



NEWSLETTER  
October 2020

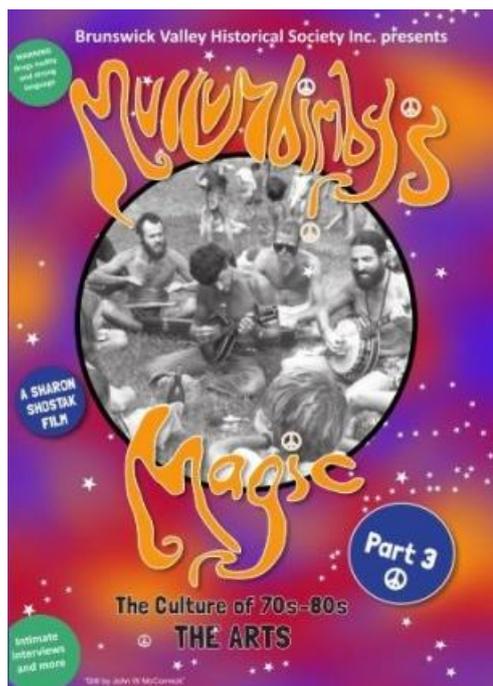
Brunswick Valley Historical Society Inc.

# MUSEUM

17 Myokum Street MULLUMBIMBY 2482  
OPEN: TUESDAYS & FRIDAYS 10 AM – 12 PM  
MARKET DAYS (3RD SATURDAY OF THE MONTH) 9 AM-1 PM

## LATEST NEWS! COMING SOON!

### MULLUMBIMBY'S MAGIC - THE CULTURE OF 70S-80S PART 3: THE ARTS



The final film in the Hippie series that BVHS commissioned from Sharon Shostak will be screened on **Friday 30th October** in an outdoor setting on the lawn at the back of the museum. Bring a picnic tea, blanket/chair, relax and enjoy. It is an online ticketed event. If the weather is unkind we will reschedule for the following Saturday, hopefully with at least two days notice.

A second screening will be at **Byron Community Theatre** on **Thursday 5th November**. Ticket sales will be via the theatre.

Another screening will be held on **Friday 6th November** at the **Mullumbimby Civic Centre** at 7.00p.m. It will be an online ticketed event.

For those who prefer/need to stay at home, it will be streamed at a time and date to be announced, probably in conjunction with the screening at Byron Bay.

DVDs will be available at the screenings. Also, as DVD players are becoming scarce we have created a USB of the collected works of Mullumbimby's Madness and Magic Parts 1,2, & 3.

Confirmation of all screening times and prices will be available shortly and will be advertised on our website and in the local paper. Members will receive an email with the updates. As there is limited seating because of the virus, all events will be ticketed online to conform to Covid Safe protocols.

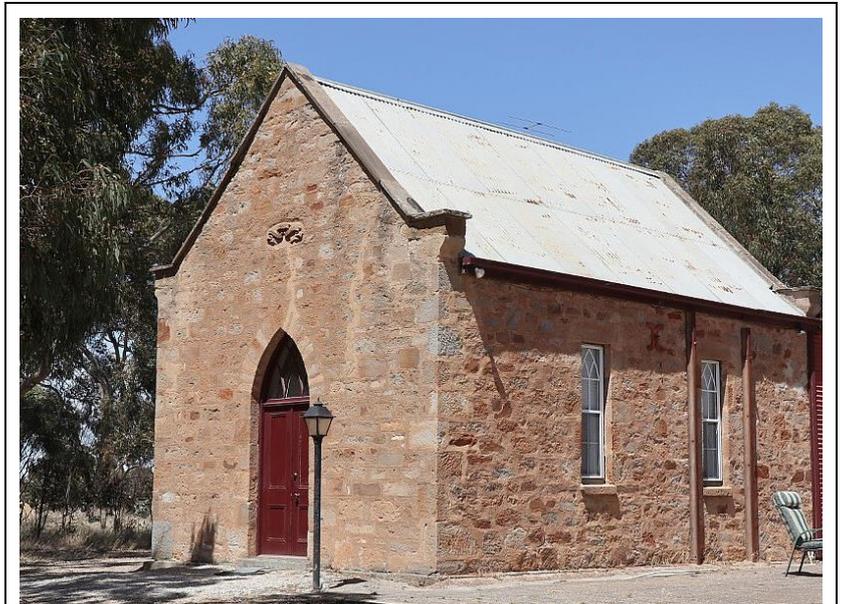
### The Honourable David Tillotson Jarman, Foundation President of the Byron Shire

Whilst only qualifying as a Brunswick identity through his brief career rowing travellers across the river, **David Jarman** has nevertheless earned himself a place in the BVHS Newsletter Archives through his oratorical performance on the wider stage of the Byron Shire. He was born 1832 Carlisle, County of Cumberland in North-West England, to parents **William** (1788-1842) and **Mary Ann**, nee **Welch** (1795-1872). The family was living at Bowness, Cumberland, when 18yr old David came to Australia in 1850, probably accompanied by older brother **Richard Henry Jarman** (1825 Bowness – 1901 Adelaide).

Richard Henry appeared on the radar in 1855 at 'Shaneamore', Campbelltown, upon his marriage to 28yr old Scotswoman **Eliza Clunes Bell** in a Primitive Methodist ceremony, thence 1857 Newcastle for the birth of son **Clunes Gordon Jarman** (1857 -1941 Adelaide), followed by Clarence Town on the Williams River where Eliza died in 1861 while Richard was teaching at the local 'National School'. Almost 12mths later he and Clunes moved to South Australia, Richard temporarily settling at Langhorne Creek as a teacher before joining brother David as a 'contractor' in road making and bridge building near Clare in 1862. They were both declared bankrupt in 1866, at which time he resumed private school teaching at White Hut, near Clare. In the meantime he had married widow **Hannah Reiley** (nee **Wood**, 1838 Cambridgeshire - 1912 Adelaide) in a Presbyterian service at David's Temperance Hotel, Clare, on 23Mar1865, and subsequently begat son **Herbert Wilfred Jarman** (1868-1940) at White Hut. He taught at various private schools in the Clare district until 1881 when he switched to a storekeeping career at Port Victoria, from where he retired to Adelaide ~1890.

