

ORBOST & DISTRICT HISTORICAL SOCIETY INC.

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NEWSLETTER

NOVEMBER, 2010

This Newsletter continues the series based on the formation and development of the Orbost Shire, dealing with the pre-Orbost Shire period when the Snowy River and Bendoc Ridings were part of the Tambo Shire.

TAMBO SHIRE 1882-1892 — PART 4



This Newsletter continues looking at items from the Tambo Shire Council minutes (1882-1892) relating to the Snowy River and Bendoc areas of the Shire.

Further improvements were undertaken on the Cunninghame to Newmerella road at Burn's Hill and through the township of Newmerella.

The quarry reserve at Orbost was finally gazetted in July 1883 and the Orbost ferry commenced operation in August 1884 with Mr Abraham W. Ward as the operator.

Can you help?:

- Looking for a map showing Hugh Cameron's selection which would provide an accurate location of the Orbost wharf?
- With the location of the five acres reserved for a cemetery at Newmerella? Were there any burials there?

SHIRE OF TAMBO

New Councillor

Following the resignation of Cr William Watt in December 1882, it appears that the Snowy River Riding vacancy remained vacant until John Cameron, on nominating and being elected unopposed, took his seat at the Council table on 7th September 1883.

Quarry Site at Orbost

To finalise the Quarry Reserve information detailed in the last (October) Newsletter, the Council received correspondence from the Lands Department informing it that the Quarry site at Orbost was Gazetted on 13th July 1883.

Wharf site on the Snowy River

At the March 1883 Council meeting, Cr James Cameron moved, and Cr Laughton seconded, that



A section of the Quarry Reserve at Orbost when it was being developed by the Orbost Garden Club. The D.S.E. then took control from the Garden Club and developed it as part of the Rainforest Centre.

application be made to have 2½ acres of land excised from the south-west corner of Hugh Cameron's selection at Orbost for wharf purposes.

Telegraph to Buchan, Snowy River and Bendoc

Further correspondence on this Telegraph was received in May 1883, however the Deputy Postmaster-General informed Council that it would make no definite promise, but would further consider the matter in connection with a through line to N.S.W.

Burn's Hill

The Supervisor reported to the May meeting that a culvert was required at the Gully at the foot of Burn's Hill cutting, Newmerella, at a cost of about £50—, and immediate attention was required at Burn's Hill cutting, as it needed gravelling for a distance of 30 chains at the lower end.

Tenders were called for gravelling 20 chains of the cutting, and the forming of the necessary shots, to carry away storm water.

The following tenders were received for the construction of a log crossing over the Fern Tree Gully, at the foot of the cutting at Burn's Hill, Newmerella:

Mills & Hogg £60— Bulmer & Stocks £45—.

Road improvements at Burn's Hill:

Mills & Hogg £72-11 Bulmer & Stocks £41

The lowest tender of Bulmer & Stocks was accepted in both instances.



The culvert over the gully at the foot of Burn's Hill cutting at Newmerella.

Pumpkin Point Road

At the May 1883 Council meeting, it was carried that a road be marked from Pumpkin Point to the new Cunninghame Road, at a cost not exceeding £5—.

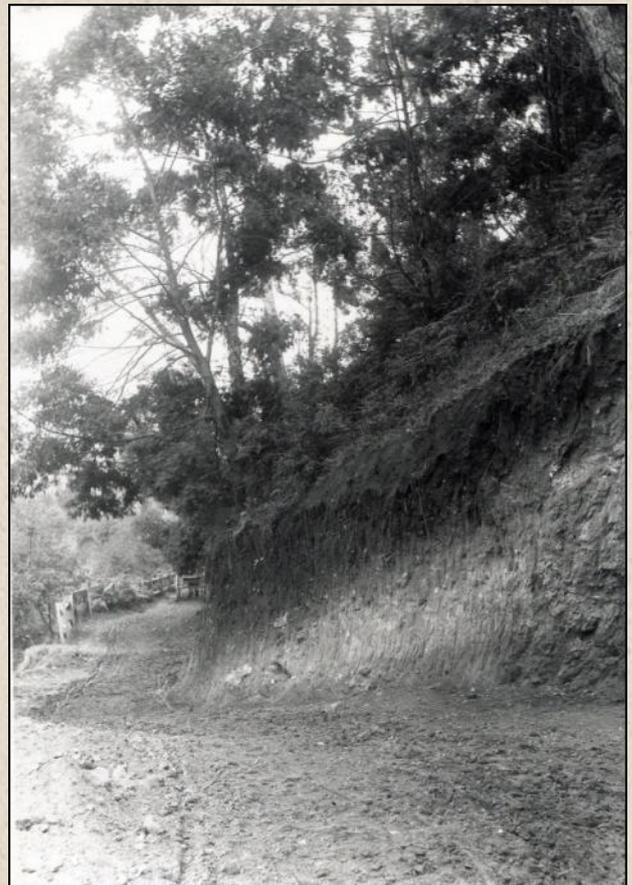
Correspondence in August 1883, from Mr F. Mundy and Mr A. M. Hall, complained that the road as then surveyed gave no access to their selections at Pumpkin Point. The matter was left to be considered at the September meeting when it was moved that the consideration be postponed.

