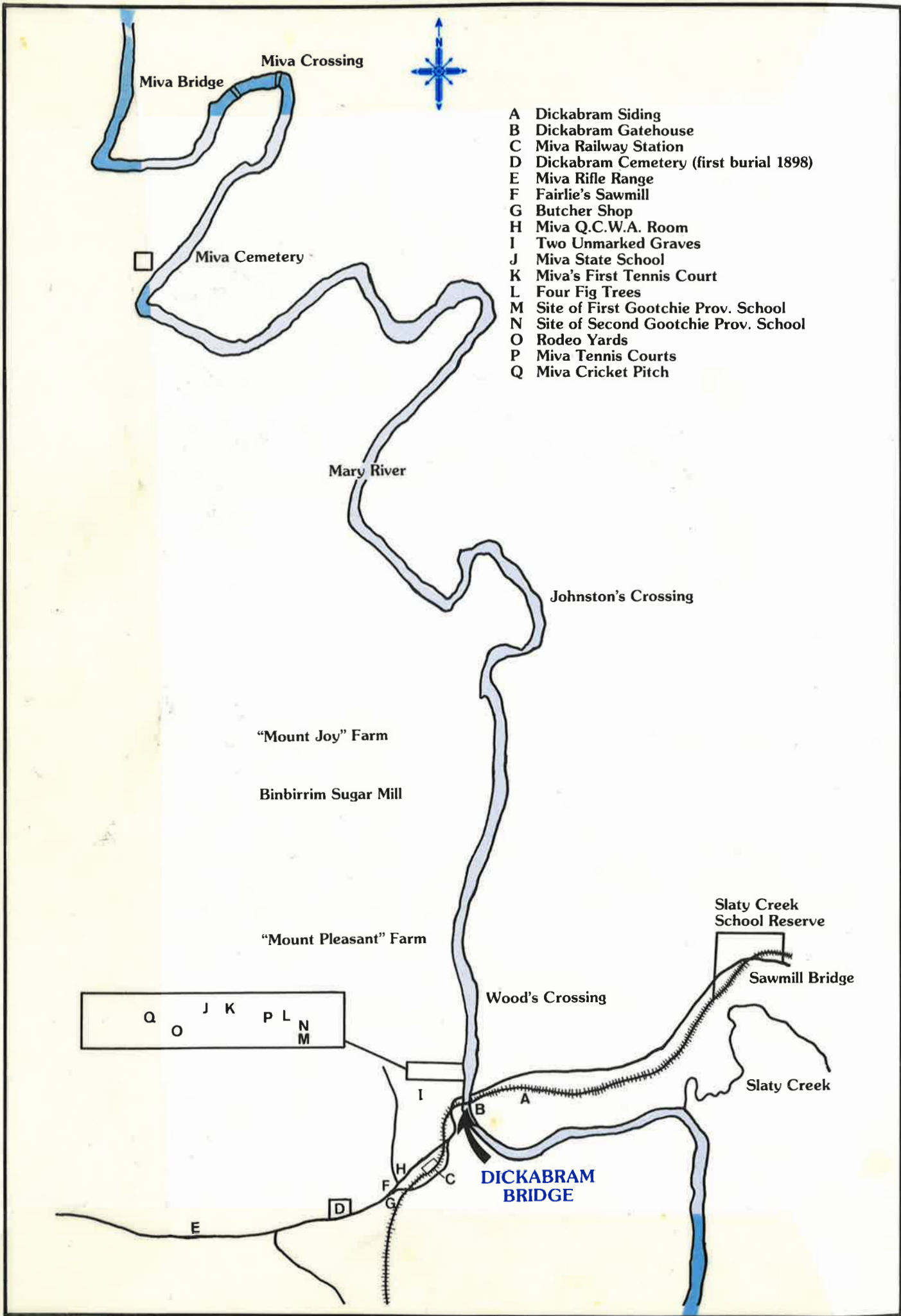


**DICKABRAM BRIDGE  
CENTENARY  
1886 — 1986**



***A brief history of the district***



- A Dickabram Siding
- B Dickabram Gatehouse
- C Miva Railway Station
- D Dickabram Cemetery (first burial 1898)
- E Miva Rifle Range
- F Fairlie's Sawmill
- G Butcher Shop
- H Miva Q.C.W.A. Room
- I Two Unmarked Graves
- J Miva State School
- K Miva's First Tennis Court
- L Four Fig Trees
- M Site of First Gootchie Prov. School
- N Site of Second Gootchie Prov. School
- O Rodeo Yards
- P Miva Tennis Courts
- Q Miva Cricket Pitch

Q O J K P L N M

**DICKABRAM  
BRIDGE**

# DICKABRAM BRIDGE

## CENTENARY



1886 — 1986



## INTRODUCTION

In preparing the information for this publication, which incidentally started out as a leaflet, we have found it very difficult to be selective with the mountain of material gathered.

We are especially grateful to Mr. Lambert Krafft for allowing us to have copies of his family's newscutting collection, and to Mrs. Carlson for allowing us to do as we wished with her book 'A Century of Settlement'. Also our thanks must go to all the local family members who still reside in the area, and to those who have moved further afield, who have assisted in any way.

Australia Post has been extremely helpful with information re the Post Office and our thanks go to Shirley Kingston, their Historical Officer. The Bureau of Meteorology has also been most co-operative.

Every endeavour has been made to reproduce material as accurately as possible and we trust you will forgive any errors or omissions which may have occurred.

We hope this small sample of the information will awaken memories of bygone days, and give to younger readers an insight into the past.

Jennifer Lipsett-Nahrung and Kathy Dakin

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# MIVA CROSSING

Before going into the details of the construction of the Dickabram Bridge, it is worthwhile looking at the Miva Crossing, and the bridges, which were built and washed away nearby. It must be remembered that Miva Township had been surveyed in the area which is now referred to as Munna Creek. This roadway was considered the main highway between the South Burnett and Maryborough.

Plans were drawn up for the first bridge to be constructed, with tenders being called in June 1877 for the supply of timber and ironwork. It was described as a low level bridge 210 feet long with 18 feet roadway between the curbs, consisting of six bays, three trusses of driven piles, and three framed and strutted even with the surface of the bank, and lined with cement concrete. This latter was to project upon the rock, which had been found at a depth of seven feet. The decking was to be about eight feet above the average water level.

Its official opening was celebrated at Braid's Hotel on 30th October, 1878, and attended by residents of the Upper Mary, who gave great credit to Messrs. Wood Bros. the contractors, and Mr Bragg the District Inspector, for the solid construction of the bridge.

By the 19th February 1880, following three days of heavy rain, news filtered through to Maryborough that the bridge had washed away. These early reports were discounted as being wild stories, until confirmation was received on 21st February. The destruction of the bridge was caused by an accumulation of pine logs under and against it, lifting the structure clean out of its position.

The bulk of the bridge became jammed in a narrow neck of the river a few hundred yards below its original site, and when the river level had dropped by October that year, it was suggested that a great deal of it could be retrieved and used in the construction of a new bridge. Some folk suggested a stone weir or causeway would be a better prospect.

## **Maryborough Chronicle - 13th November, 1880.**

Mr E.B. Barns, of this town, and Mr J. Henderson, of Tantitha, narrowly escaped death by drowning on Tuesday last, while attempting to cross the Mary River at Miva, the spot where a bridge was swept away. These gentlemen were on their way to Barambah Station and were being driven in a buggy by Orrell, who is known as a careful driver. Previous to arriving at the crossing place, they had been warned not to attempt to ford the stream, as a strong current was running. On arrival, however, it did not appear quite so formidable, and Orrell at once put the horses to it. Before proceeding far the horses were carried off their legs, and swept down the river, and the occupants of the vehicle precipitated into the water. With great difficulty they reached the bank, Orrell especially being very much exhausted. Mr Barns, who is a powerful swimmer, rendered valuable assistance in rescuing Mr Henderson from a watery grave.

A second bridge was completed by mid 1881, however the Works Department in this instance opted for a less expensive structure. No provision was made to prevent horses, drays, or anything else slipping or falling off the bridge into the rushing stream below.

## **Maryborough Chronicle - 2nd June, 1881.**

A handrail, at the least, would probably be the means of preventing some serious accident to man or beast some time or another, and surely would not cost much. It appears to be almost criminal negligence on the part of the authorities to allow a bridge to be erected over the Mary River, which is intended for the public benefit, and yet to cross which at certain times would be a matter attended with great risk to man or beast. A dark, rainy night; the smooth planks all slippery; a fresh in the river roaring and whirling by over the rocks below; and not even a rail to mark the edges of the bridge, and warn the unconscious wayfarer of his proximity to danger.

A sad accident happened at the bridge on the 14th ult. An old man, aged 63, named Henry Ash, who was employed as blacksmith to the bridge gang was returning from his work to his camp across the bridge along some staging which was erected in connection with the bridge, when he slipped, and fell a distance of some eight feet on to the rocks below. Death was instantaneous. A magisterial inquiry, held upon the following day, resulted in a verdict of accidental death.

## **Maryborough Chronicle - 6th July, 1882.**

On Monday last a shark measuring 6 feet in length and 27 inches round the jaws, was found stranded on the rocks at Miva Bridge, on the Mary River near Gootchie. How this marine monster found his way so far from his natural and briny element, 60 miles or so above tidal water, is a mystery, but there is no doubt he must have accomplished the journey up the river at least two years ago, when the falls which abound in the river between Yengarie and Gootchie were covered with sufficient water to allow him a fair swim across. This theory is borne out by the rumours which from time to time agitated the dwellers on the banks of the Upper Mary, that a large shark inhabited the deep water above Tiaro.

The second bridge met a similar fate to the first one. In October 1882, the force of water and driftwood against it, lifted the structure and canted it over on its side. The water then rose higher and the bridge was swept away.

This letter to the Editor of the Maryborough Chronicle shows the importance of this crossing to the landholders of the Upper Mary.

## **Maryborough Chronicle - 28th October, 1882.**

*The Miva Bridge (To the Editor of the Chronicle)*

Sir, - In the interest of a large number of your subscribers residing this side of Miva, would you kindly use your usual influence in the proper quarter in hopes the Government will be induced to cause the re-construction of the late bridge, the most of which has been washed away owing to the large number of logs that accumulated about it, brought down by the recent fresh. As matters stand at present all the settlers from Miva to here are isolated, and how they are to get their produce down and their supplies back from Maryborough, their natural port, is a very grave question; indeed even traffic for vehicles when the river is fordable will be impossible, owing to the abrupt state of the approaches. Therefore it behoves all the settlers in the Burnett, Wide Bay, and even the business people of Maryborough (especially so as to prevent the traffic from either going to Noosa or Gympie) to press on their members while the House is in session to urge upon the Government the necessity of re-construction, otherwise I fear that between two stools we will fall to the ground, as the Government may try and shirk the responsibility on the plea of handing it over to the Tiaro Divisional Board, while the latter no matter how willing they may be to afford relief, have not the means. The handing over of expensive works, erected on bad principles, to a local body is scarcely fair. Had the bridge been erected either above high water mark or on the low level system, instead of the medium course, the country would have saved a third expenditure. Should the latter principle be adopted in the re-construction this time which would be by far the cheaper and answer the same purpose, the establishing of a toll-keeper with proper appliances to remove accumulated debris &c., in time of flood, and by charging reasonable fees the proceeds of which would no doubt pay working expenses and interest on the money spent, and especially that there is a reserve of over 2000 acres at the crossing, the use of which to the toll-keeper would be a consideration against salary.

M. Tansey.

Lower Burnett, Oct. 16, 1882.

By December when the water had subsided to the normal level, it became evident that the piles had only been sunk two or three feet into the river bed and were not secured with concrete. A small portion of the structure remained attached to the west bank, but the rest had been washed away.

**Maryborough Chronicle, 13th December, 1882.**

Mr W. Baynes, member for the Burnett, made a well-timed effort to get the bridge again re-built for the convenience of that large section of his constituents who use the Miva road as their highway to port, but was not successful. There is no doubt that the present ford which was to be used in lieu of the bridge is dangerous and not always practicable. After a little rain the crossing is not fordable. A bridge for ordinary traffic is absolutely necessary, and unless the Government adopt the best course now open to them and make the projected railway bridge available for vehicular traffic, some steps will have to be taken shortly to supply the place of the destroyed Miva bridge.

for traffic in rainy weather. The stream rushes over the centre of the structure with such force that horses cannot get across in even three feet of water, and its rapidity is due to the fact that the water just before reaching the crossing has to pass through a narrow gorge which concentrates its force. Three persons quite recently had their horses washed from under them, and all who use this road are of opinion that the old natural crossing, running alongside the present ford, was a great deal better and safer for traffic, but it cannot be used now as the causeway acts as a dam, and throws the water back over it to a depth of five feet. The Tiaro Board should certainly give their attention to the matter or a serious accident will happen sooner or later. It is evident that sufficient forethought and caution, has not been exercised by those under whose direction a dam has erected across a dangerous stream instead of a bridge.

Fifty years passed before another bridge was constructed.

**Blazing Track From Miva to Maryborough -  
Newscutting**

Mr J.H. Atherton, Miva Station writes:-

I desire to reply to the letter from Mr George McLachlan senior Biggenden, in the Maryborough "Chronicle", on Tuesday March 22, 1938, whereby he states that he cleared the track and took the first load of provisions and grog to Kilkivan in 1869. I consider Mr McLachlan was rather late on the job, as my father, the late J. T. Atherton, bought a block of country from Messrs. Anderson, Leslie and Mant, owners of Gigoomgan, in 1861, which he named Miva Station.

One of my father's earliest works was the clearing of the track between Miva Station and Gootchie, also making a crossing in the Mary River, which was the first stage of the journey to Maryborough, to which centre my father had to make periodical journeys by bullock dray to obtain rations and other necessary supplies. Before the present concrete causeway was constructed, two wooden bridges had been built and both were washed away; then a wooden causeway was built across the river, then later the present concrete one. Mr Wm. Gesch, of Miva, and his brother, the late Mr August Gesch, crossed the second bridge with two horse teams loaded with wool from Boonara Station, which is near Goomeri, en route to Maryborough, the day before the bridge was washed away.



Miva Crossing Bridge

At this stage it was thought that the Kilkivan Branch Railway Line would leave the Main Line at Gootchie.

**Maryborough Chronicle - 13th March, 1885.**

Our attention has been called by a frequent traveller in that district to the way in which the crossing or ford over the Mary River at Miva has been constructed by the Tiaro Divisional Board, it being of such a nature as to be positively dangerous



Jack Atherton crossing the Mary River - 1919.

# MIVA BRIDGE OPENED

26. 3. 1938

## IMPORTANT LINK ESTABLISHED

**T**HE bridge over the Mary River at Miva Crossing, which has been the subject of agitation by public bodies and councils for a number of years, was officially opened by the Commissioner for Main Roads (Mr. J. R. Kemp) on Saturday. The bridge will constitute an important link in communication between the South Burnett and other districts, including Gympie. There was a large attendance of district residents and representatives of public institutions.

Good arrangements had been made by a committee headed by Mr. J. Blackwell as president and Mr. H. Hooke as secretary. They had the assistance of a capable body of ladies, with Mrs. Hooke as convener.

The new bridge has a total length of 301 feet, consisting of two spans each 60 feet, one central span of 70 feet, and two other spans, 25 and 23 feet, the piers of one being in timber, and those of the others in reinforced concrete. The foundations are laid down 40 feet below the river bed. On the western side, the approach, which has been excavated from the side of a steep spur, has been concreted for a distance of 825 feet, whilst the eastern approach has been dealt with similarly, but not for any great distance, as it is down a hill.

The Chairman of the Tiaro Shire Council (Cr. W. G. Currant) expressed pleasure at the presence of Mr. Kemp, who had done practically all he could for the Shire and was deserving of the highest praise. Mr. Kemp had promised to do more for them and this was good news. When Mr. Kemp made a promise, he always kept it.

### HELPING LAND SETTLEMENT.

Mr. Kemp said that the large attendance indicated that the bridge was of great importance. Works under the provision of the Main Roads Act were planned chiefly to help land settlement and those on the land, and to establish inter-connection between important centres. He thought that this bridge would carry out all of those functions.

### LINK WITH WESTERN DOWNS

Mr. Kemp said that so far as the Miva Bridge was concerned, it had been agitated for over a long period. It formed a direct link with the South Burnett and also an indirect link with the Central Burnett. It also gave a link right through to Chinchilla, on the Western Downs, and the road took an almost straight line between the North Coast railway and Chinchilla. It was not long since they had started to build that link. Be-

fore the work was commenced the people of that district and the western Downs were as foreign to each other as those in China and Japan. Now that they had the inter-connection and were able to mingle together, it would make a wonderful difference. This road also provided a link with Dalby, Goondiwindi, Surat, St. George, Thargomindah and Cunnamulla. In addition, there was the connection between Nanango with Toowoomba. He had had no hesitation at all in recommending this important structure as portion of a state highway.

This particular road also illustrated the general policy of trying to avoid duplication of transport roads. In the first place, it was taken through the back country which gave them the shortest possible route. A good part of the Maryborough-Gympie road had been used and at the other end it would link up with a road already under construction.

### WOULD DEFY FLOODS.

Mr. Kemp said that Miva Crossing had for long been looked upon as the blot on that particular road as on some occasions it had been blocked for nine months in one year. When it was decided to erect the bridge, provision had been made for its use for the whole of the year, and it was estimated that it would not be under water for more than two days a year. He was given to understand from the commission's records that the 1893 flood was 50 feet higher than the present structure, but it was realized that a high level bridge to cope with such a rise in the river would have been very expensive and unwarranted. The decking was 40 feet above the normal level of the stream. The height of the 1931 flood was four feet over the level of the decking and that of the 1937 flood, 19 feet. The bridge, which was 301 feet long, had been carried down to the rock foundations for a distance of 40 feet. The centre span 70 feet wide would provide a minimum of obstruction. The depth of the girders had been kept down to a minimum by the use of modern methods, such as a reinforced concrete decking in combination with steel girders. He was proud to say that his own officers had been greatly associated with that important engineering development.

Mr. Kemp said he understood that this was the third bridge erected on this site, and there were no fears that it would be washed away. It would take something in the nature of an earthquake to shift it, because each pier was designed to stand a push of 90 tons applied at deck level. They felt certain that that push was well beyond the limit of anything that might happen.

### STOOD HEAVY TEST.

The bridge and approaches had been built in association with the Tiaro Shire Council, which had always associated itself very closely with main road work, and with which body he had always been able to work with the greatest harmony. The first part of the sub-structure had been carried out by day labour under the supervision of Mr. Reinhold. It was then decided, owing to seasonal difficulties, to suspend the work for a time. To place the steel and concrete decking in position it was decided, in concurrence with the Shire Council and Mr. Reinhold, that the commission should supervise that part of the work. He thanked those responsible for the manner in which the work had been carried out. The bridge had been tested with a ten-ton roller, and there had been a deflection of only one-eighth of an inch under that load.

In conclusion, Mr. Kemp said that before the site was chosen an investigation had been made of quite a number of positions, including Dickabram, and the present site had been chosen because it provided the shortest route. It was the original route in the early days, and it had been decided to call it the Miva Bridge.

Mrs. Kunst, senr., one of the oldest residents of the district, then untied a ribbon which had been stretched across the structure, and the bridge was declared open amidst cheers.

Responding, Mr. Kemp mentioned that the bridge had cost £9645 and the approaches something under £3000.

During the day a refreshment stall conducted by the Miva branch of the C.W.A. was well patronised.

### MUNNA MEMS.

A social in aid of the Patriotic Funds was held in the Adventure Hall last Saturday week. The weather was nice and fine and a fair crowd rolled up and everyone enjoyed themselves. "Make Puke" still looking through the window noticed:

J. and M. looking lonely; the girls not biting lads.

B. dancing about about like a cat on hot bricks.

Alice and Julius enjoyed the sandwiches in the corner.

Eddie good with the Deborah lart.

Jack says he knows who scribe is; guess again, lad.

Bananas and custard good at 7d. dozen.

Head bursting with knowledge, eh Val? Don't give the pic cushion away, Alick, you might want it some day.

Martin jumped out of his collar with fright in the first dance when he noticed Pat at the door.

Ellen says P.G. will make a good dancer.

Jim knocking his head on the rafters. Who goes a long way to a dance and does not enjoy it.

Look out for Scribe on the 6th November.

# DICKABRAM BRIDGE

## CONSTRUCTION

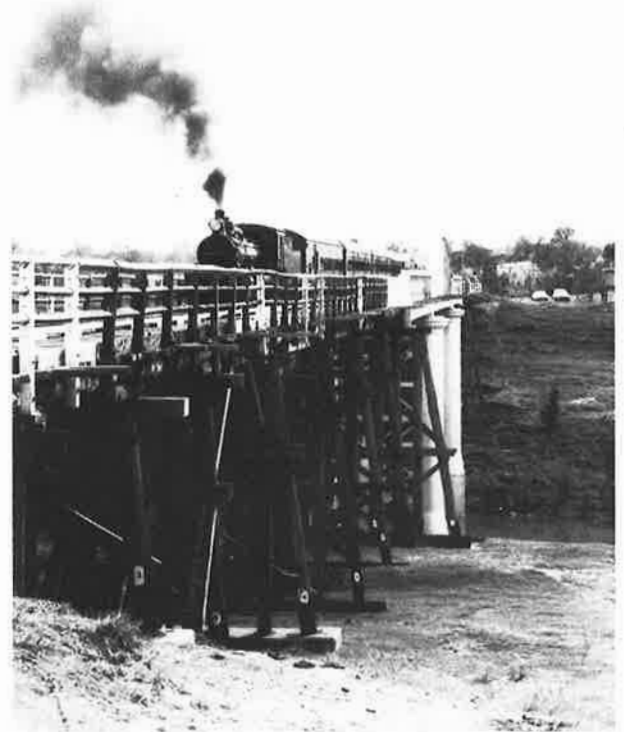
The first railway line in Queensland, from Ipswich to Grandchester (Biggs Camp), was opened in 1865 by Governor Bowen. The Government of the day had much trouble justifying its spending on railway expansion and it wasn't until James Nash advised he had discovered gold in Gympie that the financial pressure eased somewhat. The discovery of gold at Charters Towers and Mount Morgan added to the Treasury coffers, and these areas in time began crying out for rail links. It was 1875 when the line from Ipswich to Brisbane was opened, though it terminated on the south bank of the Brisbane River, so that northside passengers had to travel by boat or punt across the river to catch the train. The Indooroopilly Rail Bridge was opened in July 1876, and was washed away in the 1893 flood. It was replaced in 1895.

6th August 1881 was the opening day of the Gympie to Maryborough line. The Official Party travelled by boat from Brisbane to Maryborough for the occasion.

Surveys for new railway lines were approved by the Government in October 1878, one of these being Maryborough and Gayndah via Gootchie and Kilkivan, a distance of 100 miles - estimated cost, £2,000. The political view of the day was "that the railway must be extended by a branch through Miva to Boonara, Boobyjan and Barambah and so penetrate Western country to join North-South transcontinental".

Mr R.D. Graham was approved as Surveyor on the 'Gayndah Trial Survey' at a salary of £400 per annum and £200 per annum for camp equipment, on 7th January, 1879.

Mr H.C. Stanley was at that time Chief Engineer of Railways for the Southern and Western Division, and is said to have designed the first Indooroopilly Bridge which was quite like Dickabram Bridge, but was all of steel. He is also accredited with the designing of the Dickabram Bridge, and the second Indooroopilly Bridge.



*Train on bridge.*



*Train on bridge.*



On 14th February, 1879, Mr John M. Macrossan, who was at that time Minister for Works and Mines (this portfolio had changed from Works and Lands, though still included Railway) requested the Chief Engineer, Mr H.C. Stanley to discontinue the Gootchie to Gayndah survey, with a view to reduction of staff. However by the time this information reached Mr Graham, the surveyor, he had completed a substantial distance of the survey. This survey commenced at Gootchie 32 miles south of Maryborough and included tests of the river bank near the Miva Crossing Bridge.



Steam train at Miva, 1983.



Special train bound for Miva, 1983.

In November 1881, Mr C.L. Depree re-examined the previous route and examined alternate routes - one via Slaty Creek leaving the Maryborough/Gympie line 40 miles south of Maryborough, and others starting from Thompson's Flat and from Curra.

The Slaty Creek route was approved by Legislative Council on 1st November, 1882, as it would effect a saving of about five (5) miles in length of line to construct, and would afford as much accommodation to settlement, existing and prospective, as the route from Gootchie. The railway would encourage mineral traffic from Kilkivan and Black Snake gold mines and agricultural traffic.

Detailed surveys were commenced by Inspecting Surveyor Mr George Phillips, in January 1883, including test borings to select a site for the Kilkivan Railway Bridge.

Mr George Phillips was born at Burslem, Staffordshire, England, 1843 and came to Australia in 1852. In 1865 he joined the Queensland Lands Department as a Staff Surveyor, and accompanied the late Mr William Landsborough on a private

expedition from Bowen Downs westward, in the course of which the Western and Diamantina Rivers were discovered and named. In 1878 Mr Phillips joined the Railway Department as Inspecting Surveyor, in charge of all Railway Surveys in the Southern Divisions, and retired from the Public Service in May 1886, to conduct a private business as Surveyor and Civil Engineer.

In July 1883, Mr Stanley, Chief Engineer submitted proposals to alter the design of the bridge.

"1st. To adhere to the present design as regards the piers, but increase the width between girders to 18 feet so as to provide sufficient space for the road traffic. This would involve longer transverse girders, as well as slightly increasing the strength of the main girders. The whole space between the girders would have to be close decked, while the timber approaches would have to be widened proportionately. The additional cost is estimated at £3,710.

"2nd. To construct the whole bridge as for a double line of rails, but in the first place to utilize the additional width beyond that required for the single line for the purpose of road traffic. This would involve increasing the distance between the cylinders in the present design for the piers and the alteration of the bracing to suit. The superstructure would also have to be strengthened proportionately to the extra width and load; the timber approaches would also require to be widened as in the previous case. The additional cost is estimated at £6,685.

"3rd. To adhere to present design, but extend transome girders as cantilevers to carry a foot-bridge 4 feet wide. This would of course only provide for foot traffic. The additional cost of this is estimated at £1,115."

Mr Stanley recommended the second proposal, and this was adopted by the Commissioner of Railways.

A contract was signed on the 8th August, 1884, by McDermott Owen and Co., Geelong, Victoria, with the job to be completed by the 1st June, 1886. This contract included several other bridges, drainage structures, formation and track consisting of a total length of railway of 26 mile 35 chain and 2 links. The cost of the Dickabram Bridge was estimated at £14,082.18s.3d.

Reference to McDermott was found in the Geelong Advertiser 30.8.1881 when a tender by McDermott, McNeil and Bath was accepted for construction of the Colac-Camperdown Line. McDermott was a resident of Geelong and had previously constructed the Ballarat-Gordon Line and Jamestown (S.A.) Line. The Geelong Advertiser of 23rd August, 1884, stated he was associated with Owen and was said to have secured the contract at £114,000 for the construction of the Kilkivan Branch Line in Queensland.

The following extracts from Maryborough Chronicles and Gympie Times tell a little of the building of the line and the bridge.

#### **Maryborough Chronicle - 8th November, 1884.**

*The contractors for the Kilkivan railway are making substantial progress with the work. The distance from the Kanyan junction to the river, about 3½ miles, is not only cleared and pegged off, but most of the surface work is carried out. The cuttings will, we understand, be done by sub-contractors. The firm have it in contemplation to build a temporary timber bridge across the Mary River for the conveyance of their material, and service in sinking the iron cylinders. The permanent bridge site is alongside the farm of Mr Gesch, who has established a hotel at the spot, and furnishes excellent accommodation for man and horse.*

#### **Maryborough Chronicle - 29th January, 1885.**

*The iron cylinders for the Kilkivan Bridge are now arriving in sections from England and being landed by various steamers. A large number of the massive pieces are lying at present at the Government wharves, and an inspection will give an idea of the substantial structure that is to be erected across the Mary River on the railway route to Kilkivan.*

1885 a new Dubs F Loco was sold to McDermott and Owen for ballasting on the Kilkivan Branch Line.

**Maryborough Chronicle - 5th February, 1885.**

The erection of the Kilkivan railway bridge at Miva is likely to be delayed for a considerable time, not on account of any short-comings on the part of the contractors, Messrs. McDermott, Owen, and Co., who in fact are sufferers by the delay - but due simply to the action of the Government in accepting, for the sake of saving an imaginary few pounds, a foreign tender for the supply of the heavy castings for the bridge cylinders. The suppliers, Messrs. Royce and Co., have landed, without regard to assortment, a number of cylinder segments by steamers or sailing vessels from England, but as some of them have been fractured in transit, duplicates have to be procured before the sound portions can be placed in position. It will take a few months to procure these duplicates from England, - or probably from Belgium, and in the meantime the completion of the Kilkivan railway is delayed to an extent which is the more vexatious as we have foundries quite capable of doing the work, existing in our midst.

**Maryborough Chronicle - April, 1885.**

WANTED, Fencers, Splitters, Squarers and Bridge Carpenters, Apply to McDermott & Owen, Contractors, Kilkivan Branch Railway, Kanyan.

WANTED, First-class Horse Drivers for Railway Works. Apply to McDermott and Owen, Railway Contractors, Dickabram.

WANTED, Pick and Shovel, and Hammer and Drill Men; also, Ballast-fillers and Platelayers. Apply on the works to, McDermott and Owen, Contractors, Dickabram near Maryborough.

WANTED, Gangers; must be well used to rock-cutting and ballasting. Apply on the works to McDermott and Owen, Contractors, Dickabram near Maryborough.

**Maryborough Chronicle - July, 1885.**

WANTED, to Purchase a Six or Four Horse WAGGON. Apply Messrs McDermott and Owen, Railway Contractors, Dickabram P.O.

**Maryborough Chronicle - 18th August, 1885.**

Dickabram (from a correspondent) August 16.

Dickabram is now beginning to assume proportions, though the name is not a universally liked one; but as somebody says "What's in a name". We are a community, and have our ups and downs, and among the blessings that are supposed to come down we would verily like to see the one of rain. The ground is parched and dry, and the grass (where it is not burnt) is in the serve and yellow leaf.

Our railway works are being pushed ahead rapidly. The rails are all through into the contractors' yard, and the road is also ballasted, with the advantage that the contractor's material is carried right through to the bridge works, a string of 14 trucks being on the contractors' siding one day last week, and it is confidently asserted here that the Government are taking this first section of the line over and are going to erect a temporary station here and run passenger and goods trains through. The bridge across the Mary River is also assuming gigantic proportions, and when finished will become one of the shows of the district. The timber approach on one side is all but finished; all the piles for the other approach are in their places, and the cylinders are, with the assistance of men working three shifts a day, fast sinking to the required depths.

We have had to record an exceptional chapter of accidents recently, and we do not appear to have finished yet. On Friday last one of the contractors' horsemen named Clayton was thrown from a dray by a runaway horse, and has not been able to work since. And on Sunday morning last a young man by the name of Hooper, clerk for Coleman and Co., was out shooting; when coming through a fence he carelessly drew the gun by the barrel after him, with the result that the gun went off, and he narrowly escaped a very serious injury and possibly death, the charge entering the sleeve of his coat at the wrist and coming out at the elbow, the charge blowing its way

through the flesh of the arm; both sufferers have been attended to by Mr T. McDermott, who is ever willing, and is often called upon to give his valuable assistance.

The Good Templars are still in existence, and appear to be working away. On Saturday last they opened a juvenile branch of their society, which appeared to be well patronised. There is to be a social meeting on Thursday night next, to which ladies and gentlemen are invited by ticket. It is stated that instead of building a hall for themselves, they are going to improve the school in which they meet; a very much more laudable object, and one that will live in the memory of the children.

In church matters we are making progress. The Rev. T. Allnut, of Tiaro, in whose parish we are situated, having made arrangements to visit us on the third Sunday in each month. Last Sunday being his first visit, when the Rev. gentleman had an accumulation of work to get through, no less than seven children awaiting baptism. A committee has been formed to carry on church work, and the whole community appears to be on the most amicable terms.

**Maryborough Chronicle - 29th September, 1885.**

Mr Curnow, the Commissioner for Railways, who arrived here from Brisbane on Saturday, and proceeded by special train to Gympie on Sunday, returned to town yesterday, after having made a careful inspection of the line, and also the Kilkivan extension.

**Maryborough Chronicle - 7th November, 1885.**

One of the large iron piers at the Kilkivan railway bridge has been sunk to the required depth, the operation being completed last week. The others are being put down as rapidly as the rocky nature of the river bed will permit.

**Maryborough Chronicle - 2nd January, 1886.**

The first section of the Kilkivan railway from the junction to Dickabram on the Mary River, was opened yesterday for public traffic. The length of the section being very short, neither our citizens nor any of the public bodies thought it worthwhile to invest the occasion with ceremony, and it was therefore left to the astute and genial contractors, Messrs. McDermott and Owen, to celebrate the opening with a mutual toast over their mid-day lager.

**Maryborough Chronicle - 13th February, 1886.**

The massive iron railway bridge now being erected over the Mary River on the Kilkivan line, is approaching completion. The excellence of the workmanship of contractors, Messrs. McDermott and Owen, and the supervision by Mr. Shuttleworth, is proved by the fact that the arduous job has progressed so far without hitch or accident. All the iron piers are in position and sunk to the permanent depth. Two of the heavy iron girders were swung by massive shears into position this week, and are now being fixed. At the present rate of progress the bridge will be ready in a few weeks to sustain the passage of a train, when ballasting operations will be actively carried out on the Kilkivan side.

**Maryborough Chronicle - 16th February, 1886.**

The fatal case of sunstroke at Dickabram transpires to have been a fearfully sudden affair. The victim was Jas. Graham, a married man aged between 45 and 50 years, who arrived from Brisbane only a week since to enter the employment of Messrs McDermott and Owen as foreman of platelayers. During the great heat of Saturday afternoon Graham was superintending the laying of rails, and on bending down low to look along a rail was suddenly overcome and rolled over. It was at once surmised that he was sunstruck, and the men around at once carried Graham to the shower bath and applied cooling remedies. In a very few minutes however, the ill-fated man breathed his last. Mr W.C. Wilson, the nearest magistrate, was sent for to hold an inquiry. Graham was a man of considerable bulk, well built, but scarcely of the physique calculated to withstand the ill-effects of tropical weather. The sad event occurred on the railway works close to the Kilkivan railway bridge.

### **Maryborough Chronicle - 29th March, 1886.**

The most critical operation in connection with the erection of the Kilkivan railway bridge was most successfully accomplished on Saturday. The contractors, Messrs McDermott and Owen, having completed the rather extensive approaches, sunk the cylinders, erected all but one span and constructed the numerous pile piers with a substantiality and finish which compels admiration, have now only to erect the centre span of the iron structure, and the task of launching the first girder of that span constituted the most important feature of the work. It may be explained that this firm have not, in this instance, followed the frequent but costly practice of first erecting a temporary high-level timber bridge on which the work in connection with the permanent structure would be easily carried out, but have shown their practical skill in an economising direction by using only a low-level temporary bridge. The result is that, the two outer spans and the approaches of the bridge being completed, there remained the centre span, an open gap of 120 feet between the piers, and about 100 feet high, to be bridged with two iron girders weighing twenty tons each. These massive pieces of ironwork have been put together on the top of the bridge, and the work of launching the first of them across the chasm was attempted on Saturday.

On a strongly-built trolley running on rails laid on the temporary low-level bridge, a substantial pillar of scaffolding was erected 85 feet high, and this bore one end of the 20 ton girder, while a smaller trolley on the top of the bridge bore the other end. Perfectly calm weather was necessary for the operation, and this being experienced on Saturday, the trolleys were put into slow motion and the huge girder safely guided in mid-air across the span until it safely reached its destination, and the permanent connection of the bridge from bank to bank was accomplished, rendering the feat of placing the fellow girder also in position comparatively easy. The operation was regarded as one of importance from an engineering point of view; therefore, arrangements were made to preserve an accurate record of the details. This was done by Mr McGuire, photographer, who took several excellent pictures showing the progress of the work. The photographs also convey a good idea of the extensive character of the bridge and the admirable workmanship of Messrs McDermott and Owen. We may add that the superintending engineer resident at the work on behalf of the Government, Mr H. Shuttleworth, was also present, and shares in the honours attached to this fine piece of work.

### **Gympie Times - Tuesday, 4th May, 1886.**

Yesterday's Chronicle reports that the Kilkivan railway bridge over the Mary River having been finished was subjected to the Government tests on Saturday, and successfully stood them.

### **Maryborough Chronicle - August, 1886.**

Mr H.C. Stanley, Chief Engineer of Railways left Maryborough on Thursday for Rockhampton. During his sojourn in this district he travelled over the various railway works now in progress. On the Kilkivan line, the special train ran as far as the third crossing of Wide Bay Creek, within nine miles of Kilkivan. Pending the completion of the line to its objective point, in about three months time, a number of settlers and timber-getters desire that the completed portion of the line shall be open for traffic. This, we learn is not likely to be conceded, as public traffic would impede the contractors in the work of ballasting; but Mr Stanley proposes to meet the difficulty as far as possible by permitting the ballast trains to bring down timber and other loading on the return journeys.

### **Maryborough Chronicle - 8th December, 1886.**

The Kilkivan Line (by our Special Reporter)

Now that the railway line to Kilkivan is open it will not be inopportune to once more give some description of the route, the resources the line will tap and the general features of the district:-

This railway may be classed as one of the most important factors of our progress towards a fuller development of this

rich district. The line will be found we think an important one in every respect from a commercial point of view, and that it will be a paying one no one can have a doubt who is cognisant of the immense mineral and timber resources that it will open up.

