



NEWSLETTER  
February 2021

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



## Museum Park Revamp

The Christmas/New Year period witnessed some members renovating the outside exhibits. The Summers Park and Brunswick Valley Historical Park signs were repainted; the School bell post was de-anted, trimmed and painted; the flagpole similarly treated. They are joined by the sculpture from the cenotaph and all looking very smart. (But unfortunately the flagpole is not functional – the rope, pulley and flag have gone walkabout along with the truck/finial). The back of the shed and roller door which has been graffitied a couple of times and was looking very shabby has had a coat of paint and looking slick again. The pioneer hut has been cleaned out, sorted out and is being readied for display on market days. The shingle roof is a disaster and when we collect enough old rusty-looking iron, it will be covered. The hay rake and sugar cane planter have been moved from behind the hut with the planter now under cover for better protection. The railway signaling post has been re-erected, painted and a couple

of pieces reattached. Fence posts have been painted and sorted to mark off the display area.

Because of illegal campers over the holidays, council requested we fence off the car park to try and solve the problem. So a chain-link fence has been erected from the front of the shed to the creek with signage that the car park is for BVHS Museum members and visitors only.

Thanks to the members for their hard work over the holiday period. Much appreciated.

## What If....

Speculating on alternate history is an interesting exercise, at least for military war-gamers or those sceptics and conspiracy theorists who reckon history is 90% fiction, concocted by unreliable witnesses to dubious events manipulated by vested interests and misinterpreted by prejudiced scholars. So..., what if the lobbyists of the Brunswick Heads Progress Association had been more persuasive in pressing for a breakwater and other harbour fantasies? What if the Byron Association's call for a jetty had fallen on deaf ears? What if the authorities had stubbornly stuck with the original route of *'the railway from nowhere to nowhere'* (that by-passed Byron and Mullum and embraced Brunswick)? What if **Ewing MLA** never had the numbers to get *The Lismore-Tweed Railway Bill* through parliament? What if **Jarman's** dream of a breakwater to Julian Rocks had become reality? What if....

Whatever the modelling scenario, inevitably the hand of man appears in the "*What If*" equation. And playing a part in one episode of the above chain of events were **Stanley Gordon Woodrow** (1861 Spalding, Lincolnshire, England – 1943 Mullumbimby) and **Hugh Michael Campbell** (1865 Raymond Terrace – 1928 Lidcombe), two Mullum movers and shakers who helped convince the surveyors of the greater merits of the railway deviation through Mullumbimby.

