

DICKABRAM BRIDGE

125 Years

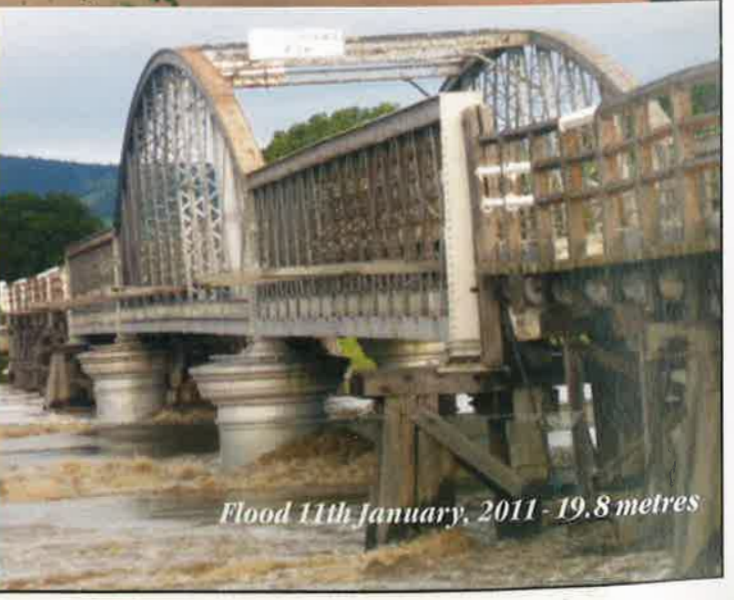
1886 - 2011



a brief history of the district



Mary River flood map - photo taken 10 February 1999
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Flood 11th January, 2011 - 19.8 metres

DICKABRAM BRIDGE

125 Years

1886—2011



*C17 992 crosses the Dickabram Bridge in 1968 with a special train
Image: Queensland Rail Historical Collection/Eric Marggraf Collection*

INTRODUCTION

This has been an excellent opportunity to reprint the *Dickabram Bridge Centenary 1886-1986* publication. Prepared for the centenary celebration in 1986, it has been out of print for the last couple of years with requests for copies still being received. The funding provided by the Queensland Government's *Building Rural Communities Fund* through *Blueprint for the Bush* and Gympie Regional Council along with sponsorships from individuals and businesses have helped to make this new publication possible. A very special thank you to all the people who have supported it.

Our thanks go to all the local people who still reside in the area, those who have moved further afield and those who are no longer with us who have assisted in any way with information and photos for the last publication and this one; to Marilyn Connell from Tiara Landcare for compiling the flora and fauna information; to Greg Hallam, Historian with Queensland Rail, who has provided us with the railway material about the last 25 years; to the Queensland Rail Historical Section - in particular Eric Marggraf for the photos and permission to print them and to DERM for kindly agreeing to waive its fee for the reproduction of one of its photos.

The centenary book has been reproduced verbatim with one exception. An additional note has been included at the top of the Miva Crossing pages in an attempt to make it clear to readers that Miva Crossing and the Miva Crossing Bridge are located further north at Munna Creek and not at Miva. The crossing and bridge were named Miva because Miva township was surveyed at Munna Creek but never established there. We have found that not surprisingly, some people are still confused by this.

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 gathered will awaken memories of bygone days, and give to younger readers an insight into the past.

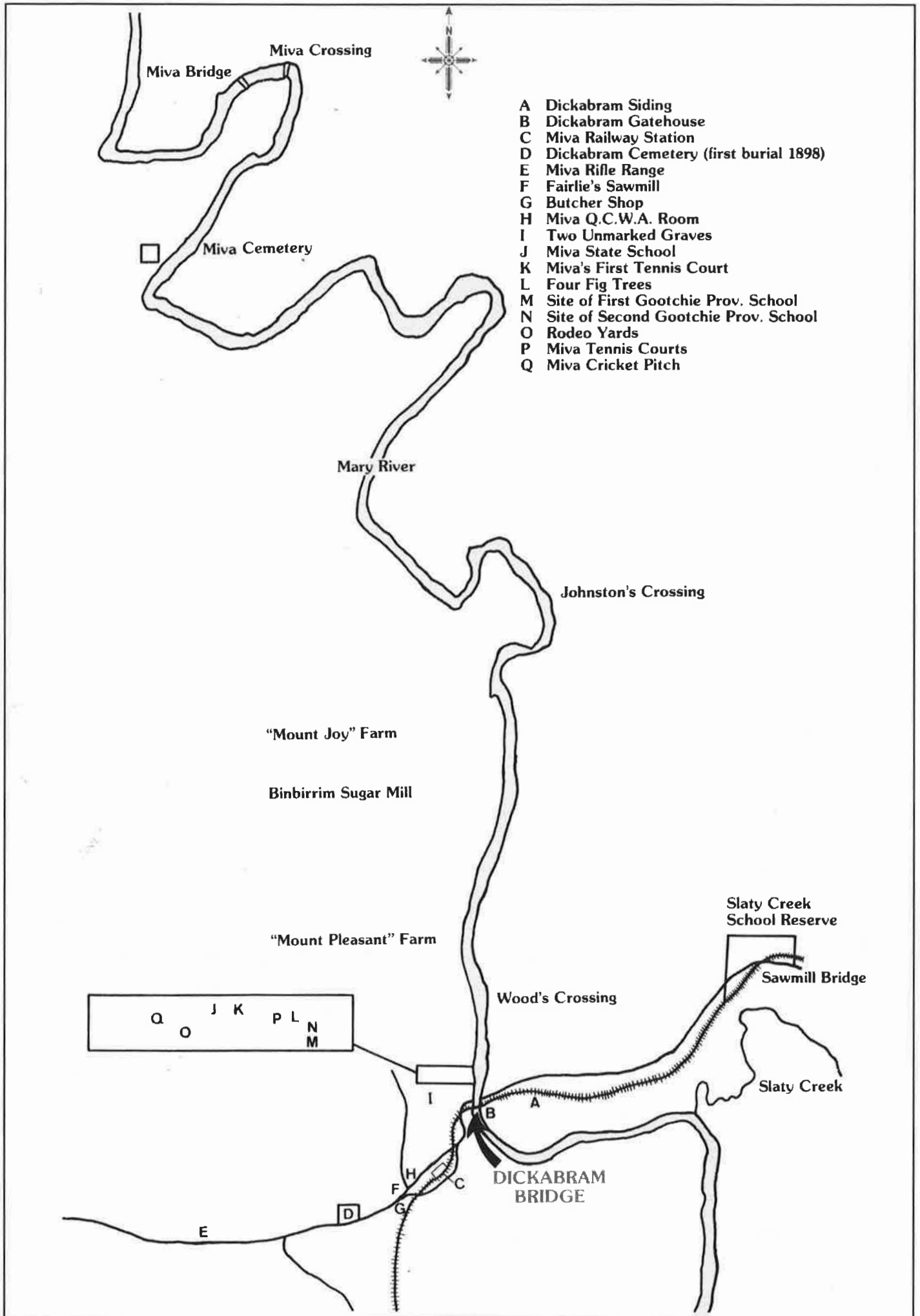
Jennifer Lipsett-Nahrung and Kathy Dakin

*Cover Photo - C17 985 crosses the Dickabram Bridge in 1967 with a special train
Image: Queensland Rail Historical Collection/Eric Marggraf Collection*

ISBN: 978-0-9751175-3-8

This publication is funded by the Queensland Government's *Building Rural Communities Fund* through *Blueprint for the Bush*, the Gympie Regional Council and other sponsors





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- see map on cover page for location

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NOTE: This crossing was situated at Munna Creek not at Dickabram - See map on cover page for location

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 Tantiha, 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 Gigoongan, 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

THE 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 built 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 realised 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. "Moke Poke" 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 Wal?

Don't give the pin cushion away, Allick, 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.3. 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

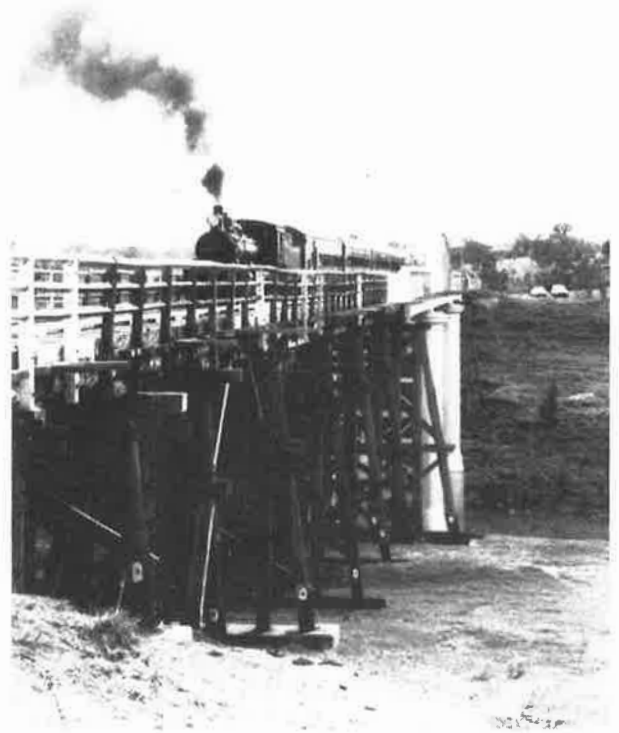
The first railway line in Queensland, from Ipswich to Grandchester (Biggs Camp), was opened in 1865 by Governor Bowen. The Government of the day had much trouble justifying its spending on railway expansion and it wasn't until James Nash advised he had discovered gold in Gympie that the financial pressure 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 Kyanan Scrub, about 50 miles from Maryborough and half-a-mile above Kyanan 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 Killkivan 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, Killkivan 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.

Diplomatic, 8th April 1887.

Mr. W. H. Miller, C. P. M. C. D.

Dear Sir,

I am taking the liberty of placing in your hands a petition protesting your privilege and thought to forward same to the Chief Commissioner for Carriage, 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 the same. In fact the Government has the franchise to the railway line to Mullwan was opened.

up for traffic, and since then we have been completely blocked up with refuse to the crossing. The road between Kivra and Wipitabara is a normal except man on foot is allowed to cross the bridge, and in agricultural district like this where teams and dray traffic are almost the only sources of industry such action as that complained of empty streets run to all concerned.

Steamers are almost daily disappointed in arriving at this place when they find they cannot cross. Farmers have their drays and ploughs lying on their farms and cannot get them across to the blacksmith or the carriage shop 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 abisic Government that

It would expense thousands in
building a bridge, constructing a
railway line and erecting gate keepers
gates as it were for the benefit
of the people and get with hold
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 or
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 ferrying
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 one-fourth

of the inconvenience 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 ^{our} utmost assistance for
having the privilege removed
as soon as possible and you will
do us much oblige

Yours most respectfully
(Signed) August Giesch

To the Commissioner for Railways
Brisbane.

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

Sheweth

That the Railway Bridge at Mulla 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.

August Gasef
Miss Lepard
H. Fahringer
Christian Kraft
William J. Mcneal
John Hedges

James D. D.
Flavel W. W. W.
Carl Calver
John Simpson
John Lyden
Peter Simpson

Mulla
D. W. W.
Mulla
Mulla
Mulla
Mulla
Mulla

Mulla
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Mulla

Storekeeper & Butcher
Farmer
Farmer
Farmer
Farmer
Farmer
Farmer

School Teacher
Child (Contractor)
Farmer
Blacksmith & Wheelwright
Builder
Tambler & other

Joseph Bauer
 Hoff Frass
 A. Linday
 George Staples
 Walter Thomsen
 William Geseh
 Alf Thomsen
 Carl Wendt
 Valdemar Carlsson
 Thomas Tighe
 J. H. Crossman
 J. B. Daw
 James Ballin
 William Best
 Joseph Elbjers
 Edward Lawter
 John Mackay
 Charles Taylor
 Alex. Gowan
 Fred & Cheryl
 H. Whent
 John G. G. G.
 William ... 1888
 James A. E. Page
 J. J. Wooddy
 Billie
 E. Chatterton
 E. W. Williams
 Geo. H. Lane
 J. N. Parson

Mivar
 Miva
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 Slaty creek
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 G. J. Mada
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 M. K. Kiper
 E. Carpenter
 J. K. Kiper
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Timber getter
 Timber Getter
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 Mail Contractor
 Timber Getter
 Settler
 Settler
 Timber Getter
 Settler
 Stock man
 Farmer
 Farmer
 Timber Getter
 Gardner
 Barliff
 Laborer
 Kalkivan
 Kalkivan
 Kalkivan
 Miner
 " "
 Plasterer
 Miner
 Laborer
 Laborer
 Laborer
 Laborer
 Lecturer
 Botanist
 Lake View

lost small

J. K. Kivan

William M. Kivan, Star, Kiper, Kalkivan
 John Potts Miner Kalkivan
 Thomas ...
 John ...
 William Dent
 W. A. Knowels Kalkivan
 Ernest Mattson Kalkivan
 J. A. Lamb Kalkivan
 Thomas Stewart Kalkivan
 William Fraser Kalkivan

Farmer
 Miner
 Miner
 Miner
 Miner
 Butcher

| | | |
|-------------------|-------------------|---------------|
| W. D.aney | Kilkivan | Letter |
| G. Dobb | do - | do - |
| Thomas Sorrester | Kilkivan | Blacksmith |
| Francis Gough | Kilkivan | Blacksmith |
| John Trella | Kilkivan | Timber Getter |
| Chas & Luke | Kilkivan | Miner |
| Edward Allen | Kilkivan | Labourer |
| Peter Mitchell | Broona | Stockman |
| Patrik Gunn | Dickabram | Farmer |
| James C Edwards | Dickabram | Farmer |
| Thos M Mahon | Kilkivan Junction | Timber Getter |
| John M Mahon | Kilkivan Junction | Timber Getter |
| G J Patrick | Kilkivan Junction | farmer |
| Carl Bessel | Kilkivan Junction | Farmer |
| E Woodmer | Kilkivan Jet | Timber getter |
| G Turner | Kilkivan Jet | Timber cutter |
| G Blakely | Kilkivan Jet | Timber cutter |
| C. F. V. Schmidt | Kilkivan Junction | Farmer |
| J. M. Holbo | Kilkivan Jet | Farmer |
| J J Atkinson | Miva | |
| John Stanley | Munna Creek | Selector |
| Arabani W. Waters | Munna Creek | Farmer |
| Frank Thompson | Munna Creek | Farmer |
| George Markham | Netherby, Tiaro | Driver |
| Thomas Beasley | Gotchi | Driver |
| William Turnbull | Miva | Farmer |
| Moses Jenkins | Farmer | Slaty Creek |
| John Tulloch | Farmer | Kilkivan |

A. Agrie Running Creek
 C. W. Schacht Running Creek ynaia
 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.



River level gauge, 1955.



Flood - 1955.