The junction of the Kilkivan line with the Maryborough-Gympie Railway is at a point in the immense Kanyan Scrub, about 50 miles from Maryborough and half-a-mile above Kanyan Station. The branch itself is 26 miles long, and its course trends away westward. The track soon emerges from the scrub along the edge for about three miles, the country on the other side being well grassed forest land, till Dickabram, three miles from the junction and on the banks of the Mary River, is reached. The river is spanned by a fine massive iron cylinder high-level bridge, a most creditable piece of engineering skill. It has been constructed to allow of ordinary vehicular traffic. Dickabram, the headquarters of the contractors, Messrs. McDermott and Owen, presents every appearance of becoming a closely settled and prosperous locality, although the withdrawal of the large party of navvies who used to camp here has rendered the place rather dull. There can be no doubt that large quantities of produce will be sent away from the siding, as the banks of the Mary up and down and on both sides are thickly studded with luxuriant farms, and its pastoral prospects are not to be gainsaid. A short distance from the bridge on the other side of the river is Miva Siding, which will be the outlet of a very rich agricultural area that is even now largely planted with sugar, which will no doubt be sent to market from this point of the line. Mr Wilson's extensive Binbirrim plantation lies not far from here, as also Mr Atherton's Miva Run. For several miles from this point the line goes through a magnificent stretch of undulating and well grassed country, which, at this time of the year, is a treat to see.

## **APPROACHES**

Though the bridge was completed in May 1886, disputes arose over whose responsibility the funding and building of the road approaches should be. These disputes continued from 1884 till 1889.

In October 1884 the Commissioner for Railways requested the Under Secretary, Department of Lands to take the necessary action re surveying a road to give access to the bridge. The Lands Department replied in November of that year stating that if the Railways would make the necessary arrangements, including survey and payment of compensation, the Department would be happy to proclaim the road in the usual way. There being no funds available for such a purpose, the Lands Department was not prepared to bear the expense.

The Railways Department also declined to have anything to do with the opening of a road unless it was a deviation for railway purposes.

By December 1885, landholders began complaining to the Commissioner that there was still no road between the Station and the Bridge. In January 1886, when the Lands and Railway Departments still could not agree, the Chief Engineer suggested that the Tiaro Divisional Board be approached to provide means of access to the bridge, at their own cost, for the convenience of the road traffic.

The Clerk of the Divisional Board replied as follows:

"Sir,

I have the honour, by instruction, to call your attention to an extraordinary omission on the part of the Government to provide means of ingress to the traffic addition to the railway bridge at Dickabram, and to Miva Railway Station, both being situated on the Kilkivan Roadway.

In the first-mentioned instance, a bridge has been built with facilities allowing ordinary vehicles and passengers to cross the Mary River, but approaches and roads to the bridge have been entirely omitted. As the land on both sides of the river, and in both cases (outside the actual railway resumption) is freehold, the survey of roads, as means of access, is left in the hands of this Board, and the consequent compensation - a

serious item, owing to its magnitude - has to be deducted from the revenue of this Board and at the expense of the whole Division, the ratepayers whereof, I respectfully submit, are taxed for the purpose of keeping in repair the necessary existing roads, &c., and not for the actual purpose of the right to possess such roads.

I am further instructed to inform you that, in connection with this subject, application was made to the Registrar-General's Department asking for information respecting road reservations in the freeholds in question. The reply received was as extraordinary as unexpected - viz., that the Board would have to appoint an agent in Brisbane to prosecute the search of the requisite records, as it was against the rules of the said Department to give the information requested "to the public."

My Board are, therefore, of opinion that the obvious oversight of the Railway Department in not resuming the necessary roads has only to be placed before you to be satisfactorily rectified, the more especially as the subject brought under your notice is urgent and affects a very large portion of this district.

I have, &c.,  
Henry A. Crank; Clerk.

The Honourable the Minister for Lands, Brisbane.

The Railway Department reacted thus -

"I note that the Lands Department are unable to take any steps in connection with the opening of the road in question, and that it is stated that the Divisional Board consider the same unnecessary. The action of the Divisional Board in this matter is certainly most unreasonable, for although I am not aware of what led to the construction of this bridge as suitable for combined road and railway traffic, I presume action in this direction was originally taken in consequence of representations of the local authorities. As it is, the extra expenditure incurred by the Department has been nearly seven thousand pounds, and to this extent the cost of the railway has been unnecessarily augmented for a work which now appears to be useless."

The landholders were approached re resumption of land for the road. On the west side, Mr Hutchins refused to consider further land resumption until the Government had made suitable payment for land resumed by the Department for the Kilkivan Railway, and threatened to close up all the fences until a satisfactory conclusion was reached. On the east side, a road had been surveyed some years earlier, which ran along the southern side of the line down to a river crossing between the mouth of Slaty Creek, and the bridge. This road however was not drawn on Mr Jenkins' deeds, and he demanded compensation for the 20 acres of land needed for the new road.

These disputes continued for another twelve months. The Government stated that when the design of the bridge was changed to accommodate road traffic, the Board had agreed to open up a road leading over it.

The Divisional Board however disagreed.-

When no solution could be reached, the whole of the correspondence was laid before the Minister for Lands. This was to no avail as "he distinctly declined to take any action towards opening, at some considerable cost, a road to compete with the railway. He disapproved of the bridge having been in the first instance built to carry ordinary traffic as well as railway traffic, owing to the element of danger attendant on all such constructions. Moreover, the Commissioner for Railways had failed to come to terms with Mr Hutchins as to the amount of compensation due to him, and if no road resumption could be made until this claim was settled nothing further could be done in the matter".

By this stage the local people were totally frustrated by the situation and prepared a petition which was forwarded to their local member, Mr M. Mellor.

A copy of the letter and petition is on the following pages.

This petition was duly forwarded to the Commissioner for Railways who replied "Until the Lands Department or Divisional Board take action to provide the approaches, the Minister is not favourable to expending any money from the railway votes towards providing the roads of access".

Following a letter from Mr Mellor in May 1887 to the Department of Public Lands, this Department requested the Surveyor-General to commence surveys for the approach roads, communicating with the Tiaro Divisional Board for advice on the best route to follow.

The problem was still not solved as this letter to the Editor relates:-

**Maryborough Chronicle -  
(approx.) 10th October, 1888.**

*Correspondence. - The Dickabram Bridge*

*The first road approach to the bridge in question, being about 1½ miles of road parallel to and outside of the railway fence through Mr Jenkins' property was completed in March last right up to the railway fence adjoining the bridge, and within a couple of chains of the bridge itself. On the other side of the river (through Mr Hutchins' property) the land being even and not requiring any preparation for traffic, is ready at a moment's notice to bear vehicular traffic to the bridge so soon as the actual bridge approaches within the railway fence are completed, a work which would perhaps involve 1½ chains of 'bank' on either side of the river. Surely it cannot be expected that a Divisional Board shall complete works of any kind within a railway resumption fence! and yet this is the latest phase of this much delayed work. The Commissioner for Railways (since the question was put in the House) writes to my board to the effect that his department "does not consider that it should be called upon to incur any further expense with regard to this work".*

*My board has had a long and tedious argument with the departments concerned relative to compensations for road resumptions &c., in connection with this bridge, and have so far saved the ratepayers' money being expended upon works, &c., which were within the legitimate province of the Government, and are still of opinion that "the officials whose proper duty it is" to open the bridge for road traffic by completing the actual approaches to the bridge within the railway fence, are the Minister for Railways and his Department. - I am, &c., Thos. H. Moffatt, Chairman Tiaro Board.*

*Tiaro, 10th October, 1888.*

It would appear that this item of local news marked the final stage in the completion of the approach roads.

**Maryborough Chronicle - 30th March, 1889.**

*Local News.*

*We are glad to learn by communication that the much vexed question of the opening of the Dickabram Railway Bridge for ordinary traffic has been finally settled at last. Mr M. Tansey, of Lake View, interviewed the Minister for Railways on the 14th instant relative to that subject, and having pointed out to Mr Nelson the great inconvenience and pecuniary losses that those stockowners residing between Miva, Kilkivan and the Lower Burnett were subject to in flooded times when the Mary River is known to be uncrossable for even months, thus debarring them from sending their stock to their only convenient markets, viz, Maryborough and Gympie, instanced cases where fat stock had been purchased by Tiaro butchers, and could not be delivered for three months owing to the swollen state of the Mary River, thus causing heavy pecuniary losses to both buyers and sellers. The Minister, after carefully going into the matter, was of opinion that although the Tiaro Board ought to contribute their quota, promised to go on with the approaches at once, and would see that the bridge would be opened for traffic as soon as possible, and that at the expense of his department.*

From 1904, the Tiaro Shire Council paid £20 per annum towards the cost of maintenance of the bridge. This amount increased to £30 in 1935.



Dickabram, 8<sup>th</sup> April 1887.

Edwin Miller Esq. M. L. A.

Dear Sir,

I am taking the liberty of placing in your hands a petition trusting your well known good regard for the Chief Commissioners for Railways, that you will also use your best influence with the proper authorities in having the bridge relative to which the petition has been got up, thrown open for vehicle traffic as soon as possible.

It is scarcely necessary to inform you, as from your own personal knowledge of the locality you are well aware, how we are situated. Still a few remarks may not be of no use. In fact, I submitted the French railway line to Millwan was opened

up for traffic, and since then it has been completely blocked up with refuse to growing the set between Mera and Dickabram. No animal except man on foot allowed to cross the bridge and in an agricultural district like this where trams and dray traffic are almost the only sources of industry such a course as that complained of simply means ruin to all concerned.

Tramways are almost daily disappointed in arriving at this place, where they find they cannot cross. Trainers have their drays and ploughs lying on their farms and cannot get them across to the blacksmiths or blacksmiths shops to have them repaired. While the latter are almost impoverished through a falling off of their customers it appears very strange indeed on the part of an abject Government that

It would depend how and how  
building a bridge, constructing a  
railway line and erecting gate-keepers  
colleges as it were for the benefit  
of the people and get with hold of  
from them that which would be  
of infinitely more value to them than  
the train accommodation, namely  
the use of the bridge for vehicle  
purpose.

It can be said no doubt that we have  
got the ~~advantage~~ of a train. Yes -  
when we want to get things to  
from town, but this is poor consolation  
for the man who wants to get a team  
of bullocks or horses across. The train  
is not daily provided for the conveying  
of such not would it pay the  
Government to keep it so.

I have endeavored to give you a slight  
knowledge of our situation although  
I have not submitted to you our fourth

of the inconveniences to which we are  
subjected on account of the most  
unjust and absurd prohibition  
nevertheless I think you will  
sufficiently understand our  
position as not to hesitate in offering  
you your utmost assistance in  
having the nuisance removed  
as soon as possible and you will  
be my much obliged

Yours most respectfully  
(Signed) Augustus G. G.

To the Commissioner for Railways,  
Brisbane.

The humble Petition of  
The undersigned Settlers along the  
Upper Mary River and at Jolliva  
Siding along the Kilkivan Railway  
District

## Sheweth

That the Railway Bridge at Miva which was  
specially constructed for vehicular as well as railway  
traffic has never been accessible in consequence of  
there being no approaches to it although the railway  
has been open since December last.

That all traffic is stopped whenever there is a  
flood in the river and people are debarred from  
using the convenience for which the Bridge was  
specially designed.

Your Petitioners therefore humbly  
pray that you may cause such steps  
to be taken as are necessary to  
render the Bridge easy of access and  
thus more beneficial to the inhabitants  
of the surrounding district.

And your Petitioners will ever  
pray &c. &c.

August Geseh  
Wm. L. L. L.  
H. J. L. L.  
Christian R. L. L.  
William J. L. L.  
John Hedges

Miva  
D. L. L.  
Miva  
Miva  
Miva  
Miva  
Miva

Storekeeper & Butcher  
Farmer  
Farmer  
Farmer  
Farmer  
&c.

Wm. L. L.  
J. L. L.  
C. L. L.  
J. L. L.  
John L. L.  
Peter L. L.

Miva  
Miva  
Miva  
Miva  
Miva  
Miva

School Teacher  
Miller & Contractor  
Farmer  
Blacksmith & Wheelwright  
Builder  
Timber Letter

Joseph Bauer  
 Gott Frass  
 A. Linday  
 Lee Staples  
 Walter Haumb  
 William Geseh  
 Kil Thouson  
 Carl Wendt  
 Yahan Carlson  
 Thomas Tighe  
 Joh. Crossman  
 J. C. Daw  
 James Balthin  
 William Best  
 Joseph Abjees  
 Edward Lowter  
 John Mackay  
 Charles Langford  
 Alex. Dewar  
 Fred K. Clerf  
 H. Wheat  
 John Boyd  
 William ...  
 Emma A. E. Page  
 J. J. Woodby  
 Olive  
 C. Chatterton  
 E. Williams  
 Geo. H. Jones  
 J. W. Parson

Mivar  
 Miva  
 Miva  
 Kilkivan  
 Miva  
 Miva  
 slaty brech  
 Miva  
 mava  
 Miva  
 Miva  
 Miva  
 Miva  
 G. malda  
 Miva  
 Miva  
 nanango  
 stone super  
 C. carpenter  
 stone paper  
 Kilkivan  
 " "  
 Kilkivan  
 " "  
 Kilkivan  
 " "  
 Kilkivan  
 Kilkivan  
 copper mine creek  
 grazier  
 " "

Timber getter  
 Limber Getter  
 Limber Getter  
 Mail Contractor  
 Timber Getter  
 Settler  
 Settler  
 Timber Getter  
 Settler  
 Stock man  
 Farmer  
 Farmer  
 Timber Getter  
 Gardner  
 Bonif  
 Laborer  
 Kilkivan  
 Kilkivan  
 Kilkivan  
 Miner  
 " "  
 Blacksmith  
 Miner  
 Laborer  
 Laborer  
 Laborer  
 Laborer  
 Lecturer  
 Boonosa  
 Lake View

Joseph Small  
 William McPherson, Steer, Kiper, Kilkivan  
 John Potts Miner Kilkivan  
 Thomas ...  
 John ...  
 William Dent  
 Mrs. P. Knowles Kilkivan  
 Ernest Matton Kilkivan  
 J. A. Lamb Kilkivan  
 Thomas Stewart Kilkivan  
 William Fraser Kilkivan

Farmer  
 Miner  
 Teneer  
 Miner  
 Miner Butcher



W. D. Doney	Kilkivan	Letter
G. O'Keefe	do -	do -
Thomas Sorrester	Kilkivan	Blacksmith
Francis Gough	Kilkivan	Blacksmith
John Wells	Kilkivan	Timber Getter
Charles & Luke	Kilkivan	Miner
Edward Allen	Kilkivan	Labourer
John Mitchell	Brooya	Stockman
Patrick Gunn	Dickabram	Farmer
James C. Edwards	Dickabram	Farmer
John M. Mahon	Kilkivan Junction	Timber Getter
John M. Mahon	Kilkivan Junction	Timber Getter
G. J. Patrick	Kilkivan Junction	Farmer
Paul Bissel	Kilkivan Junction	Farmer
E. Woolmer	Kilkivan Jet	Timber Getter
G. Turner	Kilkivan Jet	Timber cutter
G. Blahelery	Kilkivan Jet	Timber cutter
C. F. V. Schmidt	Kilkivan Junction	Farmer
J. Molibo	Kilkivan Jet	Farmer
J. J. Atkinson	Miva	
John Stanley	Munna Creek	Selector
Andrew W. Waters	Munna Creek	Farmer
Mark Thompson	Munna Creek	Farmer
George Markham	Netherby, Tiaro	Driver
Thomas Beardsley	Gatchis	Driver
William Turnbull	Miva	Farmer
Moses Jenkins	Farmer	Slaty Creek
John Tullock	Farmer	Kilkivan

### A. Agrie Running Creek

C. W. Schacht	Running Creek	grazier
John Spicer	Miner Creek	farmer
W. J. Hicks	Gympie	Com. Traveller

In later years the Railway Department claimed that this amount fell short of the actual cost for the maintenance and repairs of the road portion of the bridge.

In 1957 the Department contacted the Shire Council asking them to pay £511 which was half the amount actually spent on repairs in 1956. They also asked Council to pay £1,295, which was the estimated cost of additional repairs to be carried out in 1957.

When Council advised the Railways they would not bear the costs, the Railways threatened to stop all repair work on the road section, and close it immediately it became dangerous.

A huge protest meeting was held at Miva, and a delegation of four was appointed to interview the Railways Commissioner and stress the serious effect it would have, not only locally, but in all surrounding districts. After hearing the submissions, the Commissioner granted a short reprieve. The Shire Council then pressed Main Roads to declare the whole of the Miva Connection Road from the Tiaro-Kilkivan Road to the Bruce Highway at Gunalda, a main road.

Four miles was already declared leaving eight miles to be gazetted. This was agreed to, and as the new section included the bridge, the problem was solved. The Main Roads Department spend thousands of dollars annually on upkeep.

# FLOODS

These newspaper reports tell of some experiences in various floods that have occurred in the area.

1887 The Kilkivan line was washed away in three places and water came within 15 feet of the decking of the Dickabram Bridge.

1893 The Kilkivan train yesterday was blocked by floods at Wide Bay Creek Bridge and had to return to Maryborough. It was reported that the Dickabram Bridge weathered the storm but the approaches on both sides had gone. The Kilkivan line is still impassable due to damage to the Dickabram Bridge approaches. Traffic will be resumed by 1/3/1893.

## **Maryborough Chronicle - 13th February, 1893.**

*(Gunalda) (from our own Correspondent) February 11.*

More rain, and starting under the same conditions as before the great flood of last week, high winds often blowing with hurricane force, and last night exceptionally strong, so much so that the house fairly trembled, and as I lay on my bed every minute I expected the roof, if not the whole house to go; the rain also was very heavy. As it has been raining for the past 36 hours more or less heavy, and very little prospect of clearing, I am afraid we are in for another rise in the river, if not a second flood. Goodness knows what will be the result if such is the case, as many are out of provisions now, through not having got their monthly supplies from Maryborough before the flood. They are not in a position to go to Gympie and pay cash for stores. I could fill a column or two were I to name all losers by the late disastrous flood. The worst case I know is that of F. Hansen; this is the third time he has come off second best with floods, but this time he has lost his all - barn, house, and all in it; though to be safe, as he thought, he had fastened all he possibly could in the roof of his house, as no previous flood had done more than take his crops, but this one has swept everything away. Gesch, of Miva, is another heavy loser. The Dickabram Bridge weathered the storm, but the approaches on both sides have gone, and all the roadway from the bridge to the gatehouse on the M. and G. road, so I have been told; the people in that gatehouse had to clear out, and in the hurry of doing so, the owner left his money behind him. Luckily a young man (Charles Dakin) swam in to the house and got it safely out.

Never were papers looked for so anxiously as during the six days we were cut off from communication with your town, rumours of all descriptions were current, many of which, I am sorry to say, turned out correct; one we hope yet to hear is not true, but I think it best not to mention the name in connection therewith.

With respect to our local election the returning officer should do as others have done - give another week's grace - as he must be well aware that many ratepayers have not got their voting papers, through the mails not getting to their destinations regularly. This would not have been the case had more despatch been given to get the ballot papers out after the nomination.

How was it that you did not publish Mr George Lindley's name among the new batch of J.P.'s as he is appointed to that position, and will take his oath of allegiance shortly. Talking of taking this oath, who is it, Mr Editor, who gets the £2 2s fee? If it goes to the Government, no wonder they appoint so many at a time, it's a very simple way of raising the wind certainly.

Later

Floods up again on all the flats, creeks overflowing; no signs of rain stopping.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

In one of the big floods of the late 1800's, hundreds of cedar logs were left stranded on the flats a mile or so below the bridge. Teamsters spent weeks hauling them away. Eventually many were burnt.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Army ducks.



Flood - 1955.



1955 flood - note the fig trees.



Flood, 47 feet, 1974.





Flood at Sawmill Bridge.



Flood - 1955.



Flood.



River level gauge, 1955.



Flood waters.



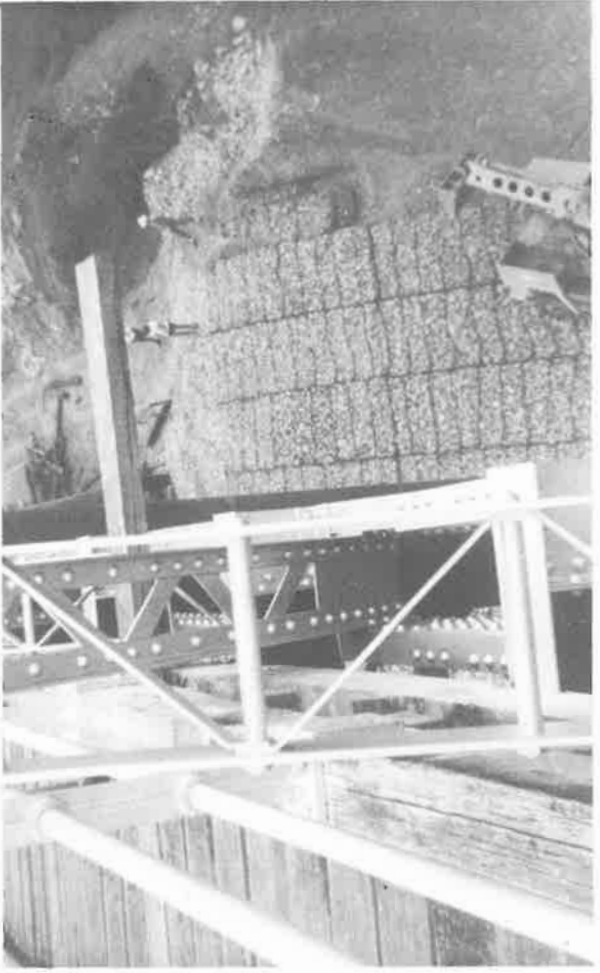
1974 flood.



Mary River - 41 feet - (note gauge).



Repairs to river bank after 1974 flood.



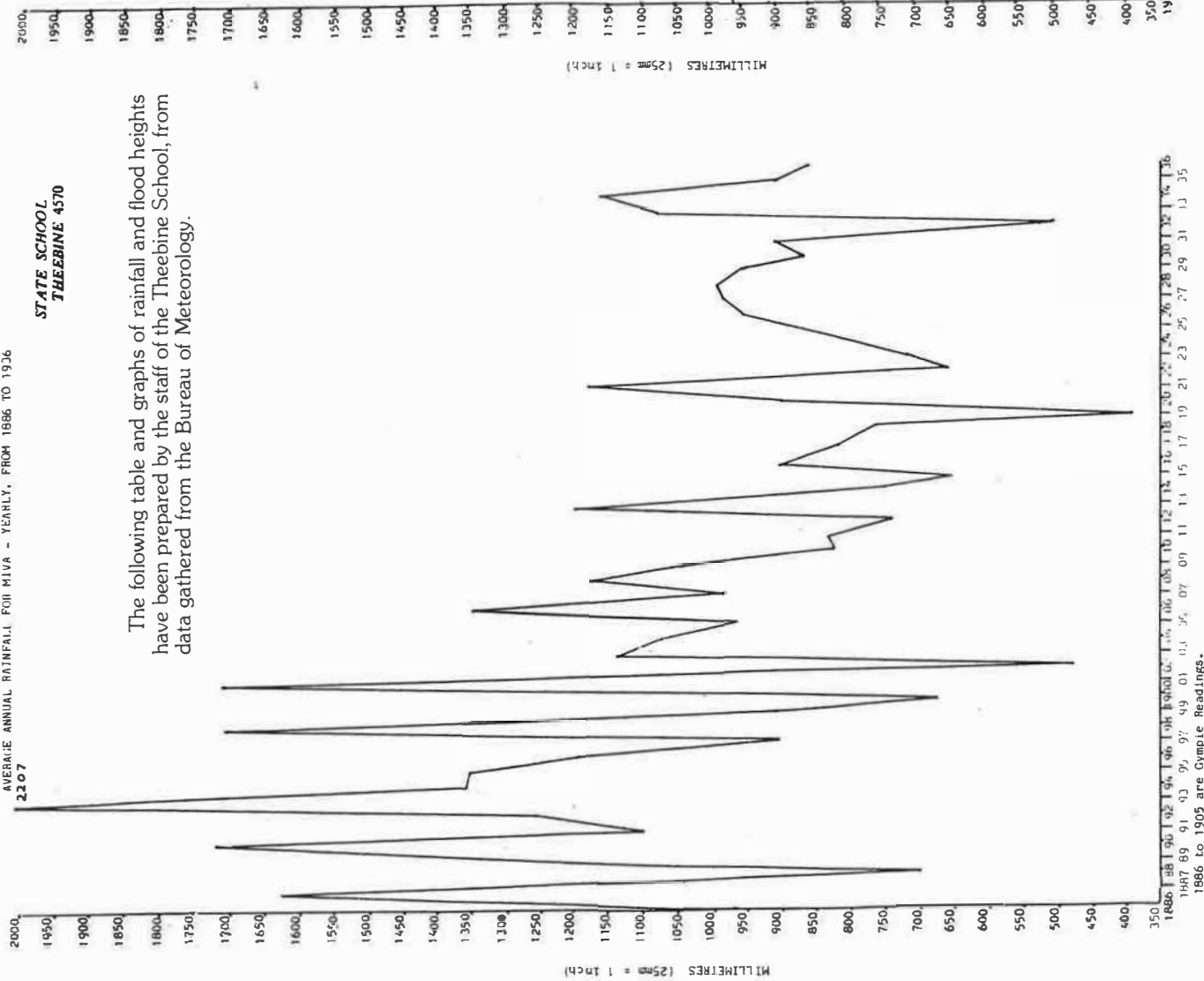
Repairs to river banks under bridge following 1974 flood.



AVERAGE ANNUAL RAINFALL FOR MIVA - YEARLY, FROM 1866 TO 1936  
2207

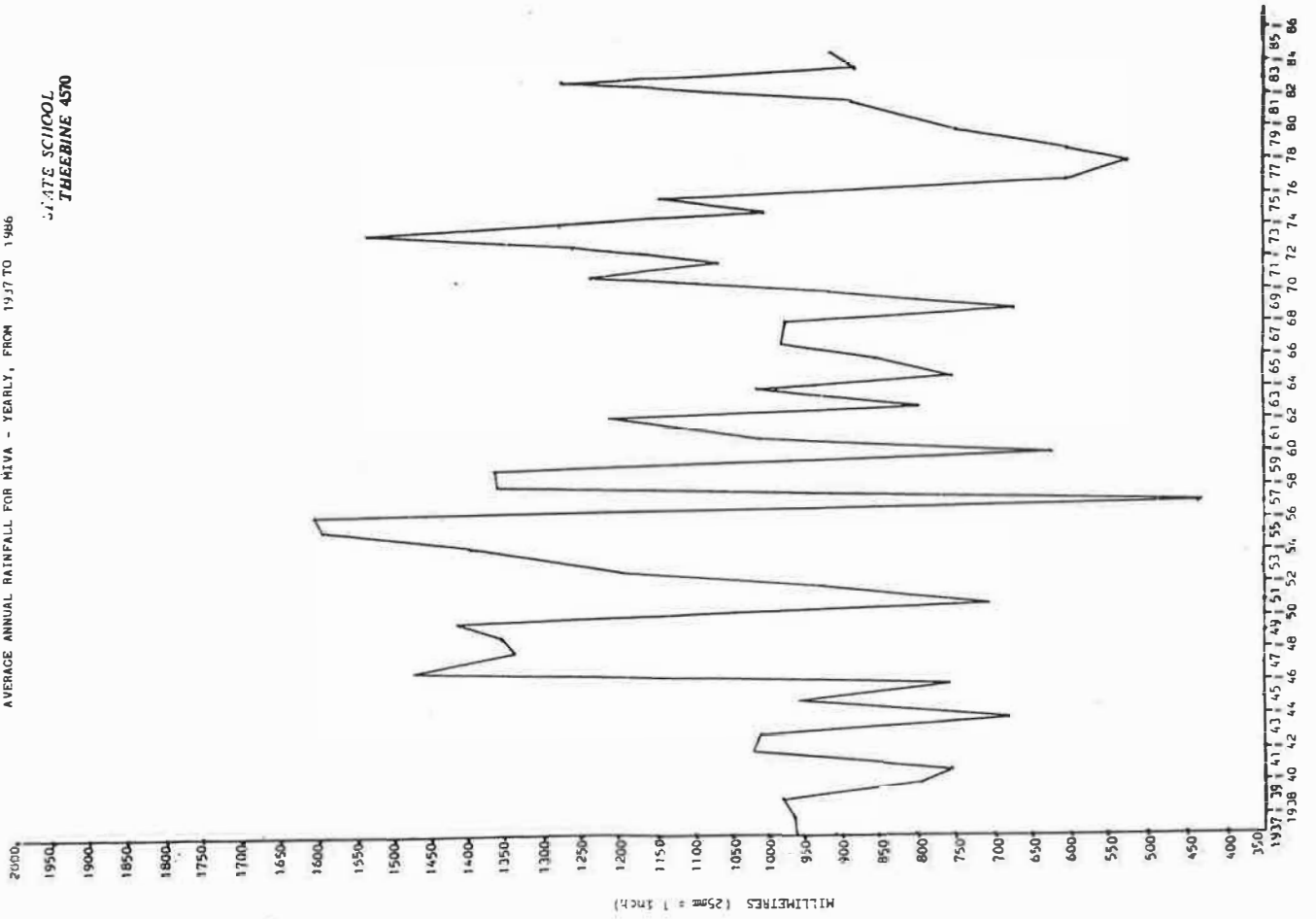
STATE SCHOOL  
THEEBINE 4570

The following table and graphs of rainfall and flood heights have been prepared by the staff of the Theebine School, from data gathered from the Bureau of Meteorology.



AVERAGE ANNUAL RAINFALL FOR MIVA - YEARLY, FROM 1937 TO 1986

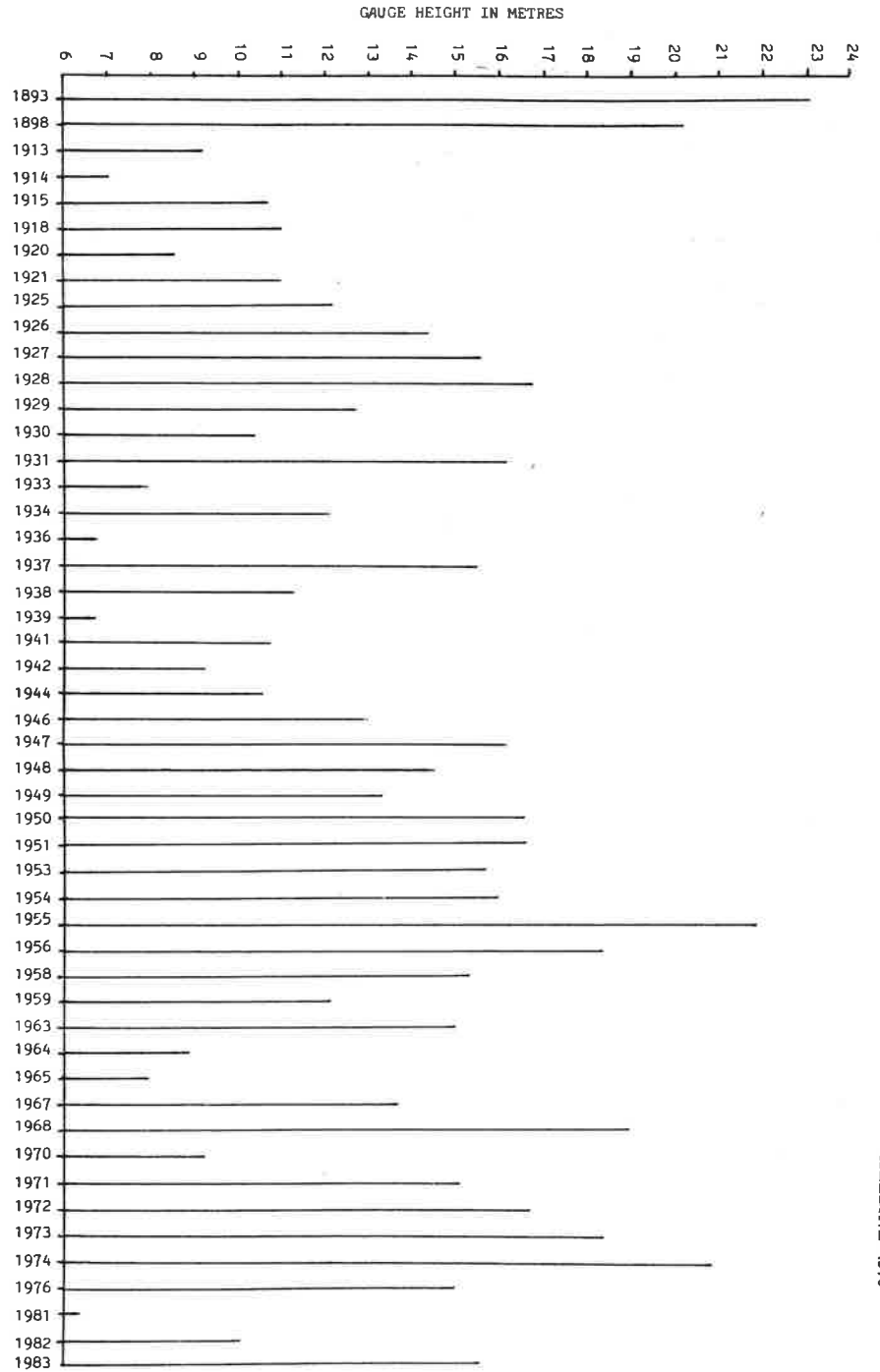
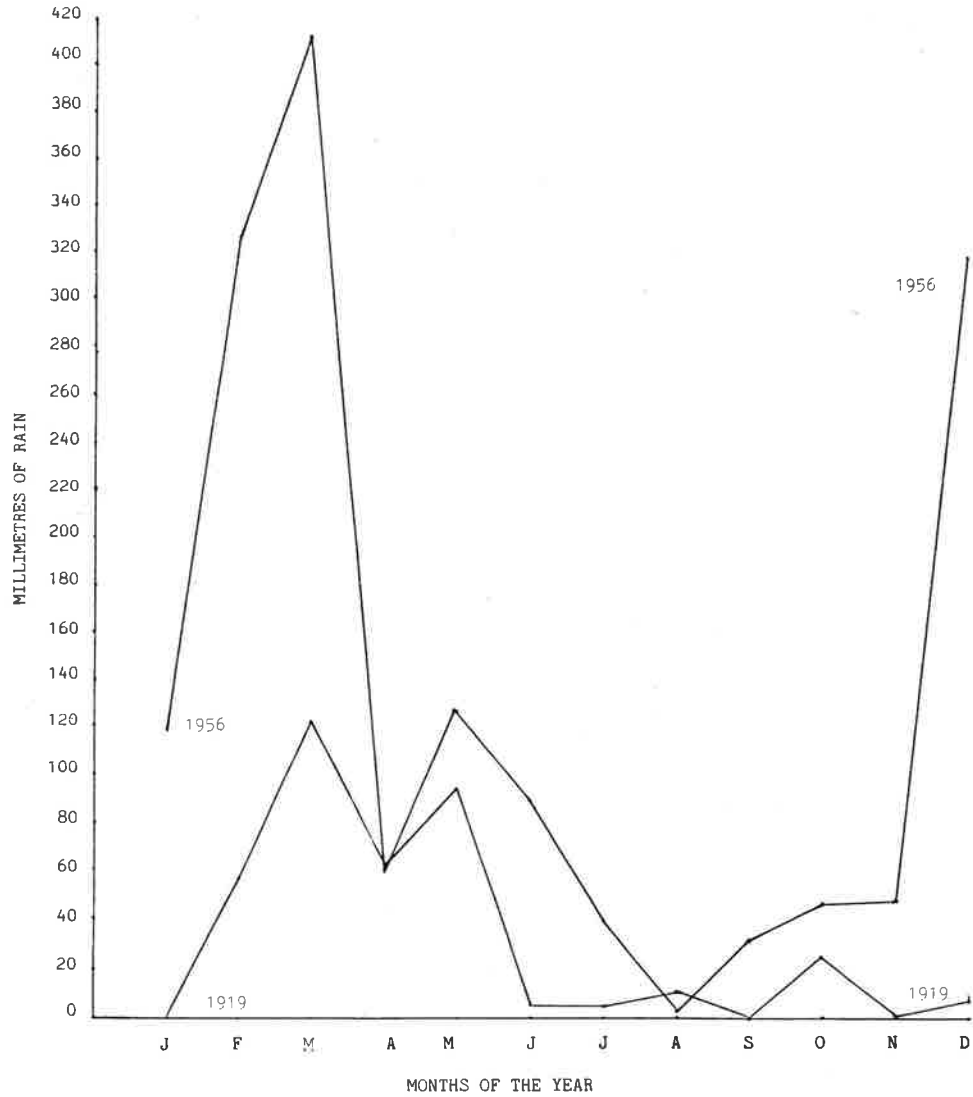
STATE SCHOOL  
THEEBINE 4570



MONTHLY RAINFALL READINGS AT MIVA

1919/1956

STATE SCHOOL  
THEEBINE 4570



HIGHEST YEARLY PEAK FLOOD HEIGHTS RECORDED  
FOR DICKABRAM BRIDGE 1893 TO 1982

STATE SCHOOL  
THEEBINE 4570

PEAK FLOOD HEIGHTS RECORDED

STATION - MIVA

STATE SCHOOL  
THEEBINE 4570

DATE	TIME	GAUGE HT. METRES	DATE	TIME	GAUGE HT. METRES	DATE	TIME	GAUGE HT. METRES
04.02.93		23.08	16.03.37		15.46	12.06.58	0300	15.29
11.01.98		20.11	21.01.38	1645-		19.02.59	1630	11.50
08.03.98		19.20		2145	8.68	15.11.59	1700	12.09
17.01.13		9.14	28.05.38	1200-		03.01.63	0500	10.31
03.04.13		7.92		1800	11.27	13.01.63	0530	13.38
30.04.14		7.01	18.03.39	0100	6.70	18.03.63	2430	14.91
12.02.15		10.66	31.05.41	M.N.	10.71	29.03.64	1800	8.28
23.01.18		10.44	11.02.42	1330	9.29	28.06.65	0500	7.21
31.01.18		10.97	02.02.44	Night	10.51	21.07.65	0430	7.92
07.01.20		8.53	27.03.46		12.92	30.01.67	1630	9.70
08.04.21		10.97	06.04.46		8.35	31.01.67	0600	10.00
23.02.25		7.62	13.02.47	0900	14.78	01.02.67	0200	10.61
13.03.25		10.36	01.03.47		15.79	12.06.67	1100	13.64
22.06.25		12.16	02.03.47		16.18	11.01.68	2300	18.92
17.12.26		14.32	08.03.47		9.96	17.02.68	0900-	
26.01.27		15.54	30.11.47		6.09	1300		10.11
05.03.27		12.49	10.12.47		6.09	31.01.70	1100	9.19
02.04.27		7.54	27.03.48		7.62	10.12.70	0200	8.02
25.12.27		7.01	03.05.48		14.47	28.01.71	2000	8.91
11.02.28		9.44	04.03.49	1400	13.28	02.02.71	1730	12.26
20.02.28		13.48	25.10.49		12.19	04.02.71	2400	14.55
21.02.28		16.76	18.02.50	1930	10.66	20.12.71	1300	15.03
21.04.28		14.32	01.03.50	1400	16.51	13.02.72	1545	16.66
20.01.29		11.27	22.07.50	0645	8.56	20.02.72	1800	10.13
13.02.29		6.09	30.07.50	1300	10.03	04.04.72	1300	14.52
05.04.29		12.72	01.02.51	2000	16.53	20.02.73	0400	7.64
23.04.29		9.44	23.02.53		15.69	09.07.73	1315	18.33
26.01.30		10.05	25.03.53		12.16	09.01.74	0900	8.45
02.02.30		6.93	12.02.54	0615	14.27	17.01.74		9.17
12.05.30		7.31	22.02.54	1630	9.37	28.01.74	1300	20.80
02.06.30		8.53	14.07.54	0800	15.92	14.03.74	1000	13.05
30.06.30		10.36	29.03.55	0700	21.84	21.01.76	0600	14.94
06.02.31	Night	16.15	02.05.55	0800	12.14	13.02.76	1100	8.20
24.02.31	Night	7.77	27.05.55	0800	10.92	04.03.76	0900	8.22
30.12.33	1900	7.92	11.02.56	0900	14.52	06.03.76	1200	7.95
02.02.34	2430	10.97	13.03.56	0200	18.31	02.01.81	1700	6.38
23.12.34	2100	12.80	29.03.56	0800	13.33	24.01.82	0900	10.00
05.04.34	0630	6.85	26.06.56	Night	7.01	04.03.82	0600	7.22
24.03.36	1900	6.78	23.12.56	0845	12.26	16.03.82	0730	9.60
			22.02.58	0400	9.55			
			15.04.58	0900	8.45			

## MIVA

The main topic for the past few days has been the wet weather and all the circumstances it has brought with it. After the heavy rain on Monday everyone on the river expected a good fresh but few anticipated that the flood waters would reach over 49 feet and prove the highest rise for many years. Miva had 702 points rain during this wet period and a total of 1560 points for February. During the last couple of years it has been noticeable that in cyclonic disturbances the rain has been heavier in the lower mid-reaches of the river and has travelled up-stream allowing local waters to get away before water from beyond Gympie got here. This time the heavy falls were at the head of the river and actually fell before local areas had the heavy rain and caused a bigger rise than expected. This flood treated almost everyone alike and here is hardly a crop of any kind left in this district. Maize and pumpkin crops in all stages are lost. The winter crop of potatoes will be almost nil and as the water is remaining at a high level for a long period and most lucerne crops are well under water, it is feared that many patches will be wiped out. Practically all roads in this area to Gympie and Maryborough were blocked. The big railway and traffic bridge over the Mary here remains the only bridge above water on the whole of the Mary River, but cars were blocked by smaller streams in all directions. All bridges are still well under on the Munna Creek though it was never high this time in comparison to the Dinner Creek on the main road from the Burnett has held up all traffic in that direction. Footiche Creek has stopped anyone getting through to Maryborough and the Miva Crossing Bridge is still well under water. Towards Gympie the main hold-up has again been the low cement crossing on Thompson's flat. While no serious mishaps have been reported owing to the floods, several minor events have occurred. One car coming from Longreach went into Dinner Creek and could not get through. The driver managed to get safely to the bank and went to Messrs. Ormes Bros. for assistance. The car was dragged out safely and the owner had to spend the next few days cleaning the engine before he could proceed. Since then several other cars have been stopped in this creek but got out without going or help.