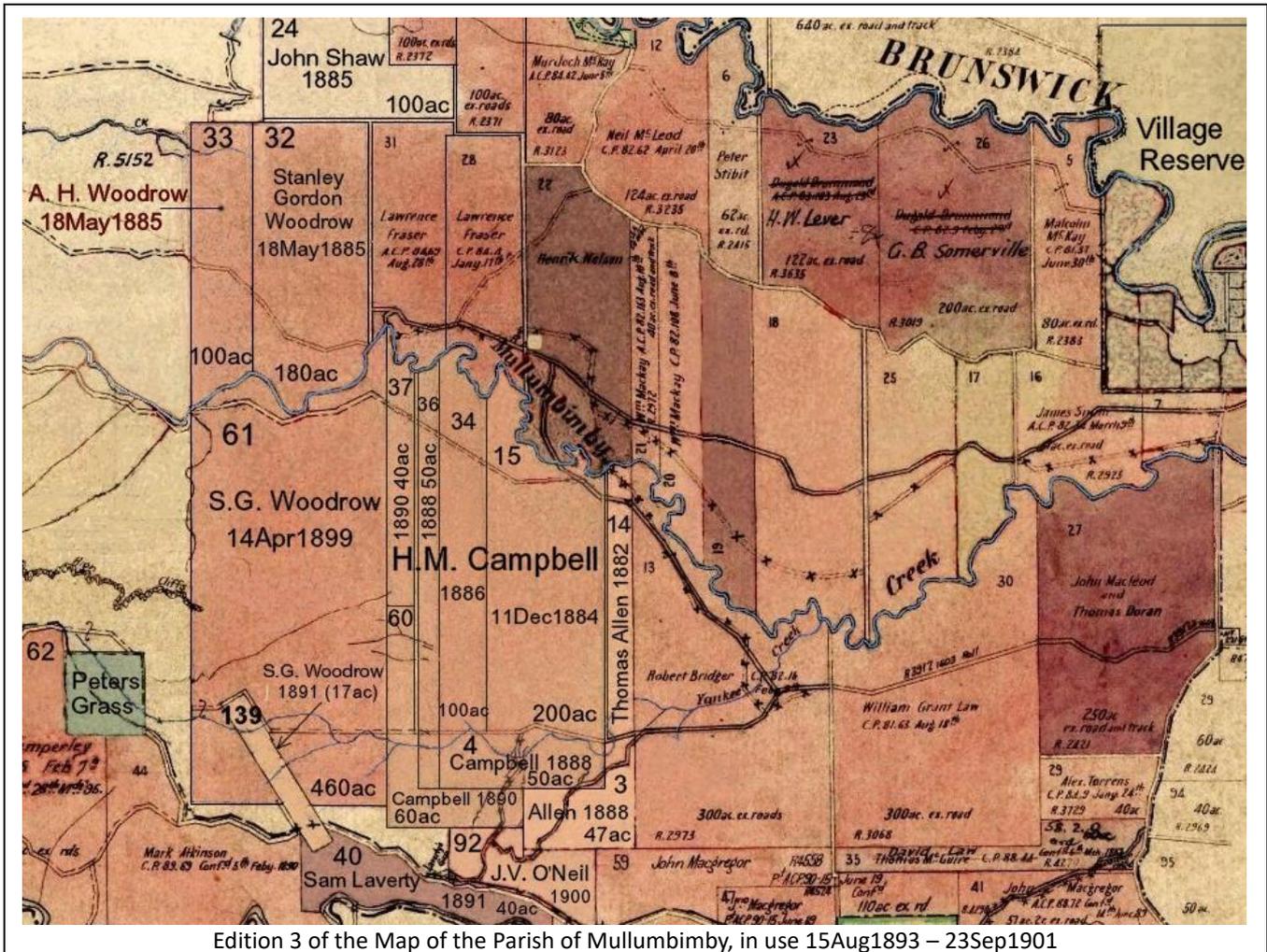
Stan landed at Shellharbour in 1883, having abandoned a Carpenter and Joiner apprenticeship and his place in the Anglican choir at Oundle, Northamptonshire, in favour of an adventurous leap into the Australian unknown. He and his brother, **Alfred Henry Woodrow** (u/k Spalding – 1926 Balmain North), selected adjacent portions at Mullumbimby Creek on 18May1885, although Alfred doesn't seem to have been a diligent farmer, having a day job at Murwillumbah as a *House, Sign and Decorative Artist and Glazier...*, *Established 1885...* said his advert. He returned to Mullum in Mar1896, practicing the same trade from an unknown base and still apparently uninterested in swinging an axe or mattock. His selection fell into the hands of **William Henry Johnson** in 1898, sometime after which he disappeared to Sydney where he died in 1926, the son of Alfred and Annie. He had married **Katherine Josephine Hart** in 1891 and begat son **Alfred Gordon Woodrow** (1892 Murbah – 1957 Sydney), who begat son **Stanley Gordon Woodrow jnr** (1918 Dubbo – 1980 Sydney).

Stan snr's neighbor, Catholic **Hugh Campbell**, had made his first selection at Mullumbimby Creek on 11Dec1884, subsequently gobbling up adjacent portions to sit on 500ac by 1890. He ran second last in a family of 12 brothers and sisters, the most prominent of whom was the bloke credited as the founder of Bangalow, **Robert Thord Campbell KSG** (1848 Clarence Town – 1915 Bangalow), the son of **Robert** and **Honora**, nee **Mooney**, migrants from County Fermanagh in Protestant Northern Ireland. In 1909 he and **J.B. Kelly** of Tyagarah were invested as Papal Knights - "*Knights of the Order of St Gregory the Great*" - in a ceremony in the new St Carthage's Cathedral, Lismore.

Stan came to notice on 26Nov1889 when he championed the cause of the railway deviationists. On his own initiative and at his own expense he made his way to Lismore to address the *Parliamentary Standing Committee On Public Works...*, claiming to represent the *'Mullumbimbi Progress Association'* and conceding that his 180ac selection was still mainly scrub. His evidence is at pages 69-70 of the final *Report, together with, Minutes of Evidence, Appendices, and Plans relating to the Proposed Railway from Grafton To The Tweed. Presented to Parliament in accordance with the provisions of the Public Works Act...*, published 1890 and now available on-line.

