

Robert Ewart

References from National Library of Australia digitisation project

The Mercury Hobart, Tas **Friday 27 December 1901 p3**

ZEEHAN, Monday

An outbreak of fire occurred last night at the house of Robert Ewart, a well known prospector, which is situate at the rear of the hospital. Mrs.Ewart was in bed, and by some means the bed clothes became ignited, severely burning her arm and face. She managed to put out the fire before much damage was done to the room.

The Mercury Hobart, Tas **Mon 22 Feb 1904 p6**

THE WEST COAST (By Electric Telegraph.) (From Our Special correspondent)

ZEEHAN, February 19.

There was a narrow escape from drowning at the Pieman River crossing of the Stanley River track last night. Robert Ewart a well known prospector and a man named Bilson were going out to the Stanley tin fields in connection with survey work there and John Gould a packer with four horse accompanied them. When attempting to get two of the horses across the Pieman ford Gould and Bilson and the horses were swept off their feet by the strong current. Both the horses and the men were entirely submerged and carried down river about a chain, when a shallow place allowed them to regain their footing, and return to the bank. Bilson could not swim and but for the assistance of Gould would have been drowned. After camping without cover in the heavy rain at the Pieman last night Gould returned with the horses to Zeehan and the other two men proceeded to Stanley carrying what provisions they could for the men out there whose, supplies were exhausted.

The Mercury Hobart, Tas Tuesday 16 August 1904 p3
Unlawful Wounding

At Zeehan Police Court this morning Robert Ewart was charged with having, on or about August 9, unlawfully and maliciously wounded John Connor, at Zeehan. Mr. D. C. Urquhart appeared for the complainant, and Mr. J. W. Hudson for defendant. The evidence for the complainant showed that when Connor was leaving the "Shelverton Hotel at the time in question, Ewart met him, and said : "I have been waiting for you. Take that," simultaneously striking him a heavy blow on the head with an axe handle. The blow produced a wound about an inch and a quarter long, which bled profusely, and necessitated the doctor's attendance. Before being cross-examined, complainant denied having said he had had immoral relations with Mrs Ewart, and knew of no cause for the assault. The defence was reserved and the accused was committed for trial, bail being allowed in his own recognisance of £25, and one surety in the like sum. Another charge against Ewart was not gone into, on the latter consenting to be bound over to keep the peace towards Connor, and Ewart was bound over in one surety of £50. and his own recognisances in the like amount, to keep the peace for 12 months, or, in default, one month's imprisonment.

Thursday 13 October 1904 p4

Supreme Court sitting at Strahan

Robert Ewart charged with having, on 9th August, at Zeehan, unlawfully and maliciously wounded John Connor, pleaded guilty to a common assault, which was accepted by the Crown Prosecutor. Mr J W Hudson appealed for the accused, and stated that Connor's action towards a young girl, to whom accused was in the position of father, had been the cause of assault, and although really an offence against law had been committed by Ewart the complainant Connor deserved chastisement He produced testimonials as to good character of accused.

Dr Butler stated that the wound inflicted was only a trivial one and Sub Inspector Anderson spoke as to defendant being a quiet and peaceable man.

His Honor said, under all the circumstances, he would deal leniently with the case. He would not pass any sentence on accused, who would be discharged on entering into his own recognisances of twenty pound to come up for judgment when required.

Wednesday 11 December 1907 p6

TRACK CUTTING. ZEEHAN, December 10.

Robert Ewart has been authorised to cut a track from Stanley River tin field to the site of the new crossing over the Pieman River, near Huskeston.

Mercury Wed 6th Jan 1909 p4

TRACK CUTTING. WHAT IS BEING DONE. THREE PARTIES GO OUT.

Just before the Christmas holidays the Secretary for Lands (Mr. E. A. Counsel), the Engineer-in-Chief (Mr. J. Fincham), the Secretary for Mines (Mr. W. Wallace), and the Government Geologist (Mr. W. Twelvetrees) discussed the question of track-cutting. It was decided by them that three parties should go out and continue the work which was commenced last year, when an effort was made to explore the country along the Great Western route to the West Coast. The first of these parties has just set out. It is in charge of Mr. Robert Ewart, and has started up the Gordon, which it will follow for about 10 miles. The party will then branch off in a northerly direction. It has ample supplies to last over three months and will make its depot at the junction of the Franklin and the Gordon Rivers, where operations will commence. From this point the party will begin recutting Webster's track for about 10 miles. Then it will commence at a new track, striking up to the north almost at right angles in the direction of Flagstaff Hill for about 12 miles, and journeying to the locality known as Frenchman's Cap. The party will not intersect the track made by Mr. Innes from the Great Western route to King William Range, Franklin. This track comes towards the new one from the east, but Mr. Ewart will despatch some of his men to the Innes track with the intention of extending it so that it will junction with his new track. This he will continue on till it junctions -with the track known as Thirkell's, and which is cut down the Jane River.

