his wife and family, and probably mother **Anne** following the death of patriarch **Abraham** that same year. He and son **George Cleveland** (1852-1832) eventually selected 40 acres on the North Arm of the Richmond River (Wilson's River), between Lismore and Gundurimba and opposite brother-in-law **Bernard Clarkin's** 58 acres (Portion 22, Parish of Lismore, selected 1866). Son **John Patrick** (1850-1931) allegedly turned up in 1868 and joined his father and brother working as tugboat crewmen for the prominent Captain **Tom Fenwick** of Ballina, towing the huge log rafts from Boatharbour (Bexhill) to Ballina.

In the 1870s they became sawyers at the cedar-getters camp at Emigrant Creek where John jnr met and married 16yr old **Ellen Coleman** and subsequently became a boat builder at Ballina. George became a farmer at Murbah via a Mullumbimby sojourn, later venturing into Queensland, while John Snr retired to Ballina. John Jnr's brother-in-law, **Charles Jordan Coleman** (1843 Hawkesbury – 1901 Ballina) spent many years on the Brunswick, mainly based at Tyagarah Grass and Boyd's Mountain drawing cedar for **Charles Jarrett**. Coleman became the brother-in-law of the above **James Ainsworth** who was an active participant in the small Brunswick Heads community during his ~7yrs residence in the hamlet. ('*Boyd's Mountain*' is believed to be the current *Scarrabelotti's Lookout* at Coorabell, but could be the high point ~2km further north on the original 'Brunswick Road' (now Coolamon Scenic Drive.)

John Snr's sons **James Thomas Jarrett** (1854-1912) and **Bernard Abraham Jarrett** (1858-1947) first come to notice in Glascott's respective diary entries of 12Feb1874, when James was spotted with **James Smith** and **Robert Marshall** at *Tintenbar going out to the Brunswick with rations and a lot of working bullocks...*, and 23Feb1876, when Glascott met *little George Jarrett and Bernard Jarrett... coming from the Brunswick and going to Ballina....* 'Little George' is probably Charlie's son **George Edgar** (1863 Ballina - 1906 Sydney). James and Bernard elected to become permanent Brunswick settlers, James selecting 2 x 40ac blocks on Mullum's southern boundary in May and Jun1881 and apparently passing them to Bernard in ~1885. Their close relationship included marrying **Darby** sisters, **Kate** and **Alice**, who were allegedly orphaned in Sydney and came to Emigrant Creek to live with a rellie. (According to her obituary, Alice was *the first single girl to live in Mullumbimby* and in tying the knot with Bernard claimed distinction with one of the earliest Catholic marriages at Brunswick Heads, although the earlier 'Richmond River' registered marriage of James and Kate could also have been performed on the Brunswick?)

James can claim brownie points as begetter of **John/Ernest William Jarrett** in 1882, the first white child born in Mullumbimby. In 1886 his two older children, **Alice** (1878 Lismore – 1964 Sydney) and **James Thomas** (1880 Richmond River – 1950 Billinudgel) were foundation pupils at Mullumbimby Provisional School and in 1888 amongst the first pupils at Brunswick Head Provisional School.



Charlie Jarrett's Brunswick legacy includes the shape of the current road network.

(Map by Royal Australian Survey Corp 1967)

It's generally accepted that Roads and Parish boundaries followed the cedar-getters' tracks, which in turn had often followed Aboriginal pathways.

The original 'Myocum Grass' became a gazetted bullockies' 'Camping Reserve' of 160 acres in late 1881 and described as being *on the Lismore and Brunswick Road now in use, under Possum Mountain*.

Bullockie **Dan Withers** of Bexhill asserts that he was drawing cedar for the Boyd family of timber merchants from a cedar camp/depot at 'Mullumbimby Grass' by at least 1847.

The new Possum Shoot Cutting was completed in 1885, at which time **George Jarvis** introduced a Lismore-Brunswick coach service.

The road to Brunswick Heads through Anderson's Hill was completed in late 1886, superseding the beach route and the swim across the South Arm.

In 1890 the road through Goonengerry became the main route to Bruns after timber merchant **Alex Kethel** completed his private road through Montecollum. Shortly afterwards the main road to the Tweed passed through Mullum, another of the 1000 cuts contributing to the death of Bruns.

James remained a timber getter during his Mullum sojourn, but switched to storekeeping upon moving to the Heads ~1885, thence oyster growing ~1903. In ~1905 he semi-retired to Cudgera Creek, the 127 acre block encompassing Hastings Point (aka Cudgera Headland) and selected in the name of his second wife **Laura Katherine LeCren**. He was given a Catholic sendoff back in Mullum upon his death in 1912, leaving a convoluted genealogical legacy.