He claimed that *if a deviation were made in the proposed line from Tyagra Grass, going through Mullumbimbi township – that is, going through good land instead of along the coast – and then joining the line again further along, it would generate a lot more economic traffic for the railway. Nearly all the produce of something like 30,000 acres of ground would be carried from Mullumbimbi to the Bay.... The deviation was applied for several years ago, and a party of selectors went out to find a route, and then a surveyor (Mr Wilkins) came up to Mullumbimbi township... and made a few suggestions. The selectors are now of opinion that they have found a suitable route... but a proper survey has yet to be carried out. We have lately represented it to Messrs Ewing, Nicoll and Perry, MLAs for the Richmond River Electorate, in Aug1889.*

**John McGregor**, a Presbyterian Scotsman of Myocum sitting on 400ac with 120ac cleared, had given evidence three days earlier and agreed that the line should go inland, but only in conjunction with improvements to the Brunswick entrance as it remains a port in regular usage, particularly as there is *sufficient cedar and other timber to keep vessels going here for a number of years....* *Nearly all selectors in the district who are engaged in anything are engaged in dairying and cattle-raising... and nearly all their produce goes via the Richmond....* (Macgregor, as the *Northern Star's* resident 'Brunswick Correspondent', had written on 8Sep1886 that *The railway surveyor is at work here, and appears to be trying to find a route as near the seashore as possible. Coming from Cape Byron he strikes in from the beach, and crosses the South Arm about one mile from the village reserve. This will be the cheapest and most direct route, and many are in favour of it, - others are getting a petition up against it; they want the railway to go direct from Cape Byron, and through Mullumbimby, crossing the main arm some distance inland....*)



Edition 3 of the Map of the Parish of Mullumbimby, in use 15Aug1893 – 23Sep1901

[**Surveyor Wilkins**, leading one of the six survey parties laying out the first ‘permanent’ Grafton-Tweed railway route, had landed directly at Byron Bay in Jun1886, shortly before the first sale of town lots in the embryo village and a few months after work had started on the jetty, which was giving employment to 90 tent-living men, activities that had returned Byron to a prominent place on the new railway route. It had lost its place after vested interests had a trial route determined by **Surveyor Gibbes** in 1883/84, which had more or less followed the Brunswick Road from Lismore through ‘Myockum Grass’ and on to Brunswick Heads, with Byron served by a branch tramline.

Railway fever had afflicted the region in 1881, initially with a proposed line *described as being from Byron Bay, running through Bexhill, Lismore, Casino, Tabulam, Drake and thence to Tenterfield...*, tentatively determined by **Surveyor Milner**. By mid1882 a link with the Brunswick and Tweed had entered the debate and by early 1883 **Surveyor Gibbes** was on the job re-surveying the Byron Bay route. In late 1883 the locals learnt that the Government had cut Tenterfield from the mix and had ordered a *trial survey for a railway from Grafton to the Tweed via Casino, Lismore and Byron Bay...*, at the same time **Captain Howard** was *testing the facilities offered by Byron Bay, as a port and harbour of refuge...* Then in Sep1884 the Minister for Works announced the line will run from *Grafton to the Tweed River, via Casino, Lismore and the Brunswick...*, which the *Northern Star* interpreted as (*meaning, we presume*), *Cape Byron and the Tweed River...* But shortly afterwards the Government Printer issued a map showing the projected line as *passing through Grafton, Casino and Lismore, on to the Tweed Junction, with a short branch to Byron Bay...* that had been re-re-surveyed by **John A.O. Gibbes** through Apr-Sep1884, the Brunswick to be crossed near ‘*McCurdie’s Wharf*’ (current highway bridge site).

Thanks to more vested interests **Gibbes** was back again in early 1885 and has *succeeded in finding a practical route for the proposed line between Lismore and the Tweed River, the line running within a short distance of Byron Bay and the Brunswick River...* Finally, in Dec1885 parties of surveyors were despatched to determine the ‘permanent’ route, which however, didn’t deter the vested interests from continuing their lobbying activities. On 6Dec1887 *The Clarence and Richmond Examiner* complained that *Several railway surveyors are employed between Lismore and the Brunswick. This is the third or fourth time that this unfortunate line has been traversed helping to plunge the country into debt. Thousands of pounds have been spent in trial surveys...*, which could have been better spent building roads to the Tweed. Almost 12mths later the Examiner was still complaining about the influence of *the Sydney Syndicate that has large properties in*

*the vicinity of... Byron Bay. (But this funny business is a separate entertaining story, with skulduggery accusations still having legs in 1905 when Mullum **Lawyer Weigall** commented that *It was generally admitted that **Mr Ewing** (and relatives) made more out of the railway to the Tweed than anyone else....*)]*

Returning to the local conflict, at a public meeting at Mullum on 7Dec1889, **Mr S.G. Woodrow** moved: *"That this meeting is of opinion that a petition be submitted to the Department asking for a trial railway survey from Targarah Grass via Mullumbimby...."* At the conclusion of the meeting, the following gentlemen offered their services to mark a track along the proposed route:- **J. Tyrell, S.G. Woodrow, R. Argue, J. Torrens, and C. Newport**.... On 8Feb90 someone, presumably Woodrow, reported that *A few days ago the surveyor arrived and was shown the track marked out. He expressed himself highly satisfied with the same, and it is understood that a trial survey will be made at once.*