While ferrying a portion of his team across the wide expanse of backwater near the railway station, Mr. N. Nahrung's boat sprang a leak and sank, and two cans containing 14 gallons of cream went to the bottom. Railway workmen, seeing the trouble, went to his assistance and Mr.

W. Rose managed to locate both cans in 9ft. of water. The cans were soon brought to the surface and as the lids had remained securely fastened there appeared to be little damage done.

## MIVA

Practically all the flood waters have now disappeared, but it will be a long time before the destruction the water caused has been fixed up. In most cases big deposits of silt and mud have been left on the farms and flats, which will no doubt eventually enrich the soil. Other farmers have, however, had permanent damage done, as freshly ploughed land has been washed completely away and either the farms will have to be abandoned or a fresh start made to plough up the sub-soil. It is a long time also since such damage has been done to the river and Munna Creek banks. Big landslides can be seen everywhere and the river bed is hardly recognisable in places. Fortunately since the flood went down heavy showers have fallen and washed a lot of the dirty mud off grass and lucerne, and may help growth where the water had not stayed on too long. The showers also lessened the stench that always follows the floods. Showers have fallen almost daily during March but only 153 points have been registered so far.

## MIVA

(From Our Correspondent)

Crops were ruined, tanks, homes, and outbuildings damaged in a quarter-hour fall of hen's egg sized hail at Miva at about 4 p.m. last Sunday.

Maize and pumpkin crops were ruined on several farms and other crops, which had survived the recent flood rains, were damaged. The hail sliced through or dented galvanised iron and fibro roofs of houses and perforated shed buildings. Many cattle had lumps of hide torn off by the hail.

The hail affected an area extending from the railway station down the river for about three miles. It was followed by another storm accompanied by small hail and a little rain.

The district is now experiencing typical summer weather. The days as a rule are dry and hot. Though a large number of thunderstorms have been experienced in this locality, very little rain has fallen here, and most residents would welcome a good shower to lay the dust and help to soften the hard ground surface that has existed ever since the recent flood rains.

Potato digging is still in full swing among the farmers who escaped the flood, but the market seems over-applied all the time and only small quantities can be sold. Some varieties are badly hit by blight and the losses are heavy.

1948

# RECORD RAINFALL FOR 24 HOURS AT MIVA

THE registration of 1427 points at Miva from 9 a.m. Thursday to 9 a.m. Friday last week was the largest 24 hour official record since 1898, according to the Government Gauge Reader in the district, Mr. A. Nahrung.

He reports that the deluge has caused terrific damage throughout the district. Big areas of potatoes, almost ready to dig, have been lost as well as the late maize crops.

Lucerne lands, the district's big crop, are under water, and the winter fodder crops have been ruined. The much grass flats on the river and creek will be of no use for winter feeding, as they are covered with mud.

Hardly a road in the district is fit to use and a large number of bridges and culverts have been washed away.

Mr. Nahrung reports that a total of 3024 points fell in the district from 9 a.m. April 28 to May 1. In six hours on April 28 from 3 p.m. to 9 p.m. 11 inches fell, and in the 24 hours from 9 a.m. April 29 to that hour on April 30, 1427 points were recorded.

Four miles away in Munna Creek section of Miva, 1638 points fell in 24 hours on Thursday and a total of 22 inches was recorded for the three rainy days.

### FARM LANDS SUBMERGED

The Mary river was at zero level at 3 p.m. on April 29, but by 6 p.m. had risen 14 ft. 3 ins. and at 6 a.m. next morning it had reached a height of 33 ft. 6 ins., and was fast submerging the rich farm lands on its banks.

This rise was caused almost entirely by local water and hardly any rain had at that time fallen 15 miles up the river in the direction of Gympie.

At 4 p.m. on Friday and later the towns higher up the river recorded only a small fall in comparison with that at Miva. Even the Wild Bay Creek, a big feeder just above Miva, rose only 14 ft. and had little bearing on the abnormal rise in the river.

At Tiaro the full force of the Miva district's flooding was felt, and at one stage the Mary River rose seven feet in one hour.

One of the Mary's biggest tributaries, Munna Creek, which runs in a few miles below the Miva, also flooded very quickly. Overnight the water rose 30 ft. and reached a height of 35 feet.



1955

# FLOOD DESOLATION IN MIVA DISTRICT

**T**HE Mary River at Miva reached its peak at daylight on Tuesday, March 29, at 66' 8", or 4' 6" below the 1893 level, according to Mr. Alex Nahrung.

In a report on conditions at Miva which was out of communication with Maryborough, Mr. Nahrung said that Munna Creek rose to 62 feet, almost the same as 62 years ago.

In 1893 the flood height at Miva was 60' 6". The rain registration at Miva as a result of "Bertha's" activities was 1468 points. Mr. Nahrung reported terrific wind on the Sunday and the river rose at one stage at the rate of 42" an hour.

The big bridge at Miva was 33" out of the water, but the Kingaroy railway line was cut

in five places by water up to 10 feet deep.

Mr. Nahrung added: "The river has left a scene of desolation everywhere — huge landslides, more than half the trees on the bank uprooted, acres of farm land either swept bare of soil or covered in feet of sand; miles of fencing gone; cattle and pigs drowned in dozens of places.

"Two homes were partly submerged, another evacuated and for miles and miles there is no grass, only a slimy, smelly mess."

## Official River Level Readers

1913-1918	M. Whittaker
1918-1920	A.J. French
1920-1925	A. Wynne
1925-	P. Burley
1925-1926	J.W. Smith
1926-1929	A.D. Mullins
1927-	J. Donohue
1929-1941	A. Edmonds
1934-	A.J. Jose
1941-1963	A.W. Nahrung
1956-	S.G. Ballard
1963-date	W.E. Nahrung

River height information is available from 1893, however no data is available on river level readers prior to 1913.

## Official Rainfall Recorders -

1907-1912	G.W. Nahrung
1912-1919	M. Whittaker
1916-	G.W. Cadsby
1916-	F. Busing
1919-1920	A.J. French
1920-1921	A. Wynne
1921-1925	P. Burley
1925-	J.W. Smith
1925-1928	A.D. Mullins
1927-	J. Donohue
1928-	D. Wall
1928-1943	A. Edmonds
1929-	J.W. Thompson
1934-	A.J. Jose
1940-1941	A.W. Nahrung
1943-1945	J. Reid
1945-1951	J.A. Kurth
1951-1955	L.E. Urquhart
1955-	R. Wilson
1955-	A.W. Nahrung
1956-	B.J. Hibberd
1955-1957	J.M. Radel
1957-1961	A.W. Nahrung
1961-1975	W.E. Nahrung

Many of the above rainfall observers recorded data for only short periods e.g. 1 month. There, the dates shown are based on the year in which they recorded only. The rainfall station was closed at Miva in 1975, and rainfall information is provided by the River Height Observer.

## Big Hail At Miva

1949

Writing further about the hail storm which damaged crops and buildings and tore hide from cattle at Miva on November 13, our correspondent there states he has heard of one piece of hail measured by three men to be over 3 1/2 inches in diameter. Another hailstone was eight inches in circumference. Fortunately he adds, most of the hail was round in shape but several jagged pieces fell and this may have caused the damage to roofing iron. He writes further that he has seen one roof with an average of about three holes to each sheet of iron. The holes are generally about an inch long and half an inch wide but a lot have a thin split up to three inches long.

## Newscutting - 1919.

The weather continues as dry as ever, the storms which gave so much promise having passed over without yielding a single point of rain. The heat of the last few weeks has been intense and on Sunday, December 14th, the thermometer registered 108 in the shade. Bush fires, due in most cases to sparks from the engines, are raging all over the district, causing selectors great anxiety, for once started one never knows when they will stop. The burning timber sends sparks in every direction and a constant watch has to be kept. In one case a spark set the grass on fire fully half a mile away. Well sinking is all the rage and residents are meeting with various fortunes or misfortunes in their search for water. The river is still falling, but manages to just trickle along. About six inches of rain would be the most acceptable Christmas gift we could imagine.



# MIVA BUSINESS ENTERPRISES and FACILITIES

## DICKABRAM TOWNSHIP OF THE 1880's

### Quote from "A Century of Settlement" 1859-1959

"The name Dickabram" is aboriginal and its meaning is obscure. Mr J. Atherton was told by the aboriginals that its name should be 'Dickaninnim' and it is understood this is the aboriginal word for 'yam'."

It appears Dickabram was a thriving township when the Bridge was being constructed. A Post Office operated from December 1884 till October 1886. There was a hotel owned by Mr August Gesch and two shanties, one on each side of the river. Some of the slabs from Mr Gesch's Hotel are now part of the Miva Shop's produce shed, and Don Nahrung's pig sty shed. It is understood this hotel continued well after the bridge was completed.



Slabs from Gesch's Hotel.

The following Maryborough Chronicle article tells of the ratepayers' feelings about the local public houses.

### Maryborough Chronicle - 18th August, 1886:

Our Dickabram correspondent writes: A public meeting of ratepayers and others was held in the school-room, Dickabram, on Monday evening last, presided over by Mr K. Nahrung, of Mount Pleasant farm, a good muster of ratepayers being present. The first resolution was proposed by Mr Smith - "That it is undesirable that any more new public-house licenses should be granted in the police district of Tiara for the next two years." The resolution was seconded by Mr Dakin and carried unanimously. A second resolution was proposed by Mr Dakin and carried unanimously: "That the different parts of the district be communicated with, with a view to obtaining the support of the whole district. Mr K. Nahrung was unanimously elected Secretary, and will be glad to forward sheets for signature to anyone willing to subscribe their names. The meeting, a very enthusiastic one, was closed with a vote of thanks to the Chairman and the School Committee, for the use of the school-room.

The Gesch family also owned a blacksmith shop, a general store and a butcher shop. Another butcher shop was owned by Tom Gayney.

Reid, Ward and Reid, who had opened a drapery business in Maryborough in December 1882, had a store at Dickabram. It is assumed it would have carried similar lines to the Maryborough one.

## SECOND AND LAST WEEK OF THE GREAT SALE.

### REID, WARD AND REID'S

STOCK-TAKING SALE is a GENUINE AFFAIR, as all who visited  
S<sup>th</sup> the  
COLOSSEUM  
during the past week will admit.

This is the Grandest Opportunity of obtaining Cheap and Good  
Articles of DRAPERY the Public have ever had.

REID, WARD & REID'S STOCK has been brought to the  
BEST MARKETS,

and their GOODS are all Fresh and New; therefore, the wear can be  
relied upon, and any Reductions on their Former Prices must be

REAL BARGAINS.

We quote a few Prices below, and everything else will be sold in the  
same proportion:

Ladies' CHEMISES, 1s. each

Ladies' DRAWERS, 1s. each

Girls' Straw HATS, from 6d. each

Women's Straw HATS, from 6d. each

Women's STAYS, Good Shape and Strong, from 2s. 6d. per pair

Boys' Straw HATS, from 6d. each

Girls' Trimmed HATS, from 1s. 11d. each

A Splendid Lot of Men's and Women's English Trimmed HATS,  
at 2s. 11d. each

Ladies' Millinery BONNETS, from 6s. 11d. each

Women's CORSETS, Steam Modelled for improving the figure,  
Special Value, 4s. 11d.

Ladies' UNDERCLOTHING, in great variety, our own importing,  
will be sold Remarkably Cheap

PRINTS, KATEENS, and all DRESS GOODS, Greatly Reduced  
Immense Reductions in CALICOES, SHEETINGS, DAMASKS,  
LACE CURTAINS, CRETONNES, MOSQUITO NETS, &c.

Special attention is directed to our

CARPETS, MATTINGS, OILCLOTH, DOOR MATS, &c.

It is unnecessary to remark we are doing the leading Business in these  
Goods, as it is well known now; and we give our Customers this opportunity  
of RE-FURNISHING, at Reduced Prices.

See our TAPESTRY CARPETS, at 1s. 6d. per Yard

Call and inspect our Stock of MOSQUITO NETS, at 6d. per Yard;  
our own importing

## THE LAST WEEK OF THE GREAT STOCK-TAKING SALE.

### REID, WARD AND REID, COLOSSEUM,

ADELAIDE STREET, MARYBOROUGH.

### Queenslander 29th May, 1886:

The township adjoining the bridge is now inhabited by about fifty people, and is called Dickabram. There are a few stores and no less than three public-houses - a licensing extravagance that the Tiara Board ought to be ashamed of. Law and order have always been well maintained, the only troubles arising being occasioned by some union men who refused to work with non-union men. Some little diplomacy by the "bosses" was needed, and things went on all right; but, as may be easily imagined, they do not possess a particularly fervent affection for the union at present.

With the departure of the railway gangs Dickabram Township ceased to be, and thence became a railway siding for the settlers on the east bank to despatch and collect goods.

The earliest recollection of Dickabram Siding is of four saplings with a tarpaulin wrapped round them on three sides, open to the railway line on the fourth side and only a yard or so from the track. There was no raised embankment which made loading quite difficult. The roof was also a tarp.



Dickabram Siding, now restored.

A timber structure with slatted floor and internal walls, narrow slatted external walls, and iron roof was built on an embankment probably in the 1920's a few yards closer to the river than the original one. The slatted design was used in sheds to create a draught to cool the cans of cream. This structure remained, apart from having its roof blown off in a storm and having a slightly different one replacing it. This siding was used almost solely by the Lipsett and Jenkins families. It was removed in 1985.

The produce sent from the siding was varied and included hides, poultry, eggs, peas, beans, corn, tomatoes, english potatoes, sweet potatoes, pumpkins, beetroot, turnips, chaff and cream. Cream was sent to Gympie or Maryborough by rail motor. Hundreds, probably thousands of bags of chaff were

sent from there. In January of 1939, 500 bags were loaded. There were many wild dashes across the flats as the train left Miva. Fortunately it was often late and so on dark nights it was stopped by waving a lighted lantern.

To Dickabram came bread, meat, seed potatoes, meal, casks of molasses, etc., as well as the timber required over the years to repair the bridge.

From Dickabram too went train and rail motor passengers - they were able to buy their tickets at Theebine. Mr Palfrey recalled the Ogilvie family staying at Gesch's Hotel in the late 1880's and catching trains from Dickabram.

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Two lads from Maryborough, employed by Mr E. Lipsett, were sent to Dickabram in the evening to load produce which had been taken there during the day. Before the train was due they rode over to Miva, but on the way back the 'Bridge Ghost' appeared before them. Their horses bolted and the startled men left the produce unloaded.

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'Dickabram' was suggested to be a combination of the Christian names of Dick Lipsett and Abraham Jenkins.

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## SUGAR MILL

### Newsclipping - 1948

Miva Can Grow Cane - The Gympie district is not recognised as a large producer of sugar cane, but that it can grow cane of a phenomenal size is indicated by several samples brought into the city by a farmer yesterday. Grown by Mr J. Dawe, of Miva, each of the three sample sticks is over ten feet in length, the tallest measuring 10ft 4ins. Circumference of each stalk is approximately seven inches. When growing and with foliage on the top, each of the samples was about 13 feet in height. Mr Dawe has several acres of cane of this type - (1900 seedling variety) - under cultivation at his property. It is estimated that the yield will be in the vicinity of 80 tons to the acre - nearly twice that of ordinary cane. Not only does the Miva district produce phenomenal sugar cane. A sheaf of oats, grown by Ormes Brothers, of Miva, which was also brought into the city yesterday, measured 5ft 8ins. in height. Of the Algerian variety, the oats grew without the aid of irrigation.

The following extracts from 'A Century of Settlement' 1859-1959 tell of the sugar industry in the district.

Samuel Johnston at first engaged in general farming, but in the late '70's he commenced cane-growing and purchased a crushing mill which was erected and operated by Mr Brooker, an engineer. In the early 1880's when the railway line from Gympie to Maryborough was opened, a station was provided at Kanyan, principally to take brown sugar from Mr Johnston's mill. The Crossing over the river is still known as "Johnston's Crossing". Mr Johnston, like all other sugar-growers of the time, employed kanaka labour on his plantation. On the 8th August, 1882, Mr Johnston died as the result of an unfortunate accident at his mill and the Miva District lost an enterprising and public-spirited pioneer. The property was sold to Mr W. C. Wilson and the family moved to Maryborough where some of its members still live.

Mr Wilson made the mill (which had previously manufactured only brown sugar) into a refinery. He imported centrifugals and vacuum pans from England to make white sugar. But floods ruined the cane crops and in 1896 the mill was sold to a civil engineer named John Wilson - no relation to Mr W. C. Wilson. John Wilson renovated the mill and set it up near the Miva-Munna road but after a few years he too gave up the venture, and the growing of sugar-cane was abandoned.

May 29, 1886.]

## THE QUEENSLANDER.

To get from Dickabram to the first of the Mary River settlements it is necessary for the equestrian to follow a road very much in the shape of a horseshoe, the railway line running up the middle thereof. I had got three parts of my journey, and had but a paddock intervening between myself and a little village settlement on the river side, when I was stopped by the fact of the sliprail being barred by a piece of iron fixed with staples running down from the top of the post, so that one could not take the sliprails out. A notice also was appended threatening prosecution to trespassers. As the tracks on the road were very fresh this seemed a very recent proceeding. An excursion on foot to the hotel, which formed part of the settlement, was of no avail, the key of the padlock which fastened the iron being possessed by someone who lived at a distance. It was a very hot day, and my patience had pretty well gone to nothing by the time I had returned to the obnoxious sliprail, and after a short argument with a piece of heavy wood the iron was knocked out, and I passed through on my rather troubled way. From the ease with which I accomplished the performance it appeared to have been done pretty often before.

Passing a few houses I came finally to the Binberrim Sugar Plantation, one of many that are situated on the river between that place and Maryborough, from which place it is distant about thirty-five miles by road. Here are 150 acres under cane, mostly raphoe, a black hardy kind, that is famed all over Australia as the best sort to stand the frosts. There are also 900 acres in pasture. The dwelling-house, a pretty flower-covered place, stands on the brow of the hill, commanding a very fine view of the country on both sides of the river which is hidden among the thickly-clothed banks.

Far away ahead the Kanyan Range gives a decidedly romantic aspect to the scene, dotted as it is with settler's houses and farms at the foot. In the foreground, surrounded with the ripe green sugarcane, almost ready for cutting, stood the mill, with its red brick chimney and galvanised iron roof. Although everything looked bright and fair enough, Mr. Wilson, the owner, informed me that rain was very much needed within the ensuing fortnight. He had been at work erecting a new 6-horse power engine inside the mill for the purpose of turning the centrifugal machine in which the sugar is separated from the molasses. The machine hitherto used had been a big 12-horse power that pumps the air from the vacuum pan, and using it only for the centrifugals meant a waste of machinery. The estate has been in exist-

ence for three years.

much labour as he has required. It is a startling commentary on the supposed brutality of the planters as exemplified in the high rate of mortality among kanakas, and by the findings of the immaculate commission, to state that no death has ever yet occurred on the Binberrim plantation; and what is more no boys have been sent to the Maryborough Hospital from thence. A little amateur nursing is all that is required, and when the brutalities of a Government hospital are experienced by the kanaka fatalists, it almost always results in death. The firms who send their sick to the District Hospital have a mortality of 10 per cent among their men, while in this case, which may be taken as one of many, the planter has proved the

better physician, and the plantation has had an average of thirty-five men upon it for the last three years.

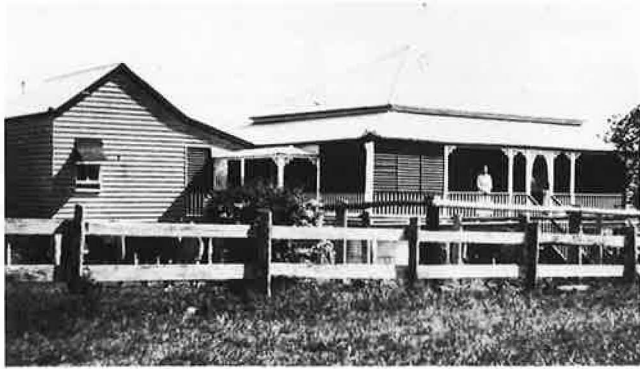
Speaking of the sugar industry generally my host said that he was not one of those unreasonable beings who charged the Government with the low price of sugar, which was a matter that must work its own remedy by-and-by. He had sold his first sugar at £32 per ton, now he made tip-top white sugar for £20; in fact it had dropped on an average £16 a ton within the last three or four years. In his opinion over-production was the cause of the low price, and he quoted cases in which Queensland sugar had been taken to China, refined there, and brought back and sold in Australia, the whole passage and expenses coming out of £10 per ton. There was also a strong competition from Mauritius. Speaking of the crop, which he anticipated would be a fairly good one, he said that he hoped for a yield of nearly two tons per acre, fifteen tons of cane would make a ton of sugar. Formerly it took seventeen or eighteen tons to make this, but improved machinery had made the differences. But, of course, there were plantations where old wornout machinery was in use, and which were situated at some distance from the market, and he could not vouch that sugar at its present price was a paying thing. But for himself, he averred, he had no reason to complain of the return he got from capital invested. The fact of being within a few miles of Gympie, and having the railway almost "agin his own door," made a difference of 30s. per ton in his favour; and he was also very fortunate in getting as much labour as he wanted. Boys could always be got for Brisbane, Maryborough, or Bundaberg, but for Mackay and Cairns they had a decided objection, and, speaking from personal experience of the lads, I never saw a happier or sleeker crew on any plantation—and I have seen some. They have no union, and they don't faint if they are asked to do anything just as the hour for knocking off is sounded; in fact, with kindness and considerateness, they will work on an average far better than a white man fresh from the unemployed crowd would do. Mr. Wilson states that it will be absolutely impossible to work the plantation with white labour.

From other sources I hear that a sugar company in this district paid 10 per cent last year on the capital invested, and carried a fair sum over to the reserve fund. Of course, they had virgin soil and good management, a state of things by no means the rule on Queensland plantations, where the barren ground has been worked and worked until it is nothing short of a special providence that will cause a crop at all, let alone a paying one. It may be taken as a rule that one ton to the acre is barely payable—anything less than that means bankruptcy. Gentlemen who live in Brisbane, and who have never invested more than 4d. at a time in sugar, should think when talking of abolishing kanaka labour that it means robbing many of their fellow-colonists who have invested in some cases a very substantial sum. All plantations are not alike, either in their business or social management; but it is very hard to compel innocent and guilty to suffer alike as being all members of the same class. And there is always a tendency for prominent statesmen to play the Exeter Hall stage at home, knowing that thence cometh the coveted K.C.M.G. that is the colonial patent of nobility—in some colonial eyes.



# MIVA GENERAL STORE

The store was opened on November 1, 1900, by William Nahrung, in a room off the kitchen and was naturally in a very small way. He had to face the disastrous 1900-1902 drought, but the store survived. Warrys Ltd and Horsburgh & Co were his main creditors. In 1905 he built a small shop close to the house and bought the fittings from Stuckey's store at Kanyan. When the Kilkivan branch railway line was an assured fact, it was thought that it would branch off at Kanyan, and Mr Stuckey built a store and hotel there. However, Kilkivan Junction, now Theebine, was decided on and Stuckey's store was never opened. Among the fittings purchased for the Miva Store were the counter, a 6ft by 6ft window, and the front door. This door is still in constant use at the Miva Store as a back door.



"Alandene" 1922, now Will and June Nahrung's home.



Miva Store and "Alandene".

In 1912 William added ten feet to the rear of the shop to be used as a store room and this allowed him to carry extra stock. On July 1, 1916, his elder son, Alex, took over the store when supermarkets were undreamt of, and inflation was something that happened to balloons but not car tyres - in those days car tyres were solid rubber. In his history of the store, Mr Nahrung wrote: "Prices when I took over included 70lb bags of sugar 11/-; 50lb bags of flour 4/-; cigarettes 6d a packet of 12; two ounce plugs of tobacco 6d; four ounce plugs of tobacco 1/9; a case of kerosene in oregon pine 12/-; 10 inch files 1/3; nails 6d a pound; horseshoes 3/- each."

In 1919 he added another ten feet to the rear of the established building as trade had increased. A shed also was built close by for produce and other heavy goods. One wall of this shed was built of slabs, fifteen inches wide or more, from the old Miva Hotel kitchen, built in 1884.

In 1926, Alex built a completely new and bigger shop facing the railway line, and was now able to carry a wide range of goods, comparable to any country store. It was known as "The Bigger Value Store" and no effort was spared to make it true to name.

Cars were becoming popular and three manually operated bowsers were installed. A hand operated one still stands outside the shop. A little later, a big shed was built to store heavy hardware items and drums of petrol. These were brought from Gympie on trucks fitted with solid rubber tyres - it was a long and rough journey.



Tanker unloading fuel at store.

L. to R.: George James, Colin Nahrung, Alex Nahrung.



Inside Miva Store, 1927.

During World War II, by almost sheer good luck, the store had bigger stocks of galvanised iron and piping than anywhere in the whole district and while most shops considered iron was almost unobtainable, Alex was able to supply clients as far away as Maryborough and Gympie.

Also, as the store had been operating for many years, items that had previously been considered unsaleable were now eagerly sought after. Almost every goods train would stop in front of the shop and the train crew would come looking for scarce lines, and people came from many outside districts to do the same.

During the war up to a hundred Australian soldiers would stop at the shop at any hour of the day or night for drinks, ice creams and other items they saw and wanted. An Officer always came early and advised about the time they could be expected. Even the Americans would come. One time they bought every case of tinned fruit that was in stock. On another visit they took every article made of tin - billy cans, dishes, etc.

The shop was robbed on three occasions, cigarettes and tobacco being the main lines stolen. Also by a clever plan a person stole five drums of petrol over a period. Alex had the distinction of being the first grocer in Australia to actually deliver goods to customers by helicopter. In the 1955 flood, customers of his were completely isolated by flood on the western side of Munna Creek. He contacted the Gympie police and told them of the situation. A helicopter was there for emergencies. It was agreed to fly it to Miva if he guaranteed to take food, mail and so on to the Glen Echo residents.

After 46 years in the store and surviving depressions, droughts and floods, but finding giving credit and subsequent bad debts his biggest trouble, Alex retired to Gympie in 1962. During those 46 years, he bought out two opposition stores at Theebine.

Alex's two sons, Colin and Will, took over the shop and traded as C & W Nahrung. They increased the stock and made



1955 - Helicopter to take supplies to Glen Echo.

several alterations. One big innovation was to start a weekly run through the Gunalda, Glenwood, Kanighan and Theebine districts, delivering all kinds of goods, including frozen foods to customers' homes. This proved so successful and convenient, that residents of Gundiah, where a shop had closed, asked for a similar service. This was done every month. The partnership was dissolved in 1975 with Will and his wife June carrying on in the store and Colin getting work in a hardware store in Maryborough.

Will and June continued with the district deliveries until rising costs made the run uneconomical. They also found that with the advent of supermarkets, their grocery sales had diminished, though they were still able to provide full supplies at reasonable prices. They decided to concentrate more on farm supplies and hardware and have been very successful. In June 1981, a second store trading as Tiaro Rural Supplies was opened in Tiaro. It would be hard to find any other country store that has been run for eighty-six years by the one family.

**The Bigger Value Store**  
 MIVA 19/11 1929  
 M. Alex Nahrung  
 BOUGHT OF  
**ALEX. NAHRUNG**  
 General Storekeeper  
**Bushells BLUE LABEL** Makes more Cups and Finer Flavor  

4 Lemonade	30
6 - Cakes	6
1/2 Sugar	7 1/2
	5.1 1/2

 Alex Nahrung  
 Alex Nahrung  
 Bushells Cocoa Has that Chocolate Taste

Phone 3 Miss 3/12 1949  
 M. Alex Nahrung  
 Bought of -  
**ALEX. NAHRUNG**  
 GENERAL STOREKEEPER  
 District Agent for SHELL, VACUUM & CASTROL PRODUCTS  

1	2 1/2 Corn	2 16 6
2		
3		
4	1 1/2 Wheat	1 8 10
5		
6		4 5 4
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22	7	

 "THE BIGGER VALUE STORE"  
 PRATTEN BROS. PTY. LTD., BRISBANE

# CREAM RUN/GARAGE

About 1926 Mr Bill Sauer started a Cream Run, with Konrad Krafft as driver. After some time, Alf Sauer took over the run from his brother.

The Gympie Times reports in 1931 -

**Carrying** - Mr Alf Sauer, who has for some years been engaged in a carrying business here, collecting cream, etc., at the farms, and bringing it into Miva, and returning with goods of all kinds, cream cans etc., has sold his truck and business to Mr Fred Bulmer of Theebine, who has come to make his home here. Mr Bulmer is by no means a stranger and the good work so ably and agreeably carried on by Mr Sauer, will be in good hands with Mr Bulmer at the wheel.



Alf Sauer's truck.



Fred Bulmer's truck 1930's. A canopy was added later.

Fred Bulmer bought a new Morris truck from Gilliland's Garage in Gympie. At the time there were fourteen suppliers whose cream was carted into Miva and sent by rail motor to Gympie and Maryborough. Fred also carted a lot of potatoes, pumpkins, corn, lucerne and pigs, in to the train. He and his wife settled at Asmus Kunst's place in 1932, living in a slab hut with an antbed floor, shifting to Blackwell's in 1935, and to Miva in 1947, where he had built a house and garage. To



Blackwells transporting cream to be collected by Fred Bulmer.

commemorate this occasion, a dance was held in aid of the Ambulance, in his garage on 28th March, with the orchestra in the back of the cream truck backed into the back ramp. Local kids snigged bags of sawdust soaked in kerosene around the floor for a week before, to give it a shine.

He started a cream run to Gympie in 1939, which reached a peak of forty-three suppliers, including Old Maryborough Road suppliers. Only four of those forty-three are left now. Ironically, of the thirty or so dairies on the west bank of the river that supplied cream, the only one still operating today is Sauers, where the cream run originally started.



Bulmer's Garage not long after it opened. Fred, in the doorway, and his Chevrolet car.

## **Newsclipping 1931 - Miva** (from our Correspondent)

**Cream Supply** - A fair supply of cream is still coming and Mr Bulmer is running three times a week, bringing the cream &c., in to the siding. Talking about cream - a rather creditable record was put up here by Mr W. Gesch and his daughter, when a certificate of merit was conferred upon them from the Wide Bay Dairy Association for having forwarded all first class cream to the factory for twelve months, without a break.

Keith Bulmer joined his father in partnership in 1960, with Fred doing the garage work while Keith looked after the truck work. Fred retired to Gympie in April, 1970, and the garage work tapered off from this time.

The business became a fuel agency in 1937 for Texaco, and has since changed to Caltex. It was an agency for B.P. COR as well as Caltex for a time. During the War years, all fuel had to be paid for in cash. In the early days, Caltex fuel came in drums by rail to Miva, then was delivered in bulk tankers from Maryborough, and today has to be collected from the Urangan Terminal.

Bulmers is said to be the oldest agency in Queensland, perhaps Australia, to remain in the one family.

From the commentary on Local Business Enterprises of the early years, it can be gleaned that this business and the Miva Store are the only ones that have survived, however others have begun.

In 1949 with a decline in the use of the trucking yards at Miva because of the advent of cattle trucks, a road transport business was established by brothers Norm and Len Neilsen. Norm did most of the driving, carting livestock to various centres. In 1955 Len took over the business on his own carting livestock and general goods. Now in 1986 the business is in the hands of his son Barry.

A School Bus Run commenced in the early 1960's and still operates today transporting local children to school at Theebine.

Another comparatively new enterprise in the district is tourism. Mr Colin Atherton has opened up a strip of Munna Creek on Miva Station for the weekend and holiday camper and caravanner. As the whole of his property is a gazetted flora and fauna sanctuary, it is full of interest for the visitors whose numbers are steadily growing.

# BUTCHER SHOPS



Butcher Shop.

August Gesch owned a butcher shop during Bridge construction days, probably in the vicinity of the fig trees, with slaughter yards just above the cemetery. A shop was also owned by Tom Gayney from England, situated at Dickabram with beef supplies coming from Miva Cattle Station.

In 1926 Charlie Kunst built William Nahrung a butcher shop across the road from Bulmer's Garage. The cement floor still remains and O'Sullivan's now live in the house. The slaughter yards were opposite the cemetery, well back from the road.

Caesar Elsworth was Mr Nahrung's first butcher, staying for twelve months and leaving to build a shop at Theebine. He ran it in opposition to the Miva one, with meat deliveries to Glen Echo. Fred Bulmer was driver for Mr Elsworth, whose vehicle at the time was a Whippet truck.

Mr R. Hales moved from his butcher shop at Paterson to manage the Miva Shop until 1930. Miva's next butcher was a Mr Percy Langley, who was followed by Augie Heidemann. During this period the shop was owned by the Nahrung family, being passed on from William to his son Norman.

It was sold in 1947 to Mr Langley who stayed on until 1950, selling out to Mr Atherton. Eric Parker butchered for Mr Atherton for a while, and Ben Guinea leased it while he was running a shop at Gunalda.

The Miva shop closed in 1951, with Mr Guinea buying it from Athertons, and shifting it to Gunalda, where he rebuilt it over the top of the old shop. He then pulled the Gunalda shop away from underneath.

MIVA

July 31st 1947

Mr E. Lipssett

Dr. to P. LANGLEY

BUTCHER

"Best by Test to Digest"

## Bushells—the Tea of Flavor

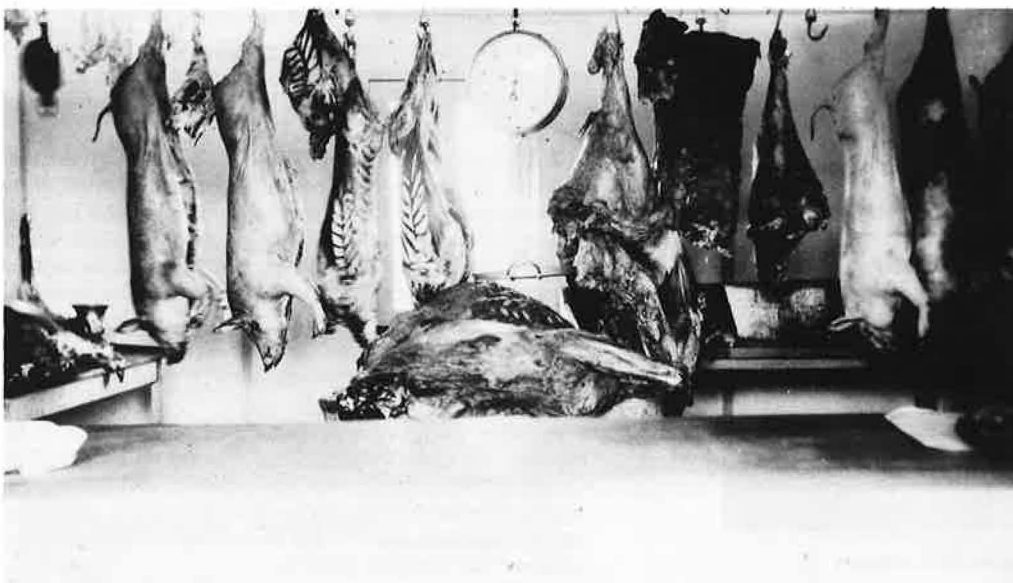
July	1	x 2ail	3 1/2	Chucks	27
	5	5 Rot	1 1/2	Stks	52
	12	6 1/2 leg	1 1/2	paus 1 stk	911
	15	2	Shin		10
	19	6 1/2 leg	1 1/2	paus 1 stk	911
	25	2 1/2	big mutt		44 1/2
	26	2	Blade	1 paus	25
	29	1 1/2	Blade	6 Shin	19
					1-181

Kangaroo Jack, so the story goes, was a cattle duffer who had a butcher shop up along the railway line past Miva, during bridge construction days.