The second party will be under the guidance of Mr. F. B. Clarke, of the Dromedary. His work will commence at Tyenna, and be continued westerly to the Gordon, being along a track cut at considerable expense by the Public Works Department some years ago.. It will be continued to Webster's track on to the Denison River. After cross inc the Gordon, he will continue cutting until he joins another, track being opened up by Mr. Marriott. This will give access for foot passengers' through to Strahan Harbour right from Tyenna.

The third party will be undertaken by Mr. Robert Marriott, Jnr who will travel from near Tyenna along the Great Western route, and continue westerly until he junctions with; the track being opened up by Clarke, and joins the track cut by himself last year from Rasselas Valley.

The Mercury Hobart, Tas Friday 28 May 1909 p7

A WEST COAST TRACK. GORDON RIVER TO TYENNA.

The Secretary of Lands (Mr. E. A. Counsel) referred yesterday to a report which had been furnished to the department by Mr. Robert Ewart, relating to the cutting of a track on the West Coast. Mr. Ewart was commissioned for this undertaking by the Lands Department. He started out on New Year's Day with two assistants, and continued his labours during the summer months. Mr. Ewart made his starting point Pyramid Island, the highest navigable point on the Gordon River, where it joins with the Franklin. There he built a chock and log depot. From this point he proceeded to "clear out" Webster's track, making it ready again for traffic. He followed its course for a distance of about eight miles on the northern side of the Gordon. The country through which the tracks passed contained dense patches of bauera and dead manuka.

Mr. Ewart followed this track onward until its junction on the north bank of the Gordon with the track cut by Sir. Robert Marriott, Jnr in the previous season. He thus formed a communication with Tyenna via the great bend of the Gordon.

The Government has not had an opportunity it is stated, of discovering of what character the country is from a geological point of view, as the Government geologist has not had time as yet to visit it and inspect it, following in the wake of Mr. Ewart. The latter, however, has sent down "specimens of the rock met with, and these were forwarded to the department. They will be inspected by the Government geologist. Mr. Ewart himself has had some good experience, it is stated, as a prospector, and he thinks that the country through which he passed bears indications of being mineral-bearing.

It had been expected by the department that Mr. Ewart would have been able to connect with Mr. Innes's track, cut last year, and a previous one cut by Mr. Hirkell. It was discovered by him, however, that neither of those tracks continued southerly enough to enable him to effect a junction. The course followed by Mr. Ewart, from Pyramid Island was south-east and northerly.

The Mercury Hobart, Tas Monday 5 July 1909

THE LOST ORLEANS THE MISISNG BOAT AN UNFOUNDED RUMOUR

STRAHAN, July 3.

A report was current in Strahan all to-day that a boat, supposed to be from the wrecked Norwegian barque Orleans, had been seen on the Back Beach. Constable Ebden and Charles Loring were instructed to proceed to the beach this morning, and investigate. They returned this afternoon, and reported that all they could find in the vicinity was

some wreckage, apparently from the late Kawatiri wreck. This has also been verified by two well-known local fishermen.

ENDEAVOUR'S FRUITLESS' SEARCH.

MELBOURNE, July 4.

The Federal fisheries investigation vessel. Endeavour, returned to Melbourne yesterday, after a fruitless seven days search for the missing boat from the barque Orleans, -which recently foundered 300 miles off the Tasmanian coast.

[The Mercury Hobart, Tas Tuesday 6 July 1909 p5](#)

THE MISSING BOAT. ANOTHER SEARCH TO BE MADE

The Hon. the Premier (Sir Elliott Lewis) has forwarded the following telegram to Captain Ross, Strahan: - "Have decided to have search made southerly from Cape Sorell. The following scheme is suggested here: - Captain Hake to send men to search the vicinity of Turvey's fishing camp (Pelrean Island), and five miles south. Four men to be engaged for the search further south, two landed at Betsy's Bay to strike the coast in a south- westerly direction, and search as far as Copper Mine Hut; two landed at Gravelly Bench, inside Settlement Island, and to proceed to Copper Mine Hut, and search as far as Mainwaring Inlet, if practicable. The' Doherty family and **Bob Ewart** recommended to me. Please arrange and vary programme as you judge best."

[The Mercury Hobart, Tas Wednesday 10 November 1909 p3](#)

THE BALFOUR FIELD A TRAMP FROM ZEEHAN.

(By Our Special Representative.)