[At the time of the Sectional Committee's hearing of evidence in Nov1889, Stan said he was speaking on behalf of the 'Mullumbimbi Progress Association', which was only a few months old at this time. Until then the *Brunswick Progress Association*, with **John Macgregor** as secretary and occasional chairman, had represented the interests of the district. He was caught between a rock and a hard place in supporting the deviation while trying to keep his Brunswick members on side, his contradictory stance enabling **Hugh Campbell** to have fun driving a wedge and taking the mickey.

The Mullumbimby Association arose following a letter to the *Northern Star* on 19Jun1889 by an anonymous 'Correspondent', but probably **Stan Woodrow** (or possibly **Hugh Campbell**), saying *That the Brunswick district has been sadly neglected no one can deny..., and the people up the River (that is around Mullumbimby Creek) have particular cause for complaint....* And so shortly afterwards a group came out from under the umbrella of the all-encompassing Brunswick Association to form the Mullum Prog Assoc, the only positively identified member at this time being secretary **Stanley G. Woodrow**.]

On 22Feb1890 the *Northern Star's* 'Brunswick Correspondent', still **John McGregor**, ambiguously retorted that *It was arranged by a few that this deviation should be recommended* (to the 'Sectional Committee' of the Public Works Inquiry)...., but *The very fact of the strong feeling evinced here against the proposal at the time is, I consider, conclusive proof that the majority are in favour of the line being taken where it is already surveyed....*

Three weeks later the original informant (presumably Woodrow) said the '*Brunswick correspondent*'... *appears to take exception to my recent remarks regarding the proposed railway route, via Mullumbimby.... I merely desire to state that since the initial public meeting in March, 1885..., to advocate the inland route, irregular... public meetings have been held for the same purpose, and since the formation of the Mullumbimby Progress Association they have taken the matter up....*

On 11Jun1890 someone, again probably **Stan Woodrow** but possibly **Hugh Campbell**, told the *Northern Star* that the original deviation *appears to have been first urged on the Government as far back as January, 1885, when **Mr Neil Campbell** (unrelated to Hugh) addressed the Minister.... Two months later **Mr J. M'Gregor** wrote on the same subject, urging the same point....*

There was jubilation throughout the land 2wks later when news arrived that **Ewing MLA** had managed to get *The Lismore-Tweed Railway Bill, The Byron Bay Breakwater Bill, and Entrance Richmond River Improvements Bill* through the lower house. A Ewing Testimonial Fund got underway and by Nov1890 his grateful constituents from across the region had reached into their pockets, Byron Bay leading locally with 51 contributors, Byron Creek (Bangalow) 17, 'Jasper and Eureka' 13, inclusive of the Jasper (later Federal) Progress Association, Clunes 11, Mullumbimby 3 (**Hugh Campbell, S.G. Woodrow** and **W.G. Shearer**), Brunswick nil.

By early Sep1890 railway surveyor **G.L. Wilkins** had *finished the work on that portion of the line, known as the Mullumbimby Deviation, and has expressed himself as highly satisfied with the route.... He has prepared plans and estimates..., which will be submitted to the Minister for Works...,* who eventually gave his stamp of approval on 16Mar1891 when he called tenders for the 23½ mile stretch from Byron Creek to Mullumbimby. The subsequent last-ditch attempt by the Bruns residents to retain the original rail route, while continuing to lobby for expenditure on harbor works, was a wasted effort, making the provocation by **Woodrow** and **Campbell** an overkill. Nevertheless, the argument over who supported what where and when carried on for another year, **McGregor** playing the compromising politician in attempting to keep the Brunswick Heads people on side, while the unconciliatory **Hugh Campbell** considered the Bruns port demands a waste of money and remained steadfast on inland rail.