There was a butcher hard as nails,  
Who stood with his fingers on the scales.

### 1949 - Newscutting

**Outsize Sweet Potato** - An outsize in sweet potatoes was brought into the 'Gympie Times' office on Thursday by Mr Percy Langley, butcher, Miva. The sweet potato, which is of the red variety, weighed 15 1/2 lbs. and was part of a bunch which weighed 35 lbs. Mr Langley says he is not a farmer, but the tuber shows that he knows how to grow large sweet potatoes. However, he gives credit to the rich soil of the Miva district. He has arranged for the sweet potato to be displayed at Mr Mat. Drummond's shop in Mary Street.



Inside Butcher Shop.

This page sponsored by: GUNALDA and DISTRICT RURAL YOUTH



# SAWMILLS

It would appear from the following news items, that McDermott and Owen had their own sawmills at Dickabram during the bridge construction. The Sawmill Bridge, naturally takes its name from the sawmill sited close by during construction of the Kilkivan Line.

## **Maryborough Chronicle - 8th November, 1886:**

*Sawmill and other Plant for Sale.*

*The undersigned have the following PLANTS for disposal, which will be sold cheap, viz.*

**SAWMILL No. 1 -**

*Comprising One Ruston, Proctor, and Co.'s 12h.p. Portable Engine with link motion, Reversing Gear, and all the latest improvements (suitable for mining purposes, if required), with Circular Saws up to 5 feet diameter, Benches, Belting, Trolleys, &c., complete.*

**SAWMILL No. 2 -**

*Comprising One Marshall and Sons 10h.p. Portable Engine, with Saw Benches, Circular Saws, Belting, &c., complete.*

*Both Engines are nearly new, and are in First Class Working Order, and will be sold separately or with the Mill Gear as working at present.*

*Also,*

*One of Shank's 3 ton Hoisting Engine, used for Pile Driving (in first class order), 10 Crab Winches, 50 Pulley Blocks, Single, Double, and Treble; Ten (10) inch Centrifugal Pump and Pipes, Hydraulic Jacks (10 to 12 Tons), and a Large Quantity of Plant of Various Descriptions.*

*Also,*

*30 Heavy Draught Horses: 3 Heavy Draught Mares, with Harness, Tip Drays, Timber Waggons, &c.*

### **INSPECTION INVITED**

*McDermott & Owen, Railway Contractors, Kilkivan Branch Railway, Main Camp, Dickabram.*

Blowers had sawmills in the district in the early 1900's. One was situated just west of Miva, and was later shifted even further west. It appeared in those days, that sawmills were moved around to be close to where the available timber was being cut. One other mill recalled (ownership unknown), was situated in Birt's paddock.

In about 1942 Maryborough sawmillers, Fairlie and Sons, planned to expand their operations to Miva, and built 'Nonsuch' (workers' quarters), and delivered a large, second hand steam engine to the site. Timber had been cut for mill houses and the sawmill building, when their Maryborough mill was destroyed by fire.

Rebuilding their Maryborough operation took first priority; then the Miva mill was eventually built, and started operations in 1955 powered by a 40 HP diesel Southern Cross engine. This was converted to electric power some time after electricity came to Miva in 1959.

Three experienced mill hands were employed at the start, but as these left, their places were filled by Miva farmers trying to make ends meet. The mill continued in a small way with electricity pole cross-arms being one of their mainstays, until the credit squeeze of 1963 saw the mill close.

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*Jack Blowers had a sawmill at one stage on Athertons, with his camp rather close to the river bank. The 1893 flood surrounded his place, and all the chooks, dogs and cats were shipped to safety in a ship's tank.*

### **Newscutting -**

*extract from an address by Mr Lambert Hyne 1933*

*To those not acquainted with the business I might mention that the old pit-saw was a pit or trench dug out of the earth, over which the log required to be sawn was placed. Chalk lines were then marked on the log to indicate the position of the saw-cuts to be made. One man stood on top of the log and his mate was in the pit underneath. The saw was then pulled up and down by those two sawyers until the cut was completed. It*

*will readily be imagined that the 'box seat' in pit-sawing was held by the man on top, as the poor fellow in the pit became covered with sawdust at every stroke of the saw. Doubtless if Arbitration Courts had existed in those days the poor underdog would have received extra pay for dirt, or should I say 'dust' money. However those were the days before awards or Arbitration Courts and he just got along on the usual 5/- per day. However, I understand he could, if he so desired, keep the sawdust - this, of course, may have been some slight recompense.*

## **CATTLE YARDS/ PIG YARDS**

The cattle loading yards were built at Miva Railway Station in 1925 by local graziers with the timber supplied by Mr Atherton. Prior to this date cattle were taken to trucking yards at Curra and big mobs of cattle, mostly from the Burnett, were driven over the Bridge. Alex Nahrung recalled seeing drovers take two hours to get a mob across the Bridge, despite every strategy possible. On some occasions they were not successful.



*Miva cattle trucking yards.*

### **Newscutting - 1931:**

*Cattle - Cattle have been moving briskly and our trucking yards have again proved a paying proposition for the Railway Department. For many years the residents had tried to get cattle trucking yards here, but the department could not see its way clear. A few years ago, however, a public meeting was held, and the stock-owners decided to erect the yards, if the Department would make the necessary alteration to the Siding. This was done, a fine long loop line being put in with the loading ramp and crush, and a few days ago Miva was made a temporary staff station, which was considered necessary to cope with the traffic. "Dovedale" Station forwarded a fine draft of over five hundred bullocks, by three special cattle trains and all went off smoothly and well, in good time. This is the second day on which "Dovedale" has sent three special train loads. "Mount Joseph" and "Mount View" both trucked smaller consignments of bullocks, while three lots of cattle arrived here for various owners.*

### **Newscutting - 1931, MIVA**

*Loading Bullocks - A very nice train load of 158 bullocks from "Dovedale" left here, for the meatworks lately and Mr J.H. Atherton dispatched about 60 very fine cows by road to the City Butchering Co., Maryborough. This company has bought fat cattle from Miva Station for years now, and the quality is very highly commented on.*

*Baconers - The forwarding agent for the Queensland Co-op. Bacon Association Ltd., Murarrie (Mr W.C. Nahrung) sent forty baconers to the works on Wednesday last.*

-----  
*Around 1930 pigs were consigned to factories via agents. June 1935 saw the first pigs railed "over the scales" from Miva, allowing the farmers to be paid at once by the agents for their livestock. Calves too were sold in this manner. In 1948 they were selling @ 4d per lb.*

In 1939 new pig yards were built; it is thought by Stan and Cecil Jenkins. Stan loaded and Cecil carted from outlying areas. Miva then boasted two sets of pig loading yards - the others belonged to Jim MacDonnell from Gympie who it is believed loaded for Huttons. Steve Lerner took over the Dobby agency from Stan Jenkins and later Norm Nahrung was the agent but because of declining pig numbers he chose to load at Gootchie as there were more pigs in that area.

The cattle yards were eventually pulled down by the railway and burnt in the late 1970's. The pig yards had been removed much earlier.

### **Newsclipping - 1931, MIVA**

*Pigs - A trucking of 38 nice baconers were sent from here to the Queensland Co-operative Bacon Association Ltd., Murarrie by the local agent. The price is a little more encouraging, and it is hoped it will not drop as low as in the past season.*

*In the 1930's - baconer pigs were bringing 5½d. per lb; cows were worth 15/- to 25/- each; potatoes, 8/- to 10/- per bag; sweet potatoes, 1/9 per quarter; corn, 4/- per bushell; tomatoes 3½d. per lb; chaff, 4/- per bag.*

## **TEAMSTERS**

As areas were taken up by the settlers and squatters, teamsters moved in and cut trees - many of these were rafted down river to sawmills in Maryborough.



*Percy Krafft's bullock team.*

The late Mr A.D. Carswell was responsible for the log traffic in the river at Miva Crossing and was trying to clear logs from one of the bridges not long before it was washed away. This gentleman too was an excellent swimmer and was involved in diving to undo bolts, in order to salvage some of the timber from the wrecked bridge.

With the construction of the Dickabram Bridge and Railway, Miva railway yards became a hive of activity. There were both horse and bullock teams in those early days. The former had up to 14 horses to a team, but 10 was the usual number. The bullock teams generally numbered between 22 and 26, though Fred Krafft and Jack Krafft drove teams of 30 each. With the larger ones the front half of the team was driven while the back half was spelled, then the back half was worked while the front half was rested. Jerseys, black, red and white, and roan were favoured - Herefords were regarded as "too soft". One of the earliest teamsters recalled who hauled into Miva was Willie Gesch. No doubt he hauled some of the Dickabram Bridge timber. On the Dickabram site one of the hauliers of bridge timber was a man named James Balkin who hailed from Gunalda. Others driving bullock teams were Tom Jensen, Cliff Rayner, August Kunst, Mr Stegeman, Mr Blackwell, George Ganley - he is said to have hitched logs one behind the other to drag them down from the mountains, Jack Blowers, George Blowers - who had two teams, Percy Staples, Alf Kunst, Alf Sauer, Dave Adams, Bill Schiefelbein and Vic Birt.

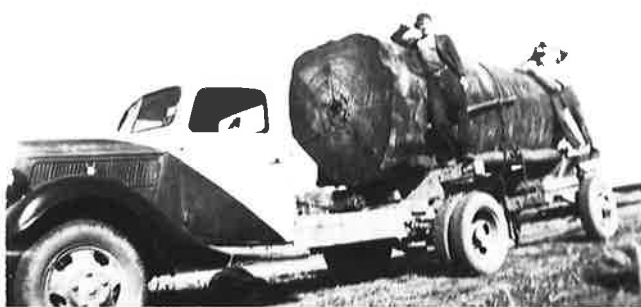
Those who had both horse and bullock teams hauling to Miva included Ted Rayner and Percy Krafft. Those with horse



*Krafft's bullock team at Miva Siding.*

teams only were Mr Westlake, Fred Jensen, Ernie Kunst and the Fitzpatrick brothers.

Tom Jensen had links with the Gunalda Sawmill and hauled the timber for Sauer's house at their property at Miva in the early 20's. It went from Miva to Gunalda by train, then the sawn timber was sent back by train. He also hauled for Blowers' mill when it was situated past the cemetery on the road to Glen Echo.



*One of the first timber trucks in the district.*

Percy Krafft hauled the timber for Atherton's house to Miva, in the 1920's, and it was sent to Hyne & Sons in Maryborough to be sawn. Hyne & Sons was established there in the early 1880's and remains in the same family today. Mr Krafft hauled the stumps in long lengths to the house site and they were cut up on the spot. He was the last of the local teamsters, but continued hauling timber on trucks.

Most of the teamsters mentioned hauled hardwood, though many were involved with hauling pine from the Urah mountains - incredible quantities and incredible quality. The district timber industry continues today, though on a lesser scale.



*Percy Krafft with huge log ready for unloading at Miva.*

**Newscutting - 2.5.1931 - Miva:**

*Bullock Teams - We have had a visit from the old bullock teams again, one time no notice was taken of these strings of bullocks; but owing to the dullness of the timber trade, they are a rarity now, and it is hoped that the trade will revive, and their presence in the railway yard will be a daily occurrence.*

**Newscutting - 1939.**

*Chance for Queenslander - A bronze plaque worth £20, will be offered by the Aviculture Society at its bird show in May for the champion talking parrot of Australia.*

*It does not matter whether it is a macaw or a white cockatoo, whether it swears or whether it speaks in a foreign tongue, all are eligible, all are welcome. A Queensland parrot caged near bullock drivers should win hands down!!!*

*At one time eleven bullock teams and one horse team were hauling logs, mostly choice pine, from the Urah mountain.*

# POST OFFICE/ RAILWAY STATION

Quote from Century of Settlement 1859-1959:

*Before the advent of the railway, mails from Miva were left at Thompson's Flat (a mail-change) by Cobb & Co's coaches. An aborigine, known naturally enough as Postman, used to collect the mail, running all the way. A stick with notches was given to him with the mail - one for each letter.*



Cobb & Co coach.

As mentioned earlier, the Dickabram Post Office was in operation during the construction days from 20th December 1884, till 31st October 1886. Postmasters/Mail Contractors during this period were W. Reid, J. Coleman and G. Ryland.

A Receiving Office was opened at Miva Railway Station on 10th March 1887, the first Receiving Officer being Mrs Elizabeth Griffin, who was also Gatekeeper and Station Mistress at Miva. Three mail services operated from there in 1888. One from Dickabram and the Miva area direct to Running Creek, then Brouyer and Woolooga, direct to Kilkivan. The second from Dickabram direct to Woolooga, then through Widgee, Black Snake, Kilkivan to Boonara, and the third from Miva to Miva Crossing, then Miva Station and onto Running Creek. The distances were 45 miles, 66 miles and 16 miles respectively.

A Parcels Office opened at Miva in 1902, and in 1907 twenty bags of mail were being despatched and received per week. The office was raised to a Post Office in 1908, with the Railway Department taking control for £14 per annum. The Miva Gatekeeper carried out the duties. In 1915 trunk line facilities were introduced with a telephone instrument placed in the Miva Gatekeeper's cottage. For this additional work she was paid £6 per annum. A public telephone was installed in March 1916. The phone service was automatic in 1973.

Tenders were called for two mail services operating from Miva in 1911:

M.S. 136A: Miva Railway Station and Mudlo and Theebine via Coulsen's, Munna Creek School, Whampoo, Miva Station, Krafft's, Jensen's, Narambi, De Lisle, Marodian, Ballungan, Laurie, Hedge's, Schacht's, Yorkies, returning via Yorkies, Pierce's, Dombrow's, Ballungan, Narambi, Krafft's, Miva Station, Whampoo, Munna Creek School and Coulsen's to Theebine, once a week.

M.S. 136B: Miva Railway Station and Mudlo via Coulsen's, Munna Creek School, Whampoo, Miva Station, Krafft's, Narambi, De Lisle, Marodian, Ballungan, returning via Yorkies, Pierce's, Dombrow's, Schacht's, Hedge's, Narambi, Krafft's, Miva Station, Whampoo, Munna Creek School and Coulsen's to Theebine once a week.

M.S. 331: Kilkivan and Black Snake via Spring Farm, once a week.

During the 1920's and early 30's, M.S. 136 was operated twice per week by George A. James. He travelled the distance on horseback - 32 miles out one day and 35 miles back the following day. For this he was paid £150 per annum. In 1938 the mode of transport was changed to motorcycle, enabling the run to be completed in one day.

In 1934 it was taken over by Mr Jack Blackwell, who continued for about five years until Mr C.L. Neilsen took over. The service changed hands again about 1943 with Bulmers taking charge.

Mrs Radel became Station Mistress and Post Mistress in 1955. Her rather long hours of attendance were: 9am - 1pm: 2pm - 8pm, Monday to Friday; 9am - 1pm, Saturday; 9am - 10am, Sunday and all holidays.

Miva H.O.  
QUEENSLAND POST AND TELEGRAPH DEPARTMENT  
TELEGRAPH  
A1173  
QUEENSLAND  
12 MAR 87  
1283  
Open 10<sup>th</sup> March  
Mr. E. Griffin  
POST AND TELEGRAPH DEPARTMENT, BRISBANE.

A157  
Woolooga  
I wish to change from Dickabram to Miva  
at the time of the transfer.

Referring to your Memo of the 12<sup>th</sup> January last relative to the proposed opening of Receiving Office at Dickabram and Brouyer I beg to inform you that a P.O. will be opened tomorrow (10<sup>th</sup>) at the former place - to be called Miva, that being the name of the Railway Sta - in charge of Mrs Elizabeth Griffin.

12.3.87  
E. Griffin  
27/4/87  
4457

In 1973 the Railway Department withdrew the Station Mistress from Miva and from then on it was worked as an isolated siding. The Post Office and Commonwealth Savings Bank then came under private control and were conducted in the fettle's cottage by the previous Station Mistress, Mrs Jean Radel. Her hours of business were 8.50am - 1pm: 2pm - 5.20pm, Monday to Friday and 8.50am - 11.20am, Saturday.

Following the resignation in 1974 of Mrs Radel, whose husband - a railway worker - had been transferred to Maryborough, Mrs Maisie Downing took control of the office, which was eventually closed on 30th January, 1976. From that date Mail Service 726 Miva to Palfrey's, from Theebine, came into operation. Now M.S. 726 is controlled from Gunalda Post Office.



Miva Railway Station.



Miva Railway Station, Fruit Shed and Produce Shed

The Post/Station Mistress was in charge of all railway business, which at Miva was quite substantial with incoming goods, and outward consignments of produce, timber, livestock, etc., as well as selling rail tickets to passengers. excerpt:

**MARYBOROUGH RAILWAY AND BRANCHES**  
**Time Table from August 1st, 1892.**

Between MARYBOROUGH and KILKIVAN - Fares:

Single, 11s11d, 7s10d  
Return, 17s11d, 11s9d

Maryborough, leave - a.m. 9.45 (except Wednesday)  
11.30 Thursday only.

Kilkivan, leave - a.m. 6.25 (Monday and Friday),  
7.50 (Tuesday, Wednesday and Saturday)

KANYAN - Fares: Single 7s2d, 4s9d  
Return 10s9d, 7s2d  
Maryborough, leave - a.m. 7.15, (11.30 Thursday only),  
p.m. 5.20  
Kanyan, leave - a.m. 8.43, (10.25 Wednesday only),  
p.m. 5.35

KILKIVAN JUNCTION - Fares: Single 7s4d, 4s11d  
Return, 11s, 7s5d  
Maryborough, leave - a.m. 7.15, 9.45  
(11.30 Thursday only), p.m. 5.20  
Kilkivan Junction, leave - a.m. 8.39,  
(10.20 Wednesday only), p.m. 2.25, 5.30

MIVA - Fares: Single 8s1d, 5s5d  
Return 12s2d, 8s2d  
Maryborough, leave - a.m. 9.45 (except Wednesday),  
11.30 Thursday only  
Miva, leave - a.m. 9.42 Tuesday, Wednesday and Saturday,  
a.m. 8.17 on Mondays and Fridays

Following is a list of most of the families who were in charge of the Miva Railway Station and Post Office. Some may have only been relieving for a short period.

Griffin	Mullins	Urquhart
Whittaker	Thompson	Wilson
French	Edmonds	Hibberd
Wynne	Reid	Radel
Burley	Kurth	Downing
Smith	Francis	

A railway weigh-bridge was situated behind the goods shed and was capable of weighing up to 6 tons. Three goods sheds were in use - one for produce, one for cream and one for fruit.

**MIVA**  
Extracts from the Post Office Directory

1905

1929-30

1947

**MIVA, Wal. Riv. dist. 43 m. S. fr. Maryborough by rail.**

Anderson Andrew, farmer  
Atherton Frank, grazier  
Atherton Jno. H. grazier  
Atherton John T. Miva station  
Benson August, farmer  
Blackwell John, frmr  
Blackwell Peter, frmr  
Blowers John, farmer  
Carlsen John & John H. farmers  
Clee William, selector  
Dawe John C. selector  
Geach Geo. E. selector  
Geach M. August, selector  
Geach William, farmer  
Griffin E. receiving officer  
Hartvigsen Geo., farmer  
Hedgco John, farmer  
James George, farmer  
Jenkins Moses, frmr  
Jenkins Robert J. farmer  
Jansen John, farmer  
Johnston Charles  
Kraft Carl, farmer  
Kunst Fritz, farmer  
Kunst Geo. & Henry, farmers  
Lipsett Richd. frmr  
Moade Miss, lchr  
Miva Co-oper. Dip Co  
Nahrung Chas. E. frmr  
Nahrung Geo. W. frmr  
Nahrung Konrad, selector  
Nahrung William C. farmer  
Nielsen Peter, farmer  
Ogilvie Andrew, selector  
Olsen John, carpenter  
Orphan James, selector  
Palfrey Frederick, farmer  
Rayner Edw. G. selector  
Thompson Mark, selector  
Tucker Henry, dairyman  
Wason James, farmer  
Wilson William C. dairyman  
Miva Crossing, see Mutton Creek.

**MIVA, WIDE BAY 43 m S from Maryboro by rail.**

Anderson August J. farmer  
Atherton Jno H. grazier  
Birt Wm T. frmr, Munn  
Blowers Jno E. frmr  
Blowers Geo, selr  
Blowers Jno, farmer  
Carlson Jens, farmer (Munn)  
Carlson Frank J. farmer  
Carlson Fredk J. carter & motor engineer  
Carlson Jens, frmr (Munn)  
Carlson Sven J. farmer  
Danzon Adolph, frmr, Yorkie  
Edmonds Jas W. lighthouse  
Fildes Jno, contr. Yorkie  
Geach Wm, farmer  
Hartvigsen Hans P. farmer  
Jensen Geo, frmr, Munn  
Jenkins Moses  
Jenkins Bobb J. farmer  
Japperson Niel, frmr, Munn  
Kraft Bros, lmbg guttler  
Kraft Fred, lmbg guttler  
Kraft Joe, selr  
Kraft Percy W. lmbg guttler  
Kunst A T & W. farmers & garden  
Kunst Andw T. frmr & grar  
Kunst Artb, grar  
Kunst Chas H. frmr, Munn  
Kunst Ern, frmr, Munn  
Kunst Hans & Hy, frmr  
Kunst Hans J. frmr, Munn  
Kunst Wm, frmr & grar  
Lambert Emil, frmr, Munn  
Lambert Edw, mizer, Yorkie  
Lipsett Riehd, farmer  
Maguire Pamk, lighthouse  
Munn Co-op Dip Co  
Nahrung Alex W. sters  
Nahrung Geo W. farmer  
Nahrung Miv  
Nahrung Wm C. frmr  
Nielsen Chas frmr, Munn  
Nielsen Hektor, selr  
Orphan Jas, dairy  
Orphan Tim C. frmr, Munn  
Palfrey Fredk, farmer  
Rayner Clifford, selr  
Seymour Harry, selr  
Wason Wm H. frmr  
Thompson Mrs, farmers  
Thompson Andw frmr, Munn  
Wason Edw, selector, Yorkie  
Wason Percy, selector, Yorkie  
Wilson W. Herb, farmer  
Wilson Wm C. dairyman.

**MIVA, Taro Shire, 132 m N fr. Bela, 43 m S fr. Maryborough by rail. Pop 190**

Anderson August J. farmer  
Atherton Jno H. grazier  
Birt Robt, dairyman  
Birt Fredk, frmr  
Blowers Geo, selector  
Blowers Fredk J. carter & motor engineer  
Carlson Jens, frmr (Munn)  
Carlson Sven J. farmer  
Danzon Adolph, frmr, Yorkie  
Dawe J. frigrar  
Day Percy, frigrar  
Doherty & Tinker, dairy frmr  
Geach Geo, carter  
Geach P. dairy frmr  
Hibbell Norman, drym  
Jenkins Cecil, dairyman  
Jenkins S J. dairy frmr & stk agent  
Jenkins Wallace, dairy frmr  
Jenkins Wm, drym  
Kraft Fredk, dairy frmr  
Kraft Neil, dairy frmr  
Kunst Alex, grar  
Kunst Andw H. grar  
Kunst Andw T. frmr & art.  
Kunst Artb, grar  
Kunst August, frmr & dairy  
Kunst Chas H. frmr (Munn)  
Kunst Edw A. grar  
Kunst Ern, frmr (Munn)  
Kunst Fredk, grar  
Kunst Geo, grar  
Kunst Otto J. frmr & drym  
Kunst T H. dairy frmr  
Langley Percy, mizer  
Lipsett Edgar, frmr  
Munn Creek State School  
**NAHRUNG,**  
**ALEX NDR W.,**  
Milk keeper & Petrol Blau-  
tion, Miva. TELEPHONE:  
5.  
Nahrung Alex W. strkpr  
Nahrung Geo W. farmer  
Nahrung Norm W. frmr & dairy man  
Nielsen Chas, frmr (Munn)  
Nielsen J N. dairy frmr  
O'Keefe Owen, dairyman  
Orpha & Jas, frmr & drayman  
Wilson W. Herb, farmer  
Wason Wm H. frmr  
Whipst H ar, frigrar  
Wilson Alex, frmr  
Woolake Robt, drym  
Wilson W Herb, farmer

Interesting comparisons can be drawn from the following returns.

**Newscutting - 1931, MIVA**

Yearly Railway Returns - The following are yearly railway returns of the Miva railway station for the year ended 30th June last: Passenger tickets issued 870, fares £190; parcels and miscellaneous £327; outward traffic - sawn and log timber 97 tons, freight £97; agricultural produce, including fruit 322 tons, freight £429, merchandise 41 tons, freight £86; livestock freight



£907; total goods outwards 460 tons, freight £1497; total tonnage inwards 292, freight £499; total revenue outwards £2014. The revenue shows an increase of £254 over the previous year.

**Fat Cattle** - During the year ending 30th June last, there were consigned from the Miva railway station 1465 cattle and 110 calves as compared with 663 cattle and 68 calves for the previous year.

**Pigs** - For the year ending 30th June last, there were trucked from the Miva railway station 527 pigs as compared with 623 for the previous year.

#### **Newscutting - 1932, MIVA**

**Year's Railway Returns** - The following are the returns from the Miva railway station for the year ended June 30 last: Outward passenger tickets issued 721, fares £132; parcels £308; minerals 6 tons; log and sawn timber 302 tons; agricultural produce 344 tons; general goods 56 tons; livestock, freight £1011; total tonnage outwards, 708 freight £1600; total tonnage inwards, 241, freight £378; revenue earned by the station, £2014.

**Live Stock Returns** - The following are the returns of the stock consigned from the Miva station for the year ended June 30 last: Horses 8; cattle, 1925; calves 353; pigs, 396.

#### **Newscutting - 1935, MIVA**

**Yearly Railway Returns** - The following are the returns from the Miva railway station for the year ended June 30 last, the figures in parentheses being the freight paid: Number of passenger tickets sold 748, fares paid £259; parcel freight, £383; log timber, 506 tons, (£419); agricultural produce, 331 tons (£275); general goods, 94 tons, (£164); livestock freight (£1225); goods traffic outwards 931 tons, (£2113); goods traffic inwards, 379 tons (£674); total revenue outwards £2655. The revenue for the previous year was £2478.

**Livestock trucked during the year ended June 30.** The following livestock was railed from Miva, the figures in parentheses being the previous year's railings: Cattle 2616 (2011); horses 20 (9); calves 208 (174); pigs 570 (487).

#### **Newscutting - 1938, MIVA**

**Railway Returns** - The following are the yearly returns of Miva railway station for the year ended June 30 last: Passenger tickets issued 387, fares £92; parcel freight, £352; timber, 1596 tons, freight £1008; agricultural produce 197 tons, freight £145; general merchandise 42 tons, £78; total tonnage, outwards, 1835; freight £2863; total tonnage, inwards, 396, freight £611; revenue earned at Station £3307, as compared with £2388 for the previous year. Dickabram Siding revenue was £32, as compared with £22 for the previous year.

**Cattle, Calves and Pig Truckings:** The trucking of stock from the Miva railway station for the year ended June 30 last was as follows, with the previous year's figures in parentheses: Cattle 3205 (1803), calves 1331 (1833), pigs 792 (775).

#### **Newscutting - 1931, MIVA**

**Special Trains** - Our branch is doing its part towards making the railways pay. I understand five special trains ran on Monday, besides our usual regular train service. The rail motor, which is looked upon as the passenger carrier, is often packed and is standing up to the work well.

## **DICKABRAM GATEKEEPERS**

The bridge, despite its obvious traffic hazards, has a fine safety record, and to the best of local knowledge, no serious accident has occurred there since construction was completed. One of the main reasons for this fine safety record was the service rendered over the years by the gatekeepers.

This information from Mrs Gladys Hollis (nee Maguire) tells something of the life of the Dickabram Gatekeepers.

"From 1927 my father, Patrick Maguire, was ganger of the railway line from Theebine to Sexton, and my mother, Sarah Maguire, looked after the gates at the ends of the Dickabram Bridge. It really was a full time job as one had to open and shut the gates each time a car or horse or whatever came across the bridge. The lights on the gates - that is one on each end - had to be lit and filled with kerosene each evening. One had to look after both lots of gates, so there was a lot of walking to be done day or night when trains were due. Much time was taken.

"It was an interesting life as every few months the swagmen came down the line from Kingaroy and would camp under the bridge for a week or so, then go on. One fellow I remember was Paddy Corbey, an Irishman, who always came up to the house for a chat with mum, dad and us children. We went down to his camp for a chat sometimes after school. The Dickabram Bridge served as shelter for a lot of people. The Bridge Gang came to do repairs once or twice a year and a Painting Gang every three years.

"I used to read the height of the Mary River. There were many floods. The readings were taken - up to 45 feet twice daily, after that to 50 feet 3 times a day, and then after that every hour. This was the hardest time, we took turns, day and night, my mother, father, sister and myself. I was then ten years old. Dad would go on the trike across the bridge to Miva where the Station Mistress, Mrs Jim Edmonds, would relay the reports on, as there was no phone at Dickabram. The readings were kept in a log book which the Harbours and Marine people came and checked every three months.



Dickabram Gatekeeper's home when Maguires were there.

"There were many trains each day and our bread came from Kilkivan three days a week on the evening train. The Guard stood on the bottom step of the van and threw it down on the ground, sometimes it was in one piece, others in two! The gatehouse stood on about an acre of land and there were a lot of bricks about which were from a fireplace which was pulled down to put a kitchen and dining room on the back of the house.

"The aborigines from Barambah Mission came through every twelve months to go to a corroboree at Hervey Bay. There were about thirty of them who camped under the bridge and speared the fish, before moving on. The first time they came along, my brother Henry, my sister Alice, Flo Gillies and myself were at home alone just on dark and when the aborigines talked it sounded frightening so my brother Henry made us all get under the bed and he watched them through the window. It wasn't long before a knock came at the door. To support my brother we all went out, and it was an aboriginal wanting a match. He talked for a time and we found him quite interesting. We were relieved.

"As there were no cars in those days, we used to go to church and dances at Theebine on the pumper or flat top. There were no motors, only man power. Anyone who took ill,

or women due to have babies, were transported to Theebine on the pumper, to be met by the Ambulance to take them on to Gympie. At times the Ambulance would pick them up before the pumper had reached Theebine.

"There was one lad who went to school at Miva. His name was Jimmy Wason. Every day we stood and held our breath as he walked the arch right over the top of the bridge. When the Miva School closed down, other Miva children and myself walked to Theebine School every day, and in later years, Mr Langley took us three mornings a week in his truck, and we returned home on the rail motor three days a week. When a few cars came around it was not so bad, as there were no trains to suit if you wanted to go for a day's outing somewhere. We used to go to the pictures at Theebine, or dances at Theebine or Munna Creek in Mr Langley's truck. In 1934, dad bought a 'Rugby' car, and we could go anywhere."

Following is a list of most of the Dickabram Gatekeeper families, some may have been relieving for a short period.

Griffin	Maguire	Egan
O'Gorman	McCullough	Woodhouse
Bill McKewan	Ben Thompson	Reece
Wilson	Ramsay	
Joe McKewan	Alexander	

Mrs F.A. Reece was Gatekeeper at Dickabram from 9th March 1967, until her resignation on 31st December, 1972. The gates were removed in 1974, and the services of the then Temporary Gatekeeper, Mrs A.J. Murray, were terminated from 11th October, 1974.

The latter action was made possible as the result of the erection of a 6" high kerb for the complete length of the bridge to give a 10'6" wide roadway. 'Stop' signs, 'One Lane Bridge' signs and '10 m.p.h. Speed Limit' signs were erected at each end of the bridge with lighting to illuminate them. This work was completed by approximately August 1974.

The Gatekeeper's residence was sold for removal to Messrs. W.B. and J.W. Jones, Woolooga in April, 1980.



Bulmer's truck on bridge prior to curbing.

Bridge showing curbing.



This page sponsored by: GUNALDA and DISTRICT RURAL YOUTH

# LOCAL ORGANISATIONS

## RACE MEETINGS

### Quote from "A Century of Settlement" 1859-1959

The 'Sport of Kings' had its devotees among the early settlers too. The first race meeting was held at Jacaranda Hill near the Miva Crossing Hotel in very early days. Mr James Orphant, licensee of the Hotel, donated a silver cup for these races. Today the cup is in the School of Arts in Mackay. Why, no one seems to know.

The site of the racecourse was changed soon after to what is still called the 'Racecourse' paddock, and now owned by Mr Stewart Kunst. The last race meeting was held in 1913. A well-known local jockey was Mr J.C. Carlson who rode many winners and proudly preserved his jockey regalia.

The following items from the Maryborough Chronicle give an idea of the activities of these race meetings held at Miva Crossing.

### Maryborough Chronicle - 20th December, 1882:

Miva Jockey and Athletic Club - First Meeting.

Boxing Day (Tuesday, Dec. 26th), and Thursday, Dec. 28th, 1882. to be held near the Miva Bridge Hotel.

Athletic Sports - Dec. 26; to commence at 11 a.m.

- 1 - MAIDEN PLATE of 30s: open to all comers who have never won an advertised prize; second, 10s. Distance 100 yards.
- 2 - HOP STEP AND JUMP - Prize £2.
- 3 - SACK RACE, 50 yards; first prize, 10s; second, 5s.
- 4 - RUNNING HIGH JUMP - Prize £1.
- 5 - MIVA HANDICAP, 150 yards; first prize £2, second, 15s.
- 6 - THREE-LEGGED RACE, 100 yards; prize 10s.
- 7 - WHEELBARROW RACE (Blindfolded); prize, 10s.
- 8 - PIG WITH GREASY TAIL; winner to keep Pig.
- 9 - RUNNING LONG JUMP; prize, £1.
- 10 - BLACK GIN'S RACE, 100 yards; prize, 5s.
- 11 - BLACKFELLOW'S RACE, 150 yards; prize, 5s.
- 12 - SPARRING MATCH, with Kid Gloves, first three points, prize 10s.

N.B. Three Entries or no second prize. All disputes to be settled by the Stewards. Competitors for the Miva Handicap, Hop Step and Jump and Maiden Plate, not being Members of the Club, will have to pay a qualification fee of 5s. Entrance fee, 10 per cent.

Horse Races - Thursday, Dec. 28th, 1882; to commence at 11.30a.m.

- 1 - MAIDEN PLATE of £3, second prize, £1; for all horses that have never started for an advertised prize; distance one mile; w.f.a.
- 2 - THE STOCKMAN'S CUP, value Five Guineas; presented by Mr J. Wyshart, with £2 added money; second horse 10s; distance, one mile; for all bona fide stock-horses, regularly worked as such, and grass fed; to be ridden by stockmen employed in the Wide Bay and Burnett Districts; w.f.a. To start at 12.15p.m.

### LUNCHEON

- 3 - PONY RACE, for all Ponies under fourteen hands; once round; prize £1 10s; catch weights. To start at 2p.m.
- 4 - THE MIVA HANDICAP; one mile and a distance; first horse, £7; second, £2. To start at 2.30p.m.
- 5 - THE MIVA CORINTHIAN RACE; one mile; prize, £3; all horses to be owned and ridden by members of the Club; w.w.f.a. To start at 3 o'clock.
- 6 - FORCED HANDICAP of £3; second horse, £1; one mile. To start at 3.30p.m.
- 7 - HURRY SCURRY; once round; prize, £1, catch weights.

N.B. Maryborough T.C. Rules. All disputes to be adjusted by Stewards. Entrance fee 10 per cent on amount of prize. Post entrance for all races. All races except Pony Race, Stockman's Cup and Hurry Scurry, to Jockey Costume. For non-members, a qualification of 10s 6d will be required for the Stockman's Cup and Miva Handicap.

H. Jackson, Sec. pro.tem.

### Maryborough Chronicle - January 3, 1887:

(from our own correspondent)

The usual annual race meeting at Miva came off on Friday, December 31st, under favourable circumstances. A large number of people were attracted by the sport provided, and the weather was everything that could be desired. The first race on the card was the

MAIDEN PLATE - Won by Mr Wilson's Tristan, stakes £3.

ALL AGED STAKES - Won by Mr Clarke's Snip, stakes £5.

MIVA HANDICAP - This race was won by Mr Single's Hector; Mr Wilson's Tristan - 2nd; Mr Clarke's Snip - 3rd. Dickabram, who also ran, went off the course. Hector won hard held the whole way. 1st drew £8, 2nd £1 5s.

HACK RACE - welter weight for age. Hector won this all the way, owner up. Dickabram again left the course. Snip came in second, Stakes £3.

FAREWELL HANDICAP - This the last race on the programme was won by Mr Wilson's Tristan, carrying 9st. 5lb. Whitefoot with 10st. wouldn't accept. Monarch started and came in last. Stakes £3.

After the races everyone repaired to Mr Orphant's, where a substantial repast was made ready. Later on the room was cleared and dancing was kept up with great vigour until the early hours of the New Year.

At the settling up Mr Wilson drew £6; Mr Smyle £11; and Mr Clarke £5 5s.