David first comes to notice with a breach of the Master and Servant Act at Clare in Feb1851 when he and William Brown, *hutkeepers and shepherds, refused to obey the lawful orders of their master, E.B. Gleeson, Esq...*, the case dismissed with a caution. Three months later *John B. Hughes, Esq, was summoned by David Jarman for 70/-, due for wages...*, the case dismissed by magistrate E.B. Gleeson Esq. He next appeared on the Clare stage on 14May1855 upon his marriage to **Mary Ann Goldsworthy** (1835 Exeter, Devonshire – 1916 Clare) in the Wesleyan Chapel at Spring Farm. Mary had landed in 1847 with her father William (1806 England – 1894 Clare), one of the first trustees of the Wesleyan Chapel at White Hut when it opened in 1860, at much the same time as he and son-in-law Jarman became members of the *Clare Branch of the Total Abstinence Society* (TAS).

In Nov1861 David addressed a TAS meeting at the White Hut Chapel, *contending that it was a Christian duty to abstain from drink, and expressed his conviction that if every Christian became a warm-hearted temperance advocate a most happy change would be brought about....* He was vice president of TAS by 24May1862 when he formally opened his *Clare Temperance Hotel and Reading Rooms* and addressed a meeting *advocating the cause of temperance. Mr Jarman provided a first-rate teetotal spread on the occasion, in the shape of a substantial tea-and-cake arrangement.... The opening of Mr Jarman's Temperance Hotel will be a real boon to Clare, as he proposes to establish a reading room, which it is hoped will lead in a short time to the establishment of a Mechanics' Institute, which is very much needed in this township....* Upon the opening of *A Tent of the Order of Rechabites... at the Temperance Hotel, Clare, on Tuesday evening, 19Apr1864...*, **David** and **Richard Jarman** were elected as officers, David as Treasurer.



White Hut Wesleyan Methodist Chapel, Stanley Flat, opened 23Dec1860  
(Now available on Airbnb for \$125.71/night)  
*This fine chapel is situated near Karooma Siding, close to Mr Les Jarman's home on White Hut Road... said the Northern Argus 5May1939.*

Meanwhile David was earning a quid as a road, bridge and odd-job contractor to the Central Roads Board and the Clare Borough Council. But he seems to have come undone in Jul1864 with losses on a road contract at Gleeson's Hill. A CRB official *stated that Jarman had taken several contracts under the Board, and had done the works well; but had lost upon them all. He had however, paid up all his men.... The application of Jarman to be released from his contract was complied with....*

In Apr1866 his Temperance Hotel, now managed by **Mrs Hawker** as a no-frills boarding house, went up in flames, leaving him ~£400 out of pocket after insurance claims. Then came the first hearing of his insolvency and his switch to a butchering career at Rhynie in Jul1866, thence appointment as Clerk-of-Works, Surveyor and Inspector for the Borough Council (aka Clare Corporation, the mayor of which was **E.B. Gleeson** Esq) in Jun1869, by which time he had attained a high public profile. From Aug1866 he became publicly outspoken on the proposed Port Wakefield Tramway, *and had come to the conclusion that the proposed tramway would be a useless expenditure of public money...*, the settlers *having bought their land from the Government on the good faith that they would have a good line of roads to convey their produce to market...*, said the contractor with a vested interest in roads. By Aug1868 he was secretary of the *Clare Amateur Dramatic Society*, for which he became a playwright and actor, and secretary of the *Inchiquin Gun Club* with a fondness for shooting ducks.

He was also becoming a prolific letter writer, with a foray onto the pages of the Clare-based *Northern Argus* in Jan1870 on the topic of unemployment, the gist of which seems to indicate he was an 'anti-socialist Liberal'. Having attained a high profile he then stood for the electorate of Stanley in Apr1870, and at a Clare public meeting *proposed that "Messrs Kingston and Bright (sitting members) were not fit and proper persons to represent the district." (Hear, Hear; and hisses and groans.).... It had been brought forward in the House that some of the working men of Adelaide had not tasted food for 48 hours – (too long) – and could obtain no employment. They were stigmatised as loafers. (Hisses.) Mr Bright said they should go into the country for work....*

At another rally at the Clare Town Hall he claimed to be a 'Moderate Protectionist' who favoured *a purely secular education...* (while opposition to 'State Aid' for religious schools came from Protestant Irishman Sir George Strickland

Kingston, a republican and a fiery supporter of civil and religious liberty....) Jarman wanted a national system, where the children of every class and denomination might obtain a sound English education, and all prejudices as to religion dispensed with.... Railways was the next topic, and he would at once state that he was opposed to every line of railway that had been made in the colony. None of the lines had ever paid..., except that he was strongly in favour of a line of railway northward from Port Augusta..., and strongly supported paying members of parliament.

The *Northern Argus* described him as a fluent and somewhat sarcastic speaker, combined with rather a stubborn nature, and who would in all probability, if returned, be a formidable antagonist to even Mr Strangways. Had Mr Jarman modified his political views so as to meet those held by the majority of the electors, there would have been a possibility of his being returned; but the farmers have much antipathy to those who oppose railways through their districts.... He ran last in a field of 6 candidates, including Mr Informal, scoring 62 votes to Kingston's 661.

In Oct1871 he published a pamphlet '*Secular, National, and Compulsory Education*', by **David T. Jarman** of Noarlunga..., saying *The teachers are badly paid, untrained, inefficient, and their social position – like their salary – about equal to that of a first-class labourer. The schools they conduct are just so many nurseries for the church or chapel to which they are generally attached....* The *South Australian Advertiser* refused to publish his letter promoting the pamphlet: *We have no objection to devote a portion of our space to the advocacy of a purely secular system of education – as separate and distinct from religion; but we are not prepared to publish sentiments and arguments avowedly hostile to religion....*

Post-election he went back contracting big-time, winning a £1500 contract for construction of a jetty at Second Valley, ~200km south of Clare, in Sep1870. He lived on site and completed the job in May1871, at which time he won a £1900 contract to build a bridge up the road at Pedler's Creek. The last record of him in South Australia was a tender for construction of a breakwater at Troubridge Shoal in Nov1871 and for a Jetty at Moouta Bay 3wks later.

