

**WWDHS
NEWSLETTER
No. 462
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NEXT MEETINGS

The society's next meetings will be held on Monday 17th February 2025, at the Museum of the Riverina, Willans Hill site.

**Committee meeting at 1.30 p.m.
General Meeting at 2.00 p.m.**

COMMITTEE

President: Geoff Burch
Vice President: Geoff Haddon
Secretary: Mark Christison
Treasurer: Geoff Burch

Committee Members: Brian Andrews, Judy Buik, Margaret Hill, Leanne Diessel, Dianna Lovett, Peter Morris, Sherry Morris, Margaret Nowlan-Jones, Rhonda Reedy, Margaret Walsh.

Feature articles

- 1. The Chicken family – a Railway Dynasty. Geoff Haddon**
- 2. Wagga Wagga Steam Navigation Company. Geoff Burch**

**WWDHS Patron: Michael McCormack,
Federal Member for Riverina,**

**WAGGA WAGGA & DISTRICT HISTORICAL SOCIETY INC.
PO BOX 90, WAGGA WAGGA. 2650.**

President: Geoff Burch [mob. 0417 277 592]

Vice-President: Geoff Haddon

See society website for additional information.

Newsletter Editor: Sherry Morris

Email: info@wwdhs.org.au

Committee meetings: 3rd Monday of the month
General meetings: 3rd Monday of the month

Annual Subscriptions: Single: \$20, Couple: \$30.
Due from 1st July each year.

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Museum of the Riverina [MoR]: Current Exhibitions.



The 2024 Bald Archy Prize is coming home to the Museum of the Riverina!

Showcasing the best satirical portraiture from across Australia, the 2024 tour is a delight that encourages its audience to have a laugh. Poking fun at Australia's biggest figures from sportsmen to politicians, it encapsulates the irreverent, larrikin Australian spirit in a way that appeals to people from all walks of life, it is internationally known and has been exhibited across Australia. This is the final stop for the 2024 Bald Archy tour, so get in before they're gone!



Prior to his recent passing, Lex Marinos, OAM and Museum of the Riverina Curator Michelle A. Maddison collaborated to create an exhibition exploring the 75 years since Lex made his debut in Wagga, on 1 February 1949. While many fondly remember him as Bruno Bertulocci (Kingswood Country) or Manolis (The Slap), Lex was a multi-faceted Renaissance man. An actor in theatre, film and TV, a director, author, sports aficionado, and radio personality, Lex long-championed diversity and equality within his chosen profession.

Despite a lifetime of accolades and international travel, Wagga retained a special place in Lex's heart. It was a city he felt honoured to call home.

Through a selection of photos hand-picked by Lex and accompanying objects from the Museum's collection and Lex's friends and family, "The Lex Factor: From Wagga to the World Stage," is not only a fitting tribute to this iconic Greek-Australian, but also a fond farewell to a beloved performer who will be greatly missed.

Visit the Exhibition

Opening times: Tuesday to Saturday 10am to 4pm, Sunday 10am to 2pm, closed Mondays.

Dates: From 18 December

Location: Museum of the Riverina Historic Council Chambers site, corner Baylis Street and Morrow Street, Wagga Wagga

Cost: Free

Chicken Family - a Railway Dynasty.

By Geoff Haddon.

The Wagga Wagga Advertiser, Wednesday, October 2nd, 1878 records the sudden death of William Chicken at the Golden Age Hotel, Fitzmaurice Street, Wagga Wagga on Monday morning having suddenly expired in the surgery of Dr. O'Connor in the morning. An inquest was held on the Hotel premises, now known as the Duke of Kent, on the Monday afternoon and it can be assumed the cortege left said premises for the Church of England portion of the Monumental Cemetery. William Chicken was a locomotive engine driver working on the building of the Main Southern Line and his body was identified by John T. Chicken, his son and locomotive engine driver.

Cause of death was from "disease of the heart" which was becoming evident amongst locomotive engine drivers at the time and a concern for the railway department. The death of William Chicken made news in quite a few publications including interstate, presumably because of the surname.

William Chicken was born in Benwell, Newcastle Upon Tyne and baptised at St. Michael and All Angels, Parish Church, Newburn on the 15th April, 1821. Rumoured to be an engineer on the Edinburgh and Glasgow Railway prior to his marriage to Margaret Bartie on the 20th January, 1852. Arrived Melbourne on the 23rd March, 1857 on the "James Baines".

Margaret Chicken, widow of William, was soon appointed Gatekeeper of the Albury Road Gates. This particular railway level crossing has been called by numerous names. Gatekeepers of the day worked 12 hours a day, 6 days a week, with limited, if any train movement on a Sunday. Tarcutta Road and Albury Road were manned 24/7 with Best Street, Urana Street and Fernleigh Road, Sun-up to Sunset, with local government trying to dictate their policy, at various times with limited success.