In Mar1891 the Minister for Works arrived in Lismore for the '*turning of the first sod*' to formally launch the railway. But a few days before his visit, the Mullumbimby Progress Association had debated *the advisability of advocating the expenditure of public money for the improvement of the Brunswick River entrance...,* the majority deciding that *If the*

*Brunswick people had erected their buildings in the wrong place, that was no reason why public money should be wasted to force the growth of a village there. One town was sufficient for the Brunswick district, and Mullumbimby was the most central place.*

The Bruns-Mullum rivalry started to get out of hand from 13May1891 when the 'Brunswick Correspondent' for the *Tweed Times and Brunswick Advocate* said *So-called public meetings are frequently being held (at the Heads) for some purpose or other, but nearly all of them having the same end in view, viz, that of stopping the advance of Mullumbimby....* He goes on in a satirical vein over the Brunswickian's arguments, in particular their orchestrated letters campaign predicting a submerged rail line at Mullum during floods of biblical proportions. **John Macgregor** also comes in for a satirical serve for his *elaborate plan for the improvement of the Brunswick River entrance....*, which mesmerized **Mr Deane**, Engineer-in-chief, who *saw at a glance that his engineers could ever hold a candle to our local engineer.*

(It's possible Woodrow was the culprit correspondent at this time, although he was often described as a 'real gentleman', implying adherence to the rules of cricket and never playing the man instead of the ball. In 1949 **George Mallam**, in giving a potted history of Mullum upon formation of the Rotary Club, said **Mr Stanley Gordon Woodrow** was another prominent early "character" - a well-educated English gentleman, who was... chiefly responsible for the railway being taken through Mullumbimby instead of Brunswick Heads....)

**John Macgregor** went for the overkill, retorting that *your correspondent, who hails from Mullumbimby, lets off what has now become his regular squib at the Brunswick Heads and all pertaining thereto; the only and imbecile apology for news that his empty pate can furnish. Owing to the fact that his puerile effusion is always from three to four weeks behind time, it is evident that the concocting of the same costs him many a weary night studying, with his hands supporting his massive jaws.... I hear it said, his examination by a medical practitioner will be necessary to ascertain if he is compos mentis.... If the denseness of his perceptive faculties did not prevent it... he'd see the paramount importance of Brun's bar improvements like the rest of us sensible people. The addle-headed blockhead who, seeing the evil fruits of his own planting, still persists in sowing the seeds of discord....*

On the same day (27May1891) **Stan Woodrow** had a letter published in the *Tweed and Brunswick Advocate*, contradicting earlier assertions by **Tom Gollan** over the wreck of the *Annie C. Lynn* (which came to grief on the north rocks upon entering the river on 1May1891). *To anyone knowing the tactics of the Brunswick Heads party the composition of the letter causes the suspicion that it emanated from the offices of what is known as the "Brunswick Combination.".... The spending of a few thousands in the construction of a dangerous training wall at the Heads would be a fine thing for the five gentlemen who run the hotels and stores down there....*, but it would cause the south spit sand bank to expand and block the river entrance. *The price of freight from Byron Bay to Sydney, by steamer, is two-fifths lower than from Brunswick, by sailing vessel.... If the authorities wish to lay out money in this district so as to do the greatest good to the greatest number....*

In the same edition **William Robert Baker**, owner-editor of the *Advocate* and an absentee Main Arm selector just north of Woodrow and Campbell, used the same wordage in urging the Bruns residents to consider the Utilitarian philosophy of *the greatest good for the greatest number...* after a longwinded piece of editorial advice: *It is with feelings of the deepest regret that we note the spirit of antagonism manifested towards each other by residents in different parts of the Brunswick district. No matter what may be urged to the contrary, it is patent to the unbiased observer that this jealousy, antagonism, selfishness, or whatever it may be called, does exist, that it underlies most of the so-called public movements....* They ignored his gratuitous sermon and on 3Jun1891 when things were getting out of hand he had to say *To Correspondents:- "S.G. Woodrow," "F.D. Nixon," and "Hugh Campbell," we cannot give publicity to your letter in their present form (sic). Too much personal feeling is manifested in each of them....* And a week later... *Our Mullumbimby correspondent waxes wrath in reply to the letter recently published by John McGregor, but as he has allowed his private feelings more latitude than is necessary we deem it prudent not to publish....*'Our Brunswick Correspondent' gradually faded away and 'Our Mullumbimby Correspondent', certainly Woodrow, subsequently filled the vacuum.

Another correspondent calling himself 'Brunswick' replied via the *Northern Star* on 23May1891: *In the first place the writer is evidently a resident of Mullumbimby, judging from the sarcastic manner in which he refers to the proceedings, etc, at meetings held at Brunswick.... No doubt some few of the Mullumbimby residents have declared their intention of doing all they can to exterminate the Brunswick people, viz., the Publicans, Post and Telegraph Department, police, and the unbearable storekeeper, to whom, no doubt, the few have to thank that they are now in existence in the district, and reconstruct them afresh at Mullumbimby.... But the original rail route should remain, with a branch line servicing Tyagarah Grass and Mullumbimby.*

A week later **Hugh Campbell** retorted that *"Brunswick,"... tried to patch up an old broken down Brunswick cause and overthrow the Mullumbimby deviation..., and it's a waste to spend a half-million, or any part of it, on an entirely useless*

work, such as trying to improve the Brunswick River entrance.