His brother **Bernard** remained timber-getting and scrub-felling at Emigrant Creek for a few years after his marriage before moving to Lismore, thence Brunswick Heads and Duranbah, but sometime along the way temporarily occupied one or both of James' ex-'Ivy Hill' properties at Mullum. (At Duranbah he had selected 2 x 40ac blocks in 1888 and 1891, but mostly worked for his neighbor **Arthur Loader** as a timber-getter). *In 1896 they returned to the Brunswick, where Mr Jarrett cleared the scrub on Ivy Hill, Mullumbimby, and built a cottage.* (Until then one of the 'Ivy Hill' properties had been home to **James Johnson** and family. It's possible that at some stage 'Ivy Hill' had also fallen to **Robert Marshall**, who had become '*mortgagee in possession*' of J.T. Jarrett's 2 x 50 acre selections near Durrumbul in mid1891.) Around 1900 Bernard and Alice *went to live at Main Arm, where Mr. Jarrett continued as a timber-getter...*, but in about 1905 returned to Mullumbimby where they built a house off Dalley Street adjoining 'Jarrett's Hall', an all-purpose venue built sometime earlier but destroyed in a fire May1906. Around 1910 they relocated to Brunswick Road (Argyle Street) where Alice (*well-known throughout the district as a mid-wife and general nurse*) died in 1943. Bernard then moved to Brunswick Heads, where he died in 1947.

An ecumenical occasion occurred in Feb1906 when their daughter **May/Mary Bertha Jarrett** and **Henry Creaton-Williams** of Main Arm were married at the Jarrett's Mullum home in a Presbyterian ceremony conducted by **Rev Richard Dill-Mackay** (with cousin **James Thomas Jarret** as best man). The wedding breakfast was chaired by prominent Catholic **William J. Reilly**, followed by frivolity in the Jarrett dance hall next door. May died Jul1912 aged 26, leaving husband Henry with two young boys, and was buried with Anglican rites by **Rev H.J. Velvin**.

Like their uncle **Charlie Jarrett**, we are indebted to both James and Bernard for leaving a few details of the Brunswick's early history. During Mullum's Jubilee Celebrations in Jun1933, **Mr B.A. Jarrett**, who arrived on the Brunswick as a boy in 1867 (aged 9 working as a spare boy to his father's bullock teams)...., can recall that prior to that time names such as **Mrs Dick Dodd**, **Mrs John O'Neil**, **Penderide** and **Mrs Bridger** were residents of the district.... He says that as far back as 1858 **Steve King**, **Dick King**, **John Boyd** and **Dick Dodd**, worked on the Brunswick felling timber.... He claims the distinction of christening Midgenbill Creek, and Bandicoot Island....

On his 80th birthday in Jan1938 he told the *Northern Star* that he learned from one aboriginal that Mullumbimby meant "eel-tail catfish," and was so called because these fish were found in great quantities in Mullumbimby Creek. **Mr Jarrett**, however, does not place much reliance on this explanation, as another native told him the name was symbolical of three hills (presumably Chincogan, Tincogan and Mincogan).... The aboriginal name for Brunswick Heads is Durring... meaning "bush rat". Apparently, the name is derived from the shape of the North Head.

Peter Tsicalas



'Ivy Hill', 1905, the original selection of J.T. Jarrett, now in the property portfolio of Hugh McD. Livingstone.
(The Milking Bails are on the site of the current 'Timber Slab Factory'. (Courtesy State Records Office of NSW)



'Livingstone's Crossing' at Mullumbimby Creek, where 'Chelmsford Bridge' now spans, connecting with 'Woodrow's Road', now Left Bank Road. (Courtesy State Library of NSW)

In Recognition of International Firefighters Day 4 May 2020

A Timeline of Early Development of the Fire Brigade and Station in Mullumbimby

(References: *Mullumbimby Star*, *Tweed Daily* and *Northern Star*)

1924: Inspector Gormand of the NSW Board of Fire Commissioners formed the fire brigade from 11 volunteers. **Charles John Latter** became captain of Fire Brigade and held that role for many years. The Fire Commissioners agreed to send Mullumbimby a turbine fire engine. **F.I. Ward** offered his shed free of charge for the storage of the engine and use of his car to tow it as required. **W. Harris** also offered his car.