In 1892 the Railway Department decided to demolish and remove the Locomotive Depot at Wagga Wagga with a building, and most of the staff moved to Junee and other Depots. The nucleus of the railway Chicken family moved to Junee.

The Wagga Wagga Advertiser, Saturday 14 May 1892 records the wedding of Miss Maggie Chicken, daughter of the late William, and Mrs. Margaret Chicken at the Albury Road Gatehouse grounds on Thursday 12 May, 1892 to Senior Constable William Bracken. "The company wiled away a pleasant evening till half-past-one o'clock, when they escorted Mr. and Mrs. Bracken to the railway station to give them a send-off on their honeymoon tour to Sydney."

William "Willie" Chicken, grandson of Margaret, attended the Newtown Public School from its first day of opening, the school had a name change a few months after opening in 1892 to the South Wagga Wagga Public School.

The Wagga Wagga Express, Thursday 4 July, 1895 records the wedding of Miss Annie Chicken to Mr. John Cheeseman, Inspector in the Interlocking Department, N.S.W. Railways, which took place on Tuesday 2 July, 1895 at the residence of the bride's mother, railway gates, Albury Road. "The newly married couple left by express on Wednesday morning for Melbourne." This is the second wedding at this venue.



Above: Early photo of the Albury gate house and railway crossing gates. Photo courtesy Wagga Wagga Rail Heritage.

CHIEF TRAFFIC MANAGER'S BRANCH—<i>continued.</i>			
Name.	Rank, Position, Grade, &c.	Where employed.	Salary, or Rate of Pay.
Young Thomas	Gatekeeper	Wagga Wagga	35s. per week.
Duffy Patrick	"	"	30s. "
Williams Margaret	"	"	30s. "
Chicken Margaret	"	"	25s. "
Filby Sarah	"	"	7s. "
Brown Charles	Gas Porter	"	6s. 6d. per diem.

Above: Extract from June 1891 government gazette listing gatekeepers for Wagga Wagga and their rates of remuneration.

Saturday, August 25, 1900 both the Wagga Wagga Advertiser and Wagga Express ran stories on the "forced" retirement of Mrs. Margaret Chicken, Gatekeeper, Albury Road Gates, on account of her age. This was also to provide a position suitable for a Porter who has had 25 years' service and unable to perform his present duties. A petition was raised and signed by the mayor and other citizens to allow Mrs. Chicken's daughters to carry out the duties required. It is interesting that Mr. H. McLachlan, Secretary for Railways, has written in part "The Commissioners regret that the arrangements cannot be disturbed. Mrs. Chicken, will, however, be allowed three months' notice."



Above: Early photo of the intersection of Chaston and Docker Streets, showing the gate house and the associated railway gates.



Above: A contemporary aerial view of the site. Courtesy Google Earth.

An interesting side story to the Chicken story is the story of Alfred Thomas Twyford. Alfred was a fettler on the railway stationed at Bomen and sometime late 1900 enlisted in the 2nd Boer War in South Africa along with other enlistments from Wagga Wagga. Joseph and Silvio Palazzi, sons of Baptist Palazzi, railway ganger, also of Bomen enlisted and actually fought in the 2nd Boer War with Joseph being killed at Palmfontein. A memorial to Joseph Palazzi was unveiled in what is now Collins Park on the 7 December, 1901, a memorial raised by public subscription. Baptist Palazzi passed away on the 1 October, 1917 aged 79 and Silvio passed away on the 25 May, 1950.

Unfortunately, Alfred Thomas Twyford died in Sydney on the 25 January 1901 from cold-like symptoms, brought home to Wagga Wagga by train, escorted to the Wagga Wagga Monumental Cemetery by Wagga "G" Company and given a full military funeral. Alfred Thomas Twyford lies in an unmarked grave, and his wife Elizabeth "Lizzie" and four children Helen, Isabella, Harold, and Hannah seemed to have disappeared. A group photograph of the Wagga Wagga Volunteers has been erected on the Joseph Palazzi Memorial and contains the image of Alfred Twyford.

It is of interest that the death of Alfred Twyford did not leave his widow and children with any benefits whatsoever. A letter to the Wagga Wagga Advertiser Saturday 2 February 1901 read :

"Sir, re the decease of the late Corporal Twyford, who, was accorded a military funeral on Sunday last, if my memory serves me rightly he was one of the first Wagga volunteers for service in South Africa, but being a married man was rejected. Well, sir, his widow has been left unprovided for, with four children, none of whom are old enough to work. Considering that the cause of Corporal Twyford's death was the contracting of a cold while in the military camp at Sydney, I think it, would be a gracious act on the part of the authorities to endeavour to place the family above want, by requesting the Railway Commissioners to give them the gatehouse which is being vacated near the showground. Perhaps our worthy member, Mr. Gormly, will assist in this matter. Trusting something of the kind will be done. I am yours, etc. Transvaal."