His ninth and last child, **Clare Jarman**, was born at White Hut, Clare, on 11Feb1870. In Sep1871 he, calling himself a '*contractor of Noarlunga*', and his mistress/girlfriend/defacto/..., **Elizabeth Almenea Griggs**, but calling herself Mrs Jarman, were witnesses at the marriage of her widowed sister, **Caroline Dorcas Clarke**, to widower **James Vanstone** at the Wesleyan Parsonage, Adelaide. Elizabeth, born 1845 Sutton Bridge, Lincolnshire, to **John Griggs** and **Mary**, nee **Arden**, landed in Adelaide with her parents and siblings in 1849. In 1869 John, formerly a carpenter and farmer of McLaren Vale but now a storeman of Adelaide, and Mary of McLaren Vale, agreed on an apparent amicable separation, he settling *real estate in trust upon his wife...*, who died 3Dec1876 Willunga, aged 66, her three daughters inheriting the estate. John died 19Mar1880 Carlton, Melbourne, aged 76, leaving his fourth wife **Mary Ann Griggs** (nee **Murton**) with an inheritance of £1379, a fact noted in the Echuca-based *Riverine Herald*.

## Echuca

The first record of **David** and **Elizabeth Jarman** surfacing at Echuca was in Jan1872 with his tender to collect statistics for the new Echuca Shire Council (known as the *Echuca District Road Board* until mid1871). By then he had established or acquired a boot and shoe factory with a retail outlet in High Street, an apprentice to which was 13yr old **Amelia Tillotson**. By May1873, when he moved '*Jarman's Echuca Boot Store*' to a new site further down the street, he was heavily into community affairs. His initial interest was getting a bridge built across the Murray, addressing a large public gathering on the topic at the Town Hall in Aug1873 and winning from the *Riverine Herald* the accolade that *Mr Jarman made the best speech that Echuca has heard for a long time....*

In Sep1873 he was nominated to the Committee attempting to establish a library in the Town Hall, at which time his first wife and young family in South Australia (5 under 10yrs of age) were in a spot of bother, the *Northern Argus* reporting that the *Clare District Council* instructed Clerk to apply for more rations for **Mrs Jarman....**

Sep1873 also saw him become the driving force in formation of the *Echuca Amateur Dramatic Club*. *Mr Jarman, who was voted to the chair, entered with spirit into the subject and showed how easily the project could be made a success....* In Dec1873 he hired the Town Hall for their first production and by Jul1874 was the leading actor in Bulwer's comedy "*Money*". In Apr1874 he was Foundation Deputy Master of the *Order of St Andrew's (All Nations) Masonic Lodge*, and within 12mths was Worshipful Master.

In Jun1874 he became foundation secretary of the *Echuca Building and Investment Society*. The inaugural meeting was held at Redman's Commercial Hotel where *About sixty £25-shares were at once subscribed for, and from the subscribers a committee of seven, with Mr Jarman as Secretary, was chosen to draw up draft rules....*

In May1874 he had been a candidate for a Borough by-election, the *Riverine Herald* recording that *we must nevertheless express our regret that he should have raised a class cry to assist him as against his opponent, Mr Mackintosh, whose*

candidature we hailed... as a good omen.... **Mr Jarman**, we readily admit, is an intelligent, well-meaning man; but for many reasons, which are too apparent to call for particularization, we think his present opposition to a burgess who is certainly his equal in all that he is not his superior, is as uncalled for as it is unfortunate. On the platform Mr Jarman will no doubt explain his theory of local "class" distinctions....

**Jarman** responded by saying *The RIVERINE HERALD* had industriously held him up for scorn for his effrontery in daring to pit himself against a gentleman of Mr Mackintosh's position. That paper, in representing wealth and influence, had done its best to damage him in his candidature.... He promised to divert money from roads to build a public abattoir, introduce street lighting, improve drainage, introduce a better rating system, get a Murray Bridge built, adopt the *Eight Hours System* and establish a *Mechanics' Institute and Free Public Library*, which had secured but scanty support from the council..., which is also governed by 'wealth and influence'.

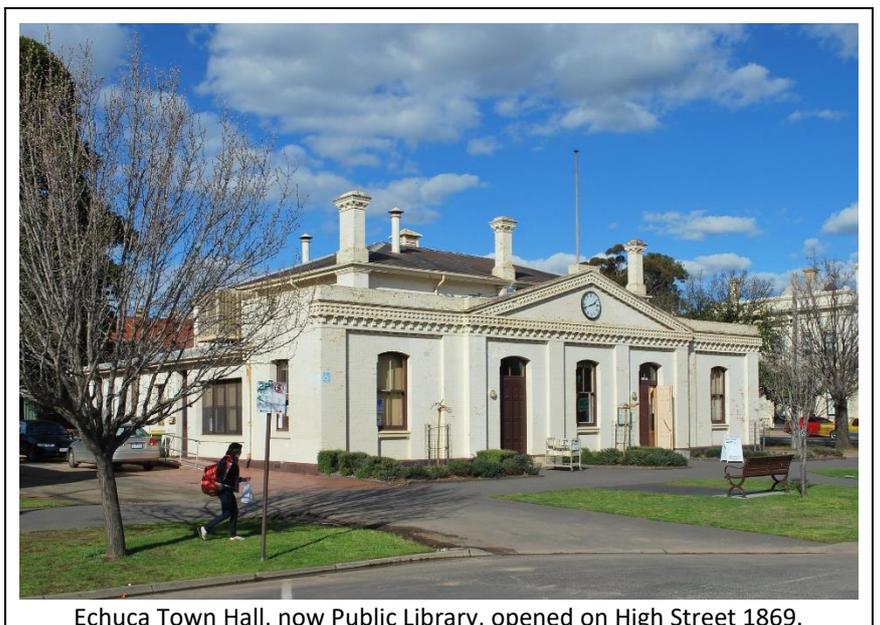
The Herald said **Mr Jarman** labors under a delusion; we are, at all events, not conscious of ever having "held him up to scorn".... There was no role open to him save that of setting himself up as the "poor man's friend," against what he is pleased to call wealth and influence. We have seen many better actors in the part than Mr Jarman..., and we hope that none of the burgesses will allow themselves to be taught class distinctions, that in Echuca they have hitherto neither felt or known.... And the suffrages of the burgesses ought not to be bestowed upon candidates comparatively unknown....