### Maryborough Chronicle - 29th December, 1885:

A fatal accident occurred yesterday at a country race meeting near Mr Orphant's hotel, at Miva Crossing. In the first race, a youth named Albert Thrower, about 17 years of age, rode a colt owned by Mr Wallace. Soon after the start the colt overpowered his rider, bolted into the standing timber, and came violently into collision with a tree, both horse and rider falling heavily. On being picked up, young Thrower was found to be badly injured, his skull and one leg being fractured. A spring-cart was obtained and the sufferer was conveyed to Gundiah Railway Station to be forwarded to Gympie, where his father resides, but shortly after reaching Gundiah the ill-fated youth died. The body was sent on by the train. The deceased, who was, like most colonial youths, fond of horsemanship, was pursued by fate. Twice previously he had suffered injury by being thrown while horse racing; the third occurrence proved fatal. He was a son of Mr George Thrower, an old resident of Gympie.

## MIVA MUTUAL IMPROVEMENT SOCIETY

The following newspaper items are all the information gathered to date about this Society.

### Maryborough Chronicle - 6th September, 1893:

THE MIVA MUTUAL IMPROVEMENT SOCIETY.

(by the Orphan).

If a visitor upon alighting from the train at the Miva railway platform, were to ask a native for references of local institutions, he would undoubtedly be referred to the Miva Mutual Improvement Society.

During the time when the Dickabram Bridge was under construction, the presence of so many railway employees rendered life fairly endurable from the many forms of entertainment got up in the local school-room. But the navy is now an inhabitant of the past. Upon the completion of the railway, he sought fresh field, taking with him his love for some of his grandiloquently termed concoctions such as "Kill-me-quick", "Strike-me-dead", etc., and the local residents were thus thrown upon their own resources. Grappling with the need, a meeting was held in the Miva Provisional School about twelve months ago, and as an outcome of it, the Miva Mutual Improvement Society was formed with a membership of forty. A president, secretary, and working committee were appointed and meetings of an instructive character held at tri-weekly intervals for some time. The floods of February however completely disconcerted the Society's arrangements, and the work dropped for the time being.

Fine weather having come again, meetings are once more being held under the presidency of Mr L. Jenkins, and on Saturday last members turned up in strong force. The principal item on the evening's programme was a "Spelling Bee" divided into two sections, for children and adults, prizes being given in both cases, and a very creditable display of spelling was given. A programme of songs, recitations and readings was then entered upon when the latent capabilities of the Miva residents were brought to light, although many of the artists exhibited a haughty disregard as to the tune of the various songs given. It was resolved to hold the next meeting of the Society at Munna Creek in a fortnight, when some additional attractions will be presented.

## MIVA SPORTS

During the First World War, Patriotic Sports days were organised at Miva with the proceeds going to help the war effort. Mention is also made of tennis and cricket matches.

1916

### Patriotic Day at Miva

The recent Miva patriotic sports in aid of the Tiaro Shire patriotic fund were held on the Miva school grounds. There was a fair attendance, all the surrounding districts being represented. It was arranged that Miva, Theobine and Kanyan should combine for the celebration of Patriotic Day, and the combination proved a great success in every way. An energetic committee was formed, with Mr. G. W. Nahrung as secretary, and the following collectors were appointed to canvass their allotted districts: A. Nahrung (Miva and Munna), G. Watson (Theobine), W. Day (Kanyan), G. Gesch (Sexton), W. Caulley. In every case their appeals met with a hearty response. The weather was all that could be desired, and by 11 o'clock the sports ground presented an animated appearance.

Stalls had been erected on the grounds, were all kinds of tempting eatables, soft drinks, fancy wip etc. could be purchased. Mesdames Lipsett, Caulley, G. W. Nahrung and W. C. Nahrung were in charge of the stall and "Paddy's" market, while Mr. J. Wynne capably filled the position of barman, at the soft drink booth. All day long the assistants were kept busy and by night practically everything was sold. All gifts donated were either sold in the stalls or auctioned, as it was decided there should be no raffles etc. Mr. R. Lipsett, in conducting the auction, proved himself a capable salesman. Mr.

A. Thompson, M.L.A., was invited to open the function, but was unable to comply with the request, having previously accepted an invitation, to open a similar fete at Bauple. The day's sport opened with a cricket match, ladies v. gents, the latter having to bowl left handed, and bat with a round stick. Despite these handicaps, the gents proved the victors, defeating the fair sex by 33 to 17 runs. However, the ladies proved themselves "sports" for at the conclusion of the match, they conducted the gents to the booth, where each lady "shouted" for one of the opposing team.

After the match all sat down to lunch, which took the form of a basket picnic, the committee providing the tea. Afterwards the sports programme was proceeded with. Messrs. E. Rayner, G. Watson and W. C. Nahrung were in charge of the races. A feature of the sports was the large number of entries received, and the exciting finishes of all the races.

After the sports, an auction sale of gifts took place, with the following results:—Steer, donated by R. Lipsett, bought by W. C. Nahrung, £5; bull calf, W. C. Wilson (W. C. Nahrung £4); Jersey heifer, G. W. Nahrung (E. G. Rayner £1); Jersey calf, Miss Konulo Nahrung (T. Rayner £2/10/); pig, W. H. Wilson (G. Nahrung £1); goat and kid, Mrs W. Gesch (W. C. Nahrung 6/); pig, E. Kunst (W. C. Nahrung 5/); pig, H. Hartvigsen (W. C. Nahrung 7/6); pig, R. J. Jenkins (J. Dawe 3/), re-donated and sold to T. Rayner 1/ (4/); pair ducks, H. Knowles (J.

Maryborough Chronicle - 26th October, 1893:

(from our own correspondent) October 25.

The monthly meeting of the Miva Mutual Improvement Society was held in the local school room on Saturday evening last. The subject chosen for to be discussed was the New Australia co-operative movement, and judging by the rapt attention which the audience displayed, it is evident that the doings of the pioneer band are eagerly watched by those left behind in Old Australia. The first speaker was Mr D.J. Bell, who in a lucid and remarkably sympathetic manner described the movement from its inception, paid a high tribute to the founder, Mr W. Lane, and took his hearers across the ocean to the locality granted by the Paraguayan Republic, and at the conclusion expressed his opinion that the movement was bound to succeed, so long as the first principles were adhered to. Mr J. Lipsett followed and in a vigorous speech combatted the assertion of the previous speaker. A graphic description of the Apostolic Communism, was given, the Jesuit settlements in early Paraguay were sketched, and the present movement fairly criticised. The speakers principal reason for predicting a downfall was the antipathy of the present inhabitants towards foreigners, for says a late writer, the Spanish American hates strangers almost as much as hard work. Messrs. K. Nahrung and A. Gesch followed, but an ominous shake of the head of the last speaker seemed to say, "With all Queensland's faults, I love her still." The meeting closed at a late hour, all agreeing that the efforts put forward were noble ones, and deserved to succeed. It has been decided by the Society to have a demonstration at Christmas time, something similar to a Welsh Eisteddfod, when substantial prizes will be given for various subjects.

\* \* \* \*

Wynne 4/); pair fowls, J. Kunst (W. C. Nahrung 4/6); two drakes, E. Krafft (W. C. Nahrung 8/); six hens, Mrs. G. James (W. C. Nahrung 10/6); 1 bag potatoes, J. Blackwell (W. C. Nahrung 10/); 1 bag maize, J. P. Kunst (K. Nahrung 1s/6).

The committee also acknowledge the undermentioned donations:—W. F. Caulley £5, J. T. Atherton £5, J. H. Atherton £5, W. C. Nahrung £3/3/, Watson Bros. £2/2/6, M. Jenkins £2/2/6, E. G. Rayner £2/2/, F. Day £2/2/, S. W. Lerner £2/2/, E. Francis £2/2/, K. Nahrung £1/1/, C. W. Wright, £1/1/, E. M. Lewis £1/1/, W. Wilson £1/1/, A. Lerner £1/1/, F. Lerner £1/1/, A. J. Shapland senr. £1/1/, J. Wood £1/1/, F. Bulmer £1/1/, C. Sullivan, £1/1/, Mrs. Hindmarsh £1, J. W. Blowers £1, H. P. Kunst £1, C. H. Kunst £1, Mrs. Gesch £1, Mrs. Sanderson £1, Walter Patterson £1, Wm Patterson £1, A. Thompson 10/6, C. Black 10/, J. E. Blackwell 10/, C. Neilson 10/, J. C. Carlson 10/, S. J. Carlson 10/, G. James 10/, A. Anderson 10/, A. T. Kunst 10/, A. E. Hartvigsen 10/, Wm. Kunst 10/, W. Birt 10/, W. Sauer 10/ W. Gesch 10/ E. Henderson 10/, A. Shapland junr. 10/, G. B. Gesch 10/, A. Strawbridge 10/, J. C. Jensen 10/, P. Anderson 5/, Jas. Weir 5/, C. Dakin 5/, R. Dakin 5/, A. Hoffman 5/, Mrs. Balderson 5/, Miss Bowen 5/, J. Griffin 5/, Mrs. Naylor 5/, P. Krafft 5/, J. Wynne 5/, J. Fiddler 5/, R. Brown 5/, W. McKewen 5/, A. Wilson 5/, F. Birt 5/, P. J. Birt 5/, R. Radicker 5/, J. Ormes 5/, J. Mitchell 5/, A. D. Carswell 5/, A. Helme 5/, N. Jeppson 5/, J. C. Wilson 5/, F. Griffin 4/6, P. Berghoffer 5/, A. Fullnek 5/, R. Hansen 3/, B. Steggall 3/, J. Dawe 3/, F. Krafft 2/6, >



Other donations were—Mrs. <sup>White</sup> Baker, table cloth; Miss L. K. <sup>Robertson</sup> table cloth; W. Heuter, 1 tin biscuits; Miss A. Rayner, sweets; Mrs. W. C. Wilson, cake and sweets; Mrs. W. H. Wilson, cake and sweets; E. T. Rayner, vegetables and fruit; W. C. Nahrung, vegetables; G. W. Nahrung, vegetables; Mrs. Knowles, two Doyleys; Mrs. W. C. Nahrung, pickles; Mrs. K. Nahrung, bread, huns and fruit; Miss Nugent, sweets; Mrs. Lipssett, eggs and cakes; Mrs. Rayner eggs; Mrs. Heuter, cakes; Miss G. Wilson, bouquets; Miss Scott, bouquets; Adeline Lipssett, bouquets; Mrs. W. Patterson, two cases pines; Mrs. W. Giesch, fancy work; P. Heideman, hand-made tray; Mrs. W. T. Caultley, fruit; and Mrs. M. Jenkins, cake.

The total receipts were: Cash donations £65/12/6; auction sales, £20/6/; proceeds stall and entrance fees, £26/14/2, grand total, £112/12/8. Expenditure: W. C. Nahrung's account, £5/16/11; J. Blackley's account, £2/16/; A. Postle's account, £1/9/3; freights, 4/11; total, £10/7/2; leaving a credit balance of £102/5/6 to be forwarded to the Miva fund.

1934

## Miva Rodeo.

### Outstanding Success.

#### LARGE ATTENDANCE AND TAKINGS.

The rodeo conducted at Miva on Saturday by the Miva and Gunalda Sports Committee and Maryborough Show Society was an outstanding success. The picturesque grounds on the bank of the Mary River made an ideal setting for the campdrafting and other events. No fewer than 370 adults paid for admission—children being free, and around the ground more than 100 cars were parked. The total takings for the day and the dance at night amounted to £120, and this as well as the attendance, is a record for Miva and any of the surrounding districts.

The main object of the sports was to decide the Miva-Gunalda representatives at the rodeo to be held in Maryborough in September from which a team will be selected to represent Wide Bay at the Victorian Centenary Celebrations. The open campdraft and buckjumping and bullock riding events were the only ones connected with this competition, the other events being conducted by the two local sporting bodies.

The organiser of the chain rodeos, as they were known, Mr. T. J. Strong, was present, and after being introduced by Mr. O'Keeffe, Chairman of the Miva Sports Committee, congratulated the organisers on the large attendance. He also briefly outlined the working of the rodeos. Mr. O'Keeffe apologised for the absence of Messrs. E. H. C. Clayton, M.L.A. and B. H. Corser, M.H.R., who were to be present, but who were prevented through sickness.

In 1923 the Miva Annual Sports were commenced, and held each year at the Miva School Reserve. The first sports day and dance was planned for the 17th November, or the nearest full moon. They were started to raise funds for a piano for the school, which was also used as a public meeting place. After this was paid for the Sports continued with the proceeds being used for public purposes. In 1931 the funds were used for further improvements to the school building and grounds.

1934 saw the first Miva Rodeo.

The chief event in the morning was the maiden campdraft in which good horse work was witnessed. The scale of points was as follows:—Cut out 15, course 5, horsemanship 40, horse work 40, total 100. M. Lewis collected the first prize with Rainbow, J. Davidson being second with Black Apple, and J. Paterson third with Bessie.

Eleven competitors lined up in the open campdraft, one of the elimination contests, and competition was very keen. In this event M. Lewis achieved signal success. He secured the first three prizes, while fourth place went to Black Apple.

The bullock riding was very exciting and the exhibition of riding a bullock backwards given by Peter Byers, an aborigine from Euroka Station, in the Gayndah district, was extremely skilful. In this contest he and Jack Owens, a former Gympie boy, divided first prize, while Cameron Tucker, who only during the last few months took up station life, and — Scholl tied for second place.

A fine exhibition was put up by Jack Owens on his buckjumper in the buckjumping contest. It was this fine ride which secured for him the first prize, while Cameron Tucker and J. Davidson tied for second. They will be the representatives in Maryborough.

The other events were all very interesting and close finished, especially the flag and bending races, which caused much excitement among the crowd. All the entrants in the hunting events also performed well.

The bullocks for the campdrafting and bullock riding were supplied by Mr. W. C. Nahrung.

Peter Byers also entertained the crowd with yodelling numbers, while Dick Hughes, in his American cowboy outfit and on his cow pony, gave a fine demonstration of rope throwing.

Luncheon was provided by Mrs. Maguire and her assistants, and Miss Nahrung had charge of the sweets stall.

The proceeds will be divided on a basis of 50 per cent to the Maryborough Society and 25 per cent to each of the Gunalda and Miva Sports Committees.

#### THE EVENTS.

The results were as follow:

Maiden Campdraft: M. Lewis's Rainbow 14-2-22-33, total \$1 points, 1; J. Davidson's Black Apple 12-5-28-29, total 71, 2; J. Paterson's Bessie, 13-5-30-25, total 73, 3. Other starters: M. Lewis's Don 68, W. Birt's Carbine 63, E. Keliber's Sapphire 64, V. Channer's Zig Zag 55, A. J. Wilson's Don 56, V. Channer's Molly 54, A. J. Owen's Bess 55, A. Sorensen's Jake (lost beast), E. J. Caultley's Memory 53, V. Channer's Black Bess 52, V. Birt's Tony 40, W. Scheifelein's Bonny (fell).

Open Campdraft: M. Lewis's Barney 13-5-35-33, total 86, 1; M. Lewis's Blue Face 13-5-32-33, total 83, and M. Lewis's Don 13-5-32-33, total 83, equal 2; J. Davidson's Black Apple 13-5-36-28, total 82, 4. Other starters: A. J. Wilson's Don 80, V. Birt's Tony 76, V. Channer's Memorist 71, W. Scheifelein's Bonny 66, V. Channer's — 50, E. Keliber's Sapphire (lost beast), V. Channer's Zig Zag 63.

Buckjumping: J. Owens 1, Cameron Tucker and J. Davidson (equal) 2.

Bullock riding: Peter Byers and J. Owens (equal) 1, Scholl and Cameron Tucker (equal) 2.

Tilting the Ring: J. Orphant.

Maiden bending race: J. Davidson's Dollie 1, J. Nahrung's Flirt 2.

Maiden flag race: J. Paterson 1, P. Jeppson 2.

Open flag race: P. Murray's Black Apple and Sonny Boy, divide 1 and 2.

Open bending race: G. Mantz's Blue Face and G. Kessel's Bonny, divide 1 and 2.

Ladies' flag race: Mrs. Orphant 1 and 2.

Maiden Hunt: W. Birt's Silver 1, W. Turner's Pasha 2.

Open Hunt: V. Channer's Memorist 1, G. Mantz's Blue Face and Barney divide 2.

Two trophies were disposed of during the day and were won as follows: Handbag, Miss W. Nahrung; bridle, Mr. S. Mitchell.

The hall was crowded for the dance at night, the music being supplied by Mrs. Kunst's orchestra. Novelty dances were as follow: P. Krafft and Mrs. A. Hoffman; S. Kunst and Mrs. Bulmer; L. Balderesen and Miss Adams.

## MIVA SPORTS, 1930

The sporting events resulted:—  
Potato Race (17 entries):—P. Jeppson 1, N. Nahrung 2.  
Melon Race (7 entries):—N. Nahrung 1, A. J. Wilson 2. (Prize of £1 donated by W. C. Nahrung.)  
Tyre Race (20 entries):—D. Caultley 1, W. Morris 2.  
Milk Race (15 entries):—E. Lipssett 1, W. C. Nahrung 2.  
Novice Bend (18 entries):—P. Jeppson 1, D. Caultley 2.  
Novelty Race (13 entries):—Miss Sheehan and E. Lipssett 1, Miss Griffin and J. Day 2.

Bowling at Wicket (30 entries):—H. Shapland.

Musical Chairs for cars (12 entries):—Miss Jenkins and T. Day 1, Miss Griffin and N. Caultley 2. (Trophies presented by A. Nahrung and W. H. Sauer.)

Tilting the ring for cars (11 entries):—N. Nahrung 1, N. Caultley 2.

Tilting the ring for horses (19 entries):—P. Jeppson 1 and 2.



In 1935 a Bushmen's Carnival was held at the grounds, attracting 500 people. During the Second World War, the sports continued with proceeds going to various war funds. Some of the proceeds of the 1940 Sports were spent on hall extensions.

# MIVA MONSTER SPORTS

## and SHOW

### Saturday, September 29, '45

PROCEEDS TO GO TOWARDS MEMORIAL BUILDING FUND.

First Event to Commence at 10 o'clock sharp.

## PROGRAMME

- 1.—Pumpkin Race. First prize 10/., second 5/., Nom. 1/.
- 2.—Maiden Hunt. First prize £1, second 10/., Nom. 2/.
- 3.—Maiden Figure Eight. First prize £1, sec. 10/., Nom. 2/.
- 4.—Maiden Flag Race. First prize, £1/10/., second 15/., Nom. 2/.
- 5.—Open Bend. First prize £2, second £1, third 10/., Nom. 3/.
- 6.—Open Figure Eight. First prize £2, second £1, third 10/., Nom. 3/.
- 7.—Open Flag Race. First prize £3, second £1/10/., third 15/., Nom. 4/.
- 8.—Pony Hack (under 14.2 hands). First prize £1, second 10/., Nom. 2/.
- 9.—Best Hack (14.2 hands and over). First prize £1, second 10/., Nom. 2/.
- 10.—Maiden Hunt (2' 9"). First prize £1, second 10/., Nom. 2/.
- 11.—Open Hunt (3' 3"). First prize £2, second £1, third 10/., Nom. 3/.
- 12.—120 yds. Handicap. First prize £1, second 10/., Nom. 2/.
- 13.—Bowling at Wicket. Price £1, second £1/10/., third 10/., Nom. 1/.
- 14.—Sleeping the Distance. Prize 10/., Nom. 1/.
- 15.—Gents. Nail Driving. Prize 10/., Nom. 2/.
- 16.—Ladies' Nail Driving. Prize 10/., Nom. 2/.
- 17.—Ladies' Droom Throwing. Prize 5/., Nom. 6d.
- 18.—Throwing the Cricket Ball (Girls). First prize 10/., second 5/., Nom. 1/.
- 19.—Guessing the Weight of Fat Cow. Prize £1, Nom. 1/.

## WOOD CHOPPING AND SAWING EVENTS

- Novice Handicap Standing Woodchop (for choppers who have not won a chop with first prize over £2). First prize £2, second £1, third 10/., Nom. 3/.
- Open Standing Woodchop. First prize £1, second £4, third £2, Nom. 10/.
- Open Underhand Woodchop. First prize £5, second £2, third £1, Nom. 7/6.
- Sawing Blocks, Cabbage Gum.
- District Sawing Competition. (All competitors must reside within a radius of 15 miles of Miva. First prize £1/10/., second 15/., Nom. 2/6.
- Open Sawing Competition. First prize £2/10/., second £1, Nom. 4/.
- Nominations for all Woodchops must be in secretary's hands by September 19th.
- Woodchopping and Sawing Competition. First £1, second £1, third £2, Nom. 10/.

## CULINARY SECTION

- All Entries to become Property of Committee.
- First prize 2/6, second 1/., Nomination Free.
- 6.—Best Rainbow Cake.
  - 7.—Best Fruit Cake.
  - 8.—Best Plum Pudding.
  - 9.—Best Plate Plain Scones.
  - 10.—Best Plate Pumpkin Scones.
  - 11.—Best Plate Tarts.
  - 12.—Best Plate Mixed Biscuits.
  - 13.—Best Plate Home-made Buns.
  - 14.—Best Dampier (Men only).
  - 15.—Best Bottle of Marmalade.
  - 16.—Best Bottle of Jelly.

The following 'Sports Programme', 'Sports Conditions', and Order for refreshments give some idea of the magnitude of the events.

## FANCY WORK SECTION

- First prize 2/6, second 1/., Nomination 6d.
- 1.—Best Article Embroidered in Coloured Cotton.
  - 2.—Best Embroidered Apron.
  - 3.—Best Woollen Tea Cozy.
  - 4.—Best Fancy Apron.
  - 5.—Best Crochet D'Orley.
  - 6.—Best Shopping Bag.
  - 7.—Best Article in Patch Work.
  - 8.—Best Article made from Sugar Bag.
  - 9.—Best Novelty Article in Felt.
  - 10.—Best Felt Toy.
  - 11.—Best Knitted Baby Set.
  - 12.—Best Knitted Cardigan or Pullover.

One Farm Exhibit. First prize £3, second £1/10/., Nom. 2/.

## FARM PRODUCE SECTION

All Entries to become Property of Committee.

- NOMINATION FREE.
- 1.—Best Bag Lucerne Chaff.
  - 2.—Best Bag Oaten Chaff.
  - 3.—Best Bag Mixed Chaff.
  - 4.—Best 14 lb. English Potatoes.
  - 5.—Best 5 lb. Sweet Potatoes.
  - 6.—Best 5 lb. Sweet Turnips.
  - 7.—Best 14 lb. Sweet Turnips.
  - 8.—Best Three Cob Maize.
  - 9.—Best 14 lb. Maize.
  - 10.—Best Table Pumpkin.
  - 11.—Best Commercial Cabbage.
  - 12.—Best Heaviest Cabbage.
  - 13.—Best Head of Lettuce.
  - 14.—Best Bunch of Beetroot.
  - 15.—Best Bunch of Carrots.
  - 16.—Best Bunch of Eschallots.
  - 17.—Best 2 lb. of French Beans.
  - 18.—Best 2 lb. of Peas (in pods).
  - 19.—Best Six Tomatoes.
  - 20.—Best Three Smoothleaf Pinus.
  - 21.—Best Three Ribbley Queen Pines.
  - 22.—Best Three Papaws.
  - 23.—Best Three Cucumbers.
  - 24.—Best Bottle of Honey.
  - 25.—Heaviest Dozen Hen Eggs.

## CONDITIONS.

All competitors compete at their own risk. Four Entries or no event.

Deposit of 10/ to accompany all protests, which must be lodged in writing with the Secretary ten minutes after the event.

All Entries in the Culinary, Fancy Work, and Farm Produce Sections to be in Hall by 12 noon and may not be removed until 4 p.m.

No Sideshows allowed on the grounds.

Judge for Horse Events: C. R. S. Smith, Esq.

Starter for Horse Events: M. Lewis, Esq.

Judge for Woodchops: F. Benson, Esq.

Starter and Handicapper: J. E. Thompson, Esq.

Admission to Grounds: Adults, 2/.

LUNCHEON PROCURABLE ON GROUNDS. SOFT DRINKS AND ICE CREAM STALLS.

## GRAND BALL AT NIGHT

Tickets: Adults, 2/.

Mrs. Kunst's Orchestra.

N. W. NAHRUNG, Hon. Secretary.

(Gympse Times' Print).

**1936 Sports conditions**

- No. 1 Tilting at Ring - once around ring, 6 rings, must canter or faster. No deliberate breaking allowed.
  - No. 2 Melon Race - riding either saddle or bareback, about 100 yards to melon. 4 horses in heat, winner only to compete in final. Rider to be off horse at word go.
  - No. 3 Novice Campdraft - cut out time allowed from whistle 1½ minutes. Judge to allow points at discretion. For horses that have not previously won a campdraft.
  - No. 4 Potato Race - 4 potatoes placed at peg about 40 yards distant. Rider to dismount pick up one potato at a time and place in drum at stick and repeat till 4 potatoes are in drum. 4 horses in heat - winner only in final.
  - No. 5 Maiden Bend - 22 yards to first peg, 5 pegs six feet out and one foot in ground, pegs 15 feet apart and 22 yards to return peg. Horses must do figure eight, knocking stick out of the ground disqualified. For horses that have not previously won a bend.
  - No. 6 Open Bend same as No. 5, for all horses.
  - No. 7 Open Campdraft same as No. 3 - for all horses.
  - No. 8 Steer Riding - Judge to allow points at discretion.
  - No. 9 Maiden Flag Race - 5 flags 22 yards to first peg and pegs 15 feet apart. All flags to be put in drum off the horse and in the event of missing the drum, rider must put it in the drum from the horse. For horses not previously won a Flag Race.
  - No. 10 Maiden Hunt - for horses that have not previously won a hunt. Hurdles 2ft 9 inches, 4 jumps to be judged by table of points set out by the judge.
  - No. 11 Open Flag Race for all horses same conditions as No. 9
  - No. 12 Open Hunt - hurdles, 5 jumps, 3 ft 3 inches to be judged on points set out by judges for all horses.
- Novelty event - 2 jumps for horses over about 2 ft. hurdles covered with cloth first jump to be taken with both hands available for horse, then pick up a melon, mount and jump 2nd hurdle with melon and then race for finishing line, rider must be holding the melon when passing winning post (saddle or bareback).
- Ladies' events 1st 5/-, 2nd 2/6 nomination 6d. Figure 8, last 2 15 ft apart and last 2 bend sticks.
- Hunt - 3 ft and 4 ft jumps.
- Nail driving, broom throwing and bowling at wicket.

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*A meeting of the Miva Sports Committee held in 1938 was held "Under the stars" at Miva School.*

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*Patriotic Sports - 2nd World War.*



*Patriotic Sports - 2nd World War.*



*Miva Sports.*



*Miva Sports.*



*Miva Sports.*

## Order for 1939 Sports

### Luncheon Stall

28lbs butter  
5lbs cheese  
5lbs tea  
¼lb mustard  
40lbs sugar  
4 gal. milk  
24 double loaves  
30 doz. halfpenny buns  
65lb. block cake (sultana)  
£3 mixed cakes  
loan of 10 doz. cups  
3 12lb hams  
10lbs corned round

### Refreshment Stall

3 5lb tins minties  
£2 small lollies  
6lb box Royal mixtures  
1 sugar bag peanuts  
80 doz bananas  
1 case apples  
1 case pears  
4 cases mandarins  
200 pkts (4.6.8)  
200 1lb packets  
200 ½lb packets  
3 c.s. ass. drinks  
1 box cigarettes  
2 doz. plaids  
loan of 2 doz. glasses

### Dance

1 box chocolates  
1/- block chocolate  
2 small tins minties  
3lb boracic crystals  
1 gal. kerosene  
½ gal. petrol  
13 gal. ice cream  
30 hav-a-harts  
silver cup val. 10/-  
(bread and cakes from Axelsens)

### Raffles

1 bridle 17/6  
4 doz. boxes chocs. for sweep  
cushion cover 10/-

The following bicycle races were included in the 1940 programme. A grader was hired to grade the bicycle track.

5 mile Bicycle Race- Handicap 1st £2 & cup, 2nd 25/-,  
3rd 15/-; Nomination 6/-  
3 mile Bicycle Race - Handicap; 1st 25/- & trophy,  
2nd 15/-, 3rd 10/-; Nomination 4/-  
Bicycle Race (District riders); 1st 15/-, 2nd 7/6,  
3rd 5/-; Nomination 2/-

Ladies' events were also run. The bicycle races were omitted from the programme in later years.

During the Second World War, sports proceeds were again diverted to Patriotic Funds. The 1945 Bushmen's Carnival realised a profit of £116.2.4, with donations sent to Red Cross, Red Shield and Missions to Seamen.

## MIVA SPORTS AND

# SHOW 1944

### £200 Realised From Big Day

A very successful day, with sports and show, concluding with a dance at night, was held at Miva on Saturday.

By lunch time what was probably a record crowd had gathered on the grounds, and they witnessed a most interesting number of events. The horse contests were very keenly contested. Both horse and rider giving of their best, and some events were so closely contested that the judge was the only person who could decide the winner.

In the hack class nine very fine horses faced the judge. Colin Kunst gained the blue ribbon with Tibby and N. R. Hibbett's Daphne was second. There were 11 entries for the best stock horse, Mr. J. Malvine's Memory being adjudged first and C. Kunst's Tibby second.

The wood cutting and sawing events held the large crowd spellbound as blocks hit the ground only fractions of seconds between them. G. Ward was in excellent condition to win both the underhand and open chop in the slyce, while M. Stevens won the novice chop. S. Kunst and Stevens wrested the sawing from R. and P. Krafft.

The sporting public were kept busy by various competitions such as skittles and bats during the afternoon. Events were also held for ladies and were very well contested. Guessing the height of the pole, a fine stick of 87 feet, taxed most people's imagination as to height, but, strangely enough, correct height was guessed by two persons—Mrs. A. Wilson (senr.) and Mr. A. G. Shapland. During the day a ham was raffled the winner being Gwenda Carswell, Mr. Ross Hooke winning a bridle and Mr. J. Blackwell a pig.

At lunch Mr. G. W. Nahrung (President) introduced Mr. E. H. C. Clayton, M.L.A., who was present with Mrs. Clayton and party. In a very neat speech he officially declared the show open. Mr. W. H. Wilson (secretary) moved a vote of thanks to Mr. Clayton which was carried with acclamation.

Inside the hail was full of farm and garden produce, the two exhibits of one farm displays being worthy of special mention and certainly a credit to the exhibitors. The culinary and fancy work sections were also very well patronised and the prowess of the womenfolk of the district would be hard to exceed at any other show. The C.W.A. (Miva branch) had also a non-competitive section.

The dance at night was largely attended, the door takings amounting to £20, being a record for Miva. The large crowd made the floor space very congested. Mrs. Kunst's orchestra supplied the music, Miss B. Kunst playing two extras and Mr. P. Langley was M.C. Mr. Henry Hartvigsen and Miss K. Duffy were the winners of the Monte Carlo.

A fruit and sweets stall, with Mr. E. Lipsett in charge, did big business during the day, while Miss P. Day with a bevy of ladies looked after the catering arrangements. During the evening Mr. Wilson thanked all for their patronage and assistance, especially judges and the committee for their energetic work and announced that the takings amounted to £190 for the day. This amount has increased to approximately £200.

The following is a list of events and winners:—

### SPORTS.

(Judge: Mr. Ron Smith, Broo-weena; Starter: J. C. Carlson, Miva).

Melon Race: J. Cooper 1, W. Byrnes 2; Potato Race: C. Kunst and G. Caulley, divide; Tilting the Ring: C. A. Kunst 1, G. Caulley 2; Maiden Figure 8: Les. Lacey's Acrobat 1, J. Malvine's Lonesome 2; Maiden Bend: K. Harvey's Butterfly 1, W. Byrne's Lucky 2; Maiden Flag: L. Lacey's Goldenrest 1, M. Thompson's Sandy 2; Hunt: J. Malvine's Chester 1, C. Kunst's High Rank 2; Hack: C. A. Kunst's Tibby 1, N. R. Hibbett's Daphne 2; Best School Pony: D. Kunst 1, K. Brazell 2; Open Figure 8: L. Lacey's Goldenrest 1, J. Malvine 2; Open Bend: C. Kunst's Butterfly 1, J. Orphan's Lone Star 2; Open Flag: C. Kunst's Black Angel 1, J. Orphan's Lone Star 2; Bowling at Wicket: L. Neilsen; Stepping Distance: J. James; Height of Pole: Mrs. A. Wilson, senr., A. G. Shapland (tie); Ladies' Events—Rolling the Ball: Mrs. E. Lipsett 1, Mrs. J. A. Wade 2; Nail Driving: Miss A. Wilson 1, Mrs. W. Jenkins 2; Throwing the Broom: Mrs. G. Palfrey 1, Mrs. T. Reid 2.

### WOODCUTTING.

(Judge: Mr. Ron Smith, Broo-weena; Starter and handicapper: Mr. J. Thompson, Gundiak).

Novice Chop: S. Stevens 1, W. Brady 2; Open Chop: G. Ward 1, M. Thompson 2; Underhand Chop: G. Ward 1, M. Thompson 2; Sawing: S. Kunst and S. Stevens 1, P. and R. Krafft 2.

## FARM PRODUCE SECTION.

(Judge Mr. F. Sauer, Gympie).  
 One Farm Exhibit: R. Carswell 1, P. Day 2; Lucerne Chaff: G. W. Nahrung 1, V. Wright 2; Mixed Chaff: G. W. Nahrung; Oaten Chaff: G. W. Nahrung; English Potatoes: N. W. Nahrung; Sweet Potatoes: G. W. Nahrung; Swedes: A. R. Kunst; Pumpkin: G. W. Nahrung; 3 Cobs Maize: G. W. Nahrung; Maize: G. W. Nahrung; Commercial Cabbage: J. E. Wilson; Heaviest Cabbage: R. Hambleton; Lettuce: Elwyn Kunst; Feetroot: P. Krafft; Carrots: A. W. Nahrung; Eschalots: Mrs. Bauffli; French Beans: P. Day; Peas: P. Krafft; Smoothleaf Pines: P. Day; Ripley Pines: P. Day; Papaws: C. Beckman; Hen Eggs: A. Nahrung; Honey: P. Day.

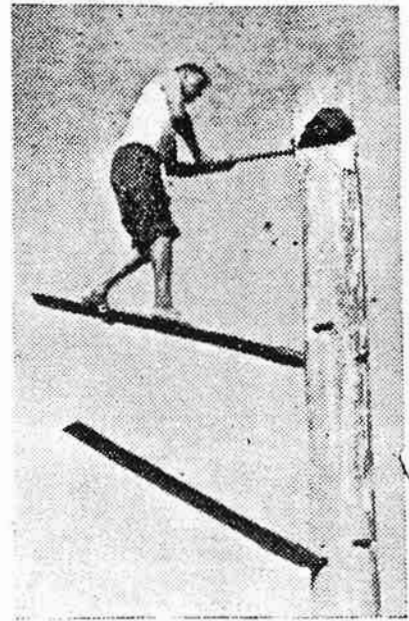
## CULINARY SECTION

(Judge: Mrs. E. Pike, Woolooga)  
 Dolly Varden: Mrs. H. Hooke 1, Mrs. N. Nahrung 2; Sponge Roll: Mrs. J. James 1, Miss R. Hooke 2; Plain Sponge: Mrs. G. W. Nahrung 1, Miss B. Nahrung 2; Honey Sponge: Mrs. A. Nahrung; Peach Blossom: Mrs. N. Nahrung 1, Miss B. Nahrung 2, special, Miss R. Hooke; Rainbow Cake: Mrs. R. Atthow 1, Mrs. H. Hooke 2; Sultana Cake: Mrs.

J. Thompson 1, Mrs. F. Kunst 2; Fruit Cake: Mrs. P. Day 1, Mrs. G. W. Nahrung 2; Plum Pudding: Mrs. O. J. Kunst 1, Miss L. Carseldine 2; Plain Scones: Mrs. A. Kunst 1, Mrs. J. James 1, Mrs. A. J. Hoffman 2; Mrs. P. Day 2; Biscuits: Mrs. J. James 1, Mrs. A. J. Hoffman 2; Buns: Mrs. A. Pidwell 1, Mrs. P. Krafft 2; Damper (men): Mr. F. A. Krafft 1, Mr. N. Krafft 2; Marmalade: Mrs. O. J. Kunst 1, Mrs. G. W. Nahrung 2; Jelly: Mrs. R. Hansen 1, Mrs. G. Lang; Judge—Puff Pastry: Mr. Bauffli; Best Cake of Show: Mrs. J. Thompson.

## FANCY WORK SECTION.

Judges: Mrs. Meiers, Woolooga; Mrs. Maher, Gympie).  
 Coloured Work: Mrs. Clutterbuck 1, S. J. Gordon 2; Embroidered Apron: Mrs. Clutterbuck 1, Mrs. F. Cusack 2; Tea Cosy: Mrs. O. J. Kunst 1, Mrs. S. Hoberg; Fancy Apron: Mrs. G. H. Langley 1, Mrs. H. Rayner 2; Crochet D'Oyley: Mrs. O. J. Kunst 1, Mrs. P. Day 2; Milk Jug Cover: Mrs. P. Day 1, Mrs. T. H. Kunst 2; Shopping Bag: Mrs. O. J. Kunst 1, Miss B. Kunst 2; Patchwork: Thurline Conley 1, Mrs. J. Wade 2; Star Bag Article: Mrs. G. H. Langley 1, Miss Elwyn Kunst 2.



The final blow in an exciting race.—Tom Summers winning from his brother Vic., who holds the Australian record, by one cut in the tree-felling competition at the Miva sports.

1945

In 1949 a public meeting was held and trustees were appointed for the Memorial Hall (this was the school building), Trustees - E. Lipsett, W.H. Sauer, F. Bulmer, G.B. Nahrung and N. Nahrung. In that same year a letter was received from the Department of Public Instruction re the transfer of the School Reserve to a Recreation Reserve. It is interesting to note that in 1950 the trustees took out a Public Risk Policy on the Recreation Reserve with the S.G.I.O. for £1,000 cover for an annual premium of £5.

Tenders were called in 1955 for the purchase for removal of the school building. Two tenders were received but neither was accepted, the trustees deciding to dismantle the old school building and hand sufficient material to the tennis club and cricket club to enable them to build sheds. These clubs paid an annual rental of 5/- each in 1958, and Mr A. Nahrung was charged 5/- for grazing rights of the reserve.

On 3rd March, 1977, a meeting of the Recreation Reserve Trustees decided to close their Bank Account, the balance of \$52.46 being transferred to the Trustees of Dickabram Cemetery.