On the website "Cootamundra Remembers" a death notice of Elizabeth Twyford appeared. Elizabeth "Lizzie" died on the 17 December 1953 aged 94 at Cootamundra. Elizabeth married Alfred Thomas Twyford in Wagga Wagga in 1883. Another person doing research on the Twyford family finds that Elizabeth had three (3) children. The only son, Harold, enlisted and survived service in World War.

First Up: Wagga Wagga's First Volunteers for the War Effort



John Edney, Joseph Palazzi, William Annison, Alfred Twyford, E. Sawtell, Silvio Palazzi and John Nicholson (front), seen here in Wagga Wagga in October 1899, were the first group of local soldiers to volunteer for duty in the Anglo-Boer War.

Edney, the Palazzi brothers, Annison and Nicholson formed part of the NSW Infantry which departed from Sydney in November 1899 and spent five weeks at sea, including a stop at Melbourne to view the Melbourne Cup, before arriving in Cape Town. Twyford and Sawtell did not pass the medical examination and remained in Australia.

Above: Photograph of Wagga Wagga volunteers for Boer War. Courtesy Wagga Wagga City Council. Interpretive panel, Collins Park.

ENGINEER FOR EXISTING LINES BRANCH—continued.

Name.	Rank, Position, Grade, &c.	Where employed.	Salary, or Rate of Pay.
Polazzi Baptist	Ganger	Junee to Albury	9s. per diem.
Thompson Phillip.....	Fettler	"	7s. 6d. "
Baylis John	"	"	7s. 6d. "
Kelly George.....	"	"	7s. 6d. "
Ferrario Joseph.....	"	"	7s. 6d. "
Ross John	Ganger	"	9s. "
Johnson James	Fettler	"	7s. 6d. "
Jasper Stephen	"	"	7s. 6d. "
Twyford Alfred.....	"	"	7s. 6d. "

Left: Extract from June 1891 government gazette showing employment criteria for Baptist Palazzi and Alfred Twyford.

William Chicken, grandson of Margaret, passed away at the Albury Road Gatehouse on Friday 21 September 1900 with the cortege leaving the Albury Road Gatehouse on Sunday 23 September, 1900, for the Wagga Wagga Monumental Cemetery.

The Sydney Morning Herald, Wednesday 10 December 1902 records the death of Edna Ngaire Cheeseman, granddaughter of Margaret Chicken at the Albury Road Gatehouse, aged 1 year old. The Cheeseman family, who had moved to Christchurch, New Zealand, must have been visiting at the time. This child is buried in the Chicken plot on the Wagga Wagga Monumental Cemetery.

The Chicken engine-drivers/fireman were in various railway accidents and disasters. The Salt Clay Creek Rail Disaster on the 25 January, 1885, 5 kilometres south of Cootamundra comes to mind. A Horace Chicken, working on a following train, has gotten himself some press coverage and Traffic Inspector George Roberts at Junee was telegraphed from Bethungra to send out the Break Down Train. George J. Roberts was the first Station Master, North Wagga Wagga (Bomen) and South Wagga Wagga, first Traffic Inspector, then District Superintendent, Junee as well as the first Mayor of Junee.

Another accident of significance was the death of Mr. Edgar Awdry Headley at the Shepherds Siding Level Crossing on Wednesday 9 December, 1925. Fruit Express E14 departed Junee, not to timetable, and struck Mr. Headley, killing him instantly. The train was under the command of Driver First Class Horace Bartie Chicken of Junee. It appears Driver Chicken's sight was impaired at one stage by a railway building just before impact.

Mr. Horace Chicken lost a 5-year-old son to diphtheria on the 2 January 1904 and Horace Chicken, of Junction Street, Junee lost another son, Walter, aged 10 years, from a wasting disease to the spine on Wednesday April 26 1905. The reason for this type of recording will become evident later.

The Wagga Wagga Express Tuesday May 9, 1905 records the Death.

"CHICKEN – On Saturday, May 6th, at the Albury Road Gatehouse, Wagga Margaret Chicken, widow of the late William Chicken, aged 77 years".

The Wagga Wagga Advertiser, same day, records her children, John (Coonamble), Thomas (Sydney), William (Sydney) and Horace (Junee), all railway employees. Daughters Ellen and Mary (unmarried), Mrs. Bracken and Mrs. Cheeseman. The funeral service and cortege were held on Sunday May 7, 1905 and would have left the Albury Road Gatehouse residence.