Mackintosh romped home with 299 votes and in thanking the burgesses said *You have proved by the verdict... that an adventurer must first make his mark before he can hope to displace a citizen of long standing (Cheers.)...* **Jarman** responded in a letter, saying *I was under the mistaken notion that I was contesting an election with a gentlemen instead of a cad.... I am content with the sixty-five votes recorded in my favour, for they represent the free and independent favors that neither wealth or position could buy....*

Through Aug-Dec1874 he continued to push for the Murray Bridge, the Mechanics Institute and Free Public Library, as well as a Echuca Brass Band, promotion of the *Grand Victorian North-Western Canal Company*, proposing formation of a *Echuca Rowing and Boating Club*, and helping organise the Moana Regatta on New Year's Day. Into the new year he continued a barrage of letters to the *Riverine Herald* on a range of subjects, notably a horoscope on the town being 'Destitute of Political Influence', being poorly served by its local members and lamenting the lack of Government interest in Echuca. He irritated Councillor Butcher who referred to **Mr Jarman's** *Yankee loquacity... as a financier, an orator, a scribe – and a poet to boot... during an exchange of letters that kept the citizens entertained.*

By May1875 he was a real estate agent and still secretary of the retitled *Echuca Permanent Property Investment and Building Society*, and in Jul1875 again nominated as a candidate in the Borough Council elections. Anonymous letter writer 'Ratepayer' said *people cannot get over the idea that his appearances are more from personal vanity than the public good. With a view to catch votes, he becomes a strong advocate for the eight hours question.... Whilst seeking to take the mote out of his brother's eye, it would be just as well if he would remove the beam from his own eye. Whoever heard of a journeyman shoemaker living on eight hours work!....*

After a rally at the Town Hall in Aug1875 the *Riverine Herald* said *Of Mr Jarman's address..., we are only echoing the generally expressed verdict of the meeting in stating that it was characterised by a vigorous eloquence, a well-considered and clearly-expressed opinion on every public matter, and an earnest desire to fulfil all that he promised therein, and to carry out public works for the best interests, and the advancement of the town....* Columnist 'Chatterbox' noted that **Mr Jarman** would be able to explain away any flaw or excuse any delay by his fluent Yankee drawl. *I think he must have graduated from some debating society, or used the pulpit as a stepping-stone to the platform.... Mr Jarman is certainly entitled to the credit of being mainly instrumental in bringing the Mechanics' Institute question to its present state of apparent maturity....*



And the voting burgesses awarded him a council seat, next to mates Butcher and Mackintosh. And still on a role, he opened a new auction mart in Hare street by the end of the year, advertising as an *Auctioneer, House, land and estate agency, and Sheep and cattle salesman*, later adding the agency for *The Northern Fire and Life Insurance Company*. He found time to continue his letter writing, taking the Herald to task for its unfair criticism, inaccuracies and sensationalism in May1876, the Herald responding that **Mr Jarman** *is as inaccurate in stating the true circumstances... as he is unjust in criticising our criticism.... With a critic of such pretensions as Councillor Jarman, we depart from our usual course of correcting inaccuracies, and publish his letter verbatim et literatim....* This prompted pseudonymist 'Annie Peach' to *really wonder what makes this gentleman of the imeuphonious (sic) name write to the papers at all when he can't write plain English....* Jarman issued a 'Literary Challenge', prompting Annie's sister 'Polly Peach' to take the mickey further.

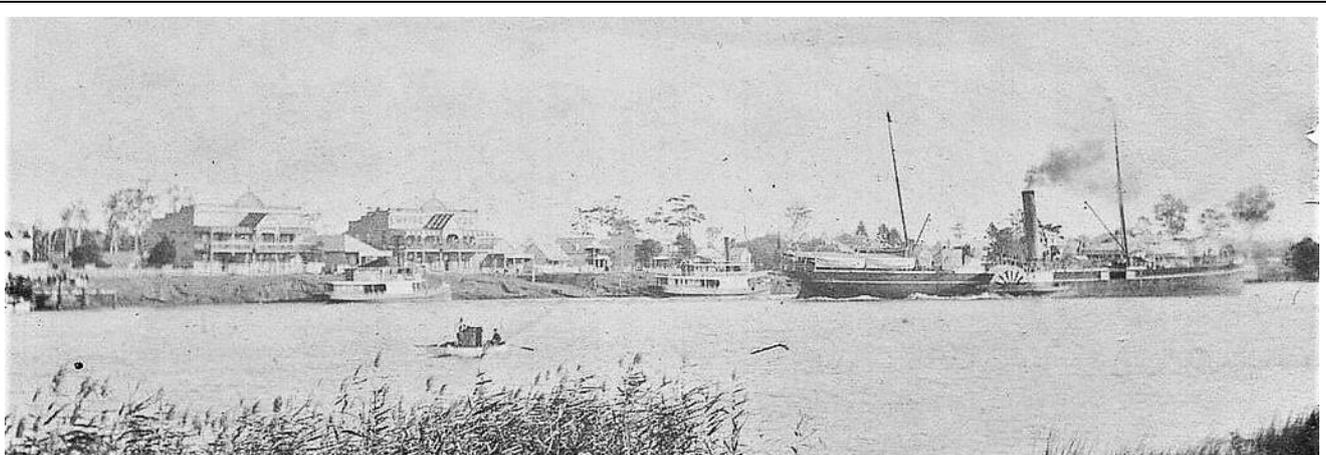
In Nov1876 he suddenly resigned from Council without explanation, and the following month a receiver proceeded to dismantle the *Insolvent Estate of David Jarman...*, starting with disposal of all the stock from the *Echuca Boot Store* in a fire sale. In Jan1877 the directors debated winding-up the *Echuca Building Society* and shortly afterwards installed new secretary *Mr Urquhart M'Pherson* who, in Aug1877, summoned Jarman for *withholding moneys belonging to the Echuca Permanent, Property, Investment and Building Society, of which he was formerly secretary....* The case was dismissed after Jarman argued that certain shareholders had only ever paid one instalment on the shares. He took the Herald to task for its report of the case, which *was utterly at variance with the real facts of the case....*

In the meantime, ~Jan1877, Mrs Jarman had taken over as licensee of the Bridge Hotel, where they both lived and from where Jarman continued to operate his real estate business. But they had taken on a heap of debt and in Jun1878 **Almenea Elizabeth Jarman**, *late of Echuca, now of Melbourne, late hotelkeeper...*, was formally listed as *Insolvent*, with *Liabilities £1,117/9/-; assets £617....* All furniture, fixtures and stock went under the hammer and in Aug1878 landlord *Mr Thompson* made an application under section 90 of the *Landlord and tenant Statute, for a warrant to eject David and Almenea E. Jarman from the premises of the Bridge Hotel....* The last reference to the Jarmans in Echuca was a debt case in Oct1878 when David was successfully sued by 'Clelland & Little'.