## MIVA BRANCH OF THE Q.C.W.A.

*Newscutting - 1928 (from our Correspondent)*

C.W.A. Formed - A public meeting of ladies was held in the Miva school on Saturday, April 14, for the purpose of forming a branch of the Country Women's Association. Those present were Mrs Walker (President of the Gympie Branch), Mrs Carey (of the Gympie Branch), Mrs G.W. Nahrung, Mrs A.W. Nahrung, Mrs E. Kunst, Mrs P.R. Gesch, Mrs C.B. Heater, Mrs P.W. Krafft and Miss Connie Nahrung. Mr G.W. Nahrung was present by invitation to open the meeting. Mr Nahrung addressed the gathering and then asked for a President and Secretary to be appointed for the meeting. Mrs G.W. Nahrung and Mrs P.W. Krafft were appointed to fill the positions. Mr Nahrung then left the meeting.

Mrs Walker, as President of the Gympie Branch, then gave a most interesting address on the objects of the C.W.A. Those present decided to form a branch of the C.W.A. and the following officers were elected: President, Mrs G.W. Nahrung; Secretary, Mrs P.W. Krafft; Treasurer, Mrs A.W. Nahrung. The election of three vice-presidents was left till the next meeting. It was decided that the branch be a sub-branch of the Gympie Branch and that meetings be held on the second Saturday of each month, at 1.30p.m.

By June of that year, their numbers had swelled to fifteen, and their first venture was to donate a perambulator to the Gympie Branch to be left in the Rest Rooms for the convenience of country mothers whilst in town shopping. Meetings were held at the Miva School and at members' homes, or occasionally at the Munna Hall and Glen Echo. In December of that year, Miva became a full branch, rather than a sub-branch of Gympie. The seventeen foundation members of that year were Mesdames G.W. Nahrung, P.W. Krafft, A. Nahrung, K. Nahrung, E. Kunst, W. Gesch, A. Thompson, E. Lipsett, W.H. Sauer, H. Hartvigsen, P. Gesch, J. Channer and Misses Wilhabel Nahrung, Connie Nahrung, Nell Gesch, Mary McSweeney and I. Channer.

The branch offered help to the needy in the district distributing parcels of clothing and other useful goods to families who had fallen on hard times. They came to the rescue when house fires destroyed possessions of families. Parcels called 'Christmas Cheer' were distributed during the festive season. No record was kept of the assistance rendered, remembering the Creed 'I would be giving and forget the gift'.

Membership increased to 25 in 1930. They were very active in fund raising, holding Euchre Parties combined with dances, children's Christmas Trees and from 1937 Fancy Dress Balls, with a Juvenile Debutante Ball in 1948 instead of the Christmas Tree. The big event each year was the Miva Juvenile Sports Day, with various races - potato, egg and spoon, sack race, threading the needle, and later included cookery and fancywork sections.

## Children's Sports Gathering

Saturday, July 20, was a gala day for Miva when the annual children's sports were held. The Miva branch of the Q.C.W.A. was responsible for the organising of the function, and the happy faces of the children were evidence of the pleasure they had derived from the day's sports. Children were present from Miva, Munna Creek, Gundahy Goolahie, Sexton, Patterson, Theebine and Gonnala and keen competition in the various events was the result.

A silver cup, presented annually in memory of the late Mrs. K. Nahrung, and awarded to the child winning the most aggregate number of points at the sports only was won by Master Hales of Patterson; while a special prize of 5/- was donated to the girl winning the highest number of points, and was won by Elsie Bolderow.

In the Culinary and Fancy Work Sections, although the entries were not so many as in previous years, some fine work was exhibited. The School Work competition was keen in several sections, and we feel that we could extend the prize list in that section, and thus create an even greater interest.

Mr. E. H. C. Clayton officially opened the sports. Mr. W. H. Wilson acted as judge, Mr. Geo. Blowers as handicapper and starter whilst Messrs. W. H. Sauer, N. W. Nahrung, H. Sauer, A. W. Nahrung, G. W. Nahrung, J. H. Nahrung and O'Keefe, gave valuable assistance as fieldmen and nomination getters.

Sincere thanks were extended to them and many others for so ably assisting in many ways relative to the successful running of the sports.

A stall with Mrs. E. Kunst as counter, ably assisted by Mrs. L. J. Jenkins and Miss B. Nahrung, and Messrs. P. Day and G. B. Nahrung did a brisk trade during the day, dispensing ice cream, fruit, lollies and soft drink, despite the frequent assertions "one must hurry or they would be sold out!"

In the cookery section, Mrs. Phe. of Woolloga, acted as judge, and gave general satisfaction, whilst Mrs. Clayton and Mrs. Horsborough, of Maryborough, acted as judges in the Fancy Work section. Thanks are due to those three ladies for their kindness in coming along and so ably carrying out their duties. Mr. Jeffries, of Gundahy, who judged the School Section was confronted with no small task, as there was keen competition, but his awards gave general satisfaction, and we are indebted to him for his interest and care in judging.

The branch donated a large parcel of clothes to the 'unfortunate settlers' of Beerburrum in 1931, money towards a Wireless Transmitting Set for the Outback in 1933, and in 1937 arranged for a Dental Clinic to visit the schools.

The C.W.A. organised the first Anzac Service at Miva in 1933, and still continue this fine work.

As a token from the Miva Q.C.W.A. in 1940 the branch sent gifts to each of the local boys in camp with the A.I.F. in the shape of canteen orders with which to purchase sweets or cigarettes for Christmas. A parcel was made up and sent overseas to Sister Hooke, who left this district for service as an A.I.F. Nurse. Parcels of clothing etc. were constantly sent to the Australian Comfort Fund to aid the Australian Forces,

The dance at night, with Mrs. Kunst's orchestra supplying the music provided a happy time for those present. The children's free novelty was won by Andy Blowers and L. Kunst. A Monte Carlo Waltz was won by Mrs. Bulmer and partner, whilst one free novelty was won by Miss B. Nahrung and Mr. N. Shapland, and another by Mrs. L. Jenkins and Mr. V. Specht. Mr. C. Nahrung proved the winner of the euchre tournament, and at the drawing of the raffle Mr. H. Palfrey was the winner of the horse. Mrs. Holmes, of Maryborough, annexed the second prize of a game rooster, and Mr. G. Nahrung a Pekin Bantam.

Thanks were extended to all those who kindly assisted with donations.

The following is a list of the prizes:  
Foot race, 5 to 8 years: Fay Hales 1, Joyce Badior 2

Foot race, boys 5 to 8 years: Ken James 1, Frank Day 2

Foot race, girls 8 to 11 years: Lola Meyers 1, Clarice Kunst 2

Foot race, boys 8 to 11 years: Mel Bolderow 1, Bob Hales 2

Tyre race, open: H. Couch 1, Bob Hales 2

Tyre race, boys 8 to 11 years: Bob Hales 1, Doug. Kunst 2

Tyre race to 11 years: Ivor Shapland 1, Billy Bolderow 2

Egg and Spoon race, girls 5 to 8: Muriel Day

Egg and Spoon race, girls 8 to 11: Elsie Bolderow 1, Gwen Hambleton 2

Egg and Spoon race, girls 11 to 14: Lorraine Hales and Pearl James (tie)

Tilting the ring, open: Mr. Clayton 1, Mrs. Lipsett 2

Pool race, boys 11 to 14: John Murray 1, Arthur Sullivan 2

Obstacle race to 14 years: W. Bolderow 1, W. Simmonds 2

Human wheelbarrow race to 11 years: Murray-Ward 1, Simmonds Hales 2

Three legged race, girls: Ailsa Johnston-B. Kunst 1, L. Hales-V. Kunst 2

Bike race to 10 years: Mel Bolderow 1, Elsie Bolderow 2

High jump to 11 years: Mel Bolderow 1, Bob Hales 2

High Jump to 11 years: Geo. Blowers 1, John Murray 2

Hitting the tin blind-folded: Ailsa Johnston 1, V. Kunst and J. Kajewski (tie) 2

Bike race, 10 to 11 years: Ivor Shapland 1, Bev. Bolderow 2

Ladies' nail driving: Mrs. Palfrey 1, Mrs. Gesch 2

## COOKERY

Plum pudding: Mrs. Phillips 1, Mrs. N. Nahrung 2

Plate plain scones: Mrs. V. Kunst 1, Mrs. E. Kunst 2

Sponged roll: Mrs. A. Nahrung 1, Mrs. E. Kunst 2

Plate assorted biscuits: Mrs. N. Nahrung 1, Mrs. Phillips 2

Rainbow cake: Mrs. Phillips 1, Mesdames E. Kunst and N. Nahrung (tie) 2

Best damper made by man: Mr. G. Blowers 1, Mr. F. Krafft 2

Plate plain scones (11 to 13 years): Beryl Kunst 1

## SCHOOL WORK

Best copy book, 6 to 10 years: Margery Day 1, Ray James 2

Best copy book, 10 to 14 years: J. Kajewski 1, Pearl James 2

Outline map of Australia, 9 to 11 years: J. Lipsett 1, Bert Day 2

Complete map of Australia, 10 to 11 years: J. Lipsett 1, Wm. Bolderow 2

Australian Flag (pasted), 7 to 10 years: Bert Day 1, Hazel Shapland 2

Bowl fruit, 10 to 11 years: Corla Kunst 1, Beryl Kunst 2

Fan, 10 to 11 years: Ray Hambleton 1, Vera Kunst 2

## FANCY WORK (Children)

Fancy apron: Corla Kunst 1, Betty Day 2

Article in coloured work: E. Bolderow 1, Betty Day 2

Article in coloured work, 10 to 11 years: S. Birt 1, Elwyn Kunst 2

Knitted washer: Margery Day

Knitted article: Beryl Kunst

## ADULTS

Fancy apron: Miss J. Bolderow 1, Mrs. H. Rayner 2

Article embroidered in coloured cottons: Miss L. Pike 1 and 2

Knitted jumper or cardigan: Mrs. H. Rayner 1, Mrs. N. Nahrung 2

Pair knitted socks: Miss V. Wilson 1 and 2

\* \* \* \*



1934, C.W.A.  
Back L. to R.: Mesdames N. Nahrung, O. O'Keefe, P. Langley, Miss G. Maguire, Mesdames P. Maguire, E. Kunst.  
Front L. to R.: Mesdames J. Gunston, G.W. Nahrung, Miss W. Nahrung, Mrs. A. Nahrung, Miss G. Kunst.





1938, C.W.A.  
 Back L. to R.: Beryl and Will Nahrung, Mesdames E. Kunst, McCullough,  
 N. Nahrung, Badior, F. Kunst.  
 Front L. to R.: Shirley and Joan Gunston, Mesdames R. Jenkins, G.W. Nahrung,  
 G.B. Nahrung, F. Bulmer, A. Nahrung, Mr G.W. Nahrung.

during the war years. Camouflage nets were made by members. Material was purchased to be made up and held for distribution amongst Australian victims in the event of bombing and a sewing circle was formed, with the branch procuring one dozen yards of grey flannelette to make up and anyone willing to knit could procure wool. Mrs Hansen supervised the cutting out of garments.

In 1942 on account of petrol rationing, meetings were held every two months. Some of them were held at "Nonsuch", the workers' quarters of Fairlie & Sons Sawmill, Miva. The mill had not yet been built. Eighty-five children's garments had been completed to be distributed to needy cases caused through the ravages of war. In 1944 a £10 war bond was sent to Britain for bomb victims. Members knitted twenty skeins of wool into garments, and made sixty other garments for women and children in England, also a box of toys. Two cakes were sent to a Women's Institute in Scotland. A nice collection of twenty toys was sent to Montrose Crippled Children's Home. Lovely scrap books were sent to Brisbane Children's Hospital and Glandore Private Hospital, and a crochet rug was sent to the C.W.A. Hostel, Brisbane.

The branch held its 21st birthday in the old school building on April 2, 1949, at which a presentation was made to Mesdames A. Nahrung and E. Kunst, who had been members for 21 years.

The first step towards the building of a Rest Room was taken at a meeting held on May 17th 1949, when a special Rest Room account was opened at the Commonwealth Bank. The branch served at a Masonic Banquet and the proceeds from this function, £3, formed the first deposit of the Rest Room Fund.

On the closure of the Scotchly Pocket School it was offered for sale and the branch submitted a tender, which was accepted. Aided by a loan fund from State Office, the full purchase price of £350 was paid in February 1952. Mr A. Nahrung of Miva offered to sell the branch a quarter acre of land in the Miva Township, and the building was moved to its new site in October 1952. It was erected by Mr A. Strawbridge, assisted by voluntary labour from the husbands of members. The first branch meeting held in the new Rest Room was on 7th February 1953. The Official Opening coincided with the Silver Jubilee of the Foundation of the branch. Both events were celebrated on 18th April 1953. The building was fully paid for by September 1957, a little over four years after the project was begun. Since that time the building has been painted inside and out, electricity has been connected, the verandah has been closed in and a new verandah floor put down. Septic toilets are being installed in 1986. New furnishings have been added and old ones repolished and cared for. The Rest Room has served as a Church, Sunday School Hall, Polling Booth, Meeting Place, Dance Hall and Pottery School.

The branch paid homage to young servicemen who did not return from the Second World War by the planting of an avenue of Indian Cyrus trees leading up to the Rest Room. Around the trunk of each tree is a chain with a plaque attached, with their names inscribed.

Following the 30th annual meeting in 1958, the branch members and visitors watched the planting of a tree by Mrs L.J. Jenkins and Mrs O.J. Day in memory of their father, the late Mr Sauer, who had chaired many annual meetings, and had audited their books. The branch thanked the Miva Rifle Club for erecting a guard for the tree.

A day of remembrance and reunion was celebrated on Saturday 15th April, 1978, when 130 members, former members and friends gathered to celebrate the Golden Jubilee of the Miva Q.C.W.A. Branch. Four foundation members, Mesdames E. Lipsett, the branch vice-president; K. Day, Wellington Point; N. O'Keefe and I. Maher, were among the special guests at the anniversary lunch held in the Miva Rest Room. Two foundation members, Mesdames M. Thompson and J. Bulmer, sent their apologies. The highlight of the ceremony was the unveiling of the Presidents' Honour Board.

Three members were honoured in 1980 and presented with "For Service" Badges - Mesdames J. Larner, E. Lipsett and N. Nahrung.

Mrs A. Krafft served as president, secretary and treasurer, holding the latter position for a continuous period of 11 years. Her recollections of the early days, included when she cycled to meetings carrying one child on the handle bars and another one in the carrier. Those were the days when members travelled by train to attend executive meetings at Murgon, leaving Miva Station at 1.30a.m. and arriving at Murgon at 6a.m. The return journey to Miva ended around 10 or 11p.m.

Mrs R. Carlson, branch secretary in 1959, wrote a history of Miva in a booklet entitled "Century of Settlement".

Mrs N. Nahrung, a member for 53 years holds the record for continuous membership and has served the branch in the capacity of president, secretary, treasurer and press secretary. She has also provided the personal touch in her remembrance of birthdays with a pot plant, and her instruction in craft work. Mrs E. Lipsett, a foundation member, has been a member in recent times, though her membership has not been continuous.

Many organisations have come and gone at Miva, but the C.W.A. still carries out its work in the district after all these years, due to the dedication of its members, past and present.



1978, C.W.A. Golden Jubilee.  
 Foundation Members: Konnie Day, Irene Maher, Edna Lipsett and Nell O'Keefe.



C.W.A.  
 Mesdames N. Nahrung, J. Larner, E. Lipsett on the day they received their  
 "For Service" Badges.

PRESIDENT

Mrs G.W. Nahrung ..... 28-32  
 Mrs A. Nahrung ..... 33-35  
 Mrs G.W. Nahrung ..... 36-40  
 Mrs E. Kunst ..... 41-43  
 Mrs A. Nahrung ..... 44-46  
 Mrs A. Krafft ..... 47-49  
 Mrs Lance Dakin ..... 50-52  
 Mrs N.W. Nahrung ..... 53-55  
 Mrs S. Larner ..... 56-57  
 Mrs N.W. Nahrung ..... 58-60  
 Mrs O. Day ..... 61-63  
 Mrs N.W. Nahrung ..... 64-66  
 Mrs S. Mitchell ..... 67-68  
 Mrs O. Day ..... 69-70  
 Mrs R. Reece ..... 71-72  
 Mrs V. Wright ..... 72-73  
 Mrs N.W. Nahrung ..... 74-76  
 Mrs D. Foster ..... 77  
 Mrs D. Foster ..... 78-79  
 Mrs R. Sexton ..... 80-81  
 Mrs D. Foster ..... 82  
 Mrs R. Newcombe ..... 83  
 Mrs S. McGrath ..... 84-85

SECRETARY

Mrs P.W. Krafft ..... 28-29  
 Miss W. Nahrung ..... 30-34  
 Mrs Gunston ..... 34-39  
 Mrs F. Bulmer ..... 39  
 Mrs F. Kunst ..... 40-43  
 Mrs A. Krafft ..... 44-46  
 Mrs O.J. Kunst ..... 47-48  
 Mrs N.W. Nahrung ..... 48-50  
 Mrs F.C. Kunst ..... 51-53  
 Mrs J. Egan ..... 54-57  
 Mrs A. Krafft ..... 58-59  
 Mrs R. Carlson ..... 59-61  
 Mrs K. Lawrence ..... 62-63  
 Mrs S. McGrath ..... 63-65  
 Mrs C. Nahrung ..... 66-68  
 Mrs S. McGrath ..... 69-71  
 Mrs R. Lawrence ..... 72-74  
 Mrs S. McGrath ..... 75-82  
 Mrs D. Foster ..... 83-84  
 Mrs R. Newcombe ..... 85

TREASURER

Mrs A.W. Nahrung ..... 28-31  
 Miss G. Kunst ..... 32  
 Mrs E. Kunst ..... 33  
 Miss A. Maguire ..... 34-36  
 Miss D. Antcliffe ..... 36  
 Mrs G.B. Nahrung ..... 36-43  
 Mrs N.W. Nahrung ..... 43-47  
 Mrs G.B. Nahrung ..... 48-49  
 Mrs A. Krafft ..... 50-52  
 Mrs G. Strawbridge ..... 53-55  
 Mrs V. Wright ..... 56-60  
 Mrs L. Krause ..... 61-63  
 Mrs S. Mitchell ..... 64-66  
 Mrs A. Krafft ..... 67-77  
 Mrs R. Newcombe ..... 78-82  
 Mrs S. McGrath ..... 83  
 Mrs R. Newcombe ..... 84  
 Mrs D. Foster ..... 85



C.W.A. Children's Sports

# Horse and Sulky Days

Now you have heard the story of  
 the horse and sulky days,  
 I really think that after all, they  
 were the better days,  
 For when you go by car or truck,  
 you don't know what's in store,  
 "I'll give you a little instance and  
 you'll agree—I'm sure.

One warm mid-summer morning,  
 Mum wakes at peep of day,  
 Nudges Dad and says "Come on,  
 to-day is C.W.A.

So Dad gets up and calls to Dave,  
 'Is there petrol in the car?"  
 Dave answers, "Since I put some in  
 She hasn't gone too far."

The milking done, the poddies fed,  
 And Dad has had a shave;  
 Off they set quite merrily,  
 Mum calls out "Hooray Dave."

They are doing 15 miles an hour,  
 Mum groans with every bump,  
 Then suddenly with a chug-ch-g-  
 chug  
 The car begins to jump

Mum says "You better pull up, Dad.  
 There may be something loose."  
 Dad gets out and sadly finds,  
 The car is out of juice.

Mum glances at her wrist watch,  
 "It's half past ten indeed,"  
 The Meeting will be starting soon  
 And I hate to miss "My Creed."

Dad walks along to James'  
 And knocks upon the door.  
 "Can you lend me half a gallon  
 George  
 To get me to the store?"

Dad comes and puts the petrol in,  
 There's sweat upon his brow;  
 He winds her up and says to Mum  
 "We ought to get there now!"

It's getting late so at 20 miles  
 Mum's clinging to her hat;  
 Then all at once they hear a bang,  
 Oh yes! a tyre's flat.

They change the wheel, set off once  
 more,  
 There's a whirl in poor Mum's  
 brain.  
 "We better take the short cut" she  
 says,  
 "Up through the lane."

Dad agrees, he swings her round,  
 The hill is pretty steep;  
 Its slushy at the bottom  
 And the car bogs—axle deep.

Mum says "It's only half a mile  
 And time is swiftly fleeting,  
 So while you get the car out, Dad,  
 I'll walk on to the meeting."

When she arrives, the meeting's on,  
 "All in favour" the President says,  
 Mum, hot and bothered, shouts out  
 "Yes—  
 Of the good old Horse and Sulky  
 Days."

by "Mum."

# ANZAC DAY

The Anzac Commemoration Services arranged by the Q.C.W.A. branch have always been an important event in Miva. They commenced in 1933. Prior to this visitors would come from Maryborough or Gympie and speak to the school children and their parents at Munna, Miva and Theebine Schools. In 1931 Mr C.S. Trudgian of Gympie, who was a worker for the returned soldiers of the Wide Bay District, was the visiting speaker.

Looking back to the early 1930's the Anzac Service was held in the Miva School. On the school day before Anzac Day, a Mr Kerlin from Gympie, accompanied by Mr Bill Sauer, a prominent member of the Miva Community, would visit to tell the children the Anzac story. The pupils numbering about twelve to fifteen, enjoyed these visits and the boys in particular welcomed Mr Kerlin because he would bring with him an assortment of guns, bayonets, grenades, etc., which they were allowed to handle.

Also on the day before Anzac Day, a few local men would erect a stage from trestles and wide pine planks. This was decorated with the thick dark green foliage of the chestnut/black bean trees which grew along the creek bank. The wall behind the stage was plain weather-board on which was hung a clock, a captured German machine gun, and the white marble Honour Board which today hangs in the C.W.A. Rest Room. Fresh floral wreaths were hung around the Honour Board with the words 'Lest We Forget'.

## **Newsclipping - 1933, at MIVA**

*A fitting Anzac commemoration service was held in the Miva school on April 25, at 11 a.m. A number of returned men, and also a war nurse, were present. This was the first occasion on which an Anzac service had been held at Miva, and the local branch of the Country Women's Association, who were responsible for the arrangements, are to be congratulated on the success of their effort. A nice crowd was present, and after the service, a very dainty luncheon, provided by the C.W.A., was served. Many beautiful wreaths were placed around the Honour Board.*

Mr G.W. Nahrung acted as chairman, and after a few appropriate remarks, the hymn "Nearer My God to Thee" was sung, after which the general confession was repeated by all. This was followed by the uniform resolution, which was moved by Mr W.C. Nahrung, seconded by Mrs Alex Nahrung (president C.W.A.) and supported by Mr H. Brown (R.S.S.I.L. of Gympie), who afterwards gave a very impressive address.

Mr. W.H. Sauer (one of our honoured returned men) read the names on the Honour Board, after which a minute's silence was observed, and "The Dead March in Saul" was feelingly played by Miss Sheehan. All hearts were moved as we thus paid homage to the memory of our brave Anzacs, and to one and all who had gone forth to fight for King and country.

Mrs Alex Nahrung sang the solo, "He wipes the tear from every eye," after which Mr W. Sauer, in a few touching remarks, paid tribute to his comrades in the war, and expressed appreciation of the effort of the C.W.A. in arranging the function that was being held that day. The singing of "Abide with Me", followed by "God Save the King" brought to a close a very impressive service.

The order of service has changed very little with the passing of time. Mr G.W. Nahrung was Chairman for many years as was Mr A. Nahrung. There were usually two guest speakers. Musical items were rendered. Mr Ben Bottrell, a railway ganger at Theebine, had a very fine voice, and sang regularly at the services. In recent times the Chairmanship has been handled by Colin and Will Nahrung, with Mrs J. Sexton as regular vocalist, along with the Theebine Sunday School children.

The Miva C.W.A. has not forgotten, as they carry on this tradition, where people from the district can pay tribute to those who served, and honour those who died for their country.



Anzac Day approximately 1939, Miva School.



Anzac Day approximately 1939.

Back L. to R.: George Nahrung, Joe Jenkins, Jack Nahrung.

On cart: Nell Jenkins, ?

Front L. to R.: Henry and Bill Sauer, Nell O'Keefe, Ellen Nahrung,

George W. Nahrung, Alice Sauer,

On horse: ?

## VOLUNTEER DEFENCE CORPS.

During World War II, when the threat of a Japanese invasion was a distinct possibility, a company of the Volunteer Defence Corps was formed at Miva by Mr Bill Sauer, a returned man from the First War. This unit was made up of men in protected industries, those too old to join the regular forces, and some not yet old enough. These fellows were issued with Army uniforms and supplies, and were instructed in the use of a variety of weapons - bayonets, rifles, and Lewis Gun, in the use of explosives, map reading and making sneak attacks on enemy held positions both day and night. Norm Nahrung, who became a Lieutenant, attended Demolition School at Enoggera. They were given specific orders to be carried out - such as blowing up bridges and burning crops, should the Japanese invade the country.

The following stories and poems tell of their manoeuvres.

"And so it was that on this particular night, that those arranging these diabolical situations, advised that the enemy had captured and commandeered this train and it was our job to put it out of action. A strike party of eight was selected and it was decided that the best place to launch a grenade attack was about one hundred metres on the Miva side of the Dickabram Bridge, at a point where a sharp curve in the line on a built up embankment caused a 4 M.P.H. speed limit to be enforced. Blackout regulations were also in force, so the train would be running without lights.

"On time, the unsuspecting driver and fireman on K9, which came through Miva each week night around 9.45p.m., en route from Kingaroy to Gympie approached the bridge, slowing down to the regulation 4 M.P.H. As the loco passed the spot where we were hidden in the long grass, a shower of eight bombs, each containing about a pound of flour, crashed into the driving cab. Never did you see such a flurry of frenzied action as the driver, who I am sure must have thought that at least the boiler had burst, cut the throttle and slammed on the brakes, bringing the train to a grinding halt. After his nerves had settled somewhat, and probably realizing to some extent, what had happened, a torrent of profane threats burst loose, but of course the attackers had disappeared without trace into the blackness of the night."

Contributed by Colin Nahrung

"A lot of amusing incidents occurred during V.D.C. days, but one which comes to mind concerns some Army Officers and NCO's, belonging to a Victorian unit stationed at Gympie, who were sent out to give us instruction in the use of various explosives. After going through their demonstrations, they decided as a grand finale to drop a large explosive charge into the river at a point about two hundred metres downstream from the bridge.

"About ten pounds of gelignite was tied into a bundle, a fuse and detonator inserted and lit and then tossed well out into the river, where the water was deep. Now ten pounds of gelignite is quite a charge and when it exploded, the water literally shook and boiled in an area about fifty metres across and of course a large number of fish came floating belly up, to the surface.

"These Victorian fellows, thinking that fish would make a nice change to their normal Army diet, dived into the water, despite its being icy cold in mid winter, and retrieved quite a large number which they happily took back to their unit in Gympie. We locals refrained from mentioning the fact that they were all bony bream, a species of fish, as their name suggests, that are virtually inedible."

Contributed by Colin Nahrung

### Manoeuvres

V.D.C. were on parade,  
 Chief said 'Now men tonight  
 You go out on manoeuvres  
 For you must learn how to fight.'  
 'You'll split up into sections,  
 As you've often done before,  
 And the sections will be numbered,  
 One, two, three and four.  
 'Number one will guard the bridge-head  
 At creek crossing on the right,  
 And number two position  
 Will be Dickabram Bridge height.  
 'Shun! Section one and section two,  
 Quick march no time for loss,  
 Soon three and four will pass your way,  
 Your bridge they will cross.  
 'The leaders then of one and two  
 Soon had each man in place  
 There was grim determination  
 Stamped on every members' face.  
 'Some crouched 'neath the shadows,  
 Some spread all around,  
 They held all points of vantage,  
 Simply fading into ground.  
 'No one crossed the bridge, alas!  
 The men were at a loss,  
 Of one thing they were certain,  
 No enemy did cross.  
 'At number two position,  
 The Sergeant climbed the hill,  
 While men lay still and listened,  
 Then listened and lay still.  
 No one crossed the bridge, oh dear!  
 We still layin' in ruts  
 Legs and arms all aching,  
 And gravel rash on guts.  
 No one crossed the bridge, oh damn!  
 Where was the enemy  
 Were all the mugs of Miva  
 In sections four and three.

The waiting watching Sergeants  
 Of such great delay were full,  
 But soon they streaked for cover  
 They had heard a savage bull.  
 There's sure to be a V.C.,  
 In the post for Scout O'Keefe,  
 He never flinched when threatened  
 By half a ton of bully beef.  
 At number one the Sergeants  
 Called out the men in wonder  
 And told them on the quiet  
 'That some B had made a blunder.'  
 So number one got orders  
 To march on once again  
 The night was swiftly passing  
 Likewise the midnight train.  
 They soon arrived at bridge height,  
 But please what could they do,  
 The first thing there to greet them  
 Was our dear old section two.  
 And were the numbers hostile,  
 Why, the quarter master swore,  
 If you want it in a nutshell,  
 It was nearly total war.  
 Now total war is terrible,  
 Imprisonments galore,  
 Six months for Bertie Wilson,  
 Twelve months for Billy Sauer.  
 So back to base went section three  
 And sections four and one,  
 And section two, Oh! no sir!  
 Their job was not yet done.  
 And back at base they talked and talked,  
 And here's what they will do,  
 They're going to blame old Hitler,  
 And not one section two.  
 The blinking owls were now on roost,  
 The moon sank low on ridge,  
 As last three cheers for section two,  
 We crossed the bloody bridge.

Author Unknown

I'm only a blinkin' private,  
In the Miva Home Guard.  
My brother - he's an N.C.O.  
And it makes it mighty hard,  
For even when we're at work,  
No matter where we go -  
It's "Les do this," and "Les do that",  
'Cos he's an N.C.O.

When the cows are in the yard  
You should hear him let it go;  
Says that milkin' bloomin' cows  
Ain't no job for an N.C.O.  
Then there is the pigs to feed,  
The calves, the dog, the cat,  
It's "While I make a smoke me lad,  
Les will you do that?"

Then the horses to be got  
And off to farm we go,  
Of course he's got to take the reins,  
'Cos he's an N.C.O.

I just plod along behind,  
Not good enough to drive it,  
And someone has to screw the brakes,  
Who! the blinkin' private.

Of course we like the training part,  
Our leaders are true blue,  
There's Uncle Bill (Sauer) and Mr Jones,  
And Mr Wilson too,  
Then to boil the billies,  
We must have some young lad,  
So we chose the one we thought the best -  
See him - he's my Grandad. (Grandfather Sauer).

But when the trainin's over,  
And home again we go,  
Me brother keeps remindin' me  
That he's an N.C.O.  
Today I got fed up with this,  
I'll open his eyes wide,  
It's me what's N.C.O.,  
Which means "Nother Chap's Offsider".

The men met every Sunday at the Miva School and Sports Ground. While they trained, the ladies made camouflage nets for the war effort. They also knitted scarves, socks and balaclavas for the soldiers - some knitting well over 100 skeins of wool. A committee also ran Patriotic Sports to raise money for the Comfort Fund, Red Cross, etc.

### Newscutting

#### Miva - 1945

*V.P. DAY CELEBRATIONS* - A large number of local residents journeyed to Gympie to share in the celebrations on Wednesday. All had an enjoyable time and voted the day an excellent one. Members of the local V.D.C. were well represented in the procession. On Thursday night one of the most memorable nights in the district's history was enjoyed by all residents to celebrate V.P. Day. Dancing and fun continued till the early hours, by which time most people could scarcely talk owing to the constant cheering. The boys who have made victory celebrations possible were not forgotten. A feature of the evening was the solemnity shown when a minute's silence was called for in honour of the 'Fallen Heroes'.

#### Newscutting - 1945

*ANZAC DAY AT MIVA* - A large gathering of Miva and district residents attended the annual Anzac Day Commemoration Service in the Miva Hall. Amongst the gathering were several returned men, both from the 1914-1918 war and the present conflict. The local V.D.C. was present in full force.

Some locals, non-members, nicknamed the V.D.C. men 'Tin Soldiers'.

## MIVA RIFLE CLUB

The Miva Rifle Club was formed in 1946, following the disbandment of the V.D.C. which operated during the war years and had built a rifle range adjacent to the Miva connection road.

In the early days the Army supplied the guns and the ammunition. The club functioned under the captaincy of Percy Day, with Bill Sauer as secretary, until his death in 1958, and Don Nahrung then held the position until he retired from shooting in 1965, handing the books to Charles Radel.

### Newscutting - 1948 MIVA (from our Correspondent)

Good attendances are the order of the day at the regular monthly rifle shooting. From 24 to 30 members usually shoot out. The committee is arranging for extension alterations to be made on the butts and mounds and a target shed is also to be built as soon as possible. The original range was built by the V.D.C. but it is inadequate now.

Last week's shoot decided the winner of the trophy presented to the rifleman who had the best three scores off the rifle, during the past six months. Mr Joe White held the best score with Mr Alan Armstrong a close second.

The winner of the trophy for the best score with the handicap will be announced at the next monthly shoot.

These trophies will be presented at the Riflemen's Dance to be held at Theebine in July.

In 1959, Kev Shapland was elected Captain, and the club took part in the Nicklin-Lowe Shield Competition, against clubs as far south as Nambour.

Six members competed in Championship Shoots from Bundaberg to Nambour, and although not taking off the major prizes, usually won enough prize money to break even.

In 1971 when Kev Shapland retired from shooting and left the district, Keith Ross took on captaincy for twelve months, before handing over to Ian Kunst.

With the changeover to the F.N. Rifles in the late sixties, this became a very expensive sport, and members gradually pulled out, until with only four shooters left, the club folded up in 1974.

In 1953, joining fee was 10/-, a rifle cost £3, and ammunition was free.

Today a rifle costs \$700, and it is 30¢ a shot.

1945/46

### RIFLE SHOOTING

Twenty-one members took part in the Miva Rifle Club shoot on Sunday. Conditions were rather difficult on the 500 yard range, owing to cross winds and changing light. The next shoot will be on January 2 when a picnic match and ladies day will be held. Scores were: L. J. Jenkins handicap (10) 200 yds, 24 300 yds, 32 500 yds, 17 total 83; K. Hoffman (28) 18 18 20 84; R. Badior (28) 16 21 17 82; E. Kunst (26) 23 28 9 86; B. Carlson (30) 22 19 7 78; G. Strawbridge (6) 29 30 15 80; Aub Kunst (19) 29 27 26 101; A. Moffett (1) 30 30 20 81; W. T. Jenkins (8) 26 27 18 79; Herb Radecker (5) 29 25 17 76; E. Birt (38) 25 28 26 105; H. Sauer (30) 18 10 7 65; D. Badior (18) 28 20 15 81; L. Kurth (35) 23 23 25 105; P. Day (31) 23 26 15 95; W. H. Sauer (25) 27 33 12 97; W. Jenkins (31) 30 29 29 105; F. Bulmer (40) 28 27 19 105; C. Nahrung (11) 25 27 26 92; T. Blackwell (24) 31 29 21 105; Alex Nahrung (28) 24 20 98.



# MIVA TENNIS CLUB

Before the First War, tennis was played on a court at the Miva School. Little is known about the club in these times, but of course most players arrived on horseback or in sulkies.

## Newsclipping - 1918.

The Miva Tennis club played their first match on June 7th against the Kanyan Club, on the latter's court. The Miva team proved the victors, winning by 13 sets, 81 games, to Kanyan's 2 sets, 50 games. All thoroughly enjoyed themselves, and we are looking forward to another good day's sport, when the return match is played on the home court.

## Newsclipping - 1918 - MIVA

(from our own Correspondent) July 28.

A basket picnic was held on the local tennis court on Saturday July 19th, to celebrate the day, which, during the past four years of turmoil, we all longed for - Peace Day. About eighty people were present, and an enjoyable day was spent. Games of all kinds were indulged in, but tennis was the chief attraction, and some very good play resulted. During the afternoon Mr A. Thompson, M.L.A., and Mr K. Nahrung, delivered short addresses, appropriate for the occasion, after which the National Anthem was heartily sung. The games were then recommenced and kept going till dusk.

The Miva Tennis Club played a match against the Theebine "Premier" Club on the former's court, on Saturday last July 26th. Both sides had strong teams out, and the contest was very exciting throughout. Each side had equal games to their credit at lunch time, but Miva gradually forged ahead, eventually winning by 23 games. The final scores were: Miva, 11 sets, 77 games; Theebine, 5 sets, 54 games.

In 1919 George Nahrung wrote to the Department of Public Instruction seeking permission to build a court in the School grounds on a different site. It would appear this was built at the four fig trees.

A ladder system operated where a player could challenge the player above him for sixpence, to try to advance up the ladder. It is said that Miva's best players, and certainly their best men's doubles pair, were Chas Neilsen and August Anderson.

In 1947 a gathering of tennis enthusiasts inspected the old tennis courts on the Miva Reserve with the intention of forming a Tennis Club. The club was formed with a membership fee of 10/- for both ladies and gents. A tennis net was donated by N. Nahrung, posts were pulled out before mowing, and suitable wire netting was obtained.

The fees increased to £1 in 1951, and in 1952 the club joined the Tiaro District Tennis Association. At one stage five Miva teams played in the Association each Sunday. The club won the 'A' Grade teams cup twice and the 'B' Grade once. Three members won the 'B' Grade singles cup - Colin Nahrung 1953, Lex Kunst 1955, and Don Nahrung in 1956. Lex and Don represented the Tiaro Association in the under 19 boys' teams in 1954 and '55.

Matches played against the Netherby Club were most memorable as a close friendship developed between the two clubs over the years. The following 'Tennis Notes' have been kept by Hilda Nahrung, and were written with 'tongue in cheek' by Stan Raabe of the Netherby Club in 1957.



Miva Tennis Players, 1958 Ladies.  
Standing L. to R.: Shirley Lipsett, Hilda Nahrung, Bess Langley, Hazel Dakin, Lil Dakin, Edna Lipsett, Beat Balderson, Moya Langley.  
Front: Moya Armstrong, Olive Shallcross, May O'Brien.



Don Nahrung and Will Nahrung - holding 1956 Trophies.

Miva Tennis Players, 1958 Men.  
L. to R.: Harry Ormes, Roy Ormes, Wal McLennan, Joe Jenkins, Lance Dakin, Des O'Brien, Allan Armstrong, Edgar Lipsett, Dick Ormes, Norm Nahrung.