The following week (6Jun91) his neighbor **Stan Woodrow** backed him up, saying *I know the country through which the surveys pass.... It is evident that "Brunswick" was told most of the statements contained in his letter, and it is also evident that his informant ----- well does not adhere to facts.... "Brunswick" plainly shows that the Heads people do not care where the railway goes, if they can only delay or prevent it from coming to Mullumbimby township....*

On 13Jun1891 the regular 'Brunswick River Correspondent' to the Star, presumably still **John Macgregor**, bemoaned that *A small section of the Mullumbimby settlers hold views antagonistic to the improvement of the Brunswick River entrance..., and has naturally led to a retaliation on the part of those who favour a liberal policy... Through the Mullumbimby association (which - for reasons which would occupy too much of your space to mention in this letter - represents only a small section of the Mullumbimby settlers) a motion has been passed to the effect that the money available at present, for the improvement of the Brunswick entrance, would be better spent on roads, &c....* (At this time previous Macgregor supporters and Bruns stalwarts **S.G. Gray, T.G. Hough Snr, John Starr, J.A. Hanna** and **Thomas Hanna**, also broke away to form The Pocket Progress Association, later rebirthed as the Billinudgel Prog Assoc.)

Next shot across Macgregor's bows came from **Hugh Campbell** on 24Jun1891. *All the farmers on Mullumbimby (Creek?), with the exception of one or two, look upon Byron Bay as their port.... The Mullumbimby P.A. represents nearly the whole of the settlers of Mullumbimby, and its actions are approved of by a large majority of the Brunswick River residents. Your correspondent's dislike of the Association is evidently caused by the members neglecting to make him president. The inharmonious feeling he alludes to has been mainly caused by his own actions in encouraging the Brunswick Heads residents to oppose everything which is likely to advance Mullumbimby....*

On 1Jul1891 "Your Brunswick Correspondent" said *I have, for nearly 10 years, persistently worked with that end in view, viz., the improvement of our river.... The settlers of the Brunswick are resolved to have their river improved in spite of the fact that two or three at Mullumbimby are opposed to it from personal motives.... Mr Campbell's opinion that I was offended because I was not made president of the Mullumbimby Association is very amusing to me.... However, I may say that I have been asked by several to form a new association at Mullumbimby to work on more liberal lines, and in harmony with the district as a whole....*

**Hugh Campbell** said *He talks of my conceit in passing an opinion on the Brunswick entrance, but I did not, as has been done, send to the authorities a plan of my own in competition with those of professional engineers.... He says all the "trade" of Mullumbimby is shipped via Brunswick..., when the only produce exported... is a small amount of cedar in log.... He was at one time a member of the Mullumbimby Association, but as he was not allowed to do entirely as he liked, he went away like a sulky child, and has since been making feeble efforts to obstruct and oppose the actions of the Association....*

On 22Jul1891 "Your Brunswick Correspondent" said *The barren sequence of Campbell's efforts has led him to believe that someone is working "against" him. If he would work in a liberal manner to benefit the district as a whole, the result, I can assure him, would be much more gratifying. His reference to a "sulky child" is prominently observable in his own instance....*



Brunswick Heads coach meets the train at Mullum Station ~1900.

*'What if'... Woodrow hadn't stepped up to the crease, or had the Campbell bat at his back? Would the Mullum coach have met the train at the Brunswick station? (Was Brunswick Heads necessary collateral damage to ensure the birth of Mullum?)*

*If he would take the trouble to get a copy of the evidence he would see that I advocated a line, if no difficulty intervened, at some distance inland, viz, through Mullumbimby. He ridiculed the idea of a line being got that way. Now, after I and others have brought it to a successful issue after nearly 8 years working, he wishes to take some credit to himself.... The party who uses **Mr Campbell** as his "cat's paw" appears to be ashamed of his identity. I would like to see a purely original contribution from Mr Campbell.*

Machiavellian **Campbell** (or his 'cat's paw') responded on 1Aug1891: *He asserts that I was not present when he gave evidence before the Works Committee. Allow me to inform you that I was present, and I heard him give evidence in favour of the Brunswick route.... His effrontery when he says he and others brought the matter to a successful issue after eight years' working, is*

*perfectly astounding.... Apparently he was "intoxicated with the power invested" (Macgregor's words to Campbell in the earlier letter) in the privilege of giving evidence, and did not know what he said or who was present.... His childish raving about a new Association is hardly worthy of notice.... As the majority decline to allow him to be dictator, he has turned milky and threatens to form a new Association, so that he can be President....*