Flood waters



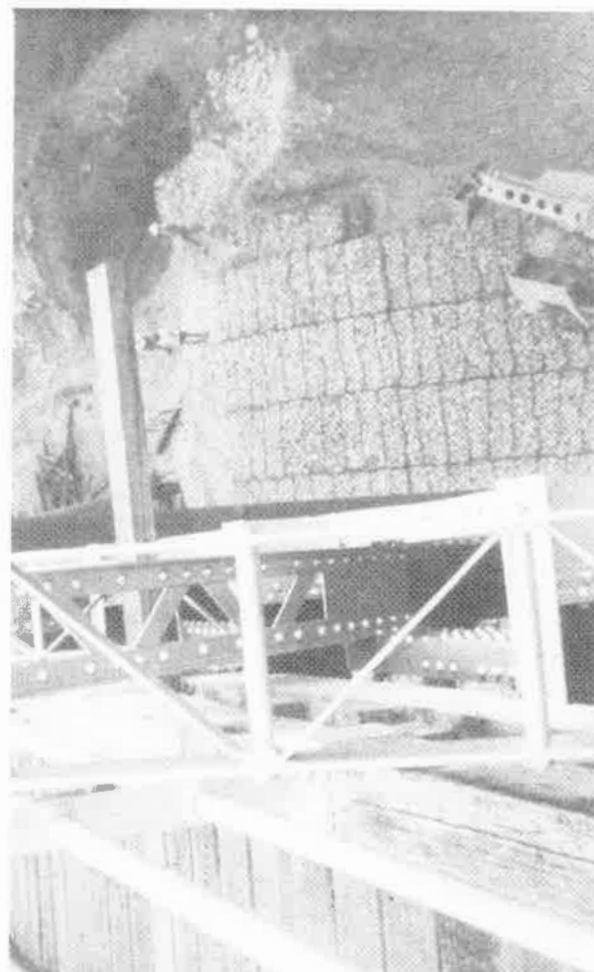
1974 flood



Mary River - 41 feet (note gauge)



Repairs to river bank after 1974 flood



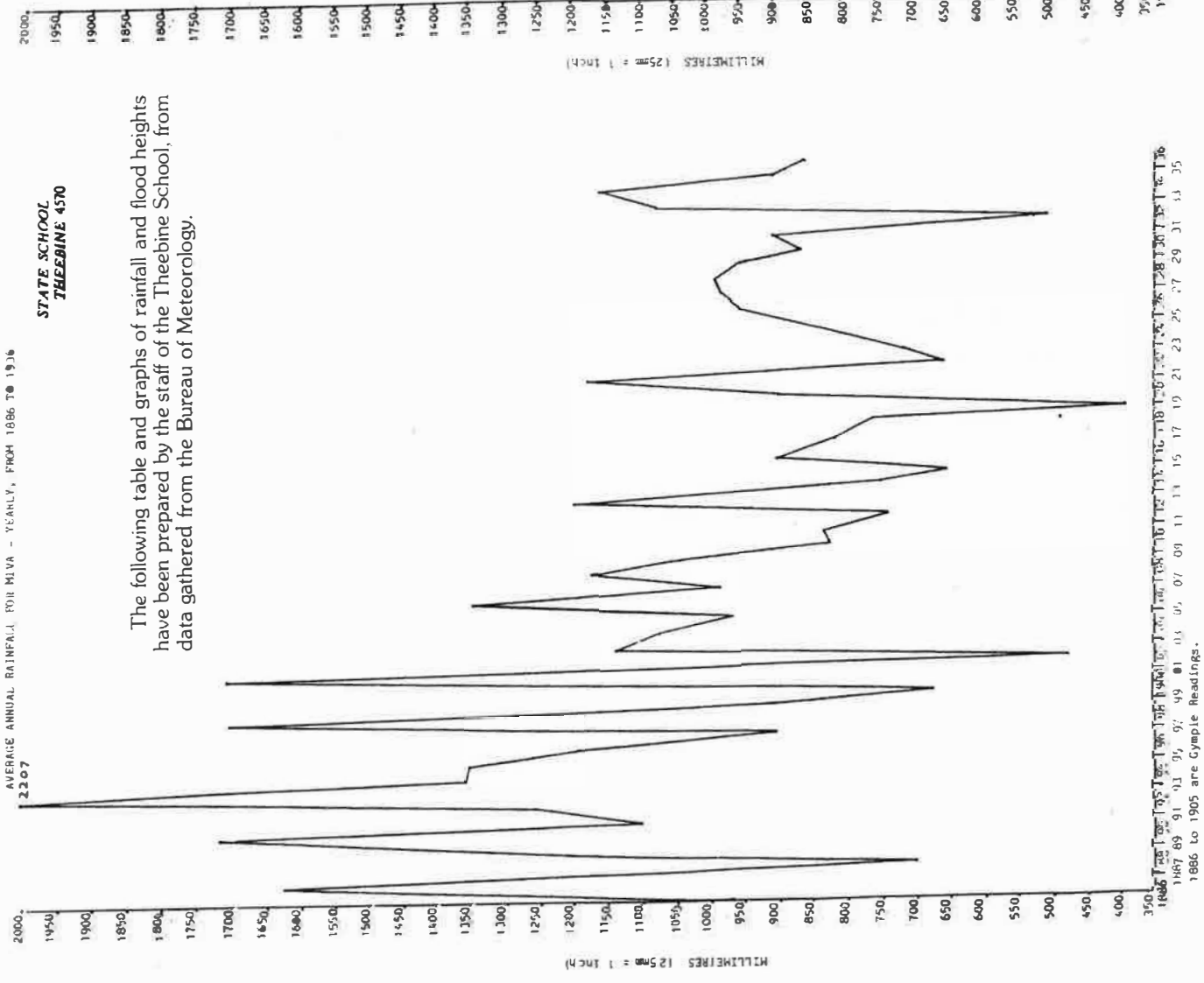
Repairs to river banks under bridge following 1974 flood

AVERAGE ANNUAL RAINFALL FOR MIVA - YEARLY, FROM 1886 TO 1936

STATE SCHOOL
THEEBINE 4570

2267

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.

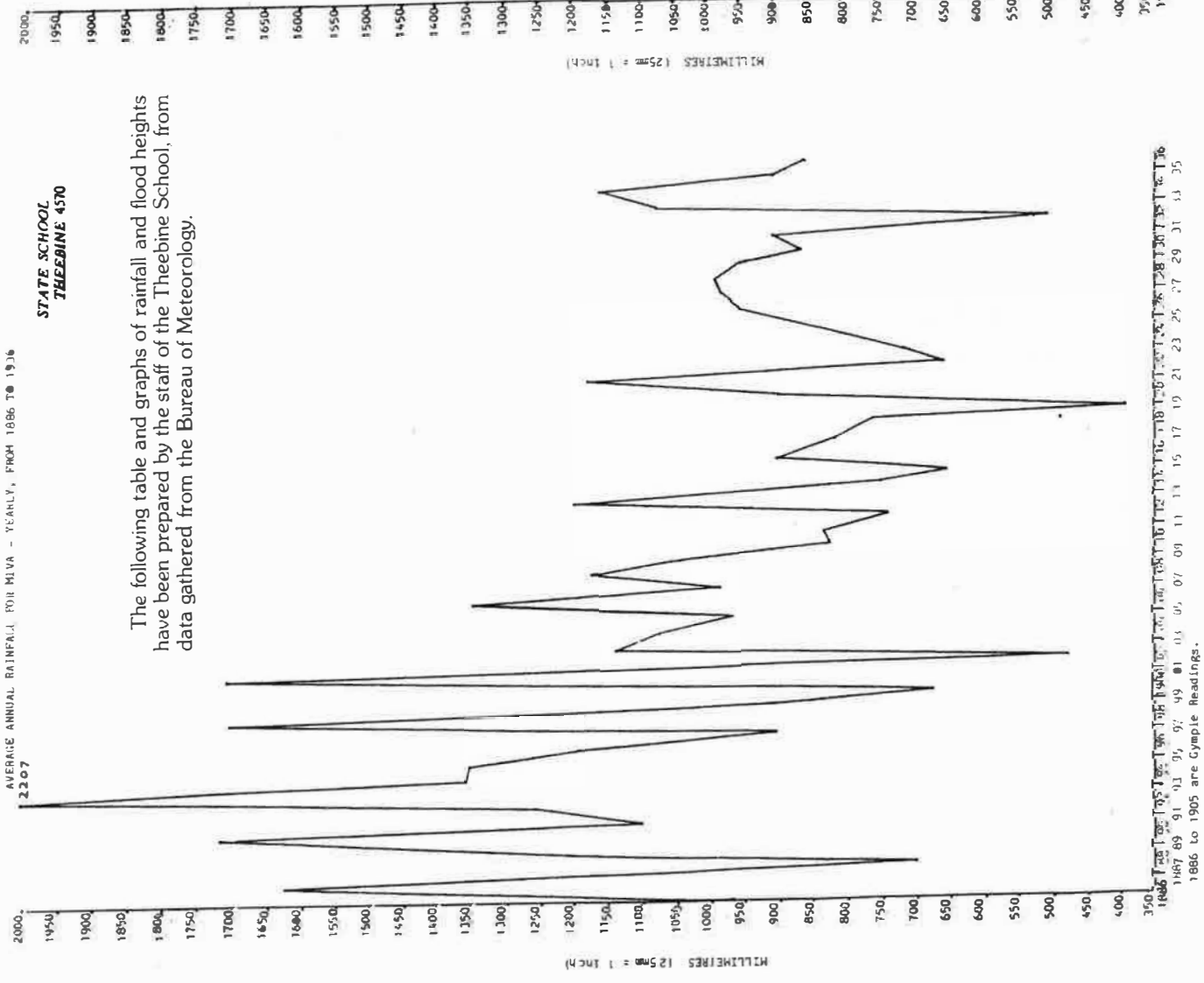


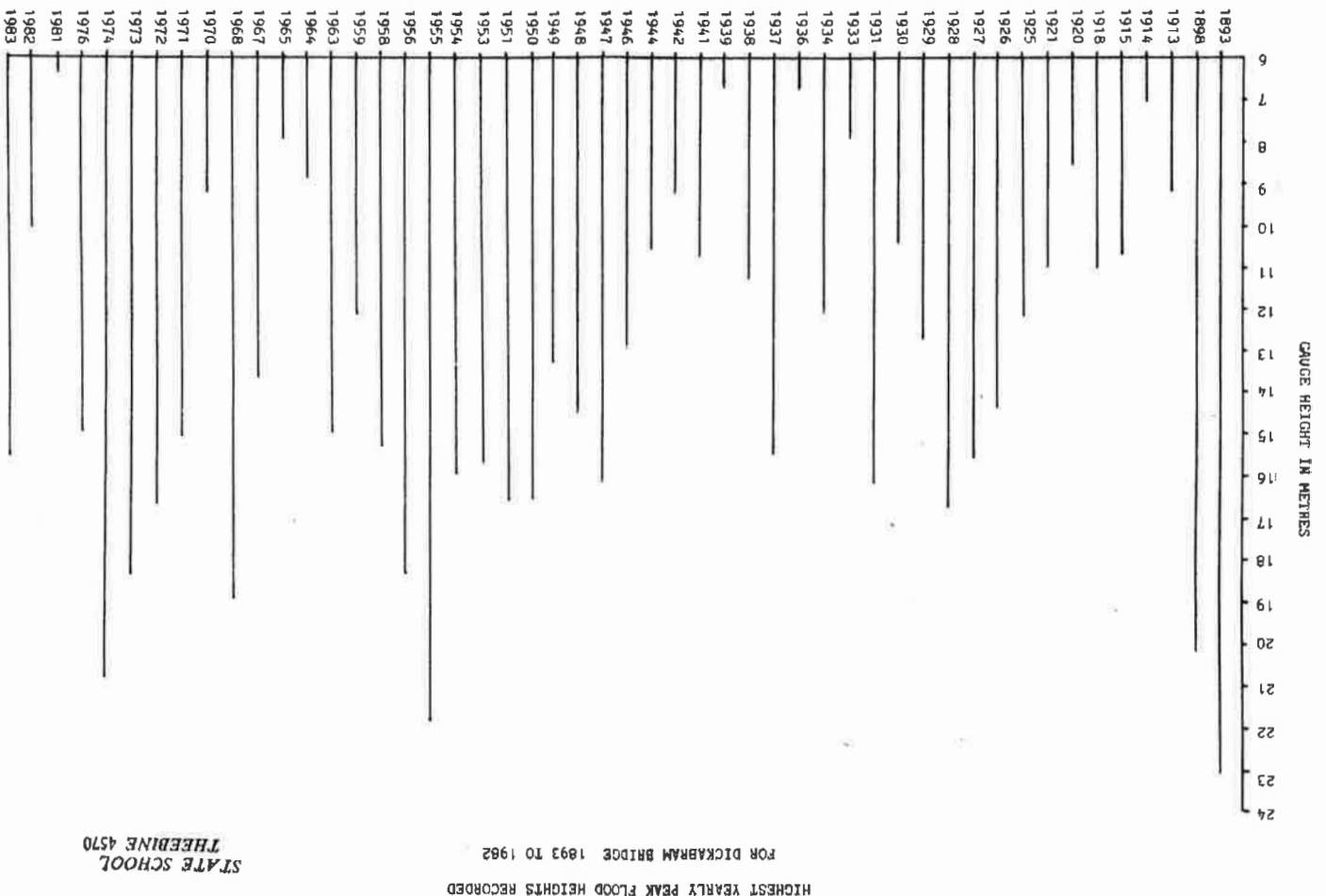
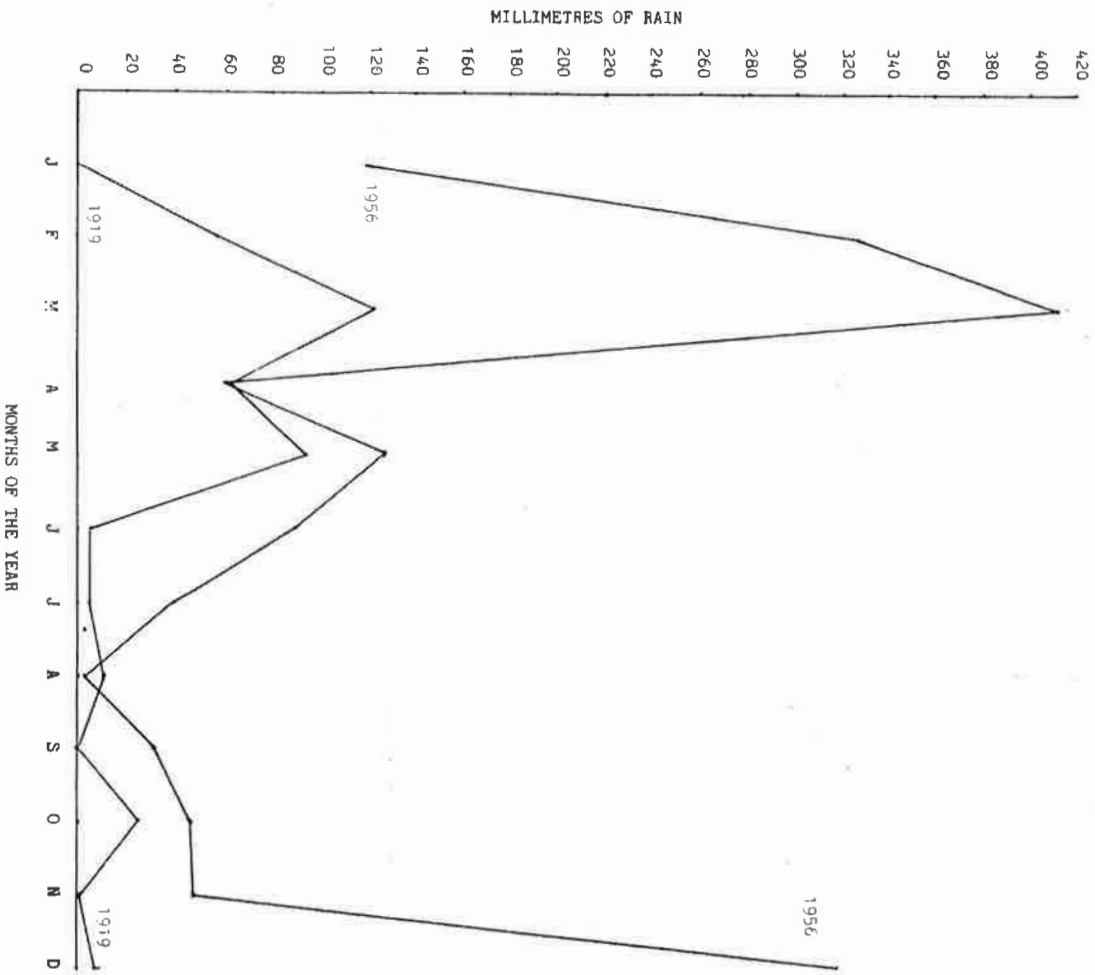
AVERAGE ANNUAL RAINFALL FOR MIVA - YEARLY, FROM 1937 TO 1986

STATE SCHOOL
THEEBINE 4570

2268

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.





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 | | | |

1947

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 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. Footbridge 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 at 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 cream 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.

1947

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.

11-49

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 supplied all the time and only small quantities can be piled. 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.

No report that the deluge has caused terrific damage throughout the district. Big areas of potatoes, almost ready to dig, have been just as well as the late maize crops.

Lucerne and the district's big star grass are under water, and the winter fodder crops have been ruined. The couch grass flats on the river and creeks 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 3021 points fell in the district from 9 a.m. April 28 to May 1. In six hours on April 29, 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.

PAIRM 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 1 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 flows a few miles below the Miva, also flooded very quickly. On Saturday the water rose 30 ft. and reached a height of 35 feet.

1955

FLOOD DESOLATION IN MIVA DISTRICT

THE 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 Munn 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. Buising |
| 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.

1949

Big Hail At Miva

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 1/4 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.



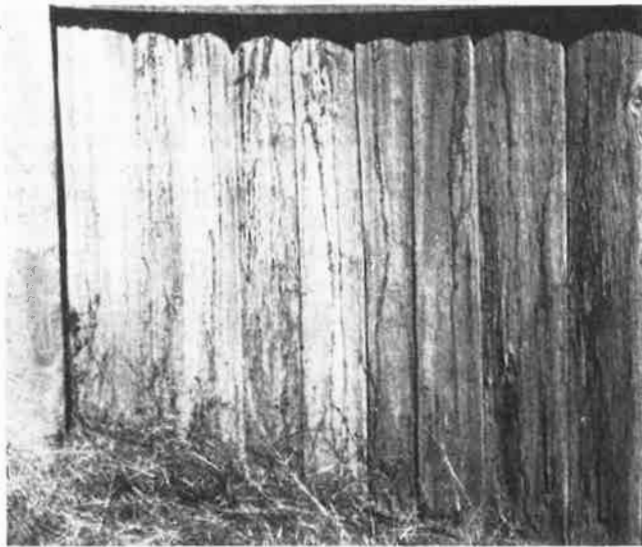
MIVA BUSINESS ENTERPRISES and FACILITIES

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 Tiaro 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 **GRAND AFFAIR**, as all who visited the **COLOSSEUM** during the past week will admit.

This is the **Greatest Opportunity** of obtaining **Cheap and Grand** 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 **Best** 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' **Blue 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' **Milners' 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, BATHINGS, and all **DRESS GOODS**, Greatly Reduced

Immense Reductions in **CALICOES, SHEETINGS, DAMASKS, LACE CURTAINS, CLOTHES, 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 to all, and we give our customers this opportunity of **BUYING CHEAPLY**, at **Reduced Prices**

See our **TAPPERY CARPETS**, 9s 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 Tiaro 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.