On Friday 23 June, 1905 at 2.30pm. a furniture sale was conducted at the Albury Road Gatehouse of belongings of the Chicken Family. It is interesting to note the residence had a front room, kitchen and two (2) bedrooms, a typical railway residence of one size fits all. One has to ask what William and Margaret Chicken, and family lived in prior to the death of William. As these rail building gangs were "nomadic" was tentage the need of the day, and the provision of a railway gatehouse, would have been a "godsend" for Margaret and her children, ever so small.

This must have been the only railway gatehouse where two (2) Weddings, three (3) Funerals and a furniture auction was conducted over a period of thirteen (13) years.

Mr. John Tredgold Chicken, son of the late William and Margaret Chicken passed away on Sunday 3 July 1910 aged 57 years at Coonamble. John, an engine-driver, identified the body of William and gave evidence at his hastily convened inquest.

District News – Junee. Wagga Daily Advertiser Monday March 23 1914 reads: "Among the 22 local cadets who left by train on Thursday evening last for the Liverpool encampment was a fine sample of the Australian native – Horace Chicken, aged 19 years, 6ft. 3in. high, of fine physique, and weighing 13 stone. Chicken, who is a qualified fireman on the railway, has to wait two years before he can be permanently appointed. This cade would be a fine sample of the Australian native in the process of soldier-marking, to visit the heart of the Empire on a festive occasion."

Mrs. Maggie Bracken (nee Chicken) passed away in June 1922 from heart trouble with her husband William Bracken passing away in August, 1922, both being buried in Gundagai.

The Wagga Daily Advertiser Saturday 5 October 1929 records the retirement of Mr. Horace Chicken from service 40 years of that spent in Junee, a service which begun in Wagga Wagga in the early 80's.

On June 21 1930 at St. Luke's Anglican Church, Junee Miss Irene Chicken, youngest daughter of Mr. and Mrs. Horace Chicken of Commins Street married Mr. William Bressington of Sydney. The wedding breakfast was held at the Junee railway refreshment rooms, after which the happy couple joined the mail train for Sydney. Their future home will be at Junee. Bill Bressington was a fitter on the railway, before being promoted to District Locomotive Engineer, Junee Depot.

The Wagga Daily Advertiser, Friday 17 August 1934 records the passing of Miss Helen (Ellen) Chicken in Sydney on Monday 13 August 1934 and was the sister to Mr. Horace Chicken, Snr. retired railway engine driver of Commins Street, Junee. It also records that Maggie Bracken, nee Chicken, had charge of the railway station refreshment rooms at Wagga in the eighties.

The Junee Railway Roundhouse was opened on the 29 September, 1947 and coverage in the Cootamundra Herald, Wednesday 1 October 1947 under the heading Driving Specials no new feat to Junee Rail Man.



“Mr. Horace Chicken might possibly be described as the “glamour driver of the Junee railway depot”. He was the driver of engine No. 3817 which performed the official ceremony at the roundhouse. Mr. Bruce Wilson was his fireman. Mr. Chicken has driven practically all the celebrities to enter the Junee railway district in the past few years. These include the Duke of Gloucester and the various trips by the Railway Commissioner.

Above: Gathering of railway dignitaries on the Junee Railway Station Platform on the morning of Saturday 27 September, 1947. Left to right: Assistant Commissioner for Railways F.C. Garside, Horace Bartie Chicken (tall man), Chief Commissioner for Railways T.J. Hartigan (facing towards camera), unknown gent, Harold Young, Chief Mechanical Engineer (with white handkerchief).

At the railway station on Monday the official party shook hands with Mr. Chicken, and his father, Mr. Horace Chicken, sen. At the opening of the roundhouse were noticed four generations of Chickens, three of them “Horace”.

The driver of the turntable which brought engine No. 3817 into position with the official dais was Mr. C. Traynor.”

Engine 3817 hauled its first train, Sydney to Junee, specially for the official opening of the Junee Roundhouse. This engine went on to be known as “the jinx engine”.

In 1951 Mr. Horace Chicken, who has been a special class driver with the Junee locomotive depot has accepted the position of full-time locomotive instructor with the Junee Railway Institute.

The Melbourne Age, Saturday 18 September, 1954 under the heading “Knight of Road” to End Career. This covers the story of Mr. Horace Chicken arriving Junee from Sydney and “stepping from

the plate into retirement” on Thursday 16 September, 1954. It covers various anecdotal stories of Horace through his railway career. Many a press masthead, state, and interstate, covered the retirement of Mr. Horace Bartie Chicken as did the death of his grandfather, William Chicken, in 1878.