*On that same day **S.G. Woodrow** said "Your Brunswick Correspondent"... appears for some time past to have been using your paper as a medium for disseminating wrong information for the purpose of serving his own ends, and... it is absolutely necessary that his dominant propensity should be checked.... As I went with **Mr H. Campbell** to the sugar cane meeting referred to, it is evident that he is alluding to me.... [Macgregor had asserted that Campbell along with another, went, as "self-elected" representatives from Mullumbimby to Byron Bay (to a cane meeting in May 1891 chaired by **J. B. Kelly**)..., and moved motions (that were not approved of by a single settler on the Brunswick) for the purpose of retarding the initiation of the sugar industry here, which they ridiculed because the business had not been introduced by themselves....]*

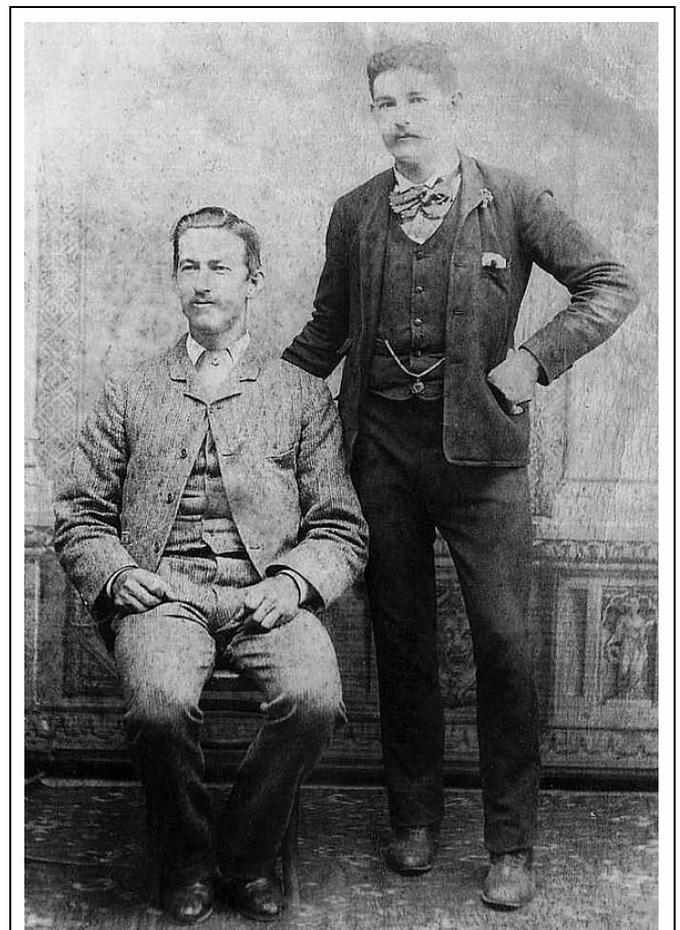
*When **Mr M'Gregor** was first appointed a member of the Lismore cane committee (to investigate and gauge interest in growing cane along the railway line), he called a meeting at Mullumbimby. I was present and supported him in every way..., and I collected the names of those interested in growing cane. His statement, therefore, that "without their aid (Campbell and Woodrow) a large area of cane has been signed for" only shows his unpardonable meanness....*

*[This correspondence having assumed a very personal tone, no good end can be served by its continuance, - Ed.]*

The 'Brunswick Correspondent' then gave his version to the adjudicating editor. *All the information I gave you as general news..., you now know to be perfectly true.... The only disaffected parties appear to be Messrs **Hugh Campbell** and **Woodrow**.... Woodrow's reference to me making a defamatory statement is therefore sheer nonsense, and I think, Sir, you are cognisant of the fact that any inharmonious feeling which may exist is entirely attributable to his own action in publishing in a contemporary (Tweed Advocate) a false statement against me.... In taking leave of Mr Woodrow I can only say that if he is uncharitable and illiberal enough to oppose the progress of one part of a district, he cannot expect to be supported in his efforts....*

*[This letter closes this correspondence, and it is only fair to our Brunswick correspondent to state that his contributions have at all times given us the impression he wrote impartially and for the general welfare of his portion of the district.... - Ed. Star.]*