Balfour, to which the eyes of the whole of the mining world of Australia and a considerable quantity of Victorian capital have lately been directed lies in a remote portion of the north-west of Tasmania, far away from other centres of civilisation. Little

was heard of it until a few months ago, and even now not much is known as to the best manner in which to go there. To residents of the North or South of Tasmania, or of the mainland, the route via Burnie, Stanley, Marrawah, and Whale's Head is the most suitable, although it entails a hundred miles of coaching from Burnie, topped up by about 45 miles of horseback journey, from the West Coast there is a more direct way, but it must be all done on horseback, or on foot. In view of the present state of the track, one's horse is liable to get bogged, so walking is preferable. It was the way I decided to go. The distance is not great -some 65 miles-but in bad weather it is a wearisome and trying journey, and under existing conditions generally takes about four days. Having resolved to tramp it, I arranged with Mr. Bob Ewart, the well-known West Coast prospector and track-finder, to accompany me. When on a journey of this kind it is advisable to travel "light." Accordingly, we cut our personal baggage as fine as possible. Just a change of underclothing, rug, mackintosh, the necessary provisions, and a camera. But even these formed a swag of some 30lb. Bob carried a "half-axe," a most useful implement in the bush, as one never knows when the felling of a log from bank to bank may be the only means of crossing a swollen stream: For the first 40 miles we were fortunate enough to obtain, through the kindness of Mr. J. S. Munro, who was sending pack-horses out to the Interview River, a lift for our swags.

Starting from Zeehan shortly after noon on Saturday, in lovely warm weather, we made North Heemskirk that evening. There is a well-defined pack-track-the old Corinna track-out here but in places it is in very bad repair. The bridge over Pine Creek is decidedly dangerous for horses. A new bridge over the Heemskirk River provides facilities for crossing this stream when in flood, but unless a finger-post be placed to indicate the turn-off for this bridge from the pack track to the ford pedestrians will be put to a lot of unnecessary trouble when they discover the river to be too deep to be forded on foot. At North Heemskirk I had arranged to have a look at Sir. J. McArthur's copper show, but the owner not being in camp, it was decided to postpone the inspection till the return journey. We camped in McArthur's hut for the night. Rising next morning at 4, we found a change of weather imminent. A strong, north-west wind was blowing, with rain threatening. Our day's programme was to overtake the packhorses, which were with Mr. Alex. Yates, mine manager, and Mr. H. B. Vincent, the packer, at Granville Farm, some eight or nine miles further on, and then continue our journey to the Pieman River, 12 or 13 miles more. This arrangement was not carried out in its entirety. Breakfast over at 4.45 a.m., we started, off to the accompaniment of a patter of rain drops, forming the scouts of the coming storm. The main body was close behind, and the distance was done in pelting showers. The Corinna track is followed for about seven miles, then comes a turn to the left. The Municipal Council have decided to place a notice-board here directing travellers, and this will be of much service. From the turn-off the Balfour track follows that to Granville Farm, going through nearly two miles of forest land. Here the track is in a deplorable condition, and great care must be exercised to avoid getting bogged in the mudhole. For horses this stretch is particularly awkward. An improvement would not be a costly matter. There is an abundance of timber at hand for cords, and as the track is the only inlet to a large area of valuable grass land-1,500 acres or more-it is deserving the attention of the authorities, quite apart from the growing importance of the traffic between Zeehan and Balfour. Most of the land is

occupied by Mr. D. Nicholas, of Zeehan. The condition of the numerous cattle on the run was ample evidence of the richness of the feed.

Arriving at Granville, drenched to the skin, we found the caretaker Mr. Tom Wilson, and Messrs. Alex. Yates and H H. Vincent taking breakfast. We were made welcome. 'The wind was now blowing a gale, with heavy rain. Being already wet through, I thought more rain would not hurt us, and was anxious to push on to the Pieman. However, both Ewart and Vincent, who knew the track well, advised against it, as the four miles along the beach would be practically impassable owing to the breakers. 'Better wait till next day, they advised, when the gale would probably "have blown itself out. I reluctantly acquiesced. The wait was not all "marking time." In the afternoon rain ceased for a time, and we were able to get out and inspect a newly discovered copper lode, for which Mr. Vincent has obtained a reward claim This is a large and promising formation. It has already been dealt with in the mining notes on my trip. Wilson's garden also came under notice. From the appearance of this the soil is wonderfully fertile, and the season some weeks earlier than at Zeehan. From Granville Farm to Granville Harbour is only about two miles. There is but poor accommodation for boats at Granville Harbour. Splendid fishing is to be obtained in the neighbourhood, also wild pig shooting. These animals are the progeny of some pigs that escaped from an old-time farm in the locality. They live in the dense scrub fringing the beach, and feed largely on the kelp washed up from the sea. Dogs have also run wild in the district, and "Old Tom ' Wilson recounts how he has shot eleven of them. Wallaby abound, and there are some kangaroos. More ground is being cleared, and in a few years time, when better access is given, the district will doubtless be of great importance to the West Coast from a pastoral and agricultural point of view.