Mr. Horace Bartie Chicken was presented with the Imperial Service Medal by the State Governor of the day, Lieutenant-General Sir John Northcott KCMG, KCVO, CB at Government House, Sydney. Few are nominated, fewer become recipients.

A couple of years after the retirement of Mr. Horace Chicken the Riverina Express, Albury to Sydney, pulled into the Junee railway platform, and the non-air set Griffith to Junee pulled into the island platform. Passengers were running around to find their car in the air-conditioned set, when Railway Guard Bill Haddon appeared on the platform. Someone yelled out over the crowd “Hey Bill, who is the best train driver in Junee”. Without hesitation Bill replied “any train driven by a Chicken”.



In the “World Passes By” on the front page of the Junee Southern Cross Wednesday September 15, 1971 the following item appears. “History has a funny habit of repeating itself. Forty-one and a half years ago Junee building contractor Mr. Jack McNamara built “The Coop” in Main Street for Mr. Horace Chicken.

Left: Photograph of house name - 70 Main Street, Junee.

At the time the Chicken family lived in Junction Street and their next-door neighbours were Mr. and Mrs. Jess Steiner. Now in this year of 1971, Mr. John McNamara (the late Jack’s son) is building a house in Main Street along-side Mr. Chicken’s home. It is being erected for Ron Steiner – the son of Mr. Chicken’s ex-neighbours.”

Mr. Horace Bartie Chicken passed away on Thursday 26 October 1972 aged 78. In a front-page tribute in the Junee Southern Cross, Friday 27 October, 1972 headlined “A Legendary Figure in Mr. Horace Chicken Passed away in Junee during the Night”. In the opening paragraph “A man whose name became a legend amongst the thousands of engine drivers associated with the locomotive depot in Junee over the past fifty years, has died in the person of Mr. Horace Chicken”. The rest of the tribute covered his life on the railway.

Pall bearers at the funeral were Mr. Horace W. Chicken, Mr. Peter Chicken, Mr. Ronald Chicken, Mr. Donald Chicken, Mr. John Chicken (all sons of the deceased) and Mr. Bill Bressington (nephew).

The Wagga Daily Advertiser, Thursday August 21, 2014 informed us of the passing of the last surviving member of the Junee Chicken Family in that of Donald Douglas Chicken who passed away on Sunday August 17, 2014 aged 92 years. Mr. Chicken, had, for many years resided in Lawson House, just across the road from the new Junee Hospital facility.

An interesting side story is that when growing up in Junee we had the Chicken Family, with Horace Bartie Chicken living in “the Coop”, the Duck Family with Keith Duck a local milkman with a dairy, called is property “the Pond”. Jack Swan, a railwayman, lived in 8 Gallipoli Avenue until 1953. Mrs. Gosling lived somewhere in Lord or Gloucester Street and Miss Wren backed onto the railway line that connected the Main Southern Line with the South West Line on the north of the Triangle. Mr. Bull, a well credentialled baker and caterer in the early 1900’s, his descendants still lived in Junee. Jack Duck, Shunter and later worked in the District Superintendent’s Office, lived on the corner of Wardle and Harold Streets. Gerard Duck, railway guard, moved to Albury in the very early 1960’s to take up the position of Salaried Guard working trains such as the Southern Aurora, Spirit of Progress and Daylight Expresses north out of Albury.

Wagga Wagga Steam Navigation Company.

By Geoff Burch

In July 1859, Captain Johnston in the *PS Albury*, travelled up river from Adelaide as far as Tubbo, before turning back for the return journey. The *Albury* had departed with some two hundred and fifty tons of cargo, which had all been disposed of by the time the vessel departed Tubbo. The good citizens of Wagga Wagga were not happy with this situation and an editorial called for the formation of a local joint stock company to be known as the Murrumbidgee Steam Navigation Company.¹

Almost ten years later, on the 10th March 1869, a meeting of interested parties was held at the Australian Hotel to discuss the formation of a steam navigation company. Mr Leonard and Captain Dorwood, both of Echuca, and both men with a sound knowledge of river navigation, had visited Wagga Wagga in the week preceding the meeting and had offered to build a suitable vessel. The meeting resolved to meet again shortly to make a decision.²

In May 1869, it was announced that the Wagga Wagga Steam Navigation Company had purchased two vessels – the steamer *Victoria* and the barge *Pocohontas* - from Messrs Leonard and Co., for the sum of three thousand pounds.³ Low river levels prevented an immediate delivery of the two vessels but around mid June the vessels were ready to depart Echuca laden with some one hundred tons of cargo. The Murrumbidgee River around that time was about seven feet above summer level.⁴ It was not until the 1st July [1869] that Captain Dorward departed Echuca with the *Victoria* and the *Pocohontas*.⁵