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.

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

SUGAR MILL

Newscutting - 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.

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 existence 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 Gundiiah, 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. *M. A. Jensen*
 BOUGHT OF
ALEX. NAHRUNG
 General Storekeeper
Bushells BLUE Makes more Cups
LABEL and Finer Flavor

| | |
|---------------------|----------------|
| 4 Lemonade | 3 0 |
| 6 - <i>Choco</i> | 5 |
| 1 1/2 <i>fuggas</i> | 7 1/2 |
| | <u>5 1 1/2</u> |

Paul
And

Bushells Cocoa Has that Chocolate Taste

'Phone 3 *8* Mivo: *3/12 1947*
 M. *8 Lepsett*
 Bought of -
ALEX. NAHRUNG
 GENERAL STOREKEEPER
 District Agent for SHELL, VACUUM & CASTROL PRODUCTS

| | | |
|----|-----------|--------------|
| 1 | 240 Corn | |
| 2 | | 2 16 6 |
| 3 | | |
| 4 | 160 Wheat | |
| 5 | | 5 8 10 |
| 6 | | <u>4 5 4</u> |
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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 sniggered 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 caravaner. 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.



Inside Butcher Shop.

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 Ath | 52 |
| | 12 | 6 1/2 leg Mutt 1 1/2 paws 1 ptk | 911 |
| | 15 | 2 Skin | 10 |
| | 19 | 6 1/2 leg 1 1/2 paws 1 ptk | 911 |
| | 25 | 3 1/2 leg Mutt | 44 1/2 |
| | 26 | 2 Blade 1 paws | 25 |
| | 29 | 1 1/2 Blade & Skin | 19 |
| | | | <hr/> |
| | | | 21-181 |

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.

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 12 h.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 10 h.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 Waggon, &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.

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.

Newsclipping -

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 under-dog 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.

Newsclipping - 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.

Newsclipping - 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 Larner took over the Doboy 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 A.O. QUEENSLAND POST AND TELEGRAPH DEPARTMENT

TELEGRAPH A1173 QUEENSLAND 14 MAR 07

Open 10th Mar.

FOR THE UNDER SECRETARY, Mrs. E. Griffin.

POST AND TELEGRAPH DEPARTMENT, BRISBANE.

A157 Woolooga

Re: 12th 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 at Woolooga (16th) at the former place - to be called Miva, that being the name of the Railway, etc - in charge of Mrs Elizabeth Griffin.

Woolooga P.M.

27/4/87

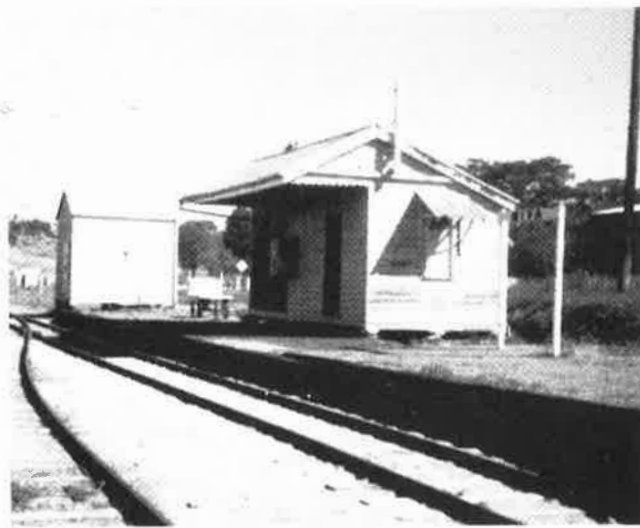
4487

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 fletcher'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, WIDE BAY, 43 m. S.

8 from Maryboro by rail.
Anderson Andrew, farmer
Atherton Frank, grazier
Atherton John H, grazier
Atherton John T, Miva station
Benson August, farmer
Blackwell John, frmr
Blackwell Peter, frmr
Blowers John, farmer
Carlson John & John H, farmers
Clegg William, selector
Dawe John C, selector
Dawch Geo F, selector
Dawch Mc August, selector
Gepp W, farmer
Griffin E, receiving officer
Hartvigsen Gena, farmer
Hodges John, farmer
Jama George, farmer
Jenkins Moses, frmr
Jenkins Robert J, farmer
Jensen John, farmer
Johnston Charles
Krafft Carl, farmer
Kunst Fritz, farmer
Kunst Gena & Henry, farmers
Lipssett Richd, frmr
Moade Miss, tchr
Miva Cooper, Dip Co
Nahrung Chas, K, frmr
Nahrung Gao, W, frmr
Nahrung Konrad, selector
Nahrung William C, farmer
Nelson 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 Munnas Creek.

MIVA, WIDE BAY, 43 m

8 from Maryboro by rail.
Anderson August J, farmer
Atherton John H, grazier
Birk Fred, frmr
Blowers Geo, selr
Blowers John, farmer
Carlson John, farmer (Munnas)
Cawwell Jacob, selr, Munnas
Dawch Wm, farmer
Dombrow Adolph, frmr, Tarkie
Edmonds Jas W, logfitter
Fisher John, carp, Tarkie
Gepp Wm, farmer
Hartvigsen Hans F, farmer
James Geo, frmr, Munnas
Jenkins Moses
Jenkins Robt J, farmer
Jupperton Niel, frmr, Munnas
Kraft Brod, timber gatherer
Kraft Fred, timber gatherer
Kraft John, selr
Kraft Percy W, lumber gatherer
Kunst A T & W, farmers & graziers
Kunst Aug T, frmr & graz
Kunst Fred, frmr
Kunst Chas H, frmr, Munnas
Kunst Ern, frmr, Munnas
Kunst Hans & Hy, frmr
Kunst Otto F, frmr, Munnas
Kunst Wm, frmr & graz
Laurie Emil, frmr, Munnas
Laurie Edward, painter, Yorkie
Lipssett Fred, farmer
Maguire Paul, logfitter
Munnas W, P, frmr
Nahrung Alex W, store
Nahrung Geo W, farmer
Nahrung Mrs
Nahrung Wm C, frmr
Nelson Chas, frmr, Munnas
Nelson Edward, selr
Orphan John C, frmr, Munnas
Palfrey Fred, farmer
Rayner Clifford, selr
Rayner Harry, selr
Rauer Wm B, frmr
Thompson Mark, farmer
Thompson John, frmr, Munnas
Wason Peter, selector, Yorkie
Wilson W, Herb, farmer
Wilson Wm C, dairyman

MIVA, Tiaro Shire, 132

m S fr Miva, 43 m S fr Maryborough by rail. Pop 100
Anderson August J, farmer
Atherton John H, grazier
Birk Fred, frmr
Blowers Geo, selector
Blowers Fred J, carrier & motor engineer
Carlson Jens, frmr (Munnas)
Carlson John J, farmer
Linkin Stan, frgrwr
Dawe J, frgrwr
Dawch Percy, frgrwr
Hinberg & Timber, dairy farmers
Krafft Ken, carrier
Krafft P, dairy frmr
Lipssett Norman, drymn
Jenkins Cecil, dairyman
Jenkins N J, dairy frmr & mk' agent
Jenkins Wallace, dairy frmr
Jenkins Wm, dairyman
Kraft Fredk, dairy frmr
Kraft Nell, dairy frmr
Kunst Alex, graz
Kunst Alfd H, graz
Kunst Andw T, frmr & grv
Kunst Arth, graz
Kunst Arman, frmr & dairy
Kunst Claus H, frmr (Munnas)
Kunst Edw A, graz
Kunst Ern, frmr (Munnas)
Kunst Frank, grv
Kunst Geo, graz
Kunst Otto J, frmr & drymn
Kunst T B, dairy frmr
Langley Percy, timber
Lipssett Edgar, frmr
Munnas Creek State School
NAHRUNG,
ALEXANDER W.,
Horsekeeper & Patrol Station, Miva. TELEPHONE: 3.
Nahrung Alex W, stkrpr
Nahrung Geo W, farmer
Nahrung Norma W, frmr & dairyman
Nelson Chas, frmr (Munnas)
Nelson J N, dairy frmr
O'Keefe Owad, dairyman
Orphan Jas, frmr & dairyman
Palfrey Geo, dairyman
Rauer Wm B, frmr
Reynolds Har, frgrwr
Wells Alex, frmr
Wallace Roy, drymn
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



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 Tlaro 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 Kunyam 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), C. 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 work etc. could be purchased. Mesdames Lipssett, 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. Lipssett, 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 fête at Dauple. 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, C. 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. Lipssett, bought by W. C. Nahrung, £5; bull calf, W. C. Wilson (W. C. Nahrung £1); Jersey heifer, G. W. Nahrung (£2 G. Rayner £1); Jersey calf, Miss Konnie Nahrung (£1 Rayner £2/10/); pig, W. H. Wilson (G. Nahrung £1); goat and kid, Mrs W. Gesch (W. C. Nahrung 6/); pig, F. Kunst (W. C. Nahrung 5/); pig, H. Hartvigsen (W. C. Nahrung 7/6); pig, R. J. Jenkins (J. Dawe 3/), Te-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. Lipssett followed and in a vigorous speech combated 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, F. Kraft (W. C. Nahrung 8/); six hens, Mrs. G. James (W. C. Nahrung 10/6); 4 long potatoes, J. Blackwell (W. C. Nahrung 10/); 1 big maize, J. F. Kunst (K. Nahrung 14/6).

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. £2/2/0, M. Jenkins £2/2/6, E. G. Rayner £2/2/2, F. Day £2/2/2, S. W. Lerner £2/2/2, E. Francis £2/2/2, K. Nahrung £1/1/1, C. W. Wright, £1/1/1, E. M. Lewis £1/1/1, W. Wilson £1/1/1, A. Lerner £1/1/1, F. Lerner £1/1/1, A. J. Shapland sear, £1/1/1, J. Wood £1/1/1, F. Bulmer £1/1/1, C. Sullivan, £1/1/1, Mrs. Hochmarsh £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. F. 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/, G. Gesch 10/ E. Henderson 10/, A. Shapland junr. 10/, G. E. Gesch 10/, A. Strawbridge 10/, J. C. Jensen 10/, P. Anderson 5/, Jas. Weir 5/, C. Dakin 5/, H. Dakin 5/, A. Hoffman 5/, Mrs. Balderson 5/, Miss Bowen 5/, J. Griffin 5/, Mrs. Taylor 5/, P. Kraft 5/, J. Wynne 5/, J. Fiddler 5/, R. Brown 5/, W. McKowen 5/, A. Wilson 5/, F. Birt 5/, P. J. Birt 5/, R. Radicker 5/, J. Ornes 5/, J. Mitchell 5/, A. D. Curswell 5/, A. Helme 5/, N. Jeppson 5/, J. C. Wilson 5/, F. Griffin 4/6, P. Berghoffer 5/, A. Pullack 5/, R. Hunan 3/, D. Steggall 3/, J. Dawe 3/, F. Kraft 2/6.

Other donations were—Mrs. ~~White~~ ^{White} Baker, table cloth; Miss L. K. ~~Cooper~~ ^{Cooper}, table cloth; W. Healer, 1 tin biscuits; Miss A. Rayner, sweets; Mrs. W. C. Wilson, cake and sweets; Mrs. W. H. Wilson, cake and sweets; E. H. Rayner, vegetables and fruit; W. C. Nahrung, vegetables; G. W. Nahrung, vegetables; Mrs. Knowles, two C'oyleys; Mrs. W. C. Nahrung, pickles; Mrs. K. Nahrung, bread, buns and fruit; Miss Nugent, sweets; Mrs. Lipsett, eggs and cakes; Mrs. Rayner eggs; Mrs. Healer, cakes; Miss G. Wilson, bouquets; Miss Scott, bouquets; Adeline Lipsett, bouquets; Mrs. W. Patterson, two cases pines; Mrs. W. Gesch, fancy work; T. Heideman, hand-made tray; Mrs. W. T. Caulley, 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, £1/9/4; freights, 4/11; total, £10/7/2; leaving a credit balance of £102/5/6 to be forwarded to the Miva funds.

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'Keefe, Chairman of the Miva Sports Committee, congratulated the organisers on the large attendance. He also briefly outlined the working of the rodeos. Mr. O'Keefe 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 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 skillful. 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—32—33, total 81 points, 1; J. Davidson's Black Apple 12—5—28—29, total 74, 2; J. Paterson's Bessie, 13—5—30—25, total 73, 3. Other starters: M. Lewis's Don 68, W. Birt's Curbine 63, E. Kellher'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. Sorrensen's Jake (lost beast), E. J. Caulley'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. Kellher'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 won as follows: 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. Caulley 1, W. Morris 2.

Milk Race (15 entries):—E. Lipsett 1, W. C. Nahrung 2.

Novice Bend (18 entries):—P. Jeppson 1, D. Caulley 2.

Novelty Race (13 entries):—Miss Echehan and E. Lipsett 1, Miss Griffin and J. Dav. 2.

Bowling at Wicket (70 entries):—H. Shapland.

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

Tilting the ring for cars (11 entries):—N. Nahrung 1, N. Caulley 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/-, third 2/-, fourth 10/-, fifth 5/-.
- 2.—Maiden Hunt. First prize £1, second £1, third 10/-, fourth 5/-.
- 3.—Maiden Hunt. First prize £1, second £1, third 10/-, fourth 5/-.
- 4.—Maiden Hunt. First prize £1, second £1, third 10/-, fourth 5/-.
- 5.—Open Hunt. First prize £2, second £1, third 10/-, fourth 5/-.
- 6.—Open Figure Eight. First prize £2, second £1, third 10/-, fourth 5/-.
- 7.—Open Flag Race. First prize £3, second £1/10/-, third 15/-, fourth 10/-, fifth 5/-.
- 8.—Open Hunt. First prize £1, second £1, third 10/-, fourth 5/-.
- 9.—Best Fire (14.2 hands and over). First prize £1, second 10/-, third 5/-.
- 10.—Maiden Hunt (2' 9"). First prize £1, second 10/-, third 5/-.
- 11.—Open Hunt (3' 3"). First prize £2, second £1, third 10/-, fourth 5/-.
- 12.—120 yds. Handicap. First prize £1, second 10/-, third 5/-.
- 13.—Dawling at Wicket. First prize £1, second 10/-, third 5/-.
- 14.—Sawing Competition (All Hands). First prize £1, second 10/-, third 5/-.
- 15.—Golf. First prize £1, second 10/-, third 5/-.
- 16.—Ladies' Nail Ditching. First prize 5/-, second 2/-, third 10/-, fourth 5/-.
- 17.—Ladies' Throm Throwing. First prize 5/-, second 2/-, third 10/-, fourth 5/-.
- 18.—Throwing the Cricket Ball (Gents). First prize 10/-, second 5/-, third 10/-, fourth 5/-.
- 19.—Guessing the Weight of Fat Cow. First prize £1, second 10/-, third 5/-.

WOOD CHOPPING AND SAWING EVENTS

- Nexts Handicap Standing Wood. Open Underhand Woodchop. First prize £2, second £1, third 10/-, fourth 5/-.
- Nexts Handicap Standing Wood. Open Underhand Woodchop. First prize £2, second £1, third 10/-, fourth 5/-.
- Nexts Handicap Standing Wood. Open Underhand Woodchop. First prize £2, second £1, third 10/-, fourth 5/-.
- Nexts Handicap Standing Wood. Open Underhand Woodchop. First prize £2, second £1, third 10/-, fourth 5/-.
- Nexts Handicap Standing Wood. Open Underhand Woodchop. First prize £2, second £1, third 10/-, fourth 5/-.
- Nexts Handicap Standing Wood. Open Underhand Woodchop. First prize £2, second £1, third 10/-, fourth 5/-.
- Nexts Handicap Standing Wood. Open Underhand Woodchop. First prize £2, second £1, third 10/-, fourth 5/-.
- Nexts Handicap Standing Wood. Open Underhand Woodchop. First prize £2, second £1, third 10/-, fourth 5/-.
- Nexts Handicap Standing Wood. Open Underhand Woodchop. First prize £2, second £1, third 10/-, fourth 5/-.
- Nexts Handicap Standing Wood. Open Underhand Woodchop. First prize £2, second £1, third 10/-, fourth 5/-.

CULINARY SECTION

All Entries to become Property of Committee.