The Minister for Works approved **Martin Danaher's** tender for construction of the Bangalow-Byron-Mullum portion of the line on 20 Oct 1891, but by then the antagonists had moved on from the railway deviation and Bruns harbour debates, although sniping continued on other topics, notably the formation of the *Central Mullumbimby Progress Association* by mostly Myocum farmers. Liberal **Macgregor** reported *A meeting in connection with the Labour Electoral League* at (the Protectionist stronghold of) Mullumbimby on the evening of the 26th October. Little interest was manifested in the proceedings, and the attendance was moderate.... The meeting was addressed by **Mr N.K. Ewing** (solicitor of Murbah and brother of Protectionist Thomas MLA).... **Mr M. Chisler** moved, - "That a branch of the League be formed at Mullumbimby." Seconded by **Mr Hugh Campbell** and carried.... About 15 tendered their names as members. The meeting was apathetic, and there was no discussion. (Ewing later recanted his pinko beliefs, standing as an Independent Protectionist against Endorsed Protectionist Kelly of Byron in 1895, then switching to a Free Trader in Perth and finally standing as an Anti-Socialist in Tasmania. Catholic Campbell became a great fan of Catholic Kelly but took the road to Perth at the same time as Ewing, although choosing to revive his love affair with Labor.)



*Hugh Campbell (sitting) and brother Edward (1869 Raymond Terrace – 1934 Subiaco, WA). Edward was bestman at Hugh's marriage to Anna Nixon in St Carthage's Catholic Cathedral, Lismore, in 1892 and 3yrs later accompanied the couple to Perth, where he witnessed the end to wedded bliss. (The unsavoury Hugh abandoned Anna and family and at some stage made his way back to NSW where he died 1928).  
(Courtesy Cleary Family)*

**John Macgregor** died 18May1939, aged 86. His nemesis and fellow bachelor, **Stan Woodrow**, died 13Mar1943, aged 82, the *Mullumbimby Star* eulogising that *He took an active part in all matters of interest in the village of Mullumbimby prior to it being made a municipality. One of the founders of the School of Arts, he was the first secretary of that institution, while the old Liberal League and the Progress Association claimed his enthusiasm, as also did the Rifle Club, of which he was captain for many years. He also took an active part in the agitation to have the railway line put through Mullumbimby...*, but has lived a hermit's life for the last 20yrs. His property passed to his neighbours **Victor** and **Jack Bassett**, presumably as prescribed by his Will. And his executor, **George Ernest Henville**, a clerk in Solicitor Hungerford's office, likely notified relatives, notably namesake nephew **Stan Woodrow jnr**. In Jul1946 *the executors and beneficiaries of the S.G. Woodrow Estate* presented a theodolite to the Municipal Council, presumably symbolic of Stan's role in surveying the railway deviation. (The theodolite would've made a nice addition to our collection if it hadn't gone walkabout at some stage.) (And 'What if' Stan had selected elsewhere? Would Bruns now be the home of a disused railway station?)

Peter Tsicalas

## IMPORTANT NOTICES

**Meeting time – 2<sup>nd</sup> Tuesday of each month at 10.30am**  
**2021 Membership Subscription is due now!**

### BRUNSWICK VALLEY HISTORICAL SOCIETY INC. MUSEUM RENEWAL OF MEMBERSHIP 2021

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

Name .....

Address: .....

Email .....

Phone No.....Mobile: .....

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

## OBJECT OF THE MONTH

This year at each market we are featuring a special object, mostly from our collection and each is accompanied by a booklet with its history/ story.



In January one of our members acquired some very old medical books, *Cassell's People's Physician - A Book of Medicine and of Health for Everybody*. In the prepared booklet there is a brief description of the contents of each of the 5 volumes – fascinating and

some scary stuff by today's standards.

The February market will feature Kevin Brereton's sculpture, *Heritage*, that was removed from the Mullum Cenotaph and re-erected in Summers Park. The interesting story of this unusual war memorial sculpture is covered in the booklet.

Come and check out what has been occurring at your museum.



## Brunswick Valley Historical Society Inc. Newsletter

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

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[www.mullumbimbymuseum.org.au](http://www.mullumbimbymuseum.org.au)

Facebook:

[www.facebook.com/MullumbimbyMuseum](https://www.facebook.com/MullumbimbyMuseum)

Patrons: Frank Mills OAM  
 Cr Basil Cameron

President: Stephen Hall

Vice President:

Sarah Newsome

Min. Secretary:

Sarah Newsome

Cor. Secretary: Susan

Tsicalas

Treasurer: Susan Tsicalas

Committee Members:

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Dr Mark Edwards

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 Tuesday 2<sup>nd</sup>March 2021

**NEXT MEETING**

**Tuesday 9<sup>th</sup> March 2021 @10.30am**

**MUSEUM HOURS –**

**Tuesdays and Fridays**

**10.00-**

**12.00**

**Market Saturdays 9.00 - 1.00**

**MULLUMBIMBY**

**COMMUNITY MARKET**

Next Market- Saturday 20 Feb

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

