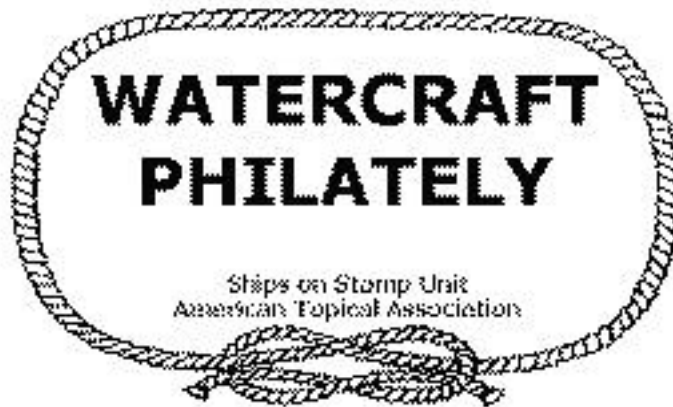


Anyone with information on this stamp from 1996, please contact the editor - Tangshan Port.



150th Anniversary of Murray River Shipping

The Murray River forms the border between New South Wales and Victoria, and flows for 2,530 km from the Australian Alps in eastern Australia to Encounter Bay, South Australia. Its major tributaries are the Murrumbidgee, Lachlan and Darling Rivers.

In the late 1840s, with growing interest in migration and settlement of inland Australia, the South Australian government began encouraging efforts to open the river for navigation.

The river system quickly developed into a highway to the inland regions. Steamers carried passengers, mail and supplies to the stations, and returned with station produce for coastal markets. By 1870, the Murray was the main channel bringing inland wealth to the coast. River trade transformed inland pastoral industries and contributed to a shift in the balance between cattle and sheep industries.

Despite being a great advance over the bullock team, river transport had its problems. Rising cost, fierce competition and the growing rail system contributed to the decline in river trade. Although river trade peaked in the 1880s, continuing at reduced levels until the 1930s, passenger steamers continued longer. Indeed, steamers can still be seen on the Murray River. Many individuals and organizations have restored vessels or built new paddle steamers to cater to the community love of heritage and the tourist industry. Source: *Australian Stamp Bulletin*, No. 271.

OSCAR W (paddle steamer)
Australia # (2003) 50c
1908 - District Council of Port Elliot and Goolway, (registered at Melbourne) Australia; F.O. Wallin, Echuca, Australia; Gt. 83, nt. 59; 103.5' x 20.7' x 5.1'; one 2 cyl. 8hp wood fired steam engine, manufactured by Marshall, U.K.

Built for F. Wallin, and launched as **OSCAR W**, named for the son of the builder-owner who was killed in the Boer War in South Africa. She was built for normal commercial work on the rivers, and reached Bourke at least once. Around 1914, Permewan, Wright & Co. Ltd. bought her. On June 1, 1919, she was sold to Murray Shipping for AU\$100, to be used for towing barges.

Around 1942, G. Ritchie bought her, with the intention to use her in the tourist trade, from Goolwa, but due to the Second World War, he had to abandon his plan. A year later, she was sold to P.W. Richards, R. Knox and T.C. Coode, but later that same year, she was sold again and ultimately



became a workboat for the Highway & Local Government Department.

Her logbook in this service, gives some additional info on her. She was built of red gum, sheathing floor beams and angle iron frames; her planking was of red gum. The boiler consumed a half ton of wood per hour, and in 1945, she was converted to oil burning.

On Nov. 13, 1959, she arrived at Morgan with the old "punt" in tow from Narrung and that was likely her last work for the Highway Department. She was sold around 1960, to Capt. P & P Hogg for a proposed passenger-cargo service out of Mildura, but was occasionally working on the tourist trade out of Echuca before the day excursion business at Mildura.

(Murray Shipping, continued on page 16)