The vessels arrived in Wagga Wagga on Monday the 9th August, having been stuck at Narrandera due to the low water levels around that place. The tow rope snapped at one spot and the barge drifted on to a sand bank and it took some effort to free it. The *Victoria* carried forty tons of goods and the barge another sixty tons. The spot where the *Victoria* unloaded was upstream of the bridge.⁶

On the Wednesday evening Captain Dorward was entertained at public dinner held in the Commercial hotel. On the next day Dorward officially handed the two vessels over to the Wagga Wagga Steam Navigation Company. An immediate return trip was planned with stops at Narandera, Benerambah, Tubbo, Cuba, Toganmain, and Hay, before going through to Echuca and the rail head.⁷

The *Victoria* was a wooden stern-wheel boat, built at Goolwa about three years earlier. She had a length of eighty five feet and a beam of fourteen feet and eight inches. The two vessels were capable of carrying a combined load of eight hundred bales of wool. When fully laden the *Victoria* drew three feet and one inch forward, and four inches more aft. The barge drew similar depths.⁸

During the hay days of the river boat traffic [1870s] a customs officer was stationed at Wagga Wagga – a Mr Greene – who was in charge of the bonded store in Kincaid Street.⁹

¹ Wagga Wagga Express. 30th July 1859, p2.

² Sydney Morning Herald. 16th March 1869, p5. Quoting the Wagga Wagga Express.

³ Riverine Herald. 1st May 1869, p2; Pastoral Times. 8th May 1869, p2.

⁴ Riverine Herald. 16th June 1869, p2.

⁵ Riverine Herald. 3rd July 1869, p2.

⁶ Empire. 16th August 1869, p3.

⁷ Riverine Herald. 18th August 1869, p2.

⁸ Empire. 16th August 1869, p3.

⁹ Daily Advertiser. 10th October 1938, p10.

Notice to Shippers.

THE "VICTORIA" WILL LEAVE THE WHARF for Echuca and intermediate places on THURSDAY, the 18th. For Freight, &c., apply to

R. B. WRATHALL,
Secretary.

Wagga Wagga Steam Navigation Company.

TO SHIPPERS AND OTHERS.

NOTICE is hereby given that Mr. JOHN ORR, of 18, Queen-street, Melbourne, has been appointed AGENT for this Company in Melbourne and Echuca, and is authorised to transact all business in connection with the Company's Steamers or Barges.

R. B. WRATHALL,
Secretary

Wagga Wagga, May 16, 1871.

In May 1871, the Wagga Wagga Steam Navigation Company gave notice that it had established an agent in Melbourne.¹⁰

Left: Notices placed by the company in May 1871.

F O R S W A N - H I L L,
BALRANALD,
HAY,
And
WAGGA WAGGA,
Calling at Intermediate Places
on the
Murray and Murrumbidgee
Rivers.
The Wagga Wagga Steam Navigation Company's
powerful and fast-sailing steamer
V I C T O R I A,
And barge
POCAHONTAS,
Will leave Echuca
On WEDNESDAY, JUNE 7.
Goods for this trip should be forwarded to Victorian
Railways not later than Tuesday, 6th June, and be ad-
dressed "Per steamer Victoria, care of John Orr,
Echuca."
Superior passenger accommodation.
For rates of freight, passage, and other particulars
apply to
JOHN ORR, 18 Queen-street.
N O T I C E to S H I P P E R S.—
The Wagga Wagga Steam Navigation Company's
steamer VICTORIA, and barge POCAHONTAS, are
NOW LOADING at the Echuca Wharf, and will posi-
tively sail as advertised.
J. ORR, 18 Queen-street.

Right: Advertisements placed by John Orr in June 1871.¹¹

A special meeting of the company was held at Wagga Wagga, on the 26th June 1872, to discuss "the renewal of the co-partnership."¹²

In September 1872, W McCulloch & Co., were advertised as the company's agent in Echuca and Melbourne.¹³

IN consequence of the Copartnership of the Wagga Wagga Steam Navigation Company having expired, the Proprietors OFFER for SALE the STEAMER VICTORIA and BARGE POCAHONTAS, so long and favourably known as trading between Echuca and Wagga Wagga. The boats are in thorough repair, and well found in every respect.
For particulars apply to
WM. McCULLOCH & Co., Agents,
23-9 Melbourne or Echuca.

In January 1873, the *Victoria* and the *Pocohontas* were advertised for sale.¹⁴

Left: Sale notice for the two vessels in January 1873

A meeting of shareholders in March 1873, declared a dividend of thirty pounds per one hundred pound share.¹⁵ Gross receipts for the year were £2,256 3s 9d. Company assets were estimated at £3,055 5s 9d.