The next reference to the Pumpkin Point Track was in January 1884, when Cr John Cameron moved, and Cr Grove seconded, that the Supervisor report the cost of clearing required on the newly marked track from Newmerella Road. The Supervisor duly reported to

the February meeting that, as Cr James Cameron considers that the clearing could be done for less than £10, it would be unnecessary to call for tenders, and that the work would be done by local labour.

In October 1884, Cr John Cameron moved, and Cr James Cameron seconded, that the Supervisor report as to the cost of improving the road at Pumpkin Point Bluff. He duly reported back to the November Council meeting, that he had made a careful estimate of the Road at Pumpkin Point (Snowy River) and found it would cost £235— to make the side cutting and culvert. At the same meeting, Cr Hugh Cameron moved a notice of motion, that a sum not exceeding £10— be expended in clearing a track from Pumpkin Point to Nowa Nowa, commencing at Mr George McKidd's selection.

The Supervisor reported to the February meeting, that with Cr Hugh Cameron, he had made an inspection of the country south of Mr McKidd's selection, and found that it was exceedingly adapted for road purposes, and badly required by the selectors living westward, more especially in flood times, and advised the expenditure of £10— in clearing this track.



Hofen's Bluff, 1896

Cemetery at Newmerella

In June 1883, Cr Grove moved, seconded by Cr Williams, that application be made to have 5 acres of land reserved at Newmerella for a Cemetery.

Orbost to Bendoc Track

At the November 1883 Council meeting, Cr Grove moved, seconded by Cr John Cameron, that Mr C. W. Nicholson of Bendoc be asked to state an amount for

which he would plainly mark the track from Bendoc to Orbost. His reply, offering to mark the track from Orbost to Bendoc for the sum of £20—, was received at the December meeting. His offer was accepted on the condition that the work be done to the satisfaction of the Snowy River members.

Mr C. W. Nicholson acknowledged receipt of the Council instructions at the January 1884 meeting, and indicated that he would commence forthwith to mark the track between Bendoc and Orbost.

He then reported to the May 1884 Council meeting, that he had completed the Orbost to Bendoc track marking, enclosing an account for £20—. Cr James Cameron reported that he had examined the track from Orbost to Bendoc area and that it had been well marked.

Mr Albert Harris, M.P., advised the August 1884 meeting, that, for the year ending 30 June 1885, £250 had been listed in the estimates of expenditure, for the Orbost to Bendoc Road. The Public Works Department then advised the September meeting, that the £250 was on the estimates to assist in clearing the track from Orbost to Bendoc, provided the Council expended a like sum. The Council made application to the Public Works Department to have the £ for £ condition dispensed with, only to be informed that the conditions attached to the vote for the Orbost to Bendoc Road must be adhered to.

The statement of accounts for the financial year ending 30th September 1884, showed that £21-10— had been expended on the Orbost to Bendoc Road (track).

Snowy River

In relation to the clearing of the Snowy River, a motion moved by Cr James Cameron, seconded and carried at the December 1883 meeting, that the Public Works Department be asked to shift the Snagging boat, now employed at Snowy River, up to Orbost and to work down the River.