- First prize 2/6, second 1/-, Nomination Free.
- 1.—Best Holly Venison.
 - 2.—Best Sturgeon Holi.
 - 3.—Best Plain Spooner.
 - 4.—Best Honey Spence.
 - 5.—Best French Bismont Cake.
 - 6.—Best Rainbow Cake.
 - 7.—Best Fruit Cake.
 - 8.—Best Plum Pudding.
 - 9.—Best Date Irish 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 Shantung Bag.
 - 7.—Best Article in Felt Work.
 - 8.—Best Article made from Sheep 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 Tag Lucerne Chaff. First prize 10/-, second 5/-, third 2/6.
 - 2.—Best Caten Chaff. First prize 10/-, second 5/-, third 2/6.
 - 3.—Best Mixed Chaff. First prize 10/-, second 5/-, third 2/6.
 - 4.—Best 14 lb. English Potatoes. First prize 5/-, second 2/6, third 10/-, fourth 5/-.
 - 5.—Best 28 lb. Sweet Potatoes. First prize 5/-, second 2/6, third 10/-, fourth 5/-.
 - 6.—Best 37 lb. Sweet Turnips. First prize 2/6, second 10/-, third 5/-.
 - 7.—Best 37 lb. Sweet Turnips. First prize 2/6, second 10/-, third 5/-.
 - 8.—Best Three Cobs Maize. First prize 2/6, second 10/-, third 5/-.
 - 9.—Best 14 lb. Maize. First prize 2/6, second 10/-, third 5/-.
 - 10.—Best Table Pumpkin. First prize 10/-, second 5/-, third 2/6.
 - 11.—Best Commercial Cabbage. First prize 2/6, second 10/-, third 5/-.
 - 12.—Heaviest Cabbage. First prize 2/6, second 10/-, third 5/-.
 - 13.—Best Head of Lettuce. First prize 2/6, second 10/-, third 5/-.
 - 14.—Best Bunch of Broccoli. First prize 2/6, second 10/-, third 5/-.
 - 15.—Best Bunch of Carrots. First prize 2/6, second 10/-, third 5/-.
 - 16.—Best Bunch of Escallops. First prize 2/6, second 10/-, third 5/-.
 - 17.—Best 2 lb. of French Beans. First prize 2/6, second 10/-, third 5/-.
 - 18.—Best 2 lb. of Peas (in pods). First prize 2/6, second 10/-, third 5/-.
 - 19.—Best Six Tomatoes. First prize 2/6, second 10/-, third 5/-.
 - 20.—Best Three Sweetbif of Pines. First prize 2/6, second 10/-, third 5/-.
 - 21.—Best Three Ripley Queen Pines. First prize 2/6, second 10/-, third 5/-.
 - 22.—Best Three Papawa. First prize 2/6, second 10/-, third 5/-.
 - 23.—Best Three Cucumbers. First prize 2/6, second 10/-, third 5/-.
 - 24.—Best Bottle of Honey. First prize 2/6, second 10/-, third 5/-.
 - 25.—Heaviest Doren Hen Eggs. First prize 2/6, second 10/-, third 5/-.

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 pm.

No Side-shows 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.

(Gympie 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.

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



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 did 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 fine style, while M. Stevens won the novice chop. S. Kunst and Stevens wrestled the sawing from R. and P. Kraft.

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 keenly contested. Guessing the height of the pole, a fine stick of 67 feet, taxed most people's imagination as to height, but, strangely enough, correct height was guessed by two persons—Mrs. A. Wilson (sentr.) 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 Hartwickson 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. Cautley, divide; Tilting the Ring: C. A. Kunst 1, G. Cautley 2; Maiden Figure 8: Les. Lacey's Acrobat 1, J. Malvine's Lonesome 2; Maiden Bend: K. Harvey's Butterfly 1, W. Byrnes's Lucky 2; Maiden Flag: L. Lacey's Goldcrest 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 Goldcrest 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, sentr., 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, Gundlah).

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. Kraft 2.

FARM PRODUCE SECTION.

(Judge Mr. F. Sauer, Gympie).
One Farm Exhibit: R. Carswell 1, P. Day 2; Lu. cerne 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 Cabbages: J. E. Wilson; Heaviest Cabbage: R. Hambleton; Lettuce: Elwyn Kunst; Footroot: P. Krafft; Carrots: A. W. Nahrung; Eschalots: Mrs. Bantier; 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.

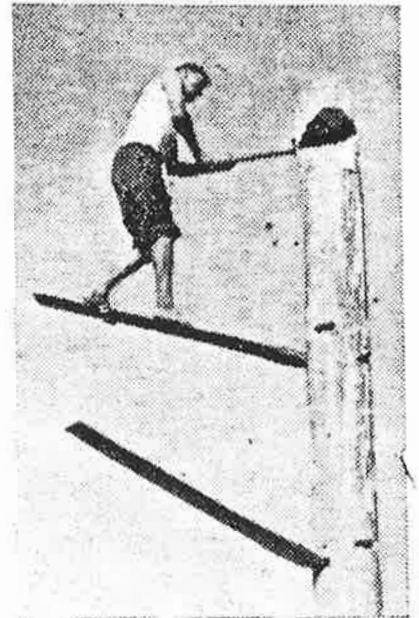
CULINARY SECTION

(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. Piddwell 1, Mrs. P. Kraft 2; Damper (men): Mr. F. A. Kraft 1, Mr. N. Kraft 2; Marmalade: Mrs. O. J. Kunst 1, Mrs. G. W. Nahrung 2; Jelly: Mrs. R. Hansen 1, Mrs. G. Lang; Judge—Puff Pastry: Mr. Bauffl; —udge—Puff Pastry: Mr. Bauffl; 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. P. 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 Cullley 1, Mrs. J. Wade 2; Spur 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.

Newsclipping - 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, Konnie 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 was evidence of the pleasure they had derived from the day's sports. Children were present from Miva, Munna Creek, Gundahy Gootchie, Sexton, Patterson, Theebine and Gonahy and keen competition in the various events was the result.

A silver cup, presented annually in memory of the late Mrs. K. Nahrung, was 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 emcee, ably assisted by Mrs. L. J. Jenkins and Miss B. Nahrung, and Messrs. P. Day and G. R. 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, Mr. Pike, of Woolsloga, 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 euchebe tourbillon, and at the drawing of the raffle Mr. G. 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.

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

Obstacle race to 11 years: W. Bolderow 1, W. Simmonds 2.

Human wheelbarrow race, 10 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: Alan 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. Gersch 2.

COOKERY

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

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

Sponge 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 18 years): Beryl Kunst 1.

SCHOOL WORK

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

Best copy book, 10 to 11 years: J. Kajewski 1, Pearl James 2.

Outline map of Australia, 6 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.

Pen, 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 cotton: 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, Bador, 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 Scotchy 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-chug-
 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

Private Les

by Les Kunst

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".

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 it 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 52; 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; L. Badior (18) 28 20 15 81; L. Kurth (35) 23 23 25 105; P. Day (31) 21 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.

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 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.

Newsclutting - 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.

Newsclutting - 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.



Miva Tennis Players, 1958 Ladies.

Standing L. to R.: Shirley Lipsett, Hilda Nahrung, Bess Langley, Hazel Dakin, Lil Dakin, Elna Lipsett, Beat Balderson, Moya Langley.
Front: Moya Armstrong, Olive Shallcross, May O'Brien

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

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.



Don Nahrung and Will Nahrung holding 1956 Trophies.



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 bail 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 Rosendale.

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

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.

Newsclipping - 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.

Newsclipping - 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.

Newsclipping - 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.

Newsclipping - 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.

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.

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 Lipssett, 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 Road Station and about 10 from Cooks River 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.

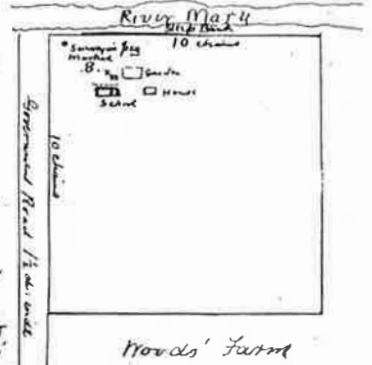
The school is 30' by 12', divided into two apartments at present, with a roundish roof on posts 6" from wall. It is of pine palings - walls and roof, with a slab floor. No sprouting.

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

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

Water is obtained from the river distant about fifty yards

James Platt
District Inspector



| | |
|-------|----|
| Area | 10 |
| Perch | 10 |
| Acres | 10 |

| | |
|-------|----|
| Area | 20 |
| Perch | 10 |
| Acres | 10 |

188 School requests partially destroyed.
Gootchie - Ins. Miva
11th July 1874

E. Spittelfield Esq.
Secretary -

I am actually in receipt of Books and requisites today and had them opened out and examined. When the following were found missing: -
1st. 1st Book; 1st 2nd Book; 1st Spelling Book; 1st 1st Grammar;

Those found destroyed: -
3 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, picked 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 applicate 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.

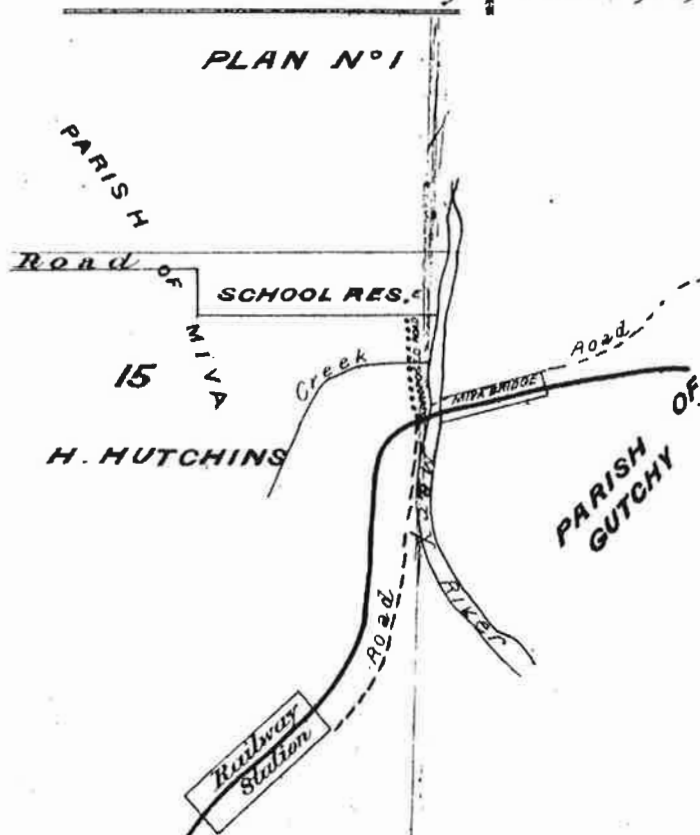
"I found out Mr Wood, a committee man on the Gootchie School side. He said they were ready to put the school in thorough repair if they could have a separate teacher. I directed him to communicate with the Department through the Secretary."

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 Killkivan 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 N°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 Bosei, Wal Jenkins, Norm Nahrung, Pearl Caulley,
 Ruby Jenkins, Percy Wilson, Henry Wright,
 Middle Row L. to R.: Norm Bosei, Bella Bosei, Jean Caulley, Adeline Lipsett,
 Myrtle Mohr, Hilda Bosei, Ivy Jenkins, Gladys Wright, Cecil Jenkins,
 Front Row L. to R.: Jane Bosei, 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 Argaeat | 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.

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 Bauple, and gave four numbers during the night. The Theebine choir, and the Miva songsters at different intervals entertained the holders. 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 disposed of, 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 23th, 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.

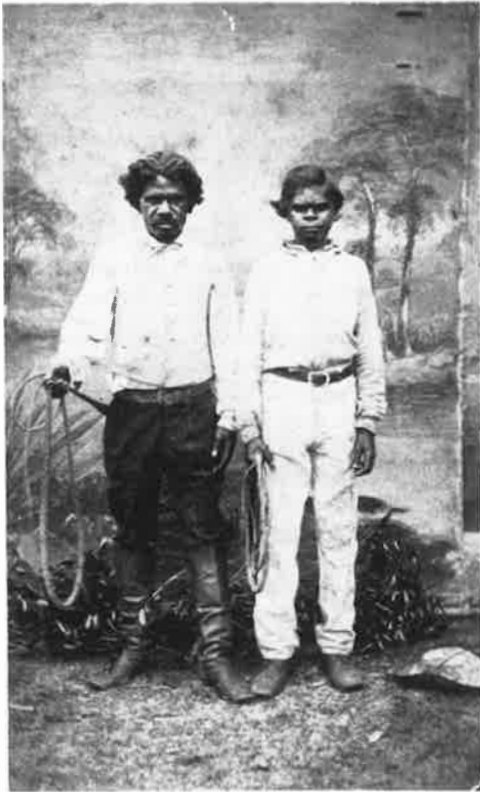
ABORIGINES

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.



Johnny Johnny, King of Miva, and Tootle.



Mabel and Cobbo, 1915.

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.

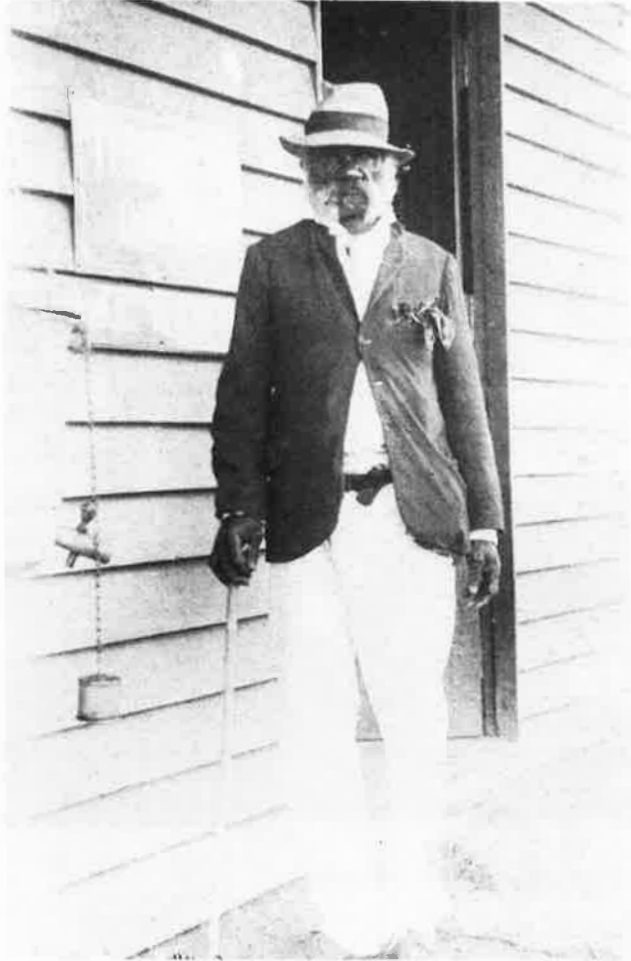
Yippy Durrawine.



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 Tewanin 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.

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.

Newscutting - 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.

9/3.



47 Vic., No. 12, sec. 11.

DESCRIPTION OF ISLANDER.

Name Langhau
 Age 29
 Native Island Apie
 Village Malting
 Height 5. 3/4
 Build stout
 Particular Marks none in
right ear hole
no left ear closed

THIS is to Certify that Langhau, 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
31st day of October,
 1884

[Signature]
 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.

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.

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,
Tax 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 Mr. 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 headstoen, 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.

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 lambed on the Dickabram flats prior to the bridge being constructed.

* * * * *

Miva is pronounced 'My-va',
not Me-va.

MIVA AND MUNNA CREEK

FERTILE LANDS AND GROWING HERDS

FLOURISHING, INDUSTRIOUS DISTRICT

VARIED PHASES OF RURAL ACTIVITY

SLEEK 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 zig-zagged 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 Gundiab 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 beautiful 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 brightest 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 other fruit comprised 122 cases, and there were 899 cases of tomatoes. Had circumstances been more auspicious the consignments would have been more materially enhanced.

Bananas find the soil and climate of the district to their liking and thrive wonderfully. Disease is practically unknown and the size of the fruit grown has an all-round tally of totally first grade. However, recently, some bananas measuring 11 inches, perfect specimens of the fruit, were sent away and the return proved a great disappointment to the growers, certainly the consumer pays for fruit of this quality, but the grower's return is often a 'horse of another colour'.

Mixed farming since the early days has been the 'long suit' of the district and splendid achievements have been recorded. The agricultural land is subject to flooding and is being continually renewed.

What hardship the floods cause to farmers is much more than counterbalanced by the benefit the land receives. Munna Creek brings down rich soil. This waterway has its source in the bluff at Biggenden and traverses a vast stretch of country before it empties itself into the Mary. Heavy falls at its head take about two days to come down. Local rain, no matter to what extent, has little if any effect on it. The old creek has watered the cattle herds of years, the dairy stock of nowadays, and borne timber down to be rafted to Maryborough and other sawmills on the Mary. Through the years it has watered the land and dressed it with silt.

LUXURIANT GRASSES

The beneficent influence is seen in the growth and thickness of the grass, paspalum grows luxuriantly. Rhodes flourishes and the natural grasses are green and luscious. Along the river bank grows a water couch and this provides perhaps the finest feed of all for stock. The cattle love it. They spurn the finest other fodder the land has to offer to browse on this couch.

Lucerne grows easily and well. The haysheds 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 in barns 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 when least expected. Nature can bestow largesse with lavish hand and also be more niggardly than the closest miser.

The farm produce of the district has 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 25,000 acres of splendid grazing country. Other large stations in the adjoining district are Marodian and Gigoomgan. These two stations adjoin one another, and from the boundary of Marodian across the station and through Gigoomgan 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 Vrah 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 Tiaro 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 railroad for the bulk of 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 raised. 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 Tiaro 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 Shaplauds, 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 "river" 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. Giesch 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 of fat and the undying 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.



