

Newsletter



Opening hours: Every Sunday 10am – 2pm
Or by appointment.

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Committee formed June 2001; Incorporated November 2001;
Dedication and official opening 9 October 2004

President's Patter

Hello everyone

Finally we are able to open again. We opened on 13 September. During our forced closure we have been able to make lots of changes around the museum and give it a good spring clean. We are now ready for your visit. Please come and say hello. We have missed your all.

Joan

We are on Facebook and Instagram -
GC Hinterland Heritage Museum - please like us
and spread the word.

Due to the rising cost of postage = it has now gone up top \$1.10 - we would like to be able to email the newsletter to as many of our friends as possible. I know there are some of you who do not have email etc and that is fine. You will still get your newsletter as per usual. If you receive our newsletter through the post but have an email address could you please send an email to ismills2@bigpond.com and I will add you to the email list to receive the newsletter. Many thanks.

HAPPENINGS AROUND THE MUSEUM

Our new entry. With just a few weeks work by our volunteers and recycling of items we had at the museum we changed this



Into this.



Why not visit and see what other changes and improvements we have made

The Autotime Scale is marked for summer at midday. During winter and in the morning and afternoon, use the aperture next larger than the one indicated.

Indicators have been set according to the Autotime Scale. An unexposed section of film is in position. Press down the shutter release.

If the indicator is at A (clear), 50 (brilliant) or the indicator is at B (single pressure of the shutter), a single pressure of the shutter will open the shutter. If the indicator is at C (gray, dull and very dull) one pressure of the release will open the shutter, and another pressure must be given at the end of the desired exposure to close the shutter. If



FIG. 19.

the indicator is at B, the shutter will remain open as long as the release is under pressure, and will close immediately the pressure is relaxed.

Immediately after every exposure, make the autographic retractor return the section of film into position, as shown in Fig. 19.

If preferred, the camera may be substituted with a camera having an Autotime Scale commencing with No. 1. For details, see p. 26.



Meniscus Achromatic Lens.

When making instantaneous exposures the subject should be in the broad, open sunlight but not the camera. The sun should be behind your back or over your shoulder. If it shines directly into the lens, it will spoil the picture.

FIRST.—Set the indicator A at 25, 50 or 100. This adjusts the shutter for exposures of 1-25, 1-50 or 1-100 of a second.

SECOND.—Set the indicator B at No. 2, the proper opening for instantaneous exposures.

THIRD.—Press the release on the camera front.

NOTE.—If the indicator is set at 50 or 100, in more than one exposure, do not attempt to make more than one exposure.

Meniscus Achromatic Lens.

The camera may be mounted on a tripod or other support. The camera may also act as a strut—enabling the camera to stand in an upright position on a table or other firm and level support as in Fig. 19.



Do you like old cameras? Come along and see our large collection on display in one of the rooms of the Nerang Railway Station. Some of our cameras are over 100 years old. If you have any questions, we have volunteers who will only be too happy to answer them.

PROPOSED RAILWAY ROUTES – A VISIT TO THE DISTRICT – THE OPENING FOR SETTLEMENT – MUDGEERABA AND TALLEBUDGERA

NERANG TO TWEED HEADS. (1897, June 12). The Brisbane Courier (Qld. : 1864 - 1933), p. 7. Retrieved July 21, 2020, from <http://nla.gov.au/nla.news-article3652604>

The proposal to extend the railway from Nerang one of the present terminal of the South Coast line to Coolangatta, Tweed Heads, has recently been brought prominently under notice. It has been urged that such an extension, apart from the advantages to the north-eastern districts of New South Wales, would have a material effect in opening up and developing the large tract of country lying on the Queensland side of the border line. With a view to learning the extent of this as well as its possibilities, a representative of this journal recently made a tour of the proposed routes. Taking first the route which is known as the middle survey, it is found that the distance from Nerang to the site of the station at Mudgeeraba is eight miles, and from Mudgeeraba to Tallebudgera seven miles; thence over Tallebudgera Creek at the oyster beds to Coolangatta ten miles; or a total distance of about twenty-five miles. The top survey branches off at Reedy Creek, about a mile from Tallebudgera Creek and forms a deviation of about five miles, which would place the station about two miles and a half up the creek. This survey passes through the broadest part of the settlement, thence through a gap at the head of Currumbin Range on to the top of Currumbin flat, thence down that flat to the middle survey. Our representative's attention was chiefly directed to the benefited areas calculated as being within a radius of three miles and a half to five miles along and from the proposed railway stations. He found that within the Mudgeeraba area there were forty-three selections and homesteads, aggregating 25,527 acres.