This page sponsored by: AUB and BETTY KUNST

## Tennis Notes

by Stan Raabe 1957

On Sunday the Netherby Tennis Club travelled to Miva, and yours truly took the opportunity of visiting this little community in the backwoods, as a spectator of the ladies' tennis.

Tennis fashions worn by the Miva ladies, while not DIOR were colourful and original.

NELL JENKINS arrived sidesaddle on her roman-nosed, wall-eyed mare, closely attended by a vicious looking, three-legged kangaroo-dog, which answered to the name of "Cuddles". She looked quite chic with her off white frock tucked into the bottom of her knee length red bloomers, and a pair of wicked looking mexican spurs on her two-toned (black and cow-dung) laughing side riding boots.

Her tennis racquet was strung with piano wire, which NELL strummed like a guitar and sang hill-billy numbers between shots. The only complaint that I heard from the Netherby women was that the wire chopped hell out of the balls.

On arrival of GLADY BAUER everyone gathered around to admire her carpet slippers (her corns were killing her) of beautiful rich tartan and only slightly marred by two small burns caused from using them to belt out bushfires. GLADY chose a cream flannelette frock, with multi-coloured buttons down the front, a purple sash, and a knee guard. The effect was quite dazzling.

Play commenced at ten o'clock and HILDA NAHRUNG, who looked charming in grey gingham, gorgeous gussies, and odd sandshoes, took the serve but after four double-faults left the court in disgust, muttering something about "damned rotten elastic they sell nowadays".

However after borrowing a safety pin from MRS RAABE'S baby, this good lady came back to play with vim and vigour.

The first winning shot of the day was scored by ERIN CARLSON, who was soundly applauded when she miss-hit a ball straight down her opponent's sideline, however she modestly gave all the credit for the shot to her husband, explaining that he had had her practicing with a sweet spud and a light shovel along the garden fence.

ERIN chose a green Tirolean hat, scarlet sweater, and black and white polka dot skirt.

By far the most devastating shot of the day, was a backhanded smash by MARGE NAHRUNG. The back swing stunned her partner, the ball broke the Umpire's glasses and the follow through of the racquet wiped the grin and two front teeth from the face of MRS RAABE who was on the other side of the net. MARGE wore a tennis frock of shot taffeta (which she cut down from a Ballerina) and rope sandals. Quite nice.

MIVA PROVIDED and the luncheon was a never to be forgotten repast:

MARGE NAHRUNG'S scones took some beating, at least I watched JEAN BIANCHI fight gamely with one for some five minutes or more and she never looked like beating it. She finally managed to slip it on to KATH HOFFMAN'S plate while Kath wasn't looking and Kath in turn managed to pass it on to NELL'S dog, who fought it ferociously for a couple of minutes, then disgustedly gave up and went home.

Somewhat of a hiatus was caused when IRIS LYONS dropped a piece of ERIN'S sponge cake and broke the spout off the china teapot. However the atmosphere cleared when HILDA tactfully explained that the spout had been cracked anyway.

Hilda brought twelve dozen sausage rolls which everyone attacked with gusto but when she casually mentioned that they had lost four cows from "redwater" the previous day, some players turned quite pale and lost their appetites. The afternoon produced tennis which had to be seen to be believed. GLADY in particular going for every shot in the book, and late in the afternoon she got one.

Play drew to a close when a toss landed on NELL'S horse, the horse headed for home with NELL in hot, but unsuccessful, pursuit.

**Altogether an exciting day**

In 1958 the Netherby Tennis team was promoted to A Grade while their rival Miva team stayed in B Grade. Erin Carlson penned this poem to mark the event:

### The Lost Tribe - A Lament

by Erin Carlson

The boys stood on the dusty court and gazed at the Railway line  
"We must keep our upper lips stiff" quote they  
'Tis useless to repine -

The Netherby tribe has deserted us  
And we can't deny we've missed 'em,  
Let's recall them once more and go our way  
"Having got it out of our system."

There was Archibald and his charming wife  
With a cheery word for all,  
Are their smiles wasted in Pennant Grade  
While everyone watches the ball?  
There was Stanley with the ready pen  
(and thereby hangs a tale)  
We're willing to bet he hasn't yet  
Written an ode to Rossendale.

And Tommy and Roy and cheery Dave,  
With Bernie and Bonny Jean  
They're matching shots with the V.I.P.'s  
And keeping their language clean.  
And Norma dear we won't forget  
(Her name's rather hard to scan)  
Is she "death on the net" as in days of yore  
And keeping her end up with Stan.

"That's all very well you blokes" said Joe  
'I'll mourn 'em within reason  
But I want my revenge for that passing shot  
That beat me (all the way) last season."  
T'was Bernie that did it - the so and so  
It's put me on my mettle"  
"And don't forget" said Rob with regret,  
"Col and I have a score to settle."

Who snatched the prize from before our eyes  
In nineteen fifty-seven?

We won't get a chance this year or else  
We'd show them - by Heaven.  
"Now Gents" said Norm, "Is this good form?  
Never mind how we fought 'em,  
We're here lamenting our by gone friends  
Not holding a post-mortem."

"They're up amongst the big nobs now  
We hope they hold their own.  
But in the good old days when they played with us  
Let's give a hearty groan."

So here's good luck to you, Netherby  
But when the season's through  
Just one request - perhaps you've guessed,  
We'd like another MATCH WITH YOU!



Tennis Shed, 1974 flood.

This page sponsored by: LEN and HAZEL WHEELER

# MIVA CRICKET CLUB

## Quote from "A Century of Settlement" 1859-1959

Cricket in the district began with the Miva Club in the last decade of the nineteenth century with the Geschs, Nahrungs, Carlsons, Mark Thompson and Jack Milne as prominent members. In 1901 the remnants of this club joined with Munna cricketers to form the Munna Creek Cricket Club. In 1902 the new Club put down a concrete wicket which, except during the war, has been in use ever since. At one time the Kunst families were able to field an 'eleven' on their own - complete with emergency and manager. This name is still well known in the district cricket. Cousins Colin and Don Kunst not only play with local clubs, but also shine in Gympie cricket and have represented that city several times.

Another family prominent on the cricket field was the Blackwell family, once well known residents of the district. Mr Jack Blackwell was keenly interested in the sport and his sons were good 'all-rounders' who helped to make the Munna team a formidable one. In its early years the club members included some aborigines, the best known being Moses and Yippie. Their approach to the game coupled with their great natural ability made them colourful figures in district cricket for a number of years.

During the Second World War cricket virtually came to a halt, but in the immediate post war period, there was a burst of renewed interest in the Miva area and it was decided to construct a new wicket on the Miva Recreational Reserve, close to the school.

## Newscutting - late 1940's MIVA

**Cricketers Entertain** - On Saturday last the Miva Cricket Club conducted a tennis tournament to assist in raising funds for their cricket pitch which is under construction. A large and representative crowd attended and twelve lady and twenty-nine men players took part in the tournament. The winning lady was Mrs P. Langley whilst C. Nahrung won the men's prize. Other novelty events were held during the day and a good time was had by everyone who attended. A dance at night concluded a good day's sport and the funds of the cricket club were considerably increased as a result of both functions.

A meeting of the club was held on 28th September 1947. Those present at that meeting were: R. Carlson, B. Carlson, G. Blowers, A. Blowers, N. Nahrung, C. Nahrung, Alf. Kunst, T. Cocking, K. Bulmer, T. Blackwell. New mat and cricket gear were ordered and C. Nahrung was elected Captain, and R. Carlson Vice-captain.

## Newscutting - October, 1947 MIVA

**Cricket** - The opening match of the season was played at Miva on Sunday against a team from Curra. Before the match began the new wicket was officially opened by Mr W.H. Sauer, who bowled the first ball to Mr Dakin Snr., of Curra. Miva batted first and scored 131, best scorers being T. Cocking 34, R. Krafft 31, G. Blowers 23. Bowling for Curra C. Jones 3/18, T. Wagner 2/18. Curra replied with a total of 101, the only batsman to reach double figures being C. Jones who scored 71. Bowling for Miva R. Carlson 3/25, G. Blowers 2/6, C. Nahrung 2/8. Miva won the match by 30 runs.

**New Cricket Oval** - The new cricket pitch at Miva has been completed and should prove popular with the local cricketers as well as those from surrounding districts. The work was done entirely by voluntary labour and mainly by members of the Miva Club. However several people outside the club assisted greatly and to all those who helped in any way the members of the club owe their thanks.

A few years later when the Tiaro Shire District Cricket Association was formed, the Miva Club always fielded a team in that competition, and won the Premiership on many occasions.

## Newscutting - 1949, MIVA

The Miva Cricket Club visited Gunalda on Sunday last, and had a comfortable victory. Batting first Miva compiled 188 runs. Highlight of the innings was the good knock of the opening batsman, L. Krafft. He made 89 runs in 25 minutes. R. Krafft (36) and A. Blowers (31) also batted well. Best bowler

for Gunalda was J. Balkin, who got the great average of 4 for 7. In reply Gunalda made 148 runs. M. Streeter (59 n.o.) and B. Heidemann (32) being the most successful batsmen. L. Krafft also took the bowling honours for Miva with 3 for 4.

## Newscutting - 1950, MIVA.

The curtain has been run down on the 1949-50 cricket season. It proved a very successful one for the local lads, as in the 23 matches played in all parts of the district they won 16 matches and lost seven. The last match played was on the Munna wicket, when the local team met the strong Gundiah-Munna team, and were beaten by 144 runs. Batting first Miva made only 43 runs. Don Kunst 23 being the only batsman to reach double figures. Harold Balkin with his fast deliveries routed the local batsmen, his figures being 7/6. Colin Kunst 2/22 being the other successful bowler. Gundiah-Munna made a total of 187 runs. H. Balkin 74 and Colin Kunst 39 being top scorers. Other batsmen to reach double figures, M. Wade 15, J. Kajewski n.o. 15, and M. Thompson 13. Col Nahrung with 4/18 was the only Miva bowler to take more than one wicket. Winners of the trophies presented to the club for season's best averages are: Batting, L. Krafft; bowling Reg Krafft, most catches L.J. Jenkins and Reg Krafft (tie).

# MIVA RED CROSS

In the early 1950's the late Mrs Bea Nahrung was the driving force behind the formation of a Red Cross Branch in the district. Members were drawn from a wide area with meetings being held at Miva and Gunalda. A Junior Red Cross group was also very active. Dances and Balls were among the main fund-raising ventures and in 1959 for the fifth time the branch doubled its quota payment to Headquarters, and so again received an Honours Certificate. The president for that year was Mr W.H. Wilson, secretary and treasurer Mr and Mrs A. Nahrung respectively. Membership numbered seventy-four.

By the late 1960's the numbers had declined and the branch ceased to exist.

# MIVA POTTERY GROUP

Miva Pottery Group was formed in 1973 from a small group of C.W.A. women interested in handicrafts. Adult Education classes began in the C.W.A. Room, Miva, and our first teacher was Mr Ted Meredith of Maryborough. As he passed on his skills over the ensuing months he became a good friend, and our weird and wonderful first attempts became pots of reasonable quality. Friends and relations no longer had to guess what they would receive for gifts at Christmas.

Gradually the workshop was fully equipped and two pottery wheels were acquired. Fifty-four people have joined the group over the years and of those, two original members still remain to assist newer members.

Our group owes a debt of gratitude to members of the C.W.A. for the use of their room. These organisations are a valuable asset in the fostering of friendships between old residents and newcomers, as new members are always welcome and assured of a friendly atmosphere.

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The four fig trees that still remain where the Recreation Reserve was at Miva, were planted it is understood by George Gesch, Frank Gesch, George Nahrung and Ted Nahrung when they were school boys in the 1880's.

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# MIVA SCHOOL

## EARLY HISTORY

Details of the early days of the Gootchie School (later called Miva), are sketchy and somewhat confusing.

In February 1874, Moses Jenkins of Slaty Creek, Gympie Road Maryborough informed the Education Board that a Provisional School had been operating for seven weeks with an attendance of seventeen children. James Hunter was the teacher, and some of the children came from the families of Lipsett, Jenkins, and Campbell. He asked for books and maps and that it be recognized by the Education Board. The exact location of this school is unclear.

Also in February 1874, Samuel Johnston of Mount Joy Farm, Gootchie wrote requesting information on establishing a school. He described the place thus "situated on the Miva Run opposite the junction of Slaty Creek, with the Mary River, or about 3 miles above the Miva Crossing of the Kilkivan Road." By May of that year the building was almost completed and the Education Board had granted £60 per year which was supplemented with £40 by the residents. This school does not appear to have been erected on the site described.

The following letter to the Board by Mr James Hunter shows that he was then teaching at Gootchie School (No. 188).

In July 1875 the residents advised the Education Board that J.F. O'Sullivan had commenced as teacher at Gootchie, and the Board noted that the school had re-opened.

The residents of the east bank of the river wrote to the Board in September 1875, requesting a Provisional School there as their children "were unable to derive any benefit from the Gootchie School on account of the River Mary coming between". No further mention is made of the school they had opened in 1874.

An Inspector was sent in August 1876, and furnished the following report about the Gootchie School.

188  
Gootchie (Provisional) School No. 188  
Inspected 21 August 1876  
Special Report on Site &c.

The site is on the West Bank of the Mary about 3 miles from Miva Head Station and about 10 from Gootchie Station. I was unable to obtain any technical description of it - the information I could gather by inquiry appears on the plan. It is a square block, Area 10 acres, unenclosed, unimproved, rich alluvial soil, but just above flood mark. Approaches fair for farming country.

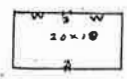
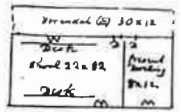
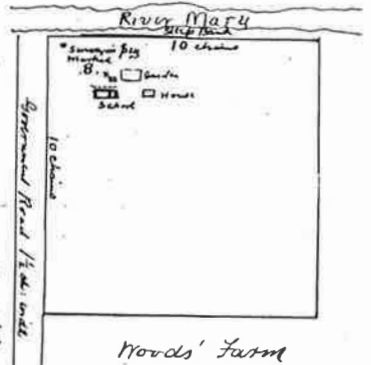
The school is 30' by 12', divided into two apartments at present, with a corrugated roof on posts 6" from wall. It is of pine palings - walls and roof, with a slab floor. No aproning.

The house just erected for the teacher is a slab building 20 by 10' with pine palings roof - containing only one room, built on no flooring, without fireplace.

Outhouses none of any description, teacher's wife does her cooking under a shed of bonyha outside erected by her husband. No closet on the ground.

Water is obtained from the river distant about fifty yards.

James Math  
District Inspector



188 School requests partially destroyed.  
Gootchie - Sav. Hunter  
11th July 1874

O. Butterfield Esq.  
Secretary -

Sir  
I am actually in receipt of Books and requisites today and had them opened out and examined. When the following were found amissing: -  
1st. Book; 1 Reading Book; 1 Spelling Book Super.  
1 Clark's Grammar;

Those found destroyed: -  
5 slates smashed. Slate pencils all broken.  
ball frame broken in one corner.  
Maps slightly damaged at some of the ends.

The others were all in good condition. The story reported is they were duly sent on from Maryborough with a carrier, had fallen from his cart, pushed up by a traveller and carried 3 miles on his back to the nearest house, where one of the residents from here found them going to Maryborough.

I am Sir  
Your most Obedt. Servt.  
James Hunter -



The application for a Provisional School at Slaty Creek was approved in January 1877 (Slaty Creek No. 298). It appears this was on Jenkins' property.

On 12th February, 1877, the teacher Mr Bowden wrote to the Education Board -

"In reply to your communication of the 5th instant, I beg to state that I am willing to take charge of the Slaty Creek part time school, and conduct it with the Gootchie at alternate times of the day for the sum offered. I could spend three hours in the former school and four in the latter, commencing at Gootchie at 9 o'clock A.M. as usual and close at 2 o'clock - and resume the duties of the Slaty Creek School at 3 o'clock and close at 6 o'clock.

"I am of opinion, that, there exist a sufficient number of children in the neighbourhood of Slaty Creek to maintain a daily average of 12 children. I may mention that I have visited lately the several families in the district and found that, there are 18 children, in a very neglected state, eligible to attend school, whom the parents promised to send should a School be established on that side of the Mary.

"I may mention that there is an unfriendly element at work among the committee of the Gootchie School - they are opposed to the establishment of a school of any sort at Slaty Creek, and should one be established deny me the liberty to apply as teacher. I cannot see the justice of this. But I leave the matter entirely with you and am willing to act by your decision."

The residents on the western side expressed their discontent to the Board. Their views were backed up by Mr Platt, the District Inspector, in April, who believed the children could be safely crossed to the Gootchie School.

District Inspector, Mr I. Kilham reported in May that the Gootchie School should more properly be called the Miva Provisional School as it was on the Miva Run and not in the parish of Gootchie. The school at Slaty Creek, being in the parish of Gootchie, could be called Gootchie Provisional School. His recommendation was "that as they consider there is a certain amount of risk attached to crossing it would be better for both sides to share the risk and hold the school on one side of the river one day and on the other side the following day. To this all were agreeable."

This recommendation was adopted by the Board which officially advised the residents on both sides of the river and the teacher Mr Bowden in July, 1877.

By August 1877 Mr Bowden had written to the Board stating that the parents of the western side were not sending their children to school and had threatened to withhold school-fees. They also refused to share the cost of a boat to transport the children, and he was forced to use a hollowed out log, as the boat he had been using had been 'wilfully removed'.

Mr Johnston advised the Board on behalf of the Gootchie School that parents were keeping their children home because they were not happy with Mr Bowden, and didn't think it worthwhile sending their children five days out of fourteen. The committee maintained it was too far for the children to walk to the Slaty Creek School after they had crossed the river, and suggested that all aid be stopped to the two schools, and a State School be opened at Gootchie. They also agreed to cross the children by boat not at the usual ferry at Mr Woods, but insisted that it be at Johnston's Crossing.

In September 1877 a public meeting was held in the school and a unanimous decision reached on procuring a full time primary school in the district. A building committee was formed and £50 was subscribed in the room.

Feuding continued with complaints being made to the Board, which were answered by Mr Bowden in October, 1877. Meanwhile, the Slaty Creek Committee had built another school, this time on Government land at the Sawmill Bridge.

The application for a State Primary School made by the Gootchie Committee was deferred by the Board in February 1878. The committee reapplied in June, 1878.

An inspection was made by Mr John Shirley in April 1879.

"There is an old controversy between the residents on the opposite sides of the river as to the site of the permanent school, each party desiring what they consider their own advantage."

"After inspecting the Slaty Creek School, I rode down to the river bank and crossed to examine the Gootchie building. I found it in the most miserable condition, the roof with holes four and six feet wide, the floor with scarcely a sound plank from the white ant and six or eight places where admission could be obtained at the sides.

"With the exception of an old press, there appeared neither furniture or apparatus in the place.

"As the children could not be manoeuvred on such a floor and as it appeared perfect cruelty to keep children in such a school in wet weather, I told the teacher to carry on the work in the Slaty Creek building daily until I had reported the matter. He will bring the children over in the punt and take them back daily.

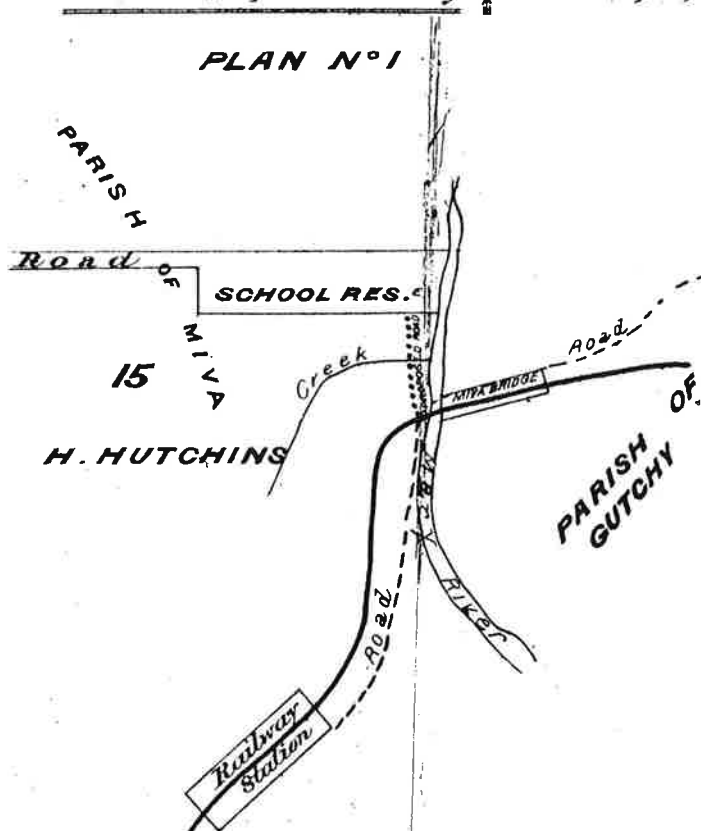
"I found out Mr Wood, a committee man on the Gootchie School side. He said they were ready to put the school in thorough repair if they could have a separate teacher. I directed him to communicate with the Department through the Secretary."

The Gootchie Committee made application for a Miva State School in May 1879, however the Board maintained that attendance did not warrant a State School and refunded the subscription money to the committee to use for building a Provisional School. By November of that year, the building was completed.

At this time the Board chose to close the Slaty Creek School, which aroused protest letters from the residents as far away as Kilkivan Junction, but to no avail. Gootchie then became a full time school, with the name being changed to Miva in 1882.

Attendance numbers had dropped off by January 1884, and Government aid was withdrawn. The residents tried in vain to find a lady teacher to take charge for a reduced salary. They hoped that the expected construction of the railway would swell their numbers and regain Government aid. The school was closed for a time.

*Rough sketch of the locality mentioned in the Petition and proposed roadway (Plan No 1)*







Miva School opening day c. 1911.

In January 1885, Konrad Nahrung applied for the Gootchie School to be re-opened with Mr Bowden as teacher. He had applied to be transferred from Glenbar back to Gootchie. The building was described as 25ft x 16ft and large enough to accommodate the expected forty to fifty children. A petition by the residents of Dickabram and surrounding districts was forwarded to the Minister for Lands requesting that a road be surveyed along the bank of the river from the Miva end of the bridge to the School Reserve. This was refused by the Lands Department after communication with the Tiaro Divisional Board, as it was thought to be very expensive and unnecessary. In 1888 the name of the school was changed to Miva again.

Little information is held about the following years until 1915 when a memo was sent from an Inspector to the Under Secretary for Public Schools regarding the additional rooms at the School. This memo stated that the school was about four years old and the classroom was 35ft x 17ft with a front verandah. Two rooms had been added on one end of the building and an awning along the back. He stated that the classroom was capable of holding five times the number of children presently attending.

As the Schools were built as Provisional Schools by the residents, at their own expense, the Education Board had no say in their design, and very often the Board was advised after the building was completed, and a teacher employed. The Board usually allocated a small amount of aid per annum for the Provisional Schools. In the instance of State Schools, the Board collected subsidy money from the residents, approved a building committee, and the building was constructed to Government specifications.

In 1909 the Provisional School became Miva State School.

In February 1922, moves were being made to re-open Sexton School half-time with Miva. By March this was approved and Miss E.M. Argaet, Head Teacher of Miva was transferred to the position of Head Teacher of the Half-time School. It is unclear how long this arrangement lasted but the Miva State School remained open until August 1934.

#### **Newsclipping - July 5th, 1916 - MIVA**

*(from a Correspondent)*

One of those enjoyable happenings for which Miva enjoys a wide reputation was held on Friday, June 30th, and took the form of the annual picnic in connection with the State School. Visitors from the surrounding districts, more particularly from Munna Creek, came in large numbers, and amongst others the presence of the Rev. Tempest and Superintendent Rolfe of the Ambulance Brigade was much appreciated. Some time back Mr W. Nahrung procured a couple of Moreton Bay figs and planted them in the school grounds. This was done in response to a request from the Department of Public Instruction, and the ceremony of christening them was performed during the day, by Mr Richard Lipsett, the Chairman of the Picnic Committee who gave the trees the names "Anzac" and "Kitchener", and in his accompanying remarks referred in a patriotic manner to the great events which are now happening. Talking about shade trees in the school grounds, various varieties have been planted from time to time, but none appear to thrive so well as the fig tree. This giant of the scrub in its large state has now almost disappeared but to the selector of the early seventies, many a hard fought battle had to be waged before the enormous bulk could be removed and the land prepared for the crops. Large flocks of pigeons in the fruit season were attracted by the blue ripe fruit, but the pigeons, like the blacks who came in pursuit of them have now almost disappeared. Forty years ago it was quite a common sight to see a couple of hundred healthy blacks camped round this locality, performing their tribal rites, but now the number is reduced to a few living at Miva Station. "Charcoal", a fine looking man even in his old age, died just a few days ago.

*This ancient people ne'er shall know  
The land which gave them birth,  
Their bones, shall like their history, go  
Back to their mother earth.*



*Miva School Children, 1918.*  
 Back L. to R.: Emil Bosel, Wal Jenkins, Norm Nahrung, Pearl Caulley,  
 Ruby Jenkins, Percy Wilson, Henry Wright.  
 Middle Row L. to R.: Norm Bosel, Bella Bosel, Jean Caulley, Adeline Lipsett,  
 Myrtle Mohr, Hilda Bosel, Ivy Jenkins, Gladys Wright, Cecil Jenkins.  
 Front Row L. to R.: Jane Bosel, George Wynne, George Nahrung, Ivan Wynne.



*The clean-up crew after a function at the Miva School.*



*Picnic at Miva School, 1939.*

## LIST OF SCHOOL PRINCIPALS

James Hunter .....	1874-1875
J.F. O'Sullivan .....	1875
W. Bowden .....	1876-1880
G. Cottam .....	1881-1883
W. Bowden .....	1885
D. Hogan .....	1886
Mary McSweeney .....	1887
Lewis Jenkins .....	1888-1894
Hugh Grayson .....	1895
Grace Landells .....	1896-1899
Marian Austin .....	1899-1900
Ellen Bond .....	1901-1904
Triffillia Campbell .....	1905-1908
Margaret O'Brien .....	1909-1911
Elsie Nugent .....	1912-1919
F. Eltherington .....	1920-1921
Elizabeth Argæet .....	1921-1922
Mary Delaney .....	1923-1925
Mary Sheehan .....	1926-1932
Isabel Mathams .....	1933-1934



*Miva School Children, approximately 1933.*  
 Back L. to R.: Morris Krafft, Sam Edmonds, Gladys Maguire, Jim Edmonds,  
 Noela Edmonds.  
 Front L. to R.: Colin Nahrung, Reg Krafft, Gladys Edmonds, Beryl Nahrung,  
 Jean Krafft.

## HARVEST FESTIVAL AT MIVA.

*Editor 1917*  
A correspondent writes:—An audience which comfortably filled the Miva School assembled on Easter Monday night to take part in the harvest festival in connection with the Methodist Church. And incidentally show the Rev. A. C. Tempest that his visits to this district are appreciated. The building was artistically draped with greenery and produce of all description, and further large supplies of vegetables were arranged on benches. A large contingent of helpers came from Theebine, the choir of that place having more than a local reputation. An exceptionally strong quartette came from Hauple, and gave four numbers during the night. The Theebine choir, and the Miva songsters at different intervals entertained the listeners. A practical address by Mr. Tempest, and God Save the King, brought the concert to a conclusion. After a plentiful supply of refreshments, the different articles of food were distributed, and staid citizens might be seen during the early hours of Tuesday morning wending their ways homeward, carrying supplies of pumpkins, melons, etc. Personally I saw the father of Miva carrying home a bag of sweet potatoes, and the Rev. Tempest struggling along life's pathway with a boomerang shaped bugle pumpkin of huge dimensions.

## REMINISCENCES

contributed by Beryl Larner (nee Nahrung)

My primary schooling was here, although during all my years the problem of keeping the school open was a constant worry for our parents.

On two occasions the school closed for a year or so as the necessary average attendance of nine could not be maintained. The first period my brother Colin and I had correspondence lessons at home and on the second occasion we shared a governess with the Wilson family at 'Binbirrim'.

Finally in 1934 the school doors were closed for the last time and Colin and I, the Langleys, the Edmonds and Maguires attended Theebine School. We walked the four miles once a day, leaving school at 2.30p.m. to come home on the rail motor three times a week. Twice a week we rode there in style in the butcher's delivery truck.

My first teacher was Miss Mary Sheehan, who stayed with my parents during the week and rode to and from her home at Gootchie each weekend. I can remember her being thrown from her horse one day just after I started school. Some of the other teachers I had were Miss Mathams, Miss McLaughlin and Miss Anson. They were all very young but my mother 'mothered' them and they became almost part of our family.

School was so very different in my school days. We used slates and slate pencils sharpened to a fine point on a flat rock at the back of the school. I wonder if it's still there! Later we progressed to pen and nibs and ink made up from ink powder.

I learnt my ABC by sight. Later when I was in a higher grade the system changed and preps. learnt 'a' like an apple on a branch. Copy books were part of our lives and some pupils (but never me) wrote an elegant rounded script. Maps were drawn, never traced.

Much of what we learnt was by repetition. For instance, I can remember Fred Bosel and I (the only members of Class 3), standing on the verandah chanting "Liverpool on the Mersey"

## THE CHRISTMAS VACATION.

MIVA STATE SCHOOL.

*1917*  
The State School at Miva closed for the Christmas holidays on December 13th, and the parents and friends assembled in force to celebrate the occasion. The day was beautifully fine, and up to lunch time games of all kinds were indulged in. Afterwards the company gathered in the school and a musical and recitative programme was given. Dialogue, "A happy Woman," by Konnie Nahrung, Konnie Krafft, Norman Nahrung and Percy Wilson; recitations by Pearl Caulley and Eileen and Adeline Lipsett; songs by the school children, and a violin solo by Henry Wright. A book prize was given to every child, in addition the following special prizes were given:—Teacher's prize for dictation, Norman Nahrung, 1; Ruby Jenkins, 2. Mr. K. Nahrung's prize for third class, Norman Nahrung, 1; Pearl Caulley, 2. Mr. K. Nahrung's prize for first class, Adeline Lipsett, 1; Eric Wright, 2. Prize by anonymous donor, Norman Nahrung. School Committee prize, Adeline Lipsett.

Miss Nugent, the head teacher of the school, deserves great credit for the progress made by the children during the year, and to-day received the pleasing intelligence that the three girls entered from this school, Wilhabel and Konnie Nahrung and Eileen Lipsett, had passed the examination for entrance to the High School at Gympie in a most creditable manner. Wilhabel Nahrung was the first of the three, and received a handkerchief satchel from Miss Nugent. The prizes were distributed by Mr. K. Nahrung.

for two hours. I'm not sure if our monotonous drone lulled the teacher into forgetting us, but at least I've never forgotten.

Every day started with the whole school reading the Good Manners Chart and reciting The Golden Rule. To me that Rule still provides a wonderful guide to living.

The Inspector was an ever present threat to the young teachers in country schools. He always arrived unannounced, and teacher and pupils were terrified of his visits. I remember Inspectors as sarcastic and generally scathing of our efforts and I wonder what today's Teachers Union would have to say about them.

Until the Inspector had made his annual visit, we had fifteen minutes of drill each lunch hour. We formed fours and did precision marching as well as vigorous exercises. We all hated drill and I was delighted when I was seconded to play the piano for the marching. The ability to play loudly enough to be heard was much more necessary than any talent.

Because 'the school', as it was known, was used for dances we had the advantage of that piano - it was our one luxury, and our teachers made the most of it. Because of the piano, and also because these very dedicated young teachers were keen to bring some 'culture' into our lives, we had concerts. In particular, Miss Mathams produced some fine concerts with 9 or 10 pupils, none of whom had any particular talent. People from all the surrounding districts came and were well satisfied with their 1/6 worth, which included a home made supper.

This large old building, unlined and unceiled, freezing in winter and a veritable hot box in summer gathered us into a tight knit group.

In retrospect, I don't feel we were deprived because of the obsolete furniture - the board that always fell off the warped easel or the hard, splintery stools - for me, it was a happy place. I remember the old Miva School with great affection.

# ABORIGINES

Miva lies in the heart of what was once Kabi Kabi tribal land which covered the whole of the Mary Valley from Imbil to Gootchie. The Kabi language group covered an even greater area.

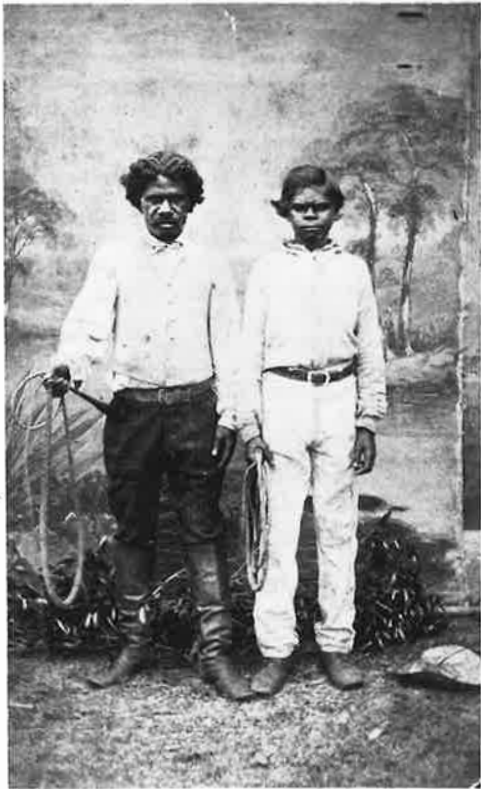
The Miva section was called Binji-Bunji - home of the flying squirrel (sugar glider), and contained many bora rings and sacred sites for initiation ceremonies.

A white horse appeared in the area, possibly straying from an exploring party, and the natives unfamiliar with the sight called it "Miva". When John Townsend Atherton arrived in 1861, he named his cattle station "Miva", after the lone white horse. Mr Atherton never had any trouble with the natives, and while hostility between settlers and aborigines prevailed on other settlements, there was peace and understanding at Miva Station, with many of them working for Mr Atherton.

The most prominent of these was Johnny Johnny (commonly called Johnny Miva), King of the local tribe. A brass breast plate with the inscription "Johnny Johnny King of Miva, From John Atherton" was made by Mr Atherton and presented to Johnny Johnny, who wore it proudly during his lifetime. This plate is still in the possession of the Atherton family.



Mabel and Cobbo, 1915.



Johnny Johnny, King of Miva, and Tootle.

Other well-known natives were Johnny's brother, Doctor, who had three wives and Charlie Durrawine and his wife, Rosie. Charlie and Rosie had several children, including Moses and Yippy who used to play cricket and tennis.

Yippy Durrawine.



## Quote from "A Century of Settlement" 1859-1959

Johnny's wife, Toto, had a stiff leg, the result of having had a tendon severed at the knee by her spouse's tomahawk. His explanation was, "That Pfella run about too much altogether". The story is told that some children on the way home from school once foolishly tormented Toto's dogs with firesticks. In a great rage she pursued the children, brandishing a tomahawk. However she was hampered by her stiff leg and the children reached the safety of a barn on a nearby property. The owner calmed the infuriated gin and promised that the children would not offend again. Thereafter they were careful not to provoke the natives.



Natives named Sammy and Paddy also lived much of their lives on Miva Station, as did Charcoal and his wife, Topsy. The latter had no children.

These natives roamed freely round the district visiting the settlers, bringing them fish or performing a little work in return for rations, particularly white sugar of which they were very fond.



Sammy.

During the early years of the Annual Miva School Picnics, on occasions the aborigines would gather, and decorated in their ceremonial paint, would give a corroboree. An annual event for them was the receiving of a new blanket on the Queen's birthday. They would gather at the Miva Store and the Tiaro Policeman would distribute the blankets - that night the gins would sleep on the new ones and the dogs would get the old ones.

Johnny Campbell 'Kagariu', one of the Kabi tribe, was a notorious native bushranger.

**Maryborough Chronicle extract - 3rd July, 1879.**

The aboriginal mind seems at present to be very much under debbil-debbil influence. The blackfellow Johnny Campbell, who perpetrated outrages on females at Tiaro and Thompson's Flat last week is still at large, but the police we hear, are on his track in the direction of Teebar.

and in another column of the same paper -

There is no news yet of the apprehension of the Coolie boy who attempted a criminal assault on Mrs Bowden at Slaty Creek. The woman was walking along with her little child, who was some distance ahead, and whom the blackfellow was in the act of assaulting when the mother interfered, and the brute then seized the latter and tried to throw her down. Money was then offered by the terrified woman who was released on some being given without being further molested.

Mrs Bowden was the wife of the Miva School teacher.

There was a price of £300 on Campbell's head, and it wasn't until he had brutally murdered a gin, that a determined search was made for him, his trail being followed from Kilkivan via Miva to Tewantin where he was captured. It is said the gins got him drunk, to assist in his capture. On the return journey the fugitive and his captors stayed overnight at Miva Station where Campbell was chained to an old corncracker still standing at the Station. His former tribesmen viewed him with horrified fascination. He was hanged in 1880 at Boggo Road. The outlaw's brother, "Kilcoy" Campbell died at Miva as a result of a broken thigh. The story of Johnny Campbell did not end at the gallows. Because he was such a fine specimen, his powerfully muscled corpse was placed in a cask of preserving fluid - 4lb white arsenic, 2lb carbonate of potash, 3lb corrosive sublimate, 40lb common salt and 40 gallons water. His corpse was transported to the Berlin Anthropological Society, and remains a part of their display. He was described as Homo Australis "Umbelah".

**Quote from "A Century of Settlement" 1859-1959**

The natives had many superstitious beliefs. For instance, they believed that a young man could not die. If he did someone must have "boned" him. In such a case, his gin would be given the bones from his knees to place in a dilly bag. She would then dream the name of the person who had "pointed the bone" at the dead man. When a native died a fire would be built near his grave, so that the spirit would not return to the tribal camp fire and annoy the living. The aborigines believed that a spirit which they called a "Duggine" guarded the various waterholes. If a strange blackfellow bathed in a waterhole in the area belonging to another tribe, they believed that the "Duggine" would do him harm.

Johnny Johnny and his tribesmen are buried in the aboriginal cemetery on Miva Station, not far from their ancient initiation grounds.

Yippy, out quickly during a cricket match at Miva remarked to the incoming batsman, Moses - "Hit 'im over Fraser Island, Mose!"