In Dec1879 the Echuca Public Markets were given a formal opening. *To construct the market and carry out other works, the Council had floated a loan, initiated by Mr Jarman when a popular candidate, who promised to make it one of his chief aims. Through unfortunate circumstances, Mr Jarman was forced to retire from the Council before the completion of his project....* By Nov1890 Echuca could boast 'Jarman Street' leading to the cemetery. (And Clare can boast 'Jarman Cresnet', that intersects White Hut Road at Inhiquin Lake.)

## Northern NSW

They resurfaced at Woodburn in Oct1880 after arrival from Sydney via the *SS Lismore*. David's 1908 obituary in the *Richmond River Express* says *He came to the Richmond River from Victoria and settled at Woodburn 28 years ago in response to an advertisement by Mr John Lang for a number of tradesmen required for the new and rising township. Next he joined others in a venture to establish a fishing station at the Evans River Heads, and the party put up the first building that was erected there. From there he removed to the Brunswick River and had charge of the boat ferry there in the rough pioneering days of that portion of the district.... Deceased left a widow, but no family....* [John Lang (1848 Ulladulla – 1927 Brisbane) was the first of the Woodburn settlers in 1866. There was no specific advert placed by him calling for workers at Woodburn, but the Sydney papers of Jul1880 recorded development prospects at Woodburn that may have caught Jarman's eye.]



Woodburn early 1900s

On 8Jun1881 the *South Australian Police Gazette* requested information respecting the whereabouts of **David Tillotson**

**Jarman**, who was last heard of at Echuca, Victoria, where he was keeping an hotel. Description: - Aged 48 years, height 6 feet 1 inch, fair complexion, fair hair, whiskers, beard, and moustache, blue eyes, thumb of right hand disfigured. This 'missing persons' notice was repeated in the *NSW Police Gazette and Weekly Record of Crime* of 22Jun1881.

The first reference to his community activities at Woodburn had been in Feb1881 when the *Northern Star* recorded him having a few words to say at a public meeting on postal matters. And the last reference to his Woodburn sojourn was on 12Nov1881 when he was recorded as catering for the Woodburn Regatta, the chairman of which was **John Lang**.

Thereafter Jarman kept a low profile, leaving no trace of his alleged presence at Brunswick Heads ferrying travellers between the north and south head, or evidence that he was the first white settler at Byron Bay. But historian **Maurice Ryan**, in his 1984 book *Time and Tide; A History of Byron Bay*, is happy to accept that Jarman turned up at the Bay in 1883 to become its first permanent resident, squatting in an old cedar-getters' hut still extant on Crown Land at Palm Valley. The first newspaper reference to this new home was via the *Sydney Mail* of 3May1884 when a 'Correspondent', probably **Fred Wareham**, sang the praises of Byron Bay and district and reported that *We have an association here called "The Byron Bay Association," which is now, although only eight months in existence, very strong...and representing many selectors. All future (monthly) meetings are to be held in Mr Garman's public-room at the port....*



The Government Ferry at the North Head ~mid 1886.

(The Brunswick's public ferry service was instituted via the NSW Government Gazette of 4Aug1882, specifying a toll of 3d per foot passenger and 6d per horseman. In the absence of any follow-up call for tenders for the ferryman's job or public notification of who won the berth, Jarman can claim the accolade as the first to be awarded the captaincy.

However, it's also possible that his entrepreneurial eye saw an earlier niche for a private enterprise service.)

(The bearded bloke in the cap is likely to be ferryman H. Rogers, whose appointment 1Dec1885 was the first public announcement of the winner of a tender process.)

(Courtesy Richmond River Historical Society - N.C. Hewitt Collection.)

There was another 'Garman' reference on 3Dec1884, but the first under the name 'Jarman' appeared in the *Daily Telegraph* of 9Jan1885, recording that *The landing of cargo... by surf boats... is performed under the personal supervision of Mr David Jarman, who appears to be a highly intelligent man....* The *Northern Star* followed up on 31Jan1885, noting that *There is a very neat, and scrupulously clean boarding-house at Byron bay, kept by Mr and Mrs Jarman, and they have always a nice meal to offer travellers at any hour of the day, or night in fact....* Having been well and truly sprung, he then emerged from the closet to feature regularly in the local rags, while his character traits percolated through the various Byron organisations he came to dominate, laying the foundations for the Bay's corporate culture.

Tune in again next month to see how the drama unfolds.

Peter Tsicalas

## SEPTEMBER MARKET REPORT

It was a delight and relief to run a market. It was small but very well attended, with stallholders having a good day. The museum and machinery shed had plenty of visitors going through expressing many a compliment. We also had a visit from NSW Health to check ours & stallholders' Covid Safe Plans to ensure we were all doing the right thing. We all got a tick of approval. Many thanks to members and volunteers for your assistance on the day. Looking forward to our market growing with increased support and patronage.

### Cruising the Brunswick

After the railway by-passed Brunswick Heads in favour of Mullumbimby, transport to the Heads from Mullum was mainly by coach until 20Nov03 when a *New and Commodious oil launch 'Edith' carrying 80 passengers will convey passengers from Mullumbimby to Brunswick Heads by W.A. Corbett master in chief. Passengers will be dropped by the train at the rail bridge.* However, in Apr1904 'Edith' took the train to the Richmond where she is to be employed carrying Cream on the river. The launch, which was built by Mr Corbett, was very suitable for the Brunswick River, but it is apparent the trade there at present does not warrant her remaining, and the launch was sold to a Richmond River man.

In 1892 **Constable William Ashwin Corbett** had been the Brunswick's acting Clerk of Petty Sessions when the Court House was moved from Brunswick Heads to Mullumbimby. In 1896 he left the police force to become a publican at Billinudgel and in bankruptcy when he moved to Lismore in 1898 to practice as an engineer. After his boating career he returned to Lismore to become a successful car salesman.