THE RESOURCES OF MUDGEERABA.

Commencing at a point four miles midway between Nerang and Mudgeeraba, and finishing three miles and a half beyond the latter place, which is half-way beyond the latter place, which is half way from Tallebudgera, the land on both sides of the route is principally forest and flats, eminently suited for dairy purposes, the flats being adapted for general agriculture and sugar cultivation. Up Mudgeeraba Creek and on either side to the banks of the Nerang Creek, for some distance there are several clearings; the remainder is dense scrub with exceedingly rich soil, with occasional alluvial flats of surpassing fertility. Further south is Benigin Creek, the Nimal Range on its north bank with equally fertile land

for cultivation, and especially dairying, right up to its source, some twenty to thirty miles up in the Macpherson Range.

Dairying, farming, fruit growing, and timber getting are the chief industries. In the immediate vicinity of Mudgeeraba dairying is the principal occupation engaged in. There are four large dairies at work, whose combined weekly output of cream in the height of the past season was 170 gallons, equal to 1200lb. of butter. The contributors were – Messrs. Fredericks and Rolf, (now milking thirty-five), Lavers (W.H. and T.), J E Young, R E Davenport, Isaac Andrews and Messrs. Stephens and Rudd, the latter one month themselves making 1435lb. of butter. All are now, however, sending their cream to Brisbane, carting it ten miles to Nerang. This, of course, is very unsatisfactory, for, apart from the cost, the jolting of the rough road almost churns the cream into butter. Railway facilities would certainly be the means of developing the industry about Mudgeeraba, and many of the farmers state their willingness to increase their herds, while there are others who would enter upon the business of dairying. Mr McIntyre, for instance, is milking eighteen cows, making about 1cwt. of butter on his own account each week, and declares that, with the conveniences of a railway, he would soon work a herd of 100. The class of dairy cows are good, care being exercised in selection and breeding, Ayrshires, Jerseys and South Coast having been introduced and fostered. Rolf and Fredericks have a fine lot of half-bred Jerseys, Mr McIntyre Ayrshire strain; Mr Young a good strain of milers, milking forty in summer, now twenty-five. Mr Rudd has improved his herd by the introduction of two South Coast bulls shortly after his joining Mr Stephens some six years ago, so that with judicious culling they have now a herd of good milk and butter producers. There are about 700 cattle used for dairy purposes in the Mudgeeraba district.

Some ten or a dozen of the dairymen and farmers go in for pig raising and fattening, from 100 down to a modest ten, make up a total send away of about 500 during the season. Of maize, about 1000 bags are forwarded to market per annum, as well as a large weight of English potatoes. Mr Isaac Andrews despatches a considerable quantity of chaff. There are only two large fruit growers, and both are located on Little Nerang, but they are crushed cruelly by having to send their produce to Nerang Station, over fifteen miles of hilly road. A railway to Mudgeeraba would place them within four or five miles of the line. One of these fruit growers, Mr August Abraham, has been on the creek fifteen years. He has felled 100 acres of scrub, and all is now under cultivation. He raises heavy crops of maize and fattens sixty pigs; has gone in extensively for oranges, some of the trees being fifteen years old, yet of perfectly healthy growth and heavily