In September of that year the engine arrived with 2000ft of hose so that the whole town could be watered from the river. It pumped 180 gallons per minute.

1925: Mayor **Selwood** and Town Clerk **Boxall** sought a fire engine that was self-contained and self-propelled.

1927: Mullumbimby received a new fire engine – a Garford-Hale. It had the capacity to pump 300gallons per minute and was simple to operate. Its effectiveness was demonstrated at the rear of the post office.

1928: After a few years lobbying by the brigade and Chamber of Commerce to provide wells as a more convenient water supply, the council purchased a block in East Mullumbimby for a well. Capt. **Charles John Latter**, officer in charge of the Mullumbimby Fire Brigade, was advised by the Board of Fire Commissioners that a sum of money had been, placed on the estimates for the erection of a brick fire station in Dalley Street.

The saga begins...





The Garford-Hale Fire Engine leads a Parade 1930.

1933: At a meeting of the Mullumbimby Municipal Council, *the Mayor (Ald. C. J. Latter) moved that the Council request the Board of Fire Commissioners to arrange its estimates for 1934 for a Fire Station at Mullumbimby with married quarters attached..., for which he had been lobbying for the past 5yrs. A proper fire station would mean greater efficiency; and be an acquisition to the town. The cost would be about £70 per annum.*

Subsequently the Board of Fire Commissioners advised that it was favourably disposed towards building a fire station at Mullumbimby, to be built on the reserved portion of land for a station adjacent to the School of Arts.

1936: *The Board of Fire Commissioners advised that the 1937 estimate for Mullumbimby Fire Station was £343..., but it never eventuated.*

1939: Mullumbimby takes possession of a preloved Garford fire engine, a 22.5hp, 4 cyl vehicle weighing 3 tons.

1941: *We were promised two years ago by the Board of Fire Commissioners that we would be granted a fire station, but it does not look as though we will be getting it for a while yet," said the Mayor (Ald. C. J. Latter)*

1942: At a function to farewell Fireman **Stan Neath** into RAAF service, *he said that Mr Latter and himself were the only foundation members now with the brigade.... Captain Latter's remarks were endorsed by Firemen S. Starr, R. Graham, E. G. Davies, A. Snow, E. Starr, S. Smith and N. Gibson.*

The building of a fire station at Mullumbimby would be given first priority on the board's building programme, said the President of the Board of Fire Commissioners (Mr. T.J. Smith) at Mullumbimby....

And later After making an inspection of the Mullumbimby fire brigade premises, the official party was welcomed by the Mayor (Ald. E. F. James), Mr. Smith said the board was at Mullumbimby with the intention of making history.... Mr. Smith traced the early history of the brigade when members had to provide their own uniforms and equipment....

"The fire brigade accommodation at Mullumbimby is a disgrace," said **Mr. W. Currey**, who added that the war had interrupted building plans.

1950: *The captain of the Mullumbimby fire brigade (Mr. C. J. Latter) requested council to renew its agitation for a new fire station at Mullumbimby. Mr. Latter pointed out that he intended to retire at the end of this year and he would like to see the matter in hand before vacating office.*

1954: **C.J. Latter** gets long service medal with bar in recognition of 30yrs service as Captain of Mullum's Fire Brigade.

1955: *The Fire Station foundation stone was laid by Hon TJ Smith, President of Fire Commissioners NSW. It marked the end of a 30-year campaign by the Mullumbimby Brigade and the Municipal Council. The Driving force was C.J. Latter, Fire captain since establishment 30yrs ago. Contractor L.H. Arthur of Brunswick Heads.*

1956: *With a new modern type Dennis fire engine, the Mullumbimby Fire*



Hon TJ Smith laying the foundation stone

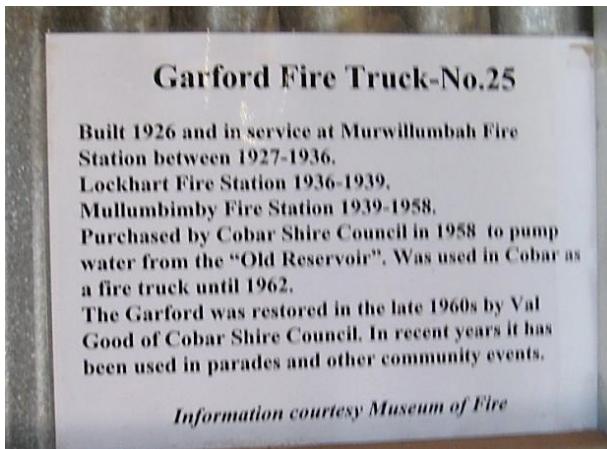


Mullumbimby Fire Brigade Station 1958

Brigade is now in complete occupation of its new station building in Dalley Street....