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 couple graced the floor. The costumes of the ladies were really splendid, in particular, Miss A. Klatkie, 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, ah 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. Kuipe officiating, the contracting parties being Mr. Thomas Cully, of Gunaida, 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 *Roos*ing 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. Cully—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. Cully can only boast of one daughter, but if the tall amount of nashing 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 *Gosch* in his arms ere long. Another young lady had a nice little *Cully*-flower in her arms, who was very attentive to her. We all join in wishing Mr. and Mrs. Cully 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 Adu 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.

DICKABRAM

(from our own correspondent)

An inquiry was held on Tuesday last at the Railway Bridge Hotel, Dickabram, before W C Wilson Esq JP, touching the death of Thomas Lee, a labourer 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 someone falling on the bridge. Witness went on to the bridge but could not see anyone 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 the worse 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; knew the deceased to be the worst 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 45ft to 50 ft.

John Budd, 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 4 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 piles on the east end, and from the position in which the body 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, he may have mistaken the walkway and stepping off 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 working men from the railway attending. This is the first accident that has occurred on this bridge though scores of people use it. Probably the centre of the structure will now be protected.

December 3 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 labourers employed on the railway works were at the Mary river on Monday, when a boy about 10 years old, son of a German labourer named Orrt, 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 Gesch, 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 Orrt 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.

25 YEARS - 1986-2011

THE CENTENARY CELEBRATION -12 OCTOBER 1986

Planning for the celebration commenced in September 1985 at a public meeting held in the Miva QCWA Rooms.

The event was held on the eastern side of the bridge on railway land where the gatekeeper's house used to be with more displays in the paddock across the road and on both levels of the river bank. There were numerous stalls and exhibits including Maryborough Vintage Stationary Engine Club, vintage cars, Queensland Rail, and memorabilia from local private collections.

A big drawcard of the day was the railmotor provided by Queensland Rail which departed Gympie for Miva at 8am and returned from Miva at 2.50pm. The fare for passengers was \$4 adults and \$2 primary school children. While at Dickabram the rail motor was kept busy all day taking people, 700 in total, for short trips up to Sexton and back and out to Theebine and back. The railmotor was run by local men who were railway employees.

The day started with a cross-country race and novelty events such as nail driving and broom throwing. The official part commenced with a cavalcade across the bridge led by the Gympie and District Caledonian Pipe Band and comprised vintage railway pumpers, vintage cars and motorbikes and horse drawn vehicles. Following this, the cairn in the new council park was unveiled by Councillor Brian Dale the then Chairman of Tiaro Shire Council. Canoe and raft races, horse drawn ploughing demonstrations and tug-a-war competitions kept everyone entertained in the afternoon. Newspaper reports estimated 1500 people attended the celebration.

DICKABRAM BRIDGE CENTENARY

MIVA
VIA
GUNALDA



FOOD & DRINK STALLS
COMMEMORATIVE BOOKS
LICENSED BOOTH
SOUVENIRS

SUNDAY 12TH OCTOBER

9.00 a.m. FLEA MARKET - Charge per Stall \$5.00

9.00 a.m. NOVELTY EVENTS - Broom Throwing, Nail Driving, etc.

10.30 a.m. CROSS COUNTRY RACE - Male & Female in all Sections
PRIMARY SCHOOL - JUNIOR - OPEN - LOCAL - VETERAN
MINIMUM PRIZE MONEY - \$500
Nominations accepted before or on the day -
\$2 open; \$1 other; Primary School free.

11.30 a.m. **CAVALCADE WITH BAND**

CANOE RACES - Minimum Prize Money \$200

1.15 p.m. PLOUGHING DEMONSTRATION

2.00 p.m. RAFT RACE - PRIZE MONEY \$50 Nominations on the day

2.45 p.m. TUG - A - WAR - PRIZE MONEY \$50 Nominations on the day

COME DRESSED IN PERIOD COSTUME

BEST DRESSED LADY \$25 (open order) BEST DRESSED MAN \$25 (open order)
BEST DRESSED GIRL \$15 BEST DRESSED BOY \$15

ATTRACTIONS


VINTAGE CARS ANTIQUE MACHINERY SCOUTS
HORSE DRAWN VEHICLES HISTORICAL DISPLAY
WOOD CUTTING DISPLAY KARATE & JUDO RAILWAY

FURTHER INFORMATION

WILL NAHRUNG MIVA 846282
KATHY DAKIN THEEBINE 846229
C/N NAHRUNG MROD 215454

DICKABRAM CENTENARY

SPECIAL RAIL MOTOR



Departs GYMPIE Railway Station
8 a.m. Sunday 12th October 1986.

RETURN JOURNEY
Departs DICKABRAM
2.50p.m. Sunday 12th October '86...

\$4 Adults/High School Children
\$2 Primary School Children



Vintage cars prepare for cavalcade across the bridge



The Centenary Celebration Queensland Railways Digest Vol 3 No 11 December 1986

THE BRIDGE

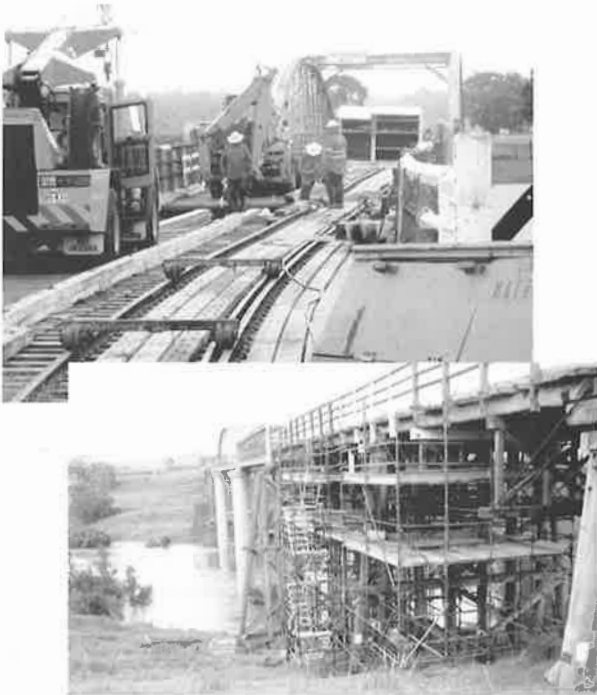
The Dickabram Bridge has been recognised for its significance to the cultural heritage of Queensland for almost twenty years. With the passing of the *Queensland Heritage Act, 1992*, it was included in the Register of Heritage Places in Queensland. This entry recognised its unique place in Queensland's transport history and its significance to the state of Queensland. As such Queensland Rail is responsible for maintaining a structure built for road and rail traffic which has changed completely since the mid 1880s.

To ensure the integrity of the structure and to lessen the impact of modern motor vehicles, a 15 tonne load limit and a speed limit were placed on vehicular traffic across the bridge in 2003.

In June 2003 Tiaro Shire Council placed load limits of between 10 and 35 tonnes on all but one of its 69 wooden bridges. The *Gympie Times* and *Maryborough Chronicle* reported on the effect these limits would have on the cane, timber and other rural industries, citing transport detours as costly. Meetings of shire residents affected by the load limits were held and it appears that these people and the newspaper reporters included the Dickabram Bridge in this group.

The Mayor of Tiaro Shire was then reported as stating that the Dickabram Bridge was Queensland Rail and Main Roads' responsibility, not council's.

In 2008 work was undertaken to replace and repair some decking and other timbers on the bridge using like for like material in keeping with heritage requirements. The Phoenix Hotel in Gympie was being renovated at the same time and lengths of the old decking were installed inside the hotel as feature pillars and some stood on end as part of the landscaped area outside.



Colin Kersnovske and John Sears were members of a bridge gang during 1963-1964. Joe Smith from Maryborough was in charge. At that time the gang replaced girders and a complete pier on the eastern end of the bridge. Most of the work was done using block and tackle, a hand winch with a 20 ton wire cable, adzes, axes, cross cut saws and wooden handled augers. The girders were dressed out on the bank, brought across temporary rails on the bridge then lowered down. Sand for the concrete footings was carted across the bridge and dropped through where decking had been removed.

Periodic examinations of the bridge including underwater inspections have been carried out to maintain the integrity of the structure. In 2009 and 2010 examinations of the bridge piles and the timber stage were done and comprehensive assessments prepared of work required on the bridge. Given the age of the steel and the predominant use of timber in the structure, it has required a specialist approach to its conservation.

Painting has been approved to commence at the end of 2011 or early in 2012.

Regular goods train services diminished on the branch, although special steam heritage operations ran at various times, including in 1998, and in 2003 for the Goomeri Pumpkin Festival.

The Australian Society of Section Car Operators (ASSCO) with section cars from the 1950s to 1960s travelled along the railway line and crossed the bridge as part of an excursion in 2003. The section cars, mostly from South Australia, were inspected, tested and registered by Queensland Rail before being allowed to run on the tracks.

The last goods train to travel the branch line ran on 13-14 October 2003 from Murgon to Kingaroy for peanut traffic. The train consisted of two 1720 class diesel electric locomotives (1725D & 1747D with 11 QGA wagons of peanuts - 451 tonnes).

The last train into Kingaroy was on 26-27 February 2005, when the Australian Railway Historical Society (Qld Division) ran a "Winelander train" - with locomotive 1721D and seven air conditioned carriages - the likes of which would not have been dreamt about by the bridge designers in the 1880s.

The last goods traffic into Murgon was on 4-5 October 2004 with locos 1764D and 1754D pulling 36 wagons of livestock (991 tonnes) from Winton.

In January 2008 The *Gympie Times* reported on public meetings held by concerned residents of Kilkivan and other districts along the line regarding the state government's decision to close the Kingaroy branch line. The newspapers further reported that \$19m in compensation was offered by the state government to be shared among the five shire councils affected by the closure and this was to be used for road maintenance. There were suggestions that the line could be used as a cycling, walking or horse-riding track!

The very last train to cross the bridge was on 28 May 2008 when two locomotives 1742D and 1754D recovered spare wagons that were stored on the branch line.



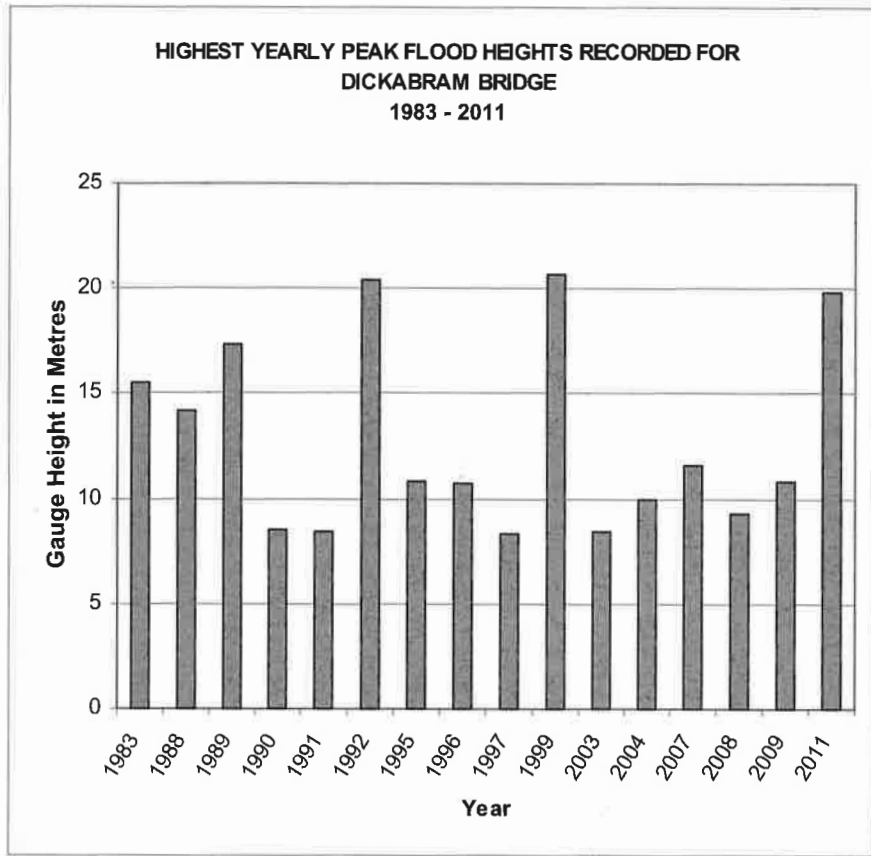
28 May 2008
The last train crossing the bridge
Photo by jokev

The Kingaroy line was formally closed in 2010.
VALE the KINGARROY
BRANCH RAILWAY LINE

FLOODS

PEAK FLOOD HEIGHTS RECORDED 1983-2011

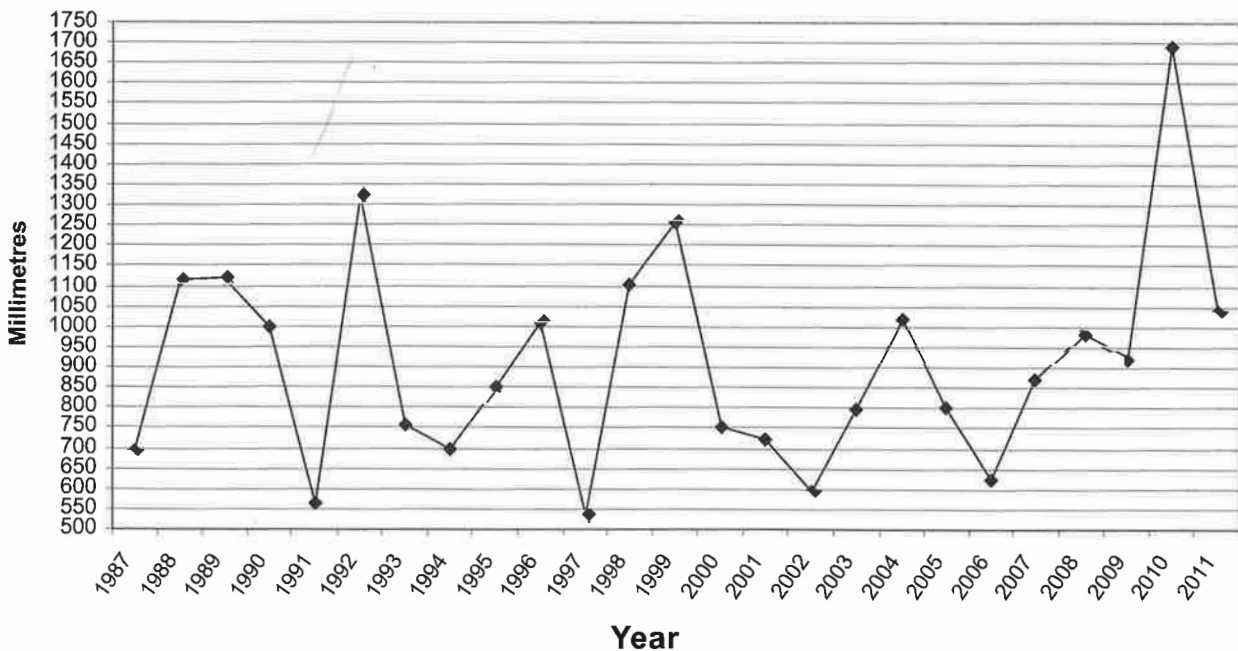
| DATE | TIME | GAUGE HEIGHT METRES |
|----------|------|---------------------|
| 03.05.83 | 2300 | 10.75 |
| 23.05.83 | 2100 | 6.86 |
| 24.06.83 | 0100 | 15.52 |
| 07.04.88 | 0900 | 8.67 |
| 13.04.88 | 0200 | 9.18 |
| 07.06.88 | 0300 | 11.17 |
| 07.07.88 | 0030 | 11.97 |
| 19.12.88 | 0800 | 14.17 |
| 04.04.89 | 0900 | 18.30 |
| 27.04.89 | 0900 | 17.35 |
| 27.02.90 | 1200 | 6.58 |
| 29.03.90 | 1200 | 8.56 |
| 22.04.90 | 0900 | 7.00 |
| 14.12.91 | 1600 | 8.41 |
| 23.02.92 | 0600 | 20.45 |
| 17.03.92 | 2100 | 15.49 |
| 16.02.95 | 1600 | 10.84 |
| 10.01.96 | 1200 | 10.69 |
| 07.03.97 | 2000 | 8.30 |
| 10.02.99 | 1800 | 20.65 |
| 03.03.99 | 1800 | 10.50 |
| 28.02.03 | 2100 | 8.45 |
| 07.03.04 | 0900 | 9.95 |
| 26.08.07 | 0600 | 11.60 |
| 14.02.08 | 1200 | 7.50 |
| 04.06.08 | 0900 | 9.30 |
| 05.04.09 | 1300 | 8.10 |
| 15.04.09 | 1800 | 10.85 |
| 09.01.11 | | 18.50 |
| 11.01.11 | | 19.80 |



The January 2011 flood was significant. Following ten years of average and lower than average rainfall with the exception of 2004 and less than average rainfall during the winter months of 2010, 474mm were recorded in December 2010. This meant the ground, particularly the river banks was already saturated when 734mm fell in early January 2011. The river rose to 18.5metres on 9 January reaching a peak of 19.8metres on 11 January. Record falls in the Wide Bay Creek catchment contributed to its rapid rise: A further 99mm fell in February and 89mm in March.