An employee of Mr. Atherton's, when corn was being grown on Miva Station for Kelloggs was heard to remark -

"Picking bloody corn,  
Shelling bloody corn,  
Bagging bloody corn,  
Man smell like bloody corn."



# KANAKAS

The Kanakas were South Sea Islanders transported to Australia as plantation workers. A number of these were employed in the Sugar Industry of the district.

The following news items tell of one incident which occurred.

## **Maryborough Chronicle - 25th February, 1885.**

A fatal affray occurred on the Kilkivan railway works at Dickabram on Sunday night, in which a kanaka met his death at the hands of one of the railway navvies, variously named William, Greede, Green or Kinnan. It appears that a few Polynesians employed on Mr Lipsett's plantation on the Mary River had cultivated for their own delectation a small patch of watermelons, and on Sunday morning last the accused met one of them carrying a melon and forcibly took it from him. The robbed man feeling aggrieved, proceeded with four fellow-islanders to Greede's humpy on Sunday night and demanded payment for the stolen melon. It is alleged that Greede made no reply but picked up a very formidable stick from the interior of the hut, rushed at the kanaka spokesman and struck him heavily on the head. The kanaka died immediately. The affair was made known to Constable McKay, who is stationed at Dickabram, on Monday morning, and he made enquiries; but, although several of the navvies witnessed the occurrence they refused to give any information. Greede was eventually arrested by Senior-Constable Pickering, and was brought up at the Tiaro Police Court on Tuesday, charged with wilful murder, and remanded. Dr Josephs, in the absence of the Government medical officer, Dr O'Connor, proceeded to Dickabram yesterday, in company with Mr W.H. Missing, J.P., to examine the body of the deceased.

## **Maryborough Chronicle - 4th March, 1885.**

Mr W.T. Reid, of the firm of Reid, Ward and Reid, who is managing a branch store of his firm's at Dickabram, requests us to contradict very strongly a paragraph in our local contemporary, identifying him with the man William Greede who was recently arrested for the murder of a Polynesian in that locality. We have no doubt the allusion to our townsman, though annoying to himself and friends, was purely unintentional, and merely one of those unhappy slips of the pen which will sometimes occur to the most careful paragraphist.

It appears the case was not continued. The victim was buried on Lipsett property.

The best known of the kanakas who lived in the district was Jimmy Langhai. When the time came for them all to be returned to their Island homes, some applied for a release which allowed them to remain in Australia. Jimmy's was granted and he spent the rest of his life at Miva Station. Young men of the district used to tease him because he had no wife, but he was unperturbed. "Me catch 'im. Me catch 'im" he would say with a chuckle. However, he died a bachelor at the age of 92, in Maryborough Hospital.

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*Fishing Tale - Some fishermen spent quite a time digging worms - fished for half an hour and caught 34 mullet which wouldn't fit in a sugar bag.*

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## **Newsclipping - 1949**

*Fishing - For some weeks now, mullet fishing has been a very popular pastime and some good hauls have been landed particularly in the Munna Creek. When mullet are biting there are few varieties of fish that can be landed with rod and float line in greater quantities in such quick time.*

---



Jimmy Langhai and John H. Atherton.

---

*Ceratodus were so plentiful in the river that one could walk along the edge of the water, and spear them among the weeds with a pitch fork.*

---

## **Mullet Fishing - Advice from the Butcher**

Should you see a goanna on the way to the selected fishing hole, then you know the fish will bite.

If the wind blows from the east the fish will bite better because they can smell the salt air.

The fish must not see you so never wear a white shirt or a straw hat.

The fish must not hear you so don't talk, but if they aren't biting throw in a handful of gravel to let them know you are there.

---

1931

Fishing.—A good deal of fishing is being done in the river and several cases of good cod being caught are reported.



47 Vic., No. 12, sec. 11.

DESCRIPTION OF ISLANDER.

THIS is to Certify that Sanghai, a

Native of the Island of Apie, having proved

to the satisfaction of the Colonial Secretary that he has resided

continuously in Queensland for five years, is exempt from the pro-

visions of Sections 3, 4, and 10 of "The Pacific Island Labourers

Act of 1880 Amendment Act of 1884."

Given under my hand at Brisbane, this

31<sup>st</sup> day of October,

1884

Acting Immigration Agent.

\* Section 3 requires all agreements made with Islanders to be in prescribed form, and attested by the Immigration Agent or an Inspector of Pacific Islanders.

Section 4 makes the Third, Fourth, and Fifth Parts of "The Pacific Island Labourers Act of 1880" which relates to the treatment, &c., of Pacific Islanders, applicable to all

Islanders, whether the stipulated time for their return to their native island has arrived or not.

Section 10 prescribes that from and after the 1st day of September, 1884, it shall not be lawful to employ any Islander, except under a written agreement attested by the Immigration Agent or an Inspector of Pacific Islanders, nor except in tropical or semi-tropical agriculture.

Name Sanghai

Age 29

Native Island Apie

Village Malina

Height 5. 3/4

Build Stock

Particular Marks None in

right ear & hole

in left ear closed

9/20

# HISTORICAL TRIVIA

## NEWSCUTTINGS/ ANECDOTES

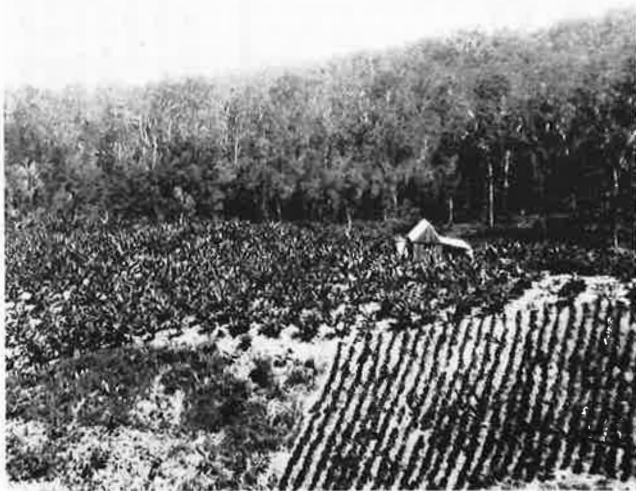
### **Newsclipping - 1931, MIVA**

Since my last, the weather has been delightful, and it is a pleasure to go out, the mantle of green which covers the hills and flats is all one could ask for.

Farmers are busy again, repeating the old dose, the potato crop, is being pushed in with all possible haste, as this crop gives a quick return, if successful.

Maize, pumpkins, turnips and other lines are being pushed in vigorously.

Dairymen are seeing a little more favourable, as I suppose it would be safe to say, their supply of cream has doubled since the rain, and they are all giving "Wide Bay Factory" the glad eye, as their price for butter fat was well ahead of the neighbouring factories. The cream supply of this district is very divided, Gympie, Maryborough and Murgon each getting a slice.



First bananas on Urah grown by Tom Rayner about 1921, on one of the soldier settlements.

Our banana growers are bringing in heavy supplies, but in common with others in that industry the prices are not giving much encouragement, still one remarked in conversation - we must send more away.

**The Banana Industry** - Last year 772 cases of bananas, 43 cases of beans, 39 cases tomatoes, and 127 bags pumpkins, were consigned from here for the southern markets. In addition large quantities of bananas are sent two or three times a week to Brisbane and Maryborough in the bunch. They are mostly sugars and lady fingers. This industry is making big strides here. The experiment of the consignment of pumpkins was very successful, especially as the market was very low in Queensland.

**The Recent Flood** - The recent flood in the Mary River whilst not affecting Miva has left the banks of the river near the railway bridge covered with sand washed down from the higher reaches of the river. The sand in places is several feet deep.

### **Newsclipping - 1931, MIVA**

**Wild Pigs** - Many of the farmers are being greatly annoyed by a large number of wild pigs which come out of their mountain lairs and do great damage to growing crops. Several parties have been organised to shoot the pests and some good hauls are reported. There is hardly a crop in the district that has not been rooted up or damaged by them.

**Opossums** - With the opening of the opossum season the graziers are suffering great annoyance by trappers roaming through their paddocks shooting the pests, both here and along the Kilkivan line. To make matters worse, the cattle are being disturbed by the shooters using torches. One prominent grazier stated last week that many are keeping their fat cattle with a view of the market improving, but if the trappers still continue to disturb the cattle they will have to send them to market at a loss.

### **Newsclipping - 1931, MIVA**

**Weather** - Though no frost has yet put in an appearance here, the mornings are cool with bright sunny days, making folk feel vigorous, and our district is reflecting that feeling, for everybody seems busy. Dairying will be pushed, in the coming spring, and several of our old established dairymen are making arrangements for a branch dairy, evidently believing small herds pay best, and with the general order of things now, there may be something in it. Small farms and dairies would mean less machinery and more employment. Farmers are taking advantage of the fine spell, and are busy potato digging but very few are being marketed.

**Cattle** - Mr G.L. Mant, of Gigoomgan loaded a special train of very fine bullocks for Brisbane on Tuesday last. The train arrived at the yards slightly behind time, but the 165 bullocks were trucked, by three drovers in the good time of 26 minutes.

### **Newsclipping - 1931, MIVA**

**'Possum Trapping** - A few local men have tried their hand at catching 'Possums, but judging by the number of skins going away, no big catches have been made, and it is time these little animals were given a few years to breed up.

### **Newsclipping - 1935.**

**The Effeminate Loco** - The question of why a locomotive is called "she" has been referred to a railway official. He replies: There are many reasons for this. For instance, she wears a jacket with a yoke, pin, shields and stays. She has an apron and a lap, too. Not only does she have shoes, but she sports pumps and even hose, while she drags a train behind her. She also attracts attention with puffs and mufflers, and sometimes she foams and refuses to work. At such times she needs to be switched. She needs guiding and requires a man to feed her, but most characteristic of all is that she is much steadier when she is hooked up.

On separate occasions, two motorists through different circumstances, found themselves in the same unenviable predicament. One driver was taking part in a car rally, the other driving in a slightly inebriated condition at night. Both drivers mistook the railway line for the road, at the Miva end of the bridge, and got their vehicles firmly wedged on the railway line, and fearing a train might come frantically sought assistance. Fortunately help was forthcoming and the only damage done was a slightly dented ego.

\* \* \* \* \*

Dickabram bridge has its own private ghost. During the construction, it is said that a workman wheeling a barrow load of cement to tip into one of the four steel cylinders, disappeared. It is assumed he wheeled his barrow over the edge and both he and barrow fell into the cylinder. No doubt other barrow loads were quickly tipped on top of him. There are many fishermen, who fishing for cod near the bridge on cold winter nights, swear they have heard tapping and a voice moaning in the very same cylinder. Perhaps it is only the creaking caused by the expansion and contraction of the steel, and the wind howling through the bridge supports, or perhaps the ill-fated man's ghost.

\* \* \* \* \*

There are quite a few stories of people who walked, or ran over the arches of the bridge. There are two Maryborough men who can claim the dubious honour of going across. One is Len Wheeler, who now lives in Creek Road, the other is Ted Rayner who resides at Mary River Heads. In Ted's case, he wore a pair of leather soled elastic side riding boots, and after walking up one side to the top, thought they might be a bit slippery for the descent, so calmly stood on one leg, while he pulled off each boot, and threw them down on the decking.

\* \* \* \* \*

#### Newscutting - 1936.

The old signalman was the most important witness at an action for damages. A man had been knocked down at a level crossing. At the cross-examination he persisted that he waved his lantern frantically but in vain. "Bill, you were excellent," said the superintendent. "I was afraid you would break down."

"No fear," was the proud reply. "But I was a little nervous in case they asked me if my lantern was lighted."!!!

\* \* \* \* \*

During World War II, Maryborough was the flying base for a RAAF Wireless Air Gunnery School which was equipped with Wackett Aircraft, a small two seater Australian designed and built aircraft. Almost daily, a number of these planes would fly south to a point around Miva using the bridge as a visual navigation point. Some times, these aircraft flew at very low levels and possibly many a pilot was tempted to fly under the bridge. On one occasion it is believed this did happen. An aircraft, which at first could be heard but not seen, suddenly rose up above the treetops, on a flight path which might have taken it under the bridge. In recent times it is believed that F111's from Amberley use the bridge either as a navigation point or target.

\* \* \* \* \*

A mob of sheep driven from Monto overseered by a gentleman named Homer, were run and lambded on the Dickabram flats prior to the bridge being constructed.

\* \* \* \* \*

Miva is pronounced 'My-va',  
not Me-va.

1940

## The Song of the Taxpayer

The art of the taxing authority is not unknown in the U.S.A. This was composed in desperation by a poet, who desired modestly to remain anonymous, and sent to White House.

Tax the farmer, tax his dad;  
Tax whate'er he ever had;  
If he's broke it's just too bad.  
Go ahead and tax the man.  
Tax his cow, tax her milk,  
Tax his bed, tax his quilt,  
Tax his pig, tax his pen,  
Tax his flocks, tax his hen,  
Tax his corn, tax his wheat,  
Tax his waggon, tax the squeak,  
Tax his wife, tax his boy,  
Tax whatever gives him joy,  
Tax his baby, tax his cot,  
Tax his all—who gives a jot,  
Get his goat—tax his ass,  
Tax his horses out at grass,  
Tax his fiddle, tax his bow,  
Tax what he intends to sow,  
Remember the Forgotten Man,  
In your so-called taxing plan,  
He has income, so they say,  
Most of which he ought to pay,  
Tax the man that's on the dole,  
Get him in a deeper hole,  
Tax the manufacturer, too,  
He is more than getting through,  
Tax the man who works for him,  
Fore his pay cheque gets too thin,  
Tax his buildings, tax his chattels,  
Tax his Ford and all its rattles,  
Tax his stock, tax his cash,  
Tax him double if he's rash,  
Tax his light, tax his power,  
Tax his payroll by the hour,  
If he's making more than rent,  
Add another five per cent;  
Tax whate'er he has to sell,  
If he hollers—tax his yell.

1938

#### Novelty at Anzac Addresses.

A realistic touch was added to the Anzac Day gatherings at the Theebine, Munna Creek and Glenecho schools, which were attended by Mr. A. H. Kerlin. The children of these schools learnt a great deal yesterday about the grim truths of the Great War, not so much from what Mr. Kerlin and Cr. W. H. Sauer, who accompanied him, had to say, but from the relics and souvenirs which Mr. Kerlin took with him from the collection in the Gympie Soldiers' Hall and explained to the children. Among these was the wooden headstone, battle-scarred and weather worn, from a war grave in France, which bore the inscription "Second Lieut. J. O. Ethell, killed in action, October 3, 1917, 23rd. Bat. A.I.F." Very little seems to be known of this soldier and Mr. Kerlin recognised great interest among the children when he referred to him as the "Unknown Soldier." Another of the souvenirs was a pair of German blucher boots, the soles and heels of which still bear mud, caked hard and dry, from the fields of Flanders. The famous sword-bayonet, mill bombs, gas masks and steel helmets were all interestingly inspected by the children, while many were proud to try on the masks and helmets.



# MIVA AND MUNNA CREEK

## FERTILE LANDS AND GROWING HERDS

## FLOURISHING, INDUSTRIOUS DISTRICT

## VARIED PHASES OF RURAL ACTIVITY

**S**LEEK DAIRY and beef cattle herds, waving grasslands, acres of cultivations, and hillsides of fruit farms mark the rural industry of Munna Creek and Miva, prosperous little centres just a few miles along the Kingaroy line from its junction with the main northern railway at Theebine.

The district is fertile, its people industrious, and even the most casual visitor must be impressed with the success that has been won by the pioneers and those who have followed and carried on.

It is a far cry back to the sixties when the pioneers hewed away the scrub and eked out a precarious living. They suffered untold hardships. Drays and packhorses took their surplus produce to Gympie. The railway north had not come then, and the branch line to Kingaroy was a far-off dream.

Munna Creek, still more or less a problem for traffic, was a nightmare then. The old-timers took their drays to the banks and loaded their produce on their shoulders, climbed down the steep cliffs to the water, waded through and climbed equally steep banks on the other side to load their drays there.

Those were the days of hard, pioneering work. With a three bushel bag of maize over their shoulders early settlers followed a precarious path down the cliffs and zigzagged their way up a heartbreaking climb after the crossing; they were stout of limb and muscle.

To-day that is changed, bridges and crossings—though they have not yet solved the flood problem—span the water ways and motor trucks carry the produce to the railhead.

### THE RAILWAY

Well after the earliest days the railway came from Gympie to Maryborough and the trek to Gympie was cut out, and Gundiah became the point of shipment. That was a little over 50 years ago. Later came the Kingaroy line and Miva took its place as the railhead.

However, though the terrible isolation of the bush has been conquered with cars, telephones and wireless, the man on the land finds life no easy progress to security. The roads in many parts of the area are bad, and to those who export fruit they are a nightmare. The jolting the fruit must get while traversing the bad stretches has an adverse effect on the produce, and bruising deprives many a struggler of portion of his hard-earned return.

But that is a problem of all lightly-populated areas. Miva is not lying down resignedly. It is pushing ahead. It is growing; the roads fit for the men on the land are on their way. The progress might be slow, but it is sure and with that knowledge the people are content to labour and build that the future may give a wonderful heritage to their children and the nation.

### INCREASED DAIRYING

Among the vicissitudes suffered there has been none so far reaching in its effect than the prevailing slump in prices. It has been depressing, and farmers have looked this way and that for a solution. One outstanding change is being effected through it—that is, dairying. Farmers more and more are adopting dairying, not that the dairy industry has not suffered in the slump but because the return, though low, is steady.

Forty-five years ago the first separator was seen in the district. Last year 72 tons of cream left Miva station for the butter factories. This year, however, there will be a remarkable increase due to the increasing activity in dairying and to a bountiful season. Evidence of this is seen in the shipment of cream last week. Nearly 5½ tons of the product passed through. So great has been the increase that extensions to the cream shed at the station have been asked for. The present arrangements are inadequate. And with the increasing settlement and the coming into operation of smaller dairy herds, run as an adjunct to the fruit farms, the production will leap ahead further.

Thousands of acres of good scrub land, ideal for fruit growing, are locked up in forestry reserves. Some day, perhaps, this land will be released and a great influx of settlers will be secured.

### TIMBER RESERVE

The timber reserve at the top end of the district has not been cut since 1926/27 when some six or seven million feet of timber was secured. The

cutting comprised, in the main, pine and the smallest tree was 72 inches in girth. When cutting is again permitted another large shipment will be secured and fresh money poured into the district. Though this reserve may never be made available for settlement there are thousands upon thousands of other acres which, if unlocked, would support many settlers.

### FRUIT GROWING

Fruit has played a big part in the development of the area, and though this year the season was not of the lightest and market values militated against big shipments, there passed through the Miva railhead 681 cases of bananas and 600 bunches. Pineapples to the extent of 495 cases and cases of papaws were also despatched. The total consignments of fruit comprised 122 cases, and there were 899 cases of tomatoes. Had circumstances been more auspicious these consignments would have been materially enhanced.

Bananas and the soil and climate of the district to their liking and price wonderfully. Disease is practically unknown, and the size of the crop grown has an all-round tally of very first grade. However, recently, lots of bananas measuring 11 inches, and specimens of the fruit, were put away and the return proved a very disappointing one to the growers, namely the consumer pays for fruit of this quality, but the grower's return is often a "horse of another color."

Mixed farming since the early days has been the "long suit" of the district and splendid achievements have been recorded. The agricultural land, subject to flooding and is being continually renewed.

What hardship the floods cause to the land is much more than counterbalanced by the benefit the land receives. Munna Creek brings down rich soil, and the waterway has its source in the Murrumbidgee and traverses a wide stretch of country before it empties itself into the Mary. Heavy floods at its head take about two days to come down. Local rain, no matter how much, has little if any effect on the old creek. The old creek has watered the

pasture herds of years, the dairy stock has thrived, and home timber down. The creek has flowed to Maryborough and the snowmills on the Mary. Through the years it has watered the land and dressed it with silt.

### LUXURIANT GRASSES

The beneficial influence is seen in the growth and thickness of the grass. The grass grows luxuriantly, Rhodes grasses, and the natural grasses are green and luscious. Along the river grows a water couch, and this yields perhaps the finest feed of all for stock. The cattle love it. They regard it as the finest other fodder the district has to offer to browse on this

grass. Lucerne grows easily and well. The farmers of the farms throughout the district bear out the claim for the land as a great lucerne grower. Tons upon tons of hay are stored away in stacks of bales for the lean years. The farmers of the district take no risks. Years of life close to Nature have taught them that the lean years come but are least expected. Nature can be more largesse with lavish hand and be more niggardly than the closest miser.



The farm produce of the district is always found a ready sale in other parts, and when King Drought holds sway elsewhere the Miva district is often to the rescue. Last year 901 bags of produce were sent by rail.

Potatoes grow well in the district. They have a quality that finds a ready market. The yield, though by no means amongst the record breakers, is sound and constant. The general average sustained is from two and a half to three tons, and, given good prices, there is a return worth the having.

Maize, also, is extensively grown and most farms return about the 50 bushel mark to the acre which is considered quite satisfactory. There have been bigger yields here and there, but the quality of the product is sound and the yield in keeping with the labour. Farmers find it a paying proposition.

#### CATTLE STATIONS.

The name of Atherton, one of the earliest, if not the earliest, in the district, is still carried on with the original holding, Miva station. Mr. J. T. Atherton is the present owner, and the station spreads itself over an area of 22,000 acres of splendid grazing country. Other large stations in the adjoining district are Marodian and Gigoongan. These two stations adjoin one another, and from the boundary of Marodian across the station and through Gigoongan to its boundary requires a ride of 15 miles. Dovedale is another station carrying large herds and occupying an extensive acreage.

The water supply of the district is good. Creeks abound, and it is at very infrequent intervals that running water is not available. Up on the Urak mountains wells are plentiful and the water problem seldom reaches acute dimensions.

The rainfall is not particularly large. Over a fourteen year period, from 1919 to 1933, the average was 38.35 inches. Last year's figures were not available, but at Flagstone, about four miles from Miva, the home of Cr. W. Sauer, the registration for the year was 46.44 inches. At this property is an object lesson in the art of preparing for a drought. A large hay shed has over 90 tons of lucerne hay ready to play its part should King Drought again pick up his sceptre. Cr. Sauer is a comparative "youngster" in the district. He went on to his present holding about the time of the war. In 1915 he left to do his bit in his country. He still bears the scars of his service. He was severely wounded in the left leg, losing about 4 inches of his thigh bone, and though he walks with a limp and has to contend with pain and suffering, he has made good and typifies the spirit of the man on the land. He has great faith in the district and despite his handicap has found time to give four years of service to the Tiara Shire, the local authority governing the area. On Saturday a bridge spanning Munna Creek was opened and given his name in recognition of his services. It was a fitting and graceful tribute to his stout-heartedness.

Miva is the railhead for the district. Though 1933 was not a big year for stock export, 1951 cattle and 332 pigs were shipped away. The district breeds fine cattle and the prices for the consignments sold were relatively good.

#### VEGETABLE SUPPLIES.

At different periods vegetables have made a goodly showing in the prosperity index of the area, but the export figures last year showed a decided slump. Only six bags of cabbages were mailed. The season was not kind to this section of the rural activity. Peas also were in light supply. A mere 26 bags were trucked. Beans, on the other hand, fared much better, though the output can not be regarded as approaching the peak shipments.

A total of 650 bags went away. Though naturally vegetables are only a small sideline, the possibilities of a bigger production when the growth of urban population demands it cannot be forgotten and the fact that splendid vegetables have been grown and exported further enhances the reputation of the quality of the soil.

One thing that impresses the traveller at Miva is the fact that the settlers do not sit down and whistle for the wind. If a thing needs doing, and they can do it, they do so. The roads are the biggest handicap to the district. The farmers obviously cannot build their roads and run the farms, but they do what they can. Out Glen Echo way where banana plantations cluster the hillsides the road is in a frightful condition. The farmers here cut another track through the scrub and made a deviation to let them get through. It was a noble effort, but with a wet season it cut up and finally had to be abandoned.

#### SELF-HELP.

Grants by the Tiara Shire Council to farmers to do work on the road have proved wise expenditures. One example of the value given is seen on the road leading out to Shaplands, past the Glen Echo school up the range. Here massive logs have been fitted in to hold the road on the cliff side and extensive work has been done. The work carried out called for hard labour and intelligence and the farmers

carried out a splendid job for a cost of £20. An expert in road work estimated that to put one log in place would cost a "fiver" and there are many of these logs apart from the other work. A district which has men like that—men who will not give in and flee to the comfort of the cities—must prosper.

Every district somewhere in its history has seen much mining activity. The Munna Creek area has been no exception. At Forest Vale and Running Creek there has been a little gold won and the district has been prospected ever since the days of its birth. In this area, also, coal has been discovered. A seam was uncovered not far from Munna Creek in the general direction of Flagstone. An old timer named Martin Lawson, did some work on it and a shipment was carted by bullock waggon to Gundiah. The venture, however, did not prove a success and was quickly abandoned.

#### SOME PIONEERS.

Among the pioneers two real old timers still live and carry their years lightly. They are Mr. W. Gesch and Mr. Henry Kunst. Both grey beards, they can tell tales of incredible hardship when men lived very frugally by the copious sweat of their brow—when the only comfort was a slab hut and the audying hope that they would see better times. They both have done so.

The past has gone. The present is well. But, what of the future? There should be little fear of that. The host of happy, bright-eyed, sturdy children seen at the picnic last Saturday when Sauer's bridge was opened gives an assurance that the work will be carried on and further success crown the endeavours of all who have done their bit to make the Miva and Munna districts a fertile, prosperous land, where once only the wilderness reigned.



Atherton's swamp near Munna, 1924.



*Opening Sauer's Bridge.*



*Train derailment at level crossing past Sandy Creek on the Sexton Road, June 1925.*



*Clearing wreckage.*

*This page sponsored by: J. A. and M. A. PETERSEN*



Unloading lucerne at Miva.



Carting goods from Maryborough during the first big railway strike.



Miva Township.

c. 1900

## M I V A .

A social in aid of the Oddfellow's Society was held in Mr. Heidman's barn, Friday 12th April, and was said to be one of the best dances yet held in the district. The social was well patronised, between forty and fifty couples graced the floor. The costumes of the ladies were really splendid, in particular, Miss A. Klutkie, pale blue, Miss Woods and Miss Row, white. Dancing commenced at 8 p.m., and was kept up to near daylight. All the quiet nooks were in great request by the courting couples. I would like to warn one couple in particular not to leave a handkerchief behind them, as it is apt to give them away. One young lady in blue evidently thought her young man was just the CAULLY flower, going to follow the young brother's example, eh Dave? Songs were rendered by Misses Walsh and Lawson, a recitation by Mrs. Foster which earned a well deserved encore, one young gent sang, or rather gave an imitation of singing, "Rocking the baby to sleep," lots of the audience wished he was. One young lady sang "Is there room for Mary there." Judging by the size of her, about 6 feet, it wouldn't take many Mary's to take up all the room! Only one incident marred the evening, one prominent Oddfellow talking about plugging, but that was all as I think the plugging would have been on the other side. A couple of young chaps showed great sprinting ability during the night, a regular case of run legs, body is in danger. The Committee and all who helped are to be congratulated on the success of the affair, and 'tis to be hoped they will treat us to another one soon.

c. 1900

## M I V A .

### A WEDDING AT MIVA.

A very pretty wedding took place at Miva on Wednesday, the 1st May, the Rev. Dr. Knipe officiating, the contracting parties being Mr. Thomas Caully, of Gunaldi, to Annie, only daughter of Mr. John Tullock, of this pleasant little locality. The bride, who was given away by her father, looked charming, and was attended by Miss Addys, of Brisbane, as bridesmaid; and the latter, with her winning ways, made some of the young men feel as if they would like to tie a knot, too; especially one young farmer, who, by his antics during the day, gave one the impression that he would rather be sitting in an arm-chair with a bridesmaid than be *loving* with any Gympie young lady. Now, Ted, which of the three is it to be? The bridegroom was watched very carefully by his eldest brother (Mr. Jas. Caully—an Ipswich policeman) as best man, who pulled Tom through in good style. The wedding presents were numerous and costly, amongst them being a buggy, horse, and harness from the bride's parents. After the ceremony the company sat down to a capital wedding breakfast, about 45 people being present. After the toasts had been drunk, and the good things done full justice to, the bridal party left (amidst a perfect deluge of rice and good wishes) for Pialba, where the honeymoon was spent. In the evening a dance was held in the large barn, about 25 couples facing the music, which was chiefly supplied by the old favorite, Jack Milne, the M.C.-ship being left in the hands of Mr. G. Nahrung, who filled his place to perfection. Mr. Caully can only boast of one daughter, but if the tall amount of mashing which took place at the dance is any criterion, he will soon have four daughters-in-law. Rumor has it that the bobby and the young lady in Mackay are not going to waste much time, but they will want to shift things if they are going to be next, as someone will have a nice little *Gusch* in his arms ere long. Another young lady had a nice little *Caully*-flower in her arms, who was very attentive to her. We all join in wishing Mr. and Mrs. Caully long life and prosperity. All present at the function enjoyed themselves immensely. Great credit is due to Mr. and Mrs. Tullock for the good time we had, and I am only sorry they have not got another daughter who would get married shortly. Bush people help one another, and thanks are due to all those who so freely assisted Mrs. Tullock on that great day.

The toff dairyman need not be afraid to drive his dray in daylight.

The Dickabram goodshed, like all other good things, is a long time coming.

I am sorry to have to report the deaths of two of our residents, the one being Mr. John Johnson, an old and respected resident; the family have our deepest sympathy. The other was Miss Ada Jensen, a young lady 20 years of age. Mr. and Mrs. Jensen have our deepest sympathy, as it is only about 18 months since they buried a daughter 12 years of age.

27-7-1886

## DICKABRAM.

FROM OUR OWN CORRESPONDENT.]

An inquiry was held on Tuesday last at the Railway Bridge Hotel, Dickabram, before W. C. Wilson, Esq., J.P., touching the death of Thomas Lee, a laborer on the Kilkivan Branch Railway, who met his death on Saturday last through falling from the Mary river bridge at Dickabram.

Francis Gough deposed to seeing the deceased go on the bridge about 9 o'clock on Saturday night and soon afterwards hearing a noise as of some one falling on the bridge. Witness went off to the bridge but could not see any one there; then went across to the hotel, and not finding the deceased there concluded he had fallen off the bridge and at once raised the alarm. Witness stated deceased was very drunk; he had often seen him thus for liquor.

Luke Louis French, carpenter, deposed to finding the body of deceased under the river bridge; believed from the position in which the body was found that deceased must have fallen through the bridge; saw a notice up cautioning people against crossing the bridge; ~~deceased was the worse for liquor~~ believed the bridge to be safe for a sober man to cross, if he had got good nerves; there was a footway between the metals crossing the bridge about 3ft. 6in. wide, on which persons could walk; deceased fell about 15ft. to 50ft.

John Hudd, carrier, deposed to accompanying previous witness in search for deceased and finding the body; believed the cause of deceased's death was falling through the bridge; thought deceased fell about 50ft.; saw deceased about 1 o'clock in the afternoon, and again in the evening about 7 o'clock; deceased was the worse for liquor on both occasions; the railway bridge is not a public thoroughfare; there is a perfectly safe crossing by means of the low level bridge; there is nothing to prevent persons from crossing the railway bridge.

Constable McKay stated that on Saturday evening he passed deceased in Messrs. McDermott and Owen's yard; he appeared to be the worse for liquor about 10 minutes afterwards the first witness informed him that he had fallen off the bridge; went back and saw the body lying at the foot of the last pier of piers on the east end, and from the position in which ~~deceased was lying~~ deceased must have fallen through the bridge; deceased's chin and jaw were smashed and his neck broken; knew him to be addicted to drink.

This closed the evidence for the inquiry. It may be stated that while the approaches at each end of the bridge have been completed for some time the centre or iron part of the bridge is as yet undecked (except between the metals) and it is through this part that the deceased fell. The night being a dark one and the deceased worse for drink, ~~the iron part of the bridge~~ the wooden part of the bridge fallen through between the ironwork. The deceased is not known to have any friends in Queensland, having come up from New South Wales. The funeral took place on Sunday afternoon, a number of workmen from the railway attending. This is the first accident that has occurred on this bridge ~~though~~ ~~since~~ ~~it~~ ~~was~~ ~~built~~ ~~and~~ ~~it~~ ~~is~~ ~~probable~~ the centre of the structure will now be completed.

3-12-1884

A FATAL accident of a very lamentable nature occurred at Miva on Monday. The river at the site of the projected Kilkivan railway bridge has been so low for a long time that children residing in the vicinity have bathed or played about it without danger. The late rains, however, freshened the stream considerably, and to this the accident is attributed. A number of the children of laborers employed on the railway works were at the Mary river on Monday, when a boy about 10 years old, son of a German laborer named Orri, fell into the stream. A girl named Pain, aged 13 years, heroically jumped in to rescue him, and both promptly sank to rise no more. As the drowning of the two appeared inevitable, several of the assembled youngsters ventured into the swollen waters to aid their playfellows, and there was a prospect of more than the two first-named meeting death by drowning, when Miss Gorch, daughter of the hotel-keeper at the Kilkivan bridge, appeared on the scene, summoned by the shrieks of the distressed children. This courageous young woman instantly plunged into the river and assisted several of the children to land, but though she made every effort was unable to rescue the boy Orri and the girl Pain, who were unhappily drowned. Search was made for the bodies, and in the evening one was recovered.

## Bridge victim

I read with interest the article on the Dickabram Bridge written by Mr. Alex Nahrung (Chronicle, July 28).

I think one of the graves mentioned could be that of my grandfather, Thomas Megann, who was drowned while working on the bridge on January 18, 1885, aged 36.

News did not travel fast then, and he had been buried for a few days before my grandmother learnt of the tragedy.

My mother, the late Mrs Harry Banville, of Kint Street, was nine months old at the time. Other daughters were: the late Mrs W. Lewis, the late Mrs Ernie Skinner sen., both of Walker Street, Mrs Jack Stickley sen. and Mrs Tom Barnes, both of whom lived and died in Rockhampton.

My grandfather's only son, Tom jun., lived and died in New Zealand.

My grandmother later married Mr Dave Gitsham, and lived in Coventry Street where their daughter Edie, Mrs George Rayner, resided until her death. — DULCIE MOUNSEAR, 659 Kent St, M'boro.



# LIST OF SOURCES

Newscuttings held by the Krafft family - Mr L. Krafft  
'A Century of Settlement' 1859-1959 - Mrs E. Carlson  
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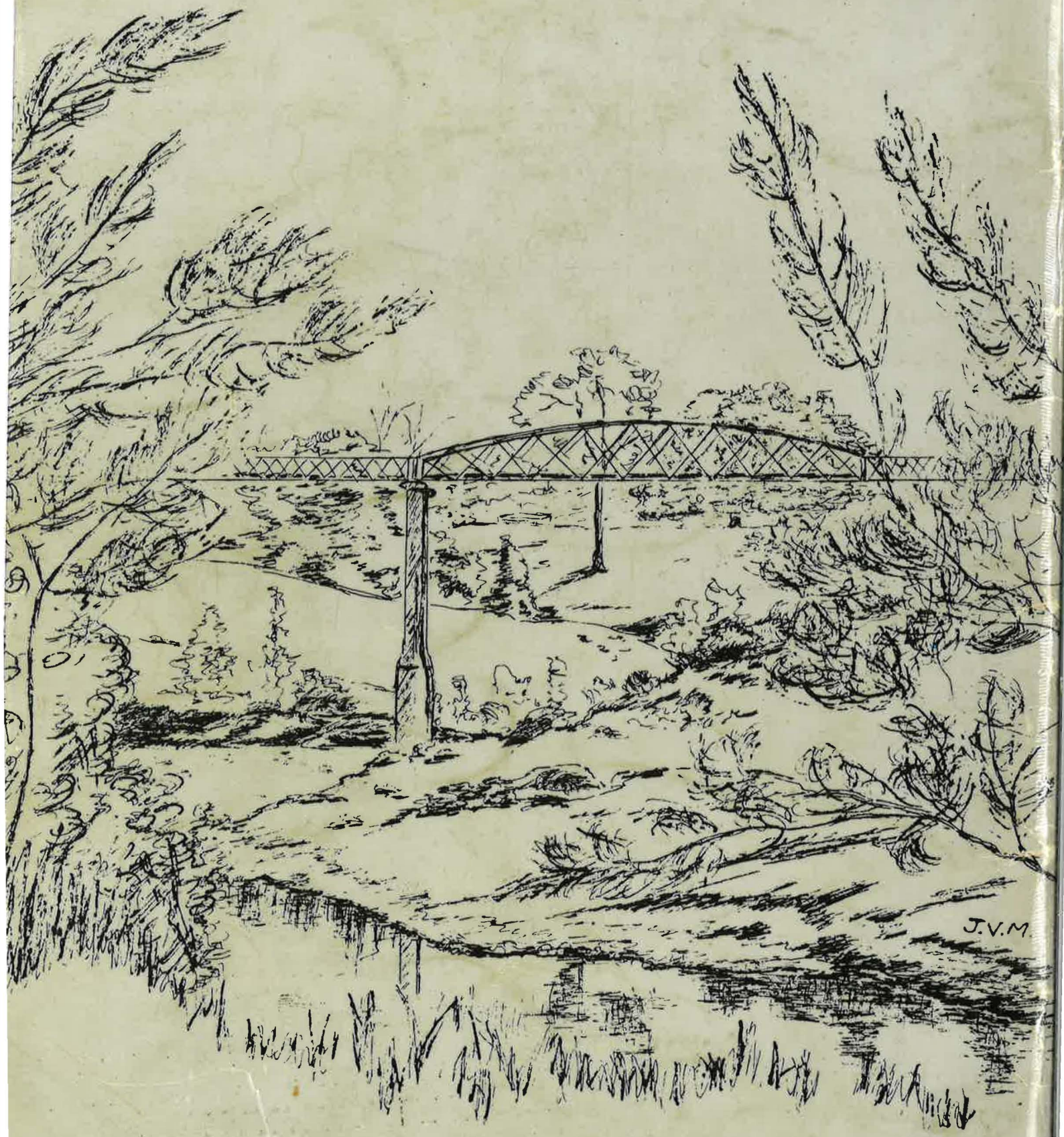
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