Next up was the enterprising **Mr T. Logan** of Murwillumbah who built a light-draught launch for use on the Brunswick River... and in Jan1907 The new vessel was towed to within a few miles of Brunswick Heads by the tug 'Terranora'. She was then left in charge of **Captain Kirkwood**, and the following day steamed up the Brunswick, arriving safely at Mullumbimby. The steam launch was to be used for passenger and cargo traffic.

The launch, christened 'S.S. Brunswick,' made its maiden trip on the 6Jan1907 between Mullumbimby and Brunswick Heads. It was well patronised. Visitors from all parts of the colony are enraptured with the lovely scenery of the Brunswick River. The banks are lined with cabbage and other palms, tree ferns, and other semi-tropical growths.

On 24Jan1907, the Mullumbimby Star reported that the 'S.S. Brunswick' is now running excursion trips to the Brunswick Heads every Sunday, leaving foot of Dalley Street at 10 a.m. and 2 p.m. For the convenience of persons wishing to attend the Heads on Saturday and Monday, **Mr. Logan** has decided to run special trips, leaving wharf 9.30 a.m. and 1 p.m. on Saturday and 10 a.m. on Monday. Now that Mr. Logan has brought along a commodious steam launch, and had wharf, etc, erected, we hope he will be liberally patronised, and thus support local enterprise



**Mullumbimby Fishing Club**  
ADULT Members' Tickets, 2s; Family Tickets, 4s. Obtainable from Messrs Kelly, Jeweller, and Baker Bros., fruiterers.  
The First Outing of the above will take place on Thursday, 25th November, starting from Stuart Street at 2 p.m., returning same evening by moonlight. Fish and Worm Bait Provided. Come and enjoy yourselves—the tide will suit.  
A. B. SAWTELL, Hon. Sec.  
The trip will be made in launch loaned by Mr F. E. Sawtell.

Mullumbimby Star 15Nov1909

The launch changed hands on 10Aug1907 with the 'Dissolution of Partnership': The partnership hitherto existing between **Thos. Logan** and **F. E. Sawtell**, of Mullumbimby, trading as the North Coast Fuel Co. has been dissolved by mutual consent, and the business will now be carried on by **F. E. Sawtell**.

On 23Nov1907 the Northern Star described an outing that was typical of group hirings at the time: The holiday at the beginning of the week was taken advantage of by the committee of the Wesleyan Church to give the children attending the Sunday School, their parents and friends a very pleasant day's outing at the Brunswick Heads. **Mr. Sawtell** in the most generous manner placed the steamer Brunswick at the disposal of the committee, and the company, numbering about 100, embarking about 9 o'clock, the vessel got under way, and proceeded slowly down our picturesque little river, arriving at her destination shortly after 10 a.m. On arrival the excursionists proceeded to enjoy themselves as best suited their inclinations, some making for the

ocean beach indulged in the luxury of a surf bath; others wiled away the time shell-gathering, and others again went in search of that the luscious bivalves. Provisions in abundance for young and old were in evidence and the sea air adding a zest to the appetites, full justice was done to the good things provided. After spending a most enjoyable day the company boarded the vessel and a start was made for the return journey about 4 p.m., Mullumbimby being reached shortly after 5

o'clock without any adventure or mishap, notwithstanding the numerous shoals and sandbanks in the river. Previous to reaching the wharf cheers were given for **Mr. Sawtell** for the extremely pleasant outing his liberality had enabled all on board to enjoy.

It was not all plain sailing for the steam launch, as on 8Dec1909 a fire was discovered to have broken out on board. It was brought under control, but the deck and fittings were practically destroyed, with a damage bill estimated at £100, but the steam engine was undamaged. Then a month later floods caused the launch to break loose from its mooring in Chinbible Creek where it was being prepared to 'dry dock'. It was washed down the river, sinking about 50 yards below Federation bridge. **Mr Sawtell** had the skids all prepared and a bullock team engaged to pull the launch up for repair, and all his work had gone for nothing, as the skids got displaced.

However, **Mr Sawtell** was not deterred, as on 29Nov1910 the launch, rebuilt as the 'Kelvin', was again in commission, she having been thoroughly overhauled and a powerful engine installed, giving the craft the appearance of a new vessel. On Tuesday a trip was made to the Heads, a few being on board by invitation. On the return trip a trial was made, the estimated 8 miles being done under 45 minutes. The engine worked smoothly and the trip through the pretty scenery of the Brunswick was a most enjoyable one. The dimensions of the craft are - length 50 feet, beam 12 feet, and she draws only 2 feet when at full speed. This will enable her to make the trip at any time, despite shallows in the river, with possible delay of half an hour but it is expected that delays through scarcity of water will occur but seldom. The engine installed is 40 horse power, and was specially imported from Glasgow, the installation being carried out by **Mr A.B. Sawtell** (eldest son of F. Sawtell). The boat will be engaged in the passenger trade, and will accommodate 150 persons. She will also be open to charter, etc., and all particulars will shortly be advertised in this paper.

## By River to the Heads

### The Launch "Kelvin"

Is now in regular commission in the trade to Brunswick Heads and is open to engagement.—Particulars on application to  
**A. B. SAWTELL.**

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### Regular Trips to the Heads on Thursdays