Since the river has returned to more normal levels locals have noted a marked change all along the river bank with huge gouges taken out, even large dead trees that have lain partially embedded in the bank for over fifty years now washed away with the surrounding soil.

YEARLY RAINFALL for MIVA - from 1987 - June 2011



DICKABRAM PARK

When the Tiaro Shire Council considered establishing a park near the bridge early in 1986 they initially looked at the vacant railway land on the eastern side of the bridge where the gatehouse once stood, but felt this was unsuitable.

Council then contacted the property owners on the western side, requesting their views on the possible acquisition of part of their land close to the bridge. The establishment of the park was part of council's application for bicentennial grants. The land owners stipulated that council meet all survey and legal costs and fencing. They offered to donate the land with the proviso that council erect a cairn with the names of the district's pioneers inscribed on it. Final surveys revealed it was in fact crown land.

The stone cairn with three engraved plaques was erected at the park in time for the centenary celebration day on 12 October and was duly unveiled by the then Tiaro Shire Chairman Cr Brian Dale.



The park on Centenary Day prior to unveiling of cairn

Trees were planted and nurtured by local residents with council later installing picnic tables, barbeque and a toilet block.

Council amalgamation in 2008 meant the park came under the jurisdiction of the Gympie Regional Council and continues to be well maintained.

In 2010 Gympie Regional Council installed the Interpretive Signs describing the construction of the bridge together with major flood information, a brief local history and descriptions of some of the flora and fauna. The signs were officially unveiled on 4 June 2010 by past local resident Colin Nahrung, Gympie Regional Councilors Rae Gâté and Donna Nielson and Mr Chris Cummings representing Minister Swarten, the Minister for Public Works. It was at this gathering that discussions began about the possibility of a 125th celebration.

The park continues to be a very popular spot for campers and day trippers and it is not unusual to see four or five vans or motorhomes enjoying the tranquil surrounds.



Unveiling Interpretive Signs - from left Colin Nahrung, Cr Donna Neilson, Cr Rae Gâté and Mr Chris Cummings

FLORA AND FAUNA

The vegetation on the banks of the Mary River provides protection, food and nesting places for many birds, insects, mammals, amphibians and reptiles. Once, the Mary River was known for its red cedar, kauri and hoop pine and other scrub species. Today, only small remnants of scrub are scattered along its banks. In spring and summer, splashes of red bottlebrush flowers (*Melaleuca viminalis*) or the smaller white bottlebrush flowers (*Melaleuca linariifolia*) can be seen along the water's edge. The river she-oak (*Casuarina cunninghamiana*) has separate male and female trees. Another tree commonly occurring is the weeping lillipilli (*Waterhousea floribunda*) with its drooping branches of dark green leaves. A mixture of native and exotic grasses assists in stabilising the river bank and providing food for the seed eaters.

With so many of Australia's mammal species being nocturnal, we are generally not aware of their presence - for example the gliders, possums, rufous bettongs, dunnarts and bandicoots to name a few.

On the river bank you may catch glimpses of the Forest Kingfisher and Azure Kingfisher with its royal blue wings, the Rainbow Bee-eater, the Red-backed Fairy Wren (male) and the pale brown members of his family group or the chattering Grey Fantail whose arrival heralds the onset of autumn.

Occasionally all curled up on the outer branches of a weeping lillipilli is a carpet python sunning itself. Usually the arrival of people at the river bank is announced by the Eastern Water Dragon dropping from some height creating a loud splash whereas the migratory Channel-billed Cuckoo announces the arrival of summer with its harsh, unmusical *ork*. The water rat with its white tipped tail is not often seen but its feeding 'tables' of scattered, broken mussel shells are easily noticed. On the water look for the Black Swans, Australian Wood Ducks, Little Pied Cormorants or Darters diving for a meal. Below the water the Platypus, many species of fish and six species of freshwater turtles can be found. Some fish species such as the sea mullet live in freshwater but must return to the sea to spawn. Once frequently seen in most Queensland coastal rivers, it can now only be found in a few rivers including the Mary due to the damming of many waterways.

As a result of human impacts, the survival of three unique aquatic creatures of the Mary River is threatened, the Mary River Cod, the Mary River Turtle and the Queensland Lungfish often locally known as *Ceratodus*. The natural distribution of the cod and turtle is restricted to the Mary, whereas the lungfish also belongs to the Burnett River. Decades ago these species were plentiful.



Mary River Turtle

Farmers and fishermen tell stories of catching cod weighing up to 23kg. One metre lungfish are not uncommon in the Mary River. Adult male Mary River Turtles can be found up to 42cm across with tails as thick as a man's wrist. It is amazing that a creature of that size could go undetected to science until 1994 when it was scientifically classified. The holotype (the individual used to describe the species) was collected from the Miva reach of the river and is in the collection of the Queensland Museum.

Despite the destruction of so much habitat by the human species, we are indeed fortunate that many Australian flora and fauna species are so resilient and survive to share the environment with humankind. - Info provided by Marilyn Connell



Mary River Turtle hatchling - photo Marilyn Connell



1920's photo of Alex Nahrung holding a Mary River Cod



A bird's eye view



Flood waters enter the park in 1999

BUSINESS ENTERPRISES AND ORGANISATIONS

MIVA BRANCH OF THE QCWA

In 1986 the branch had a membership of 14 financial and three associate members with an average meeting attendance of seven. Some stumps were replaced and a septic system and water tank were installed. The rooms were used by organisations for meetings, by pottery groups, for parties and as a polling booth at election time.

The branch celebrated its 60th Anniversary in 1988 with a garden party and in 1993 Hilda Nahrung's 63 years of membership was acknowledged.

Sunday afternoon card games commenced in 1989 and attended mostly by Senior citizens, are still enjoyed today.

Fund raising included cent auctions, a Melbourne Cup Lunch each year and occasional catering for sales and functions in the area. A request to cater once a month for the Western Performance Days at Gunalda Sports Grounds was accepted in 1997. This along with regular raffles slightly improved their financial situation though membership had declined somewhat.

As the majority of members lived in the Gunalda area in 1999, the branch investigated the possibility of moving there. They envisaged a name change to Gunalda and District if suitable land could be allocated to them.

A public meeting held on Sunday 13 February 2000 voted against this planned relocation.

This rekindled interest and 11 new members signed up at the April 2000 meeting, with membership swelling to 21 by October 2000 and 27 by mid 2001.

Applications for funding grants for repairs and maintenance were successfully submitted to the Gambling Community Benefit Fund, Volunteer Small Equipment Grants and Gympie Regional Council Grants - totalling in excess of \$50,000 from 2000 to 2011. A Donor Board was erected to acknowledge all sources of financial assistance including those who contributed to the Public Restoration Fund established in April 2001.

Increased revenue raising efforts including catering in conjunction with other branches, catering for weddings, parties, wakes and clearing sales, cent auctions and raffles boosted the funds available for the restoration work.

Cabarets held at the Theebine Hall with the International Country of Study as a theme included, France 2003, Scotland 2004, Australia 2005 and Fiji 2006. As well as being financially successful, they were highly entertaining, particularly the Miva Can Can 'girls' who were afterwards in demand to perform at a number of functions.

Another ongoing income earner is the IGA Community Chest set up in July 2003 with the first payment received in July 2004.

By 2004 the branch was in a sound financial position and able to make donations to other organisations and needy causes. The Biggest Morning Tea begun in 2001 to raise money for cancer gets bigger each year.

The renovation work commenced in 2001 with re-stumping, window repairs and a new ramp entry. The roof was renewed and the building painted.

The major part of the restoration took place in the latter half of 2004 and early 2005. The interior walls were removed, a wheelchair access toilet installed upstairs, kitchen remodelled and timber floors Estapoled. With the work completed the interior was painted and new blinds, furniture and equipment were purchased. An official opening day was held in April 2005 to mark the completion of the renovations.

To protect the windows and ramp, an awning was erected and that part of the exterior repainted early in 2011. The building is a credit to the hard work of the members and their efforts in successfully applying for grant funding.

Currently the hall is used for yoga classes, card afternoons and various meetings. Dorene McGrath, whose membership spans 52 years, is the longest serving current member having held positions of president, vice president and secretary several times over the period and international officer for one year.



The present CWA Hall as it looked in the early 1950s



The CWA Hall in 2011

ANZAC DAY

The Anzac Day Service continues to be a major event in the Miva QCWA calendar each year. This year's service was the 78th held in the hall with in excess of one hundred people in attendance. The six trees planted in April 1954 in memory of local servicemen who did not return still stand in the grounds.

1996 was the first year Alan Prestwood a then resident of Glen Echo was invited to be bugler at the Anzac Service and though he no longer lives in the area he still returns each year to play the bugle.

Over the years since 2003, Mr Ernie Blackwell, a returned serviceman has donated a number of handcrafted timber plaques, clocks and a platter. These items are displayed around the walls of the hall. In particular in 2004 he handcrafted an additional Honour Board to include servicemen and women whose names are recorded on the Theebine Memorial Hall Honour Board.



Honour rolls with additional names

MEECY'S ROSES

Marisa and her husband bought Miva's original station master's house and post office when they moved to Miva in 1986. They were impressed with its historical significance. The one acre was initially a home for their horses but when they sold or gave these away, they looked for a different way of using the land. The idea of growing roses came from Marisa giving her husband Darrel a home garden rose bush as a present which led to their deciding to try growing them commercially. Marisa's brother was a florist in Coffs Harbour at the time so with this market for the flowers they planted their first rose bushes in 2002. Her brother had retired before their first flowers were cut but a strong local market was readily established.

Marisa's husband Darrel had a good grounding in horticulture having completed studies in animal husbandry, agriculture and horticulture at an agricultural college in New South Wales. He also worked for a time on a local banana farm in this district.

The varieties grown are Hybrid Teas Treloar roses imported from Kordes Roses in Germany and are protected by breeders' rights so they cannot be propagated. These are garden cut varieties with blooms that open after they've been cut unlike the commercial cut roses which remain as buds.

The area under roses has gradually expanded with 700 plants in 2007 to around 900 today. Steel frames have been erected to support the shade cloth necessary for the hot summer months. Only organic sprays, oils and fertilisers are used on the plants which are grown on raised beds. The two-spot mite with only a three day breeding cycle has been the most challenging pest to control. Though not pictured below the hedges that now surround Meecy's Roses were grown by Darrel as a windbreak.

Marisa's customer base has grown mostly by word of mouth and she supplies locally to individuals from Gympie to Maryborough particularly for weddings and special functions. On the rare occasions when she has a surplus of blooms these are sold to passers by and at local markets. Meecy's Roses is the only business still in existence at Miva, other than rural industries.



Side view of the house before hedges were planted

MIVA MUSEUM

The formation of Nahrung's Miva Museum can be directly attributed to the Dickabram Bridge Centenary celebration in 1986.

Don Nahrung took charge of the historical displays for the day organising exhibits from local families as well as a substantial number of items from his families' properties. Following the event he built a slab shed to accommodate all of his items in one place. The shed 36ft x 30ft with 8ft verandahs was constructed using slabs acquired from 12 sources in the district.

All the posts and timber used in the construction and the shingles for a small section, 15ft x 6ft, came from the property. Vince Miller, an experienced bush carpenter split the shingles and worked on the building of the shed.

In 1988 Don successfully tendered for the Miva Railway Station and this was shifted across the river to his property via the Miva Crossing Bridge as it was too large for the Dickabram Bridge. Also in that year the Miva Store closed and its original parts were donated to the museum. These were dismantled into sections, transported over the Dickabram Bridge and re-erected. A few tractors and other larger machinery were acquired so another shed 56ft x 30ft was built to house these.

The museum was opened in December 1989. Since then the collection has substantially expanded and now boasts 45 cream separators, 9 milking plants, 20 tractors, 20 stationary engines, 2 steam engines, 6 motor vehicles as well as a display of horse drawn implements, hand tools, railway and household items.



Miva Store and Miva Railway Station situated at Miva Museum

MIVA STORE

After 88 years of trading by the Nahrung family, the store closed on 30 June 1988. Will and June's Tiaro Rural Supplies business was steadily growing while the grocery trade at Miva had diminished significantly. The closure of the store made front page news in the Gympie Times of Tuesday 19 July 1988.



Miva Store before it closed

While the building was being demolished an old façade was revealed when the current one was removed. Part of the original shop is now preserved at the Miva Museum.

Will and June retired in February 2000 after selling Tiaro Rural Supplies.



Demolition of the store revealed an old façade

THE GARDEN OF WEEDEN

Though Alan Frampton had owned the property on the Munna Creek Road for a number of years it wasn't until the year 2000 that he and Marge moved onto it after working and living in various locations in the district.

In September 2006 their business targeting tourists looking for a rustic bush camping experience was up and running with Marge kept busy cooking meals, bread, scones and damper on the wood stoves.

An advertising flier urged visitors to:

"Take a step back in time;
taste the food that built our nation;
good tucker cooked slowly on a wood stove;
be part of the pioneering experience;
try original Aussie diet;
have bread made by hand; fresh damper and scones."

They provided horse rides, 4WD and bike tracks and frequently accommodated horse riders travelling the nearby Bicentennial National Trail. There were Country Music Concerts every three months with entertainment provided by the Wide Bay Country Music Club. The Ulysses Motorbike Club visited from time to time and the Garden of Weeden was a stopover for many Poker Runs.

The most profitable time for this enterprise was when Matilda Farms took over an adjacent property. Marge provided accommodation and meals for the farm's workforce. Unfortunately this only lasted until late 2008 and the Garden of Weeden again relied on the passing tourist trade and occasional local functions.

Marge was a regular at the markets in surrounding towns selling her home cooked lamingtons and scones. She also undertook many offsite catering jobs around the district and in Maryborough. The meals were usually cooked on the property, packed ready to serve and transported hot to the venue. Marge and Alan closed the business in September 2010 and moved away from the district.



Photo by jokev

MATILDA FARMS

Locals looked on with great interest early in 2007 as a 240 acre block on the Munna Creek Road previously a dairy farm then cattle property was cleared of all internal fences and trees and laser levelled. The new owners, Matilda Farms, already had small crop farms at Armidale and Pittsworth when they purchased this property. They built a 100 megalitre dam, installed extensive trickle irrigation, a large cold room and chilling area.

The company planted 100 acres with lettuce and 50 acres with broccoli and produced thirty tonne per hectare of lettuce and eight tonne per hectare of broccoli in the first season. 15 pickers were employed at that time comprising locals and some backpackers. The company supplied broccoli to Coles Supermarkets and lettuce to McDonalds and Hungry Jacks. Their plan was to have a year round supply with harvesting here in the spring, at Armidale in the summer and Pittsworth in the winter months.

Average August rainfall for the previous ten years for the area was around 30mm however in August 2007 Miva recorded 163.4mm for the month severely affecting the plants in the ground and delaying the ongoing planting program.

The enterprise closed down in November 2008 and the property stood idle for nearly two years but is now a dairy farm.



Broccoli being harvested at Matilda Farms

BUNGEE JUMPING

In 1991 a syndicate of four Gympie men, Gordon Suthers, Brian Learoyd, Brett Dunmore and Greg Waters started a bungee jumping group named 'Bungee Away' for jumps off the Dickabram Bridge.

Bungee cord was unavailable in Australia so they imported a minimum order of 1500 metres of latex rubber strips from Malaysia and made their own cord, 15 feet long, which stretched to 60 feet.

They experimented with drums of water to get everything perfect before jumping themselves. Naturally no one would insure them so there was no charge but participants were required to sign an indemnity waiver. They operated for a year and recorded nearly 500 jumps without incident.

After launching from the high span over the river (72 ft) the person was eventually lowered into a boat and was rowed to the bank.



ATHERTON'S PROPERTY 150YRS OLD IN 2011

The property celebrates 150 years of ownership by Atherton family members this year.

Evidence has come to hand that Miva is mentioned in newspapers from 1851 as part of various runs.

This dense forest country was isolated and inhabited by members of the Kabi Kabi Aboriginal group when John Townsend Atherton took ownership in 1861, clearing land for grazing, constructing buildings and roads. It served as a staging point for Cobb and Co coaches and incorporated a butcher shop, blacksmith shop, servants' quarters, general store and a large homestead. Some of the buildings including part of the original homestead are still standing today.

The homestead built in 1923 replaced the slab dwelling and detached kitchen.



The Atherton family established a tourist camping/farmstay enterprise from 1978 until 1991 with up to 2000 people camping over the Easter breaks.

The property is now split in two with John Atherton and his family owning Miva Station and his sister Elizabeth Allomes, and her husband David owning Miva Homestead.

MUNNA CREEK HALL & RECREATION ASSOCIATION INC

The Munna Creek Hall built during 1906 was described in a newspaper item of August of that year as 'a fine roomy place, 50 feet x 25 feet, with two small rooms inside'. The hall was built by the local cricketers and other interested locals to hold functions and dances. Some of the pioneering families in the area at the time included Kunst, Blowers, Orphant, Anderson, Carlson, Thompson, Blackwell, James, Birt, Krafft and Hoffman.

It was privately opened by the shareholders on 18 August 1906 and a 'plain and fancy dress ball' was held as a public opening on 31 August 1906.