The old Garford engine left for Sydney on 20Sep56 and now sits in the Cobar museum.

1957: Mulum Fire Brigade manpower increased from 10 to 14.



Brunswick Valley Historical Society Inc. Newsletter

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

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Roland Sjoberg
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Saran Newsome

Heritage Panel Representative

Chris Cooney

Newsletter:

Members

Public Officer: Susan Tsicalas.

All members are invited to contribute to this newsletter

Please email contributions for the newsletter to

bvhs84@yahoo.com.au

*Deadline for newsletter items
Friday 5 June 2020

**NEXT MEETING
Cancelled until further notice**

MUSEUM HOURS - Closed until further notice

MULLUMBIMBY COMMUNITY MARKET

Cancelled until further notice

Ph: 66843370

mullummarkets.com.au



And meanwhile could be heard the cry from the Bush

1940s: District brigades set up organically to help each other with fires that devastated large areas of bananas and scrub. They used their own cars and primitive equipment, with people coming from everywhere to assist.

1942: Cr Mott suggested to the police that bush fire brigades needed to be established.

1943: When burning off operations were in progress on the property of Mr. W. Watson at Laverty's Gap, Mullumbimby, on Monday, the fire, driven by a strong wind, got out of control. It crossed the firebreak into the adjoining properties, and a few acres of Mr. Watson's bananas are understood to have been damaged. Mr. Watson immediately contacted Mullumbimby police and Bushfire Brigades from Mullumbimby Creek and Wilson's Creek were sent to the scene. Although the fire was under control at nightfall, about 20 men remained there throughout the night.

At midnight, Sgt. Harrower, of Mullumbimby police, received a call that the fire was again out of control and that the Mullumbimby Council's power station and residences were endangered. The Town Clerk (Mr. L. J. Bourne) and the Electrical Engineer (Mr J. J. Blair), together with Sgt Harrower and a small gang hurried to the scene, but when they arrived the fire was again under control. They stayed until 3 am. At 11 a.m. to-day the power house and property were again endangered, and an urgent call was sent over the N.E.S. broadcasting unit for fire fighters. A gang was mustered and sent out. They burnt a break between the main fire and the power house and thus relieved the danger.... During the morning word was sent to the Main Arm Bushfire Brigade, and they also went to the scene. Late this afternoon the fighters were still working on the spot extinguishing burning stumps, etc., to obviate the restarting of the fire.

1947: W. Pike and D. Graham negotiated with Byron Shire Council for the supply of a pumping unit for the use of bush fire Brigades.

1948: The aims and objects of a bush fire brigade were outlined at Byron Shire Council when the council dealt with a letter from the Banana Growers' District Council, asking for permission to establish a Brigade at Mullumbimby. Cr. Mott said that the brigade would be for use throughout the shire. The work was voluntary and would not cost the Shire Council anything

1951: AGM of the Mullumbimby Police District Bushfire Brigade. W. Pyke elected Pres, D. Graham sec, Const H. Radnedge Group Captain, Sgt R.T. Wilson deputy Group Captain. New branches formed at Yankee Creek (from Mullum Crk area), Montecollum (from Goonengerry area), Lower Wilson's Creek (from Huonbrook-Wilson's Crk area) and Blidmouth.... It was agreed to change the name of the organisation to Mullumbimby and Brunswick Police Patrol Area Bushfire Brigade so The Pocket, Billinudgel, Brunswick Heads and Tyagarah would come within its control. The BGF also has its own fire fighting unit.

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Bush Fire Equipment Satisfactory

A report submitted to a meeting of Byron Shire Council by Sergeant R. T. Wilson, of Mullumbimby, stated that the fire fighting equipment supplied for use at Mullumbimby and Brunswick Heads was satisfactory.

The report added that the equipment should be assembled for use where it could be operated with the minimum of delay.

Cr. T. Mott said the engine had been approved by the Bush Fire Committee of New South Wales and was suitable for level or undulating country.

"However, a pump is needed to lift water uphill."

He said he was concerned at the criticism levelled at council over the equipment.

"Once the personnel have become accustomed to the engine, it will do all it is expected to do," he added.

Council appointed representatives to attend a meeting of the local bush fire committee next month when the equipment provided for fire fighting will be considered.

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