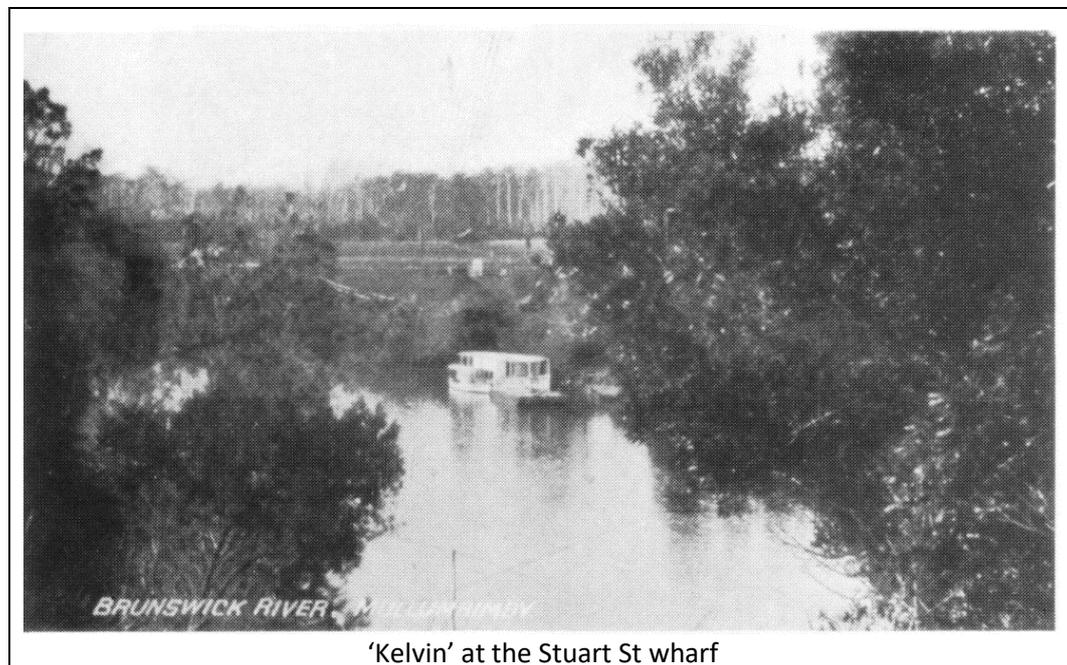
(If not otherwise engaged, due notice of which will be given, starting at 2 p.m. Return Fare, 2s; Children Half-price.)

Patronise the Water Trip and see the lovely scenery. Surf-bathing and good fishing.

Special concessions to charitable and religious functions; also to picnic parties

Gravel and Sand Delivered.

Mullumbimby Star Ad ran up to 13Jun1912



'Kelvin' at the Stuart St wharf

On 26Jan1911 the Mullumbimby Star reported that **Mr A.B. Sawtell** is showing a good deal of enterprise in the matter of motor launches for the Brunswick River trade, and his success with the Kelvin induced him to make purchase of the 'Maid of Kent,' in Brisbane. The craft reached Mullumbimby Tuesday morning, and was much admired. She is 26 feet in length overall, 6 feet beam, and carries a 6h.p. Wilson motor engine, with nickel mountings. Her speed is 10 miles an hour, and

accommodation will be provided for 25 passengers. There are two masts, yacht style, and she is built on life-boat lines, with turtle-shaped deck enabling her to run against a heavy sea. She is intended for the Brunswick trade and her draught when loaded is 18 inches. The craft motored from Brisbane to Southport, was then entrained to Tweed Heads, motored up to Murwillumbah, and was again placed on the train for Mullumbimby; and after all this travelling the good condition in which she has arrived shows that much care has been exercised. Coming through Moreton Bay a choppy sea was met at Green Island, but the boat answered admirably, and the run from Brisbane to Southport was made in 9 hours. **Messrs A.B., F.E., and L.C. Sawtell** were the crew. The proprietor is thoroughly satisfied as to the boat's sea-going qualities, and when a favourable day presents intends exploring the Brunswick bar, having in view the using of the 'Kent' later on for the purpose of taking out schnapper fishing parties. Although she is very strongly built, she is built on speedy lines, and Mr

*Sawtell informs us was the winner of a motor-boat race in Brisbane. She was trolleyed down to the river yesterday with the view of running a trial trip. Both launches will make trips to the Heads to-day — the 'Kelvin' with the Presbyterian Sunday School picnickers aboard at 9.30 a.m., and the 'Maid of Kent' at 10 a.m.*

There were times when navigating the river was tricky e.g. launches 'Kelvin' and 'Maid of Kent' in the Brunswick River trade are meeting with much success, and no appreciable difficulty is experienced in navigation. There are one or two shallows, but **Mr Sawtell** has improved these sufficiently to serve the purpose of his boats, and we understand that an expenditure of under £50 would make the navigation of the river easy at any tide. Sawtell made representations to Byron Shire Council and the Progress Association for assistance with dredging parts of the river with no success. Subsequently the *Mullumbimby Star* reported on 16Apr1911 that **Mr A. B. Sawtell** is putting in a week's work in the improvement of Brunswick River channel at the Island and other shallow spots. He expects this will make the river navigable for his launches at any tide.

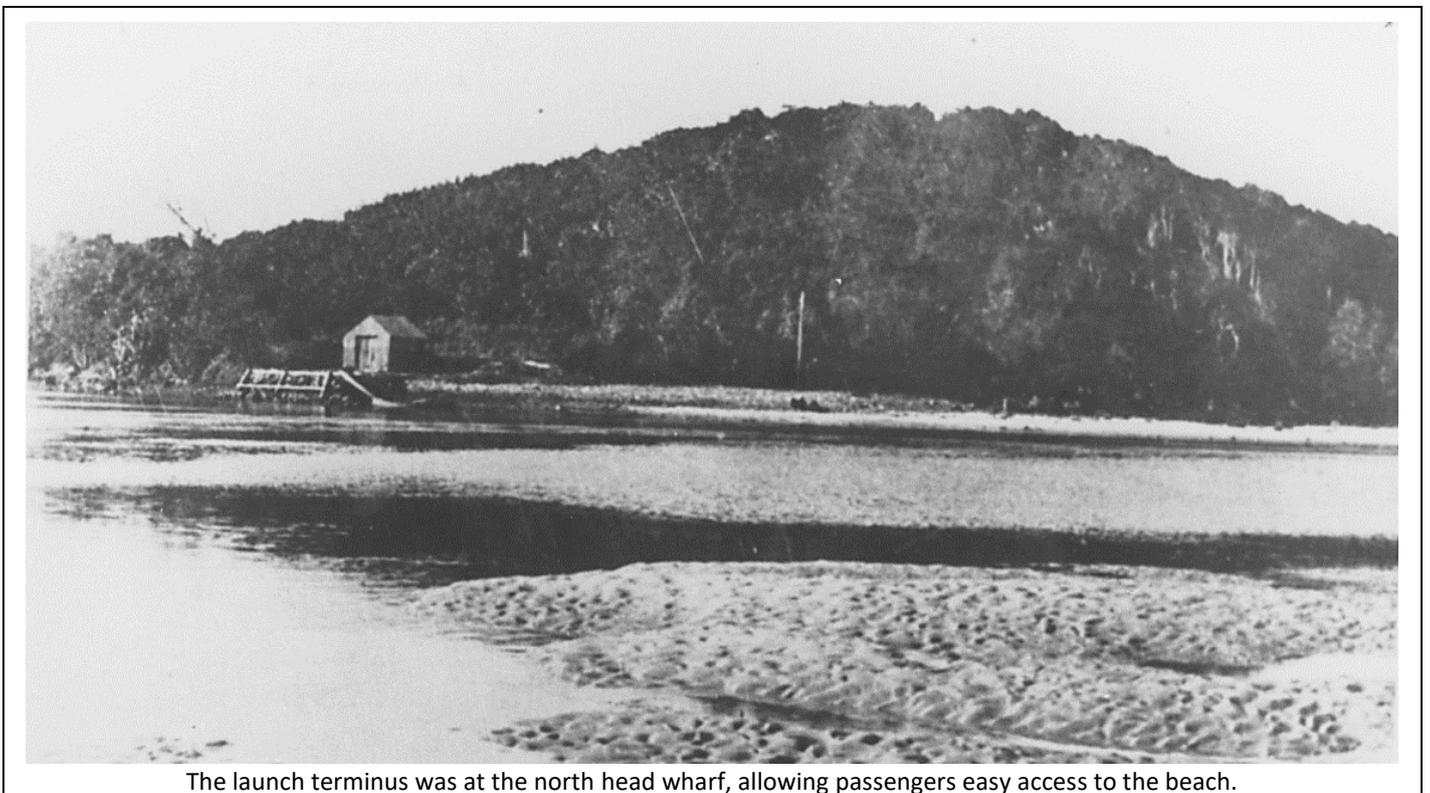
During this period rowing races on the lower Brunswick were popular, racing for the Baker Trophy. The 'Maid of Kent' was used as the officials' boat.