The hall boasts a large cricket oval and in the past, two tennis courts. These facilities were regularly used by the students of the Munna Creek State School and were considered the best sports grounds in the district. After the closure of the school in 1986 and the demise of the Munna Youth Fellowship in the late 1980s the hall was no longer used.

Munna Creek Hall prior to 2009



The Munna Creek Hall & Recreation Association Inc was formed on 23 August 2009 and has successfully accessed financial assistance to renovate the hall and restore the surrounds to their former glory.

With funding from the Fraser Coast Regional Council and the Queensland Government, renovations are well under way. Re-roofing, repairs to external doors, windows and stairs, rewiring and painting have now been completed. Further funding has been allocated to install inside toilets and a disability ramp.

Committee members and volunteers have provided the bulk of manual labour for the project. Through their efforts a water tank and pressure pump, timber, new kitchen cabinets, crockery and cutlery have been procured.

Funds have also been boosted by proceeds from a country music night at the hall, sausage sizzles and catering at other sites.

Their first major event will be the Munna Creek Country Music Festival to be held over four days from 20 to 24 October 2011. It is hoped that this will become an annual event.

MUNNA CREEK CHURCH OF ENGLAND

In 1910 land at Munna Creek appears to have been purchased by the Reverend William Wilson of Tiaro on behalf of the Church of England.

According to diaries kept by Ivy Ward (nee Freshney), following a number of years of disuse, George Freshney Jnr and others inspected the church at Munna Creek in September 1946. George then attended a Church of England meeting at Gunalda where he was given the contract to pull down the building at Munna Creek and rebuild it at Gunalda. Locals assisted in this operation which was completed by February 1947. It was named the Anglican Christ Church, Gunalda and is still operating today.

An open air service is held by the congregation of the Gunalda church once a year at the grounds at Munna Creek. Between 30 and 40 people attended the service this year.



ANNUAL MONSTER SPORTS

TO BE HELD AT

MUNNA CREEK, Saturday, JUNE 24, '44

IN AID OF "PRISONER OF WAR" FUNDS

FIRST EVENT TO START AT 10 A.M.

SIX ENTRIES OR NO EVENT

All competitors compete at their own risk

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

All entries in the Culinary Section to be in Hall by 12 noon

Nominations for Events 10, 11 and 14 close Friday, June 18. All other events Post Entries

ADMISSION TO GROUNDS—1/-

LUNCHEON PROVIDED: ADULTS 1/6; SCHOOL CHILDREN 1/-

**OWING TO SHORTAGE OF CUPS, EVERYONE IS ASKED
TO BRING THEIR OWN**

SOFT DRINK, LOLLY AND ICE CREAM STALL ON GROUND

NEWSPAPERS, BOOKS, TOYS, etc. FOR SALE AT SPECIAL PRICES

GRAND BALL AT NIGHT

TICKETS: ADULTS 2/-

MRS. F. KUNST'S POPULAR ORCHESTRA

G. B. NAHRUNG } Joint Hon. Secretaries
H. BOONE }



Opening of Reibel's Bridge at Scotchy Pocket 18 October 1941. Bridge no longer in existence.



Construction in 1936 of the present bridge at Miva Crossing, Munna Creek - bridge built at this site in 1877 washed away in 1880, bridge built in 1881 washed away in October 1882.

C17 308 crosses the Dickabram Bridge in 1968 with a goods train. Eric Marggraf was a well travelled documenter of the ending of the steam era of the Queensland Railways, in the 1960s. His VW Beetle, which travelled large parts of Queensland in pursuit of steam trains, shares centre stage on the bridge.
Image: Queensland Rail Historical Collection/Eric Marggraf Collection



QUEENSLAND RAILWAYS - TENDER FOR WORKS
MARYBOROUGH RAILWAY - KILKIVAN BRANCH
 by McDermott Owen & Co, Geelong Victoria, signed on 8 August 1884

Specifications: ... All timber used in the works must, so far as practicable, be felled in the months of May, June, July, August and September and shall be of the best description of the several kinds hereafter specified - straight, sound and free from large or loose knots, shakes, pipes or other imperfections.

Piles are to be of ironbark ...

All round timber in superstructure of bridges, flood-openings, and culverts is to be of ironbark, spotted gum, or blackbutt of the sizes marked on the drawings ... Spotted gum wherever used must be sapped ...

Transverse planking and decking of Mary River Bridge of ironbark or spotted gum and foot planking of ironbark ...

All timber in handrailing of Mary River Bridge, or elsewhere if required shall be of wrought ironbark, carefully and accurately fitted together and bored for wire, which must be strained tight by straining brackets ...

Trussed or strutted girders are to be formed entirely of ironbark of the best description, free from all defects, thoroughly seasoned, and the several parts well and truly cut to the exact dimensions marked on the drawings and carefully and accurately fitted together ...

All timber intended to be covered up by embankment is to receive two tarring coats of best Stockholm tar, well boiled, and put on hot: no tarring must, on any pretext whatever, be commenced until the timber-work has been inspected and passed by the Superintending Officer ...

All other timber, if required, is to be painted with two coats of red oxide or other approved paint and oil, except the handrailing of the Mary River Bridge which is to be painted with three coats of oil paint of approved tint.

The cast-iron cylinders for the Mary River Bridge shall be erected in the exact positions, and to the depths shown on the drawings, or to such extra depth as may be required by the Chief Engineer. The segments forming the cylinders shall be carefully and accurately fitted and bolted together, and the joints made perfectly watertight by iron cement or other approved means. The cylinders shall be sunk by excavating the material from the inside, and by weighting them by such methods as shall be approved by the Chief Engineer. If rock is reached it shall be excavated to such depth as may be directed and then carefully levelled so that the cylinder may take a uniform bearing thereon.

Whenever required by the Chief Engineer, the cylinders shall be loaded with a dead weight of 50 tons, uniformly distributed over the top and left thereon for such time as may be directed.

When the required depth is reached, the cylinders shall be pumped dry and filled with cement concrete prepared as specified in Clause No 100, lowered into the cylinders by buckets or boxes and deposited in 12 inch layers well rammed. Great care must be taken to ensure the cylinders being thoroughly filled in all round the edges and underneath the ribs and flanges with the concrete, which shall be carefully levelled to receive the bedstones.

The concrete in the cylinders of the Mary River Bridge shall be composed of one part of the best Portland cement, two parts of clean sharp sand, and four parts of coarse gravel or stone broken to pass through a two inch ring.

BRIDGE OVER MARY RIVER - AT 8 MILES 88 CHAINS

One 120 feet opening steel girder/s; Two 80 feet opening steel girder/s; Seven 36 feet openings; Two 26 feet opening; Four 20 feet openings.

| | | |
|--|---------------|--------------------|
| Ironbark piles, 17 inches diameter at head, and 12 inches diameter at toe, not exceeding 40 feet in length, driven, planted, or silled | 480 l.ft | £121/10/- |
| Ironbark piles, 17 inches diameter at head, and 12 inches diameter at toe, exceeding 40 feet in length, driven, planted, or silled | 4,936 l.ft | £1,357/8/- |
| Ironbark piles, 15 inches diameter at head, and 10 inches diameter at toe, not exceeding 30 feet in length, driven, planted, or silled | 838 l.ft | £209/10/- |
| Excavation in circular holes for planting piles, rock | 14 c.yds | £70/-/- |
| Excavation in silling piles | 34 c.yds | £17/-/- |
| Charring and tarring piles | 140 | £14/-/- |
| Round timber in girders and corbels, 17 inches diameter | 3,488 l.ft | £959/4/- |
| Round timber 18 inches diameter for sills | 37 l.ft | £9/5/- |
| Sawn or squared timber | 11,566 c.ft | £2,891/10/- |
| Wrought timber | 471 c.ft | £164/17/- |
| Wrought ironwork, including one coat of red lead paint | 32,480 lbs | £804/10/- |
| Cast ironwork in shoes, sockets, &c, including one coat red lead paint | 10,276 lbs | £214/1/8 |
| Painting two coats red oxide or other paint | 10,731 sq.yds | £673/16/3 |
| Painting three coats red oxide or other paint | 506 sq.yds | £37/19/- |
| Tarring two coats Stockholm tar | 119 sq.yds | £5/19/- |
| Excavation in sinking cast iron cylinders to the depth shown on drawing-'rock' | 77 c.yds | £154/-/- |
| Ditto ditto . 'soft' | 77 c.yds | £57/15/- |
| Excavation in sinking cast iron cylinders to any addition depth-'rock' | 5 c.yds | £37/10/- |
| Ditto ditto . 'soft' | 5 c.yds | £15/-/- |
| Carriage, sinking, and erection of cast iron cylinders, including three coats of paint | 191 tons | £2,292/-/- |
| Carriage and erection of wrought iron bracing to cylinders, including three coats of paint | 105 tons | £116/-/- |
| Carriage and erection of iron or steel girders in superstructure, including three coats of paint | 176 tons | £1,408/-/- |
| Staging for iron or steel girders, and removal | Lump sum | £600/-/- |
| Cement concrete, for cylinders in place | 438 c.yds | £1752/-/- |
| Cement concrete, for planting and silling piles | 12 c.yds | £42/-/- |
| Bearing stone on top of cylinders, 12 inches deep | 101 c.ft | £52/-/- |
| Fixing fencing wire and straining brackets | 800 l.yds | £6/13/4 |
| Total | | £14,083/8/3 |

KILKIVAN RAILWAY BRIDGE

May 8 1886

The most important piece of work on the Kilkivan railway extension, the massive bridge across the Mary river at Miva, is now completed, and the official recognition of that fact was accorded on Saturday, when the crucial tests ordered by the Government were formally applied. The Kilkivan railway, though at the present moment it is regarded as a mere branch line boasting of no apparent prospect of being immediately remunerative, is really an extension of our railway system which will very soon assert itself as a very important section of the trunk railway of the district, exceptionally rich in mining resources, which it penetrates. Capable judges have declared that if the Kilkivan railway was extended to Nanango, a very considerable wool traffic which now goes by rail from the northern downs to Brisbane, would come to Maryborough, and the exchange traffic in store, etc., would also be diverted to this port. We hope to see this prophecy fulfilled yet.

The authorised extension, from the Gympie line to Kilkivan, is 26 miles in length. The principal obstacle to be overcome was the Mary river, and the contract let to Messrs McDermott and Owen included a substantial bridge across that stream. This bridge is now finished and on Saturday the officers representing the Government applied the tests which accompany the completion of that portion of the contract.

The Miva bridge, by which name this important piece of mechanical engineering will probably be known in the future, is one of the most important specimens of bridge engineering which this colony can boast of. The structure is 700 feet long, inclusive of iron and wood work. To obviate danger from floods, the bridge was designed on a high level, 80 feet above normal water mark, the floor being thus above the reach of the highest known flood. Of the 700 feet, 287 is wholly of iron work, sustained by two pairs of massive piers, lined with solid concrete, and topped with three pairs of girders, in length respectively, 80 feet, 120 feet and

80 feet. The whole of the iron castings used in this structure were, we say with shame, imported by the present Government from an English firm who got the work done in Belgium, against which country our own iron foundries were unable to compete. We recently recorded details of the clever launching of the girders of the 120 feet span, without the aid of a temporary high-level wooden-bridge, the feat being most creditable to the engineering skill of the contractors and perhaps without parallel in the history of Australian bridge building. In a very short space of time, Messrs. McDermott and Owen finished off the work, and invited the Government tests. These were administered under the supervision of Mr H S Shuttleworth, bridge engineer in the employ of the Government, and there were also present Mr Andrew Paterson, District Engineer in charge of the extension (and brother to the present Postmaster-General), Mr R Sexton, Traffic Manager, Mr Ruddle, Locomotive Superintendent, and other officials.

The first test was the passage of three locomotives and tenders, aggregating in weight 130 tons, across the structure, pulling up stationary over the middle of each span. Though the weight was much greater than is usually applied in testing railway bridges, the result was most satisfactory, the deflection, even in the longest span, barely exceeding a half of an inch. The three locomotives then retreated and applied a running test, which is the severest. Driving together over the bridge at full speed, 30 to 35 miles an hour, the heavy train passed over the structure, but the greatest deflection was not more than three-quarters of an inch, which was not only highly satisfactory in itself, but was further improved by the fact that of lateral oscillation there was next to nothing.

The tests may be regarded as particularly satisfactory, for this reason. The bridge is designed for rail and general traffic on the one roadway, which is 20 feet wide between the guard irons, but the rails are laid on one side of the bridge so that the weight of a train falls almost exclusively on the one set of girders. This might be expected to produce much lateral oscillation and vertical deflection but the results proved the perfect substantiality of the bridge in both respects.

The Miva bridge being, as stated above, available for general traffic, ought to prove a boon to settlers on the western side of the river. The railway is not partitioned off from the roadway. Both are in one, but the rails are in grooves as at the Maryborough wharves so as not to interfere with the ordinary wheeled traffic.

The structure has a most attractive appearance. It has a light, elegant style about it which reminds one of the aerial bridges over the old country firths, but it is evidently solidly built and capable of sustaining the heaviest weight that will ever be upon it. The wooden portion, on either end, is a picture of honest workmanship, the massive buttresses of timber and tapering superstructure of hardwood logs being a marvel of symmetry and tradesmanlike finish, which redounds highly to the credit of the contractors.

The official tests being over, the three locomotives returned to the eastern side, conveying some local celebrities who had attended the ceremony, notably, Mr Moore of Barambah Station, Mrs and Miss Moore, the last named two being the first ladies to cross the new bridge. A champagne luncheon was then submitted by the contractors to the attention of those in attendance, and the work of testing the corkscrews and sundry toothsome delicacies was undertaken, the deflection in each case being most gratifying. As the sparkling wine circulated, pent-up oratory found vent and congratulatory speeches were delivered, Mr McDermott especially distinguishing himself with eloquence which points to him as a desirable MLA. The proceedings concluded at an early hour and the official party returned to Maryborough.

We may add that the formal opening of the bridge enables a train to run 15 1/2 miles up the Kilkivan extension, or within 10 1/2 miles of Kilkivan township.

That length of line from Dickabram to the second crossing of Wide Bay creek is now complete with rails laid and ballasted, and when the culvert at that crossing is finished the engine will be able to travel a greater distance. The entire work, so far, has been carried out in the most substantial manner.



Railway Bridge Hotel AF GESCH. (August F Gesch was licensee of the Railway Bridge Hotel from 1884 to 1890. Licence transferred to William Gesch in 1890, to Alice Gesch in 1894 and back to August Gesch from 1897 to 1899) Located near fig trees.

**Feb 22 1893 - report on flood damage
(By Our Special Correspondent)**

... Mr M Jenkins house and barns are also safe from flood enabling him to save 70 tons of hay and a little maize. In the field however, he is a heavy loser, 60 acres maize and 10 acres of lucerne being lost and the soil washed off of fully 20 acres of the land.

This brings us to the Dickabram bridge, which so far as the roadway is considered is crossable, though with some difficulty it being wise to get off and lead your horse but the railway is badly damaged, the approach on the eastern side having some 20 yards of a yawning chasm and about 3 chains farther the rails and sleepers have been torn up and are to be seen hanging over the embankment.

With heavy rain all day, having to swim my horse now again, but luckily only for a short distance, hungry and tired too was glad to reach Mr August Gesch's for the night.

Mr W Gesch does not farm but his private house was under water, one end being burst out, by which he lost a quantity of furniture and clothing. He had to retreat to a hill about 1/4 mile back and with his relatives and visitors had to camp under a tarpaulin. The hotel managed by his brother Mr A Gesch was 3 feet under water but the store was the worst place of destruction. Mr Gesch lost 20 hides, tank with 15 cwt tallow, 3 water tanks, 12 cases kerosene, 3 casks of beef, 2 tons salt, 1 chest tea, a ton of flour, 1/2 ton of

cheese and innumerable other articles washed out of the store, while the remaining stock is greatly damaged. On the farm he lost 7 acres maize, an acre of lucerne and an acre of potatoes while in the barn he lost 100 bushels of maize, 2 tons of potatoes, 12 tons of hay, besides over 100 very choice fowls, 12 turkeys, 6 pigs and a lot of ducks. A mile of fencing has disappeared, the soil from 14 acres of the land and the fine garden of fruit trees destroyed. Mr Gesch and family together with a lady from Maryborough staying for the benefit of her health, were all camped on a ridge under a tarpaulin, with the wet grass for a floor for four days and nights, there being no less than 21 people assembled here. Mr Gesch and his guests were sitting at dinner when the water broke over the bank, when they hastily removed in a dray to the hills behind, the rain pouring in torrents at the time. The water rose 4 feet in 20 minutes and rose 3 feet above the decking of the bridge. The gatekeeper at the bridge had only just time to get his family out of the house.

Mr Nahrung's house and outbuildings were all under water, damaging his furniture, &c. He lost 8 acres of lucerne, 26 acres of maize, 2 acres of potatoes, 100 fowls, a lot of ducks and turkeys and half a mile of fencing. In the barn he had 30 tons of hay destroyed. He retreated to the hill with Messrs Gesch. Mr WC Wilson of Binbirrim, has his house above water but his sugar mill and barns were under water, only the

top of the roofs being visible. Mr Wilson is of the opinion that the mill and shed are safe.