¹⁰ Wagga Wagga Advertiser. 17th May 1871, p3.

¹¹ Argus. 2nd June 1871, p1.

¹² Wagga Wagga Advertiser. 22nd June 1872, p2.

¹³ Wagga Wagga Advertiser. 25th September 1872, p3.

¹⁴ South Australian Register. 23rd January 1873, p1.

¹⁵ Wagga Wagga Advertiser. 22nd March 1873, p2.

The meeting was advised that the directors had placed their two vessels on the market but at that time no offer had been received.¹⁶

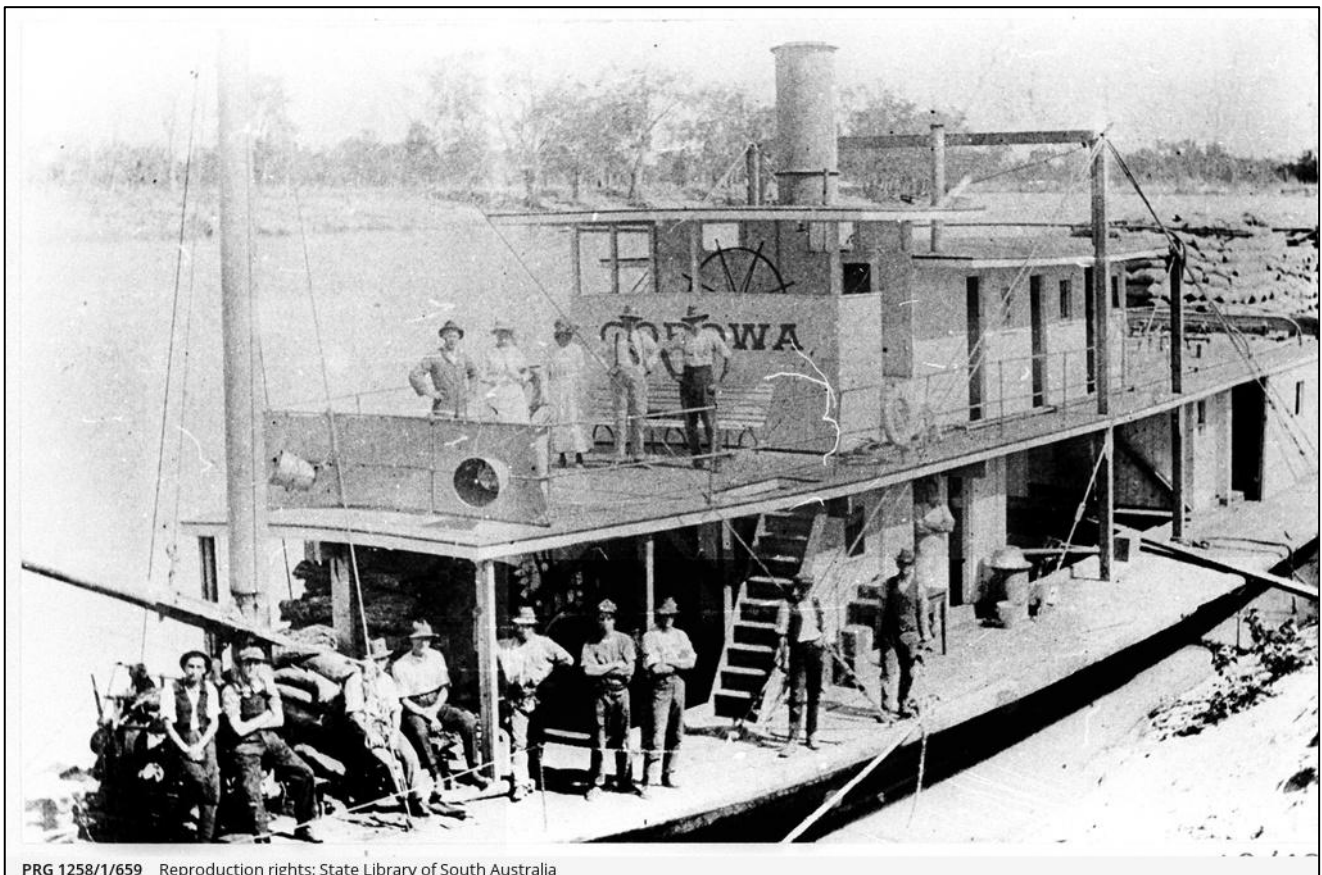
**The Wagga Wagga Steam Navigation
Company**
Having Chartered the Steamer
“Cumberona,”
She will leave Echuca for Wagga Wagga, calling at
intermediate places, on or about Monday, the 17th
August.
Shippers should have goods forwarded to Echuca
not later than the 14th instant. For freight or pas-
sage apply to
R. B. WRATHALL, Secretary,
Or to Messrs Wm. M'Calloch & Co., agents,
Melbourne and Echuca.
August 7th, 1874. dl

Business was good in August 1874, when the company was compelled to charter the *Cumberona*, which travelled from Wagga Wagga down to Echuca, in order to bring back goods that the *Victoria* did not have room for.¹⁷

Left: A notice placed by the company in August 1874.