The 'Maid of Kent' also on occasions crossed the heads to go to the Bay for fishing trips, and when two of Australia's 'war vessels' visited in May1911 **Sawtell** took her round to the Bay and did a good business all day ferrying locals out to see the war vessels.

On 13May1911 the launches made a trip to the Heads with a large number of excursionists and on the 'Kelvin' was the Bangalow Brass Band which entertained with a number of sacred selections. The band also rendered further selections on the beach. Evening river cruises with the Brunswick Orchestra on board were also a feature of the decadent pre war lifestyle of the Mullumites and Brunswickers, the round trip finishing back at Mullum around 1AM.

**A.B. Sawtell** was also enterprising, advertising on 24Dec1912 in the *Northern Star* that *The early train Lismore to Murwillumbah will stop at the Brunswick River Bridge to land passengers for Brunswick Heads, via the LAUNCH KELVIN, on Boxing and New Year's Day.*

The Kelvin's last recorded excursion was on 1May1913, taking St John's Sunday School for a picnic. The last report of the launch was in *The Daily Examiner* 10Nov1917 when in a flood the motor launch 'Kelvin' broke from her moorings and cleared downstream to the heads.



The launch terminus was at the north head wharf, allowing passengers easy access to the beach.

The 'Maid of Kent's' fate was discussed in the Small Debts Court in Oct1913 when **S. Neath** sued **A. B. Sawtell** for £17/5/- for work done and services rendered. *Mr. Moriarty* appeared for plaintiff and *Mr. Street* for defendant. **S. Neath** gave evidence as to the arrangement that had been made for working the boats and also that defendant was to pay £15 a year

for his services on Sundays and holidays and learn him the engine (sic) and 10/- a day for extra work. He was to pay any money he collected as fares to **Bert Sawtell** or **Sawtell sen**; **Bert Sawtell** collected most of the fares. By Mr. Street: He asked defendant personally about March for £2 or £3, but defendant said he would pay up in April, as he was under heavy expense at Kingaroy at the time. He had had an explosion on board the 'Maid of Kent'. It was an accident that would happen to anyone.... **F. E. Sawtell**, defendant's father, deposed that he had taken the damaged part of the boat to Brisbane after the explosion and it had cost £8/16/- to be repaired. ...the verdict for plaintiff for £16, with 5/- costs of Court, and 13/- witness' expenses.

It seems that the repaired 'Maid of Kent' was sold to Messrs Roberts & Co of Byron Bay where it met an untimely death. *Northern Star* 7Jun1917: *The Maid of Kent, one of the Byron Bay motor fishing boats, owned by Messrs. Roberts and Co., was sunk alongside the jetty on Monday night while at anchor. It is supposed that one of the Tintenbar's stern lines fouled the boat and turned her over, as a slight swell rose during the night. If the boat is not recovered it will be a serious loss to the owners.*

**Frederick Edmund Sawtell** (1865 Marshall Mount, Illawarra - 1949 Brisbane), his wife **Susan** nee **Perrett** (1863 Ipswich – 1948 Sydney) and family came from Kiama to Queensland, thence Mullumbimby via Rosebank. In 1941 Frederick was selling land at Eight Mile Plains in Qld. Three of his sons were involved in the boating business on the Brunswick, viz launch operator **Ambrose Bentley**, the eldest (1888 Marrickville - 1948 Sydney), moved to Kingaroy, running a cordial business in addition to serving as a councillor there for several years; **Laurel Chandos** (1889 Kiama - 1973 Kingaroy) helped where necessary, but later developed a partnership in Fortitude Valley, Brisbane, running a cordial factory before retiring to Kingaroy; **Albert James** (known as Bert) (1892 Qld - 1973 Labrador), the fare collector, also moved to Qld., becoming a carrier.

And today.....



<https://brunswickrivercruises.com.au>



## Brunswick Valley Historical Society Inc. Newsletter

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

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Chris Cooney,

Roland Sjoberg

Shed Manager:

Roland Sjoberg

Market Manager:

Sarah 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](mailto:bvhs84@yahoo.com.au)

\*Deadline for newsletter items

Friday 30 October 2020

### NEXT MEETING

**Tuesday 13<sup>th</sup> October 2020  
@10.30am**

**MUSEUM HOURS – Tuesdays and  
Fridays 10.00-12.00**

**Market Saturdays 9.00 - 1.00**

### MULLUMBIMBY COMMUNITY MARKET

Next Market- Saturday 17<sup>th</sup> October

[mullummarkets.com.au](http://mullummarkets.com.au)