At Mr Gesch's two young men started with a boat to endeavour to secure one of the casks of beef, and on arrival found one cask floating with a black snake coiled on it. Having killed 'his snakeship', they started for the shore with the case, but ran foul of a tree. One of them getting on a floating log materially assisted in saving the boat from capsizing. He floated on the log to a tree where he succeeded in climbing after many attempts, and had to wait three hours before the boat could be manned with skilled oarsmen, who after three unsuccessful attempts succeeding in reaching the tree, when they had to throw a rope to the treed man, who then drew the boat up to the tree and by means of the rope let himself down into the boat and got safely ashore. The same man, whose name is Currant, a few hours before had been riding a horse which he had to swim across the stream. Being washed against a tree he was knocked off the horse and not being able to swim had the presence of mind to seize the horse's tail to which he clung until the horse took him ashore. Although it is manifest that this man is not born to be drowned, he expresses a determination to stick to dry land in the future.

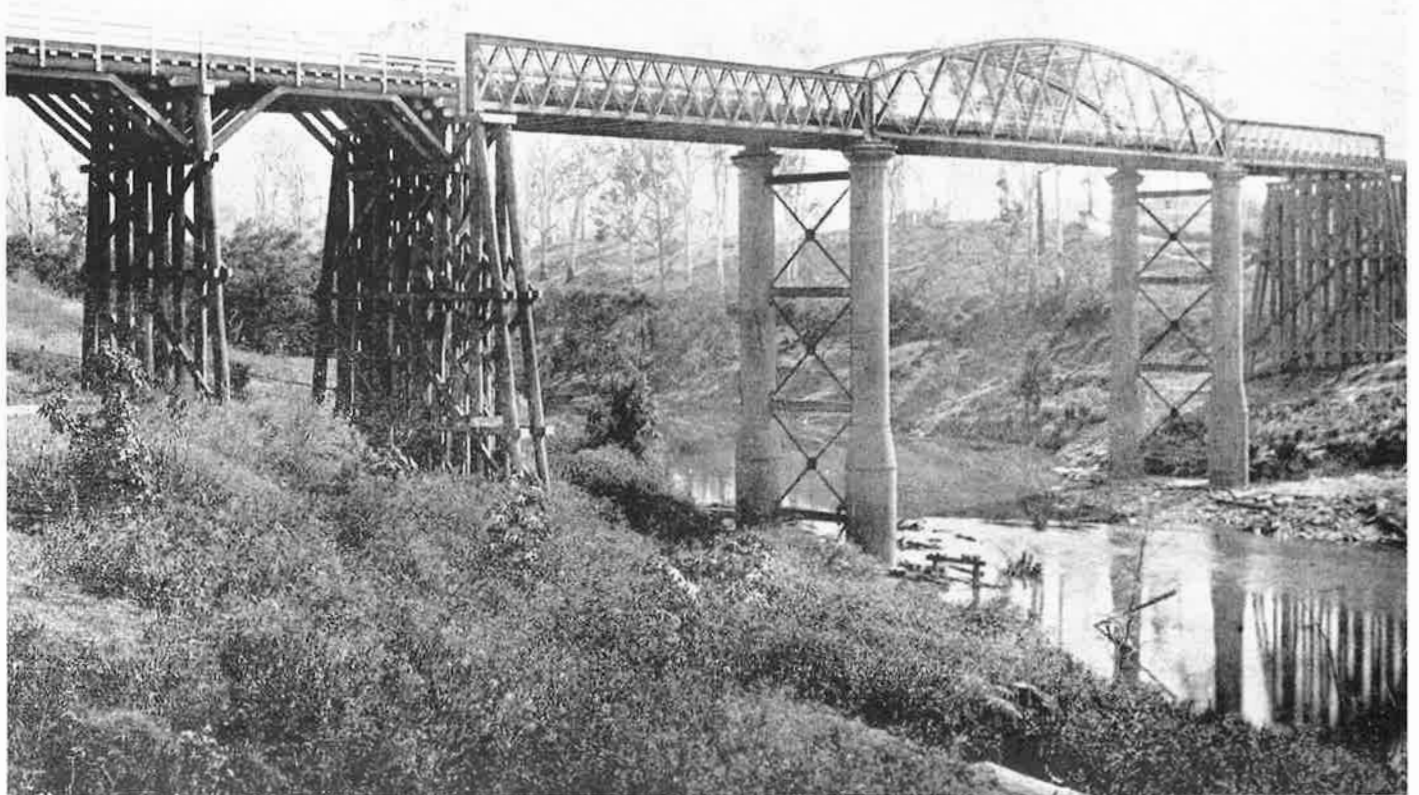


Photo from The Merchantable Timbers in Queensland 1905. The caption read - "Dickabram Bridge on the Kilkivan Branch Railway built of iron bark and spotted gum 19 years ago (1886). Probable life of piles 30 to 40 years and of girders 28 years"

MIVA FARMER'S COMPLAINT

(on the bad state of the roads)

(Written at the request of the Farmers)

O'er many bad roads I have been
In my travels through the land
But nothing worse I've ever seen
Than this on which I stand
Broken, spewy, and all in gaps
'Tis a terror to behold
The men who drive on it in their traps
Are more than heroes bold.

Just look at it, all washed away,
In gutters deep and wide,
And farmers are compelled to pay
For benefits denied.
We pay our rates the roads to mend
To travel up and down
Not for a selfish board to spend
On Tiaro's one horse town.

No cream can to the station go
Until there's some repair
How can a cart, I'd like to know
Get o'er that gully there?
That culvert's looking very ill
And ready now to drop
The man that 'tempts to cross it will
Go to the bottom, flop.

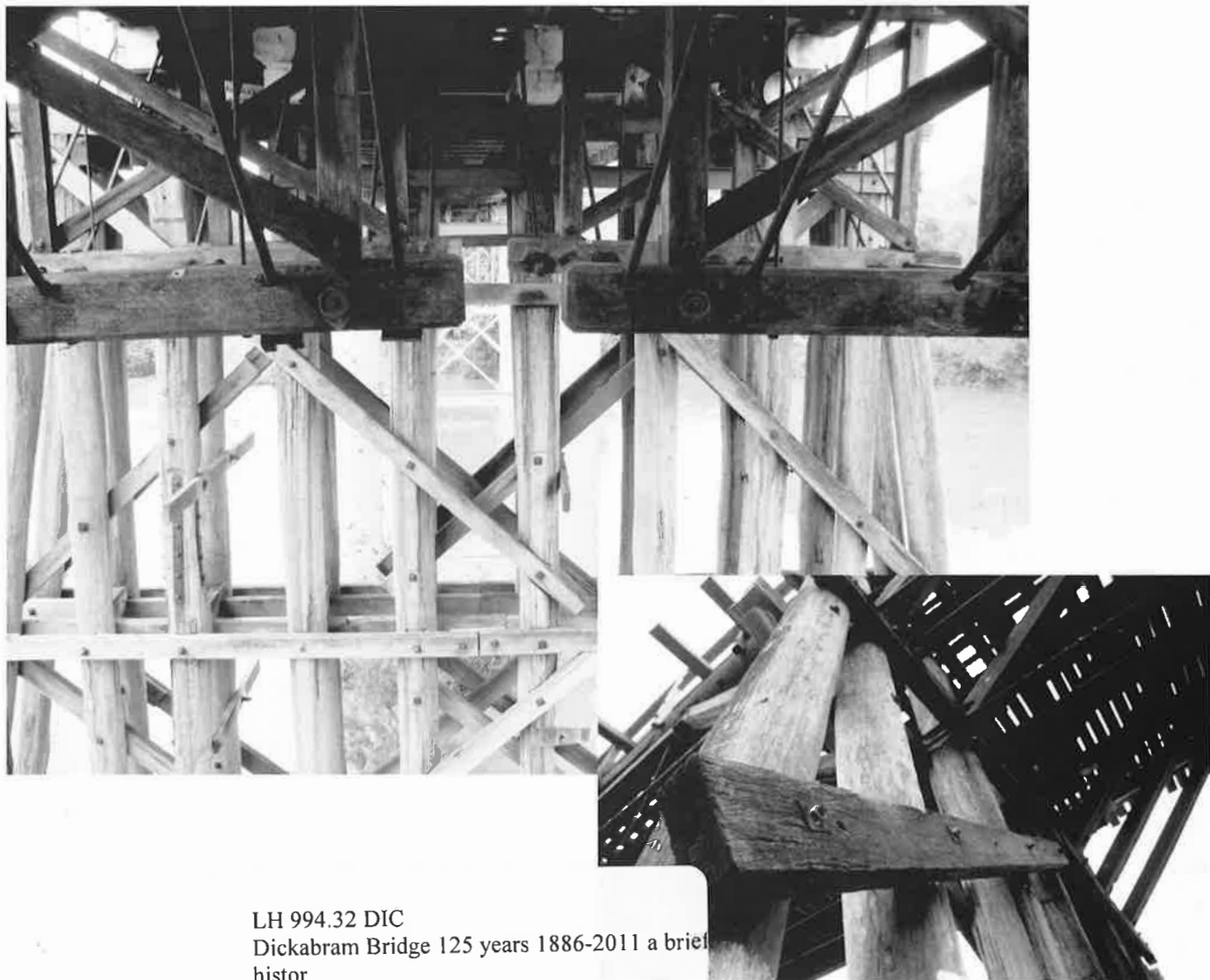
Send out the road gang and be quick
Your days of 'bluff' are o'er
Aye send them out with spade and pick
A dozen men or more
And put the roads all in repair
That we may get to rail
And no put offs, my Tiaro toffs
God help you if you fail. (Lorenski)

Brisbane Courier Wednesday 27 April 1927

BOY SCOUTS' CORROBOREE

The Easter Corroboree which was held by the Boy Scouts at Mr Atherton's Miva Station, Kingaroy line, was responsible for a large attendance of the boys of the First Sandgate Troop who entrained with the Brisbane troops by the northern train on Tuesday night arriving at Theebine at 4.30am on Friday. The various troops were divided up into batches of seven, no scout being aware of his destination, each patrol was given a separate route, and given the compass bearings only of his particular route, every route leading to the camp grounds. The hike was continued all Friday and Saturday, the

boys preparing their own meals en route, and despite the strenuous march with their complete kits on their backs they arrived in due course at their destination on Saturday night weary and tired but not down hearted. The Mary river which had a fresh coming down was the chief difficulty and whilst some were fortunate to secure boats to cross others were lucky to encounter the bridge known as the Dickabram Bridge. One party struck the Mary at the Devil's Elbow, about five miles above the bridge, and after many efforts, two of the boys managed to cross, but in their effort, got their food and kit wet. Not knowing the country, and having no map, they were indeed in a bad way. Two crossed the river without food or clothes, however but were fortunate in that they met two fishermen who enlightened them about the bridge, and after a five mile walk they joined some of the other boys, who were camped at the bridge for the night. In the early morning they went in search of their comrades, and found them some eight miles away. The camp was a great success. The spot chosen was very beautiful and the 130 boys who composed the troops thoroughly enjoyed themselves. They entrained on Monday night for home, and whilst many were weary and footsore they all agreed that it was well worth while.



LH 994.32 DIC
Dickabram Bridge 125 years 1886-2011 a brief
histor
ACCN: 30134239
BRN: 136384

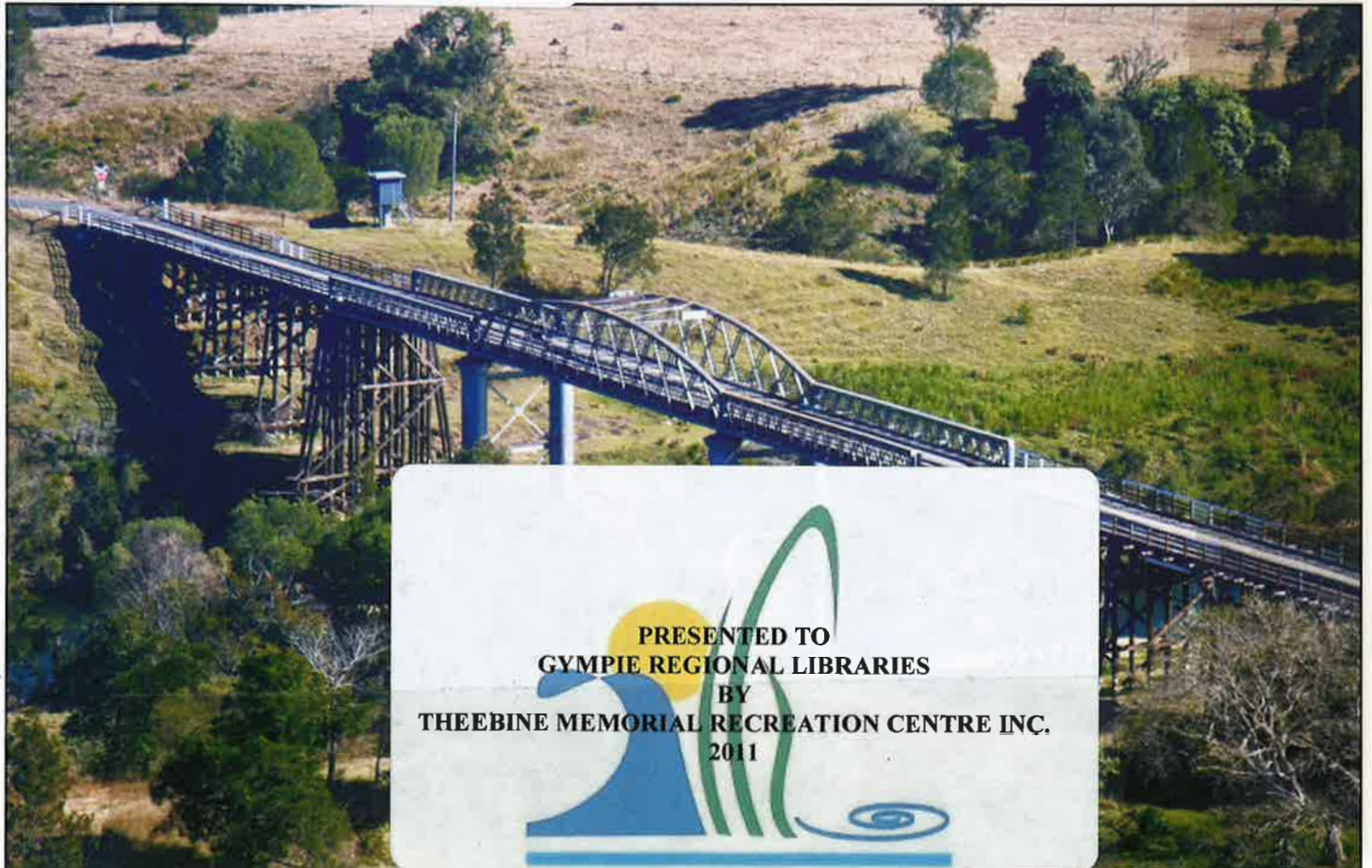


LIST OF SOURCES

Newscuttings held by the Krafft family - Mr L Krafft
'A Century of Settlement' 1859-1959 - Mrs E Carlson
Maryborough Chronicle
Gympie Times
The Colonist Newspaper
The Queenslander
Geelong Advertiser
News items and correspondence by Alex Nahrung
News items by Lorraine Cazalar
QCWA Miva Branch Jubilee Booklet
Geelong Historical Society
Department of Education
Australia Post - permission to reproduce information
given by Shirley Kingston, Historical Officer
Bureau of Meteorology
Queensland Railway Department
State Archives
John Oxley Library - Mr Cook
Maryborough Library
Gympie Regional Council
Fraser Coast Regional Council
Gympie Library
QCWA Miva Branch

Our thanks to the following people who kindly
donated photographs:
Norm and Hilda Nahrung
Colin and Marge Nahrung
Will and June Nahrung
Don and Jenny Nahrung
Keith and Dell Bulmer
Nell Bulmer
Col and Barbara Atherton
Gladys Hollis
Andy and Nancy Blowers
Henry and Marj Sauer
Greg Hallam, Historian, Queensland Rail
Queensland Rail Historical Collection/Eric Marggraf
Collection
DERM
Elizabeth Allomes
Jackie Blowers
Marilyn Connell
Peter Birt
Gail Orphant
Gordon Suthers
jokev

Our thanks to the following people who supplied
information:
Colin Atherton
Marion Blair
Jack Blackwell
K & D Bulmer
Nell Bulmer
Reg Carswell
Gladys Hollis
Nel Jenkins
John Kerr
Elaine Lacey
Beryl Lerner
E & E Lipsett
C Nahrung
D Nahrung
N & H Nahrung
W Nahrung
Len Neilsen
Jack Ormes
Roger Phillips
Charles Radel
Staff of the Theebine School
Mac Watson
Greg Hallam, Historian, Queensland Rail
Marilyn Connell
Ailsa Head (nee Carswell)
Marge Frampton
Marisa and Darrel Dixon
Colin Kersnovske
Gordon Suthers
Elizabeth Allomes
Gail Orphant & Tanya Jensen
Ivy Ward (nee Freshney)



1905



*Photo from The Merchantable Timbers in Queensland 1905.
The caption read - "Dickabram Bridge on the Kilkivan Branch Railway built of iron bark and
spotted gum 19 years ago (1886). Probable life of piles 30 to 40 years and of girders 28 years"*

2011