In August 1875, PS *Corowa* arrived at Wagga Wagga, having been chartered by the Wagga Wagga Steam Navigation Company.¹⁸

In September 1875, the company chartered a vessel called the *Alfred*, to carry freight from Echuca to Wagga Wagga.¹⁹



PRG 1258/1/659 Reproduction rights: State Library of South Australia

Above: The PS *Corowa*. Courtesy State Library of South Australia.

¹⁶ Wagga Wagga Advertiser. 15th March 1873, p2.

¹⁷ Wagga Wagga Advertiser. 5th August 1874, p2; 8th August 1874, p2.

¹⁸ Wagga Wagga Advertiser. 25th August 1875, p2.

¹⁹ Wagga Wagga Express. 25th September 1875, p2.

In November 1875, a rare opportunity arose to purchase a share in the Wagga Wagga Steam Navigation Company.²⁰

FOR PRIVATE SALE.—A share in the Wagga Wagga Steam Navigation Company.
This is a rare opportunity for persons seeking a safe and remunerative investment. Apply to A. T. BOLTON, Stock and Station Agent, Wagga Wagga. im

Left: November 1875 notice for sale of a share in the company.

The Wagga Wagga Steam Navigation Company operated in a competitive market, with other vessels regularly docking at the wharf.

In September 1876, Captain Warren carried a load of merchandise from Hay to Wagga Wagga, on board the *Amphibious*, destined for David Copland & Co.²¹

In June 1877 the Wagga Wagga Steam Navigation Co. sought tenders for the purchase of both the *Victoria* and the *Pocohontas*.²² No doubt the impending extension of the railway line to Wagga Wagga had influenced their decision to sell.

Wagga Wagga Steam Navigation Company (Limited).

TENDERS are invited for the PURCHASE of the steamer VICTORIA and barge POCOHONTAS.

The *Victoria* is well known in the river trade, having been running between Echuca and Wagga for several seasons. She is in first-class working order, and ready for service. She is fitted with 40 horse-power engines, by Sinclair, of Yarra Bank, Melbourne.

The barge *Pocohontas* has a carrying capacity of 95 tons.

Tenders to be at the office of the company, Fitzmaurice-street, Wagga Wagga, not later than 19th June, 1877. No Tender necessarily accepted.

Further information may be obtained from Captain Lewien, on board the *Victoria* at Echuca Wharf; from W. McCulloch and Co., Echuca and Melbourne; or from

C. W. GRAHAM,
Secretary.

Wagga Wagga, 11th June, 1877.

Left: June 1877 notice for sale of the *Victoria* and the *Pocohontas*.

In 1877 the offices of the Wagga Wagga Steam Navigation Co. were located in a small weatherboard building situated in Fitzmaurice Street, on allotment 8 of section 8 – owned by George Forsyth.²³

In April 1878 the company was in the process of “winding up,” never to be heard of again.

In 1939, the Wagga Wagga Steam Navigation Company [in liquidation] was struck off the register of listed companies.²⁴

²⁰ Wagga Wagga Express. 20th November 1875, p3.

²¹Wagga Wagga Advertiser. 13th September 1876, p2; 20th September 1876, p2.

²² Wagga Wagga Advertiser. 13th June 1877, p2.

²³ MHNSW. State Archives. Wagga Wagga rate books. [Series NRS-17646-1]

²⁴ NSW Government Gazette. 1938, p3559; 1939, p654.



Above: The PS Cumberoona with barge in tow, c.1875. Courtesy State Library of South Australia.

No photographs could be found of the *Victoria*, the *Pocohontas*, or the *Amphibious*.

Historic photo – Savings Bank of NSW, Wagga Wagga. Early 1900s. Courtesy Reserve Bank Archives.



New Book – “Mixed Fortunes” by Merryl Graham and the Temora Heritage Committee– a history of the Chinese in Temora and District. [\$40].

Anyone wanting a copy should contact Merryl Graham. Email: grahamohs1@bigpond.com.

Very well researched book and a great effort from the Temora Heritage Committee. The book was launched at the Diamonds and Dust store in Temora on the 30th November 2024.