Snagging the Snowy River, 1889

At the February 1884 Council meeting, Cr James Cameron moved that the Customs Department be requested to have a flag staff erected, and supply the necessary signal flags, for use at the Entrance to the Snowy River, and to allow a resident at the entrance a sum of £25— per annum, as a consideration for

showing the signals to vessels trading at that port, and sending weekly reports as to the state of the bar to the Post Offices at Cunninghame and Bairnsdale.



Marlo Foreshore and Light Pole, about 1890

Orbost Ferry

Further progress took place at the February 1884 meeting, when Cr James Cameron moved a motion which was carried, that the necessary gear be obtained for working the Orbost punt. Then in relation to flood damage at the Orbost Ferry, Cr Cameron again moved, that the Supervisor arrange with the contractors, for the cutting at the Orbost Ferry approaches, to place the earth so as to prevent flood damage.

Mr A. V. Stocks submitted an account for £4-10— to the May Council meeting for fencing, etc., constructed at the Orbost Ferry site, and the Supervisor tabled the loads that he considered could be carried with safety on the several punts in the Shire. His recommendation for the Orbost punt was 2 tons on 4 wheeled vehicles. He also reported that he had ordered the gear for working the punt at Orbost from Melbourne, to be forwarded, care of Mr Thomas Roadknight at Lakes Entrance, and as soon as Mr Roadknight informs him of its arrival, he would send a competent man to Orbost to put the punt into working order.

At the June meeting, the Supervisor reported that it would be necessary to have some gravel placed on the approaches to the Orbost punt at water's edge, and logs placed to keep same in position. He also reported that Mr Thomas Laughton had kindly taken charge of the gear for the Orbost punt, and will inform him when there is an opportunity of forwarding the gear to Orbost. At the same meeting, Cr John Cameron moved that tenders be invited for working the Orbost Ferry.

Three tenders were received at the August 1884 Council meeting for working and taking care of the Orbost Ferry for 12 months:

Abraham W. Ward £39— Dennis Calinan £49—
A. McLeod £95.

The lowest tender was accepted on the motion of Cr John Cameron, seconded by Cr James Cameron. McLean Bros. & Rigg submitted an account for £11-13-1 for the gear for the Orbost Ferry.

Mr A. W. Ward informed the October meeting that he had not received payment for working the Orbost Ferry last month. The correspondence did not bring immediate action by council, as it was left to stand over till the next meeting. Mr Ward then submitted an account for £9-15— to the November meeting, for operating the Orbost Ferry from 6th August to 6th November. This time it was duly passed for payment.

The statement of accounts for the financial year ending 30th September 1884, showed that £230-12— had been expended on the Orbost Ferry.

In relation to the Orbost Ferry, the following contracts were entered into during the year ending 30th September, 1884:

- No. 65 F. Smith, Orbost Punt £125-0-0.
- No. 78 G. Horton, approaches to Ferry Site Orbost £70-0-0.
- No. 95 A. W. Ward, working Orbost Ferry £39-0-0.

Mr George Horton's request for an extension of time to complete his contract, submitted to the April 1884 council meeting, was granted, but when he submitted a claim of £18—, for making the embankment at Orbost, to the August 1884 meeting, the Council declined to recognise the claim, so he re-submitted the account to the November meeting.

Mr Horton asked the December meeting what steps should he take with persons who take away the Ferry Boat without permission. He reported that a man named George Sheldon, and another named Smith, had so taken the boat on the 30th ult. It was carried by Council that notices be posted at all Ferries that the boats were not to be taken away.

Newmerella

After giving a notice of motion at the previous meeting, Cr Grove moved at the November 1883 Council meeting, seconded by Cr John Cameron, that tenders be called for clearing the road and making a culvert on the road through the Newmerella township adjoining Messrs Watts property.

The tenders for this work tabled at the December meeting were: Hofen & Calinan £97-17—, James Sandy £76—, Preston & Mills £73-10—, and Bulmer & Stokes £65. The lowest tender of Bulmer & Stokes was accepted on the motion of Cr O'Brien, seconded by Cr Cameron.



Cr. John Cameron
 Snowy River
 Riding
 representative
 Tambo Shire
 Council
 He served for
 three terms —
 from 1883-84
 to 1885-86



The Snowy River Punt at Orbost with the Saunders family on board. The puntsman is Mr. Abe (Abraham) Ward.