cropped. All he asks is 'the railway'. A little lower down the creek Messrs. J. and H. Roessler have an orangery of thirty-one acres, under the management of Mr Joseph Schneyd. The trees are in perfect health, and are bearing heavily, but the whole of them are not yet in fully bearing. The cultivation is perfect; not a weed is to be seen and the foliage shows not a trace of the drought. The orangery occupies a long strip of flat ground, originally scrub, running parallel with the creek and coming on to it suddenly after crossing a little spur, no prettier sight can greet the eye of the stranger. There is a large cooling-room and a saw bench, by means of which the timber for packing cases is cut, while lift and force pumps worked by a 6 horsepower engine, and equal to about 600 gallons of water per minute for irrigation purposes, are in convenient positions. Last season the crop ran up to 4000 cases, a fourth of which perished because they could not be got to market in time owing to the long distance and bad road to Nerang. This year's crop Mr Schneyd estimates at between 5000 and 6000 cases. One row of Lisbon lemons trees surround the orchard, and these have a better appearance than those grown in the red soil on the South Coast and islands of Moreton Bay, but at the same time there is a want of uniformity in the size, shape and quality of the fruit. Almost every settler in the area mentioned has from a few trees to a few acres of orange trees, all showing the adaptability of the soil and conditions for their perfect growth.

The timber resources of the district are important, and the output would find its way to the railway at Mudgeeraba, some being drawn twenty-five miles to Nerang. A saving of ten miles haulage makes the difference between non-remunerative and remunerative labour. Some idea of the fine timber on Mudgeeraba Creek may be formed from the fact that one cedar felled girthed 25ft. 6ins. at base and contained 15,000 feet superficial when dressed and sent away in nine logs. A pine tree was also cut down, girthing 18ft. 2in. free of bark, at the butt end, and the stem measured 100ft. to first branch. There are also in the scrubs millions of feet of flooded gum, towering tall and straight from 80ft. to 100ft. from base to first limb. Ironbark piles 67ft. in length are now being drawn from Benogin Creek to Nerang for shipment to the North for works there. On Nimal Mountain there is now growing a huge red box tree, which girths 32ft. at a height of 6ft. from the ground.

Along the route of the survey, from Mudgeeraba to Tallebudgera, which runs parallel with and to the east of the coach road, the line passes through good grazing land, the largest block being that of Messrs. Stephens and Rudd. All of this is suitable for dairying purposes, and some cultivation. On the coast side of the survey there is an enormous swamp,

extending from rear of Mr W Stephen's house at Merimac to within about a mile of Little Burleigh Heads. The coast survey branches off at Reedy Creek at about the same point as does the top survey deviation.

THE TALLEBUDGERA SETTLEMENT

The Tallebudgera settlement, within the area to be benefited by the railway, comprises about 9,801 acres. Currumbin Creek, between Tallebudgera and the border, has as yet only a few settlers. The total area alienated, however, is 11,259 acres, of which the City Bank of Sydney hold 9,700 acres, comprising what is known as Currumbin Flat. There are a large number of small holdings in each of the districts, the numbers of ratepayers, according to the books of the Nerang board, being; Currumbin, 40; Burleigh Township, 62; and Coolangatta, 17; the last two enumerated and half of the Tallebudgera figures representing town allotments. The first selection of land and its settlement at Tallebudgera dates back twenty-seven years, when the late Mr John Andrews took up his abode. Next in order came his brother, Mr Samuel Andrews, who if he lives until August next will have been there twenty-six years. He has been most successful in his farming and has added to his broad acres year by year, until he is now the proud possessor of a fine estate represented by 3,700 acres. The settlers have been much handicapped all through in having to cart their produce such a long distance – to Harper's Wharf at the mouth of Nerang Creek, via Burleigh Heads – eleven miles from the township, six miles of the road being over sand, in which the wheels of the wagons sink up to the nave. Settlement having extended up the creek for about ten miles, the one furthest up has twenty-one miles to cart his produce. On Currumbin Creek they are at a greater disadvantage, intensified by a further distance and one long, steep range to cross in order to get to Tallebudgera. The effect of this difficulty has been that whereas for ten years back and more, when there was, it is stated by Mr S Andrews, some thousands of acres of land under cultivation, there is not now two thousand acres under crop. The population has also decreased. Much of the land is now under grass, mixed with white clover and rye, but the latter does not answer well. However, the pasture is a most luxuriant one, and nowhere, in the best of seasons, would stock look better or be in finer condition. When the scrub was first cleared a crop of 100 bushels of maize was the regular return; now there is an average of over 50 bushels per acre. This year it is computed that there will be from 1000 to 1500 bags of maize available for market after allowing for fattening about 600 pigs for market, these being driven to Nerang Railway Station, and fairly proportioned between the two buyers – the Messrs. Howes Bros., of Oxley and Hutton, of Zillmere. Mr S Andrews's quota of fat pigs is 200 per

annum, and of maize this season 500 bags, and his son William 200 bags. Dairying is only carried on by five settlers – W Dolan, J Dolan, Simpson and Grifoskie (one milking up to forty cows) – who send their butter by coach to Nerang and Murwillumbah. Mr Nelson Reid milks from ten to fifteen cows, and makes cheese, for which he has a local sale. Owing to the low prices ruling for produce during the past few years, settlers say that, with expensive land carriage, it did not pay them to send it to market. Hope was inspired in the breasts of the settlers twenty years ago when Mr McLean, the then member for the district, moved in Parliament for a survey of a railway to the border. This hope was cherished for ten years and when the survey was made ten years ago, hope and expectation ran high, but the hope so long deferred has made the hearts of these hard-toiling expectant settlers sick. Their spirits are again reviving under the prospect of a probable speedy realisation of their hopes and modest aspirations to keep their cupboards full of rations and their farms free of debt. It is painfully true, as many of the settlers remarked that they have been keeping the farms instead of the farms keeping them. The richness and fertility of the soil on Tallebudgera and Currumbin Creeks cannot be surpassed in any district in the colony, or that adjoining, and is equalled by few in either, and excepting on the flat opposite the township there has been an absence of frosts. On each side of Tallebudgera Creek settlement runs for over ten miles, the scrub extending, where not cleared, from the water's edge right up to the top of the hills and ranges, the soil being alluvial, chocolate and red volcanic. A fortnight ago could be seen small patches of bananas on Mrs Weedon's farm perfectly green, and from a mile above the first crossing of the creek right up to Hatley's (eight miles) numerous areas of English potatoes, with tops as green as leeks, and untouched by the frosts, while two patches of arrowroot waved luxuriantly. This latter is an industry the settlers could well follow on the creeks in the district, for there is a never-failing supply of the purest water. On both Tallebudgera and Currumbin creeks there were ample evidences that the orange is quite at home. There are trees ranging from those bearing for the first time up to and over twenty years old, bearing heavy crops of fine, large fruit of excellent sweet flavour and quality that would command a market and top price anywhere. The trouble is the same all round – the difficulty of getting the fruit to market. With a railway handy hundreds of thousands of cases of oranges could be grown on Little Nerang, Mudgeeraba, Benogin, Tallebudgera and Currumbin creeks lands as well as on the eastern slopes of the Macpherson Range from the border to within five miles of Murwillumbah. On the top of this range, about eight miles from the latter town, Mr Henry Eden has an orchard, locally

known as the 'Garden of Eden'. It is a valuable and interesting object lesson as illustrating what fine fruit in the shape of oranges and apples, both eating and cooking, can be grown.

It is, however to dairying that the Tallebudgera and Currumbin people are looking as a way out of their depression. Moving their maize crops on four legs to market in the comely shape of fat pigs has been a good stand-by and a means of fairly good existence to the farmers. The flats are scrub lands now under grasses show what pasturage and carrying capacity the unfelled scrub lands possess for dairy cattle. In addition to the land already alienated, there are hundreds of square miles of Crown lands – scrub – on the hillsides and ranges on either side of and at the heads of the creeks enumerated which would be rendered accessible, and probably would be eagerly taken up, were the construction for the railway decided upon. It is claimed that a number of selections now lying idle would be worked again by the owners, and those which were taken up on the easy conditions of residence by bailiff, would be improved, leased or sold to those who would utilise them for their own benefit and the benefit of the colony. It is stated that sometimes five or six people a week view the unalienated lands up the creeks above the settlement, but do not take it up because of the distance from means of transit, either by railway or water carriage. Referring again to the potentialities of the district in connection with the dairying industry in the Tallebudgera and Currumbin districts, there are 1200 cattle, owned by twenty-five owners, according to returns for 1897, ordinarily used for dairy purposes. These, it is stated, would be in five years, if railway facilities were granted, increased to ten thousand, half of which would be in milk. As to the character of the country and its adaptability for carrying on dairying on an extensive and successful scale, the opinion of Mr Hartigan, of Murwillumbah, who is a native of Illiwarrah, and is well known to hundreds of Queenslanders and anew South Welshmen as a man of sound judgement, is 'that the lands of Tallebudgera and Currumbin were superior to those of the Illawarra district which were selling for 30 and acre'.

BULLOCK TEAMS

<http://www.goldcoaststories.com.au/bullock-teams/> viewed 01/11/2020

Bullock teams and large heavy horse teams were an integral part of the Gold Coast's early timber industry transporting felled logs from the Hinterland to meet the almost insatiable need for timber for the growing settlements of the region.

As late as 1930 there were 24 bullock teams on the roads of the Gold Coast Hinterland, transporting logs from the slopes of the McPhersons through Advancetown to Nerang wharf or after the arrival of trains in 1903, the railway station.

Advancetown was a halfway unyoking place, where drivers and bullocks rested, ate and drank. It's thought that a number of modern roads in the Hinterland evolved from these early timber getter tracks. A visitor to the region in 1884 noted that timber wagons could be seen at every turn.

On 16 January 1934 Hughie and Johnnie Guinea, with their bullocks, hauled the last load of logs from Advancetown to Nerang signalling the end of an era. The role of the huge bullocks had been replaced by large trucks.

While trucks were preferred, they were not able to access the dense scrub and difficult to reach places, but the bullocks and their bullockies could. However, despite their strength and ability to move through the landscape the bullocks required food and water that was not always accessible on the logging grounds. On occasion the rough terrain prevented the bullock teams from reaching the felled timber and it was left behind.

Hughie Guinea recalls that the arrival of the trucks "...was not the end of those stout hearted bullocks who we loved as part of our family. I lost count of the number of times I was asked to yoke my bullocks to pull timber trucks out of bogs or ditches. If a bullocky lived to be 100 he always remembered his bullocks, each one was called by name, and each one had a different personality. They were magnificent courageous creatures." Many people are surprised to learn that there are still bullockies and working teams across Australia, including one in the Gold Coast Hinterland.

Management Committee 2019

Joan Rudd [President], Anne Panitz [Secretary]. Sue Mills [Treasurer, Registrar, Newsletter: Jack Rudd, Brian Cox, George O'Brien, Lenore Crouch, Mariette Buckingham, Neil Sands, Pam Sands, Peter Jones, Carol Jones, Warren Davis, Tom Cowper.

Meetings held 3rd Sunday of each month on site.

Our aim is to collect and preserve historical and heritage material illustrating the growth and development of the Hinterland Region of the Gold Coast from the original pioneering days until today. We plan to arrange and describe these materials and make them accessible to the general public on a regular basis as well as providing educational programs where possible to increase public awareness and appreciation of the Gold Coast Hinterland region's history and development. Members of the Management Committee have connections with pioneering families in the district.

"Friends of the Museum" is for anyone who shares our same interest in preserving the history of our region and is interested in assisting with the set-up and operation of the museum. Further details on the 'Friends' and application form may be obtained from the secretary.

Diary Dates - subject to change without notice

October 2020

- 4 – Museum open 10am – 2pm**
- 11 – Museum open 10am – 2pm**
- 18 – Museum open 10am – 2pm**
- 25 – Museum open 10am – 2pm**

November 2020

- 1 – Museum open 10am – 2pm**
- 8 – Museum open 10am – 2pm**
- 14 – Exhibition workshop 9am**
- 15 – Museum open 10am-2pm**

The Museum Committee would like to thank the Council of the City of Gold Coast for their continued support of the Museum through Whole of City Funding and rate reduction.