Next morning the gale had quite subsided, although an occasional light shower fell. At Granville Farm the traveller first strikes the stakes put up by Mr. J. J. Gaffney to mark the Balfour track. Through the partially cleared ground of the farm triangular beacons are employed for easier distinction. On emerging from the timbered ground single stakes are used. These are followed to Duck Creek over button-grass country. Thence the ocean beach is used for some four miles. In places the strip of sand between the water and the scrub is quite narrow, and I could readily realise that I had been wise in not taking the risk of the trip on the previous day. The mouths of several fair-sized creeks have to be passed but none are difficult. The best method is to watch for a far-receding wave, and then, before another roller comes in, to dash across the somewhat wide, hut shallow, water just where the river joins the sea. One has to be smart at times to escape a ducking. Leaving the beach some distance south of Conical Point-a finger-post marks the spot the track is again over button-grass hills, from which fine views of land and seascapes can be had. Four or five miles of this, and the Pieman River is reached. The Pieman here is a noble stream, from a quarter to a half mile wide, but, like all other West Coast rivers, its navigation is impeded by a sand bar. Some dangerous-looking rocks also threaten the mariner. Still, fair-sized boats come in occasionally for cargoes of pine logs, cut along the upper reaches of the Pieman and its tributaries. Landing can also be made in Conical Harbour, just south of the Pieman. Near the mouth of the river is the Government ferry house. This was originally an hotel, the first

on the West Coast-and has been standing about 40 years. It looks its age. The present ferryman, Mr. John Ahrberg (known to his familiars as "Johnnie off the Minx"), has been in charge about 12 years. He is a Swede by nationality, and a sailor by vocation ; a genial, kindly salt, of, perhaps, 48 years, whose fund of entertaining and astounding yarns is inexhaustible. He has been living a lonely life at his ferry, eking out his £25 annual subsidy from the Government by hunting and fishing. The charge for ferrying people across the river at this particular point 380 yards wide is one shilling per head, but it frequently happens that even this small sum is not forthcoming. Still, no one is ever refused passage, nor even a cup of tea and a square meal, whether they can pay for it or not. Most of the land to the immediate south of the Pieman River is held under grazing lease, and just lately some 600 acres have been purchased as third class land. Messrs. W. Macdonald and Hartwell Conder, timber merchants, have erected a two-roomed building there in connection with their business, while, on the other side of the River, the Mount Lyell Company have a store and stabling, used as a depot for their mines in the south of the Mount Balfour field.

There are several improvements necessary at the Pieman Ferry, and the most urgent is the provision of a new boat. The present one has been in use so long, and has been so frequently repaired, that it is quite unseaworthy. With the finger and thumb one can easily pick pieces from the gunwale and keel, while the whole structure is crazy. Even with only one or two passengers in the boat there is great liability to accident, and this is vastly increased when swimming over horses and cattle. A punt in which to carry horses would be a convenience. The river bank opposite to the ferryman's house is heavily timbered. The soil is good, and would grow grass well, as indicated by the little patch which has been cleared. If the Government would have some 20 acres of this ground cleared and sown with grass it would greatly facilitate horse traffic through from Zeehan to Balfour. At present practically all horse food has to be packed out, but if there were a good paddock into which the animals could lie turned this would not be necessary. The cost of clearing and sowing would not be great, and would soon be repaid by a small charge for use. Moreover, the paddock would be a good object lesson as to what could, be done on the land there, and would probably lend to further land being taken up in the vicinity.

We left the ferry about 7.30 next morning for the Elliott Reward mine, at the Interview River. From the Pieman to here the pack-track is a good 12 miles in length, mostly over button grass hills, and is in fair order. A much shorter route can be found, and probably will be used directly, if the mine continues to develop as it promises to do.

The shortest route to Balfour is to continue to follow Gaffney's track northwards over the Lagoon River. But there are several places over which it is difficult to get a horse, including the gorge at the Lagoon, while that river itself is so liable to sudden floods that it is always uncertain whether it is fordable. A bridge over it, and a few pounds spent on other parts of the track would make a dependable route, and give fairly easy communication between the West Coast towns and the Balfour field.

My mission being to inspect the mining properties of the field, I decided to commence at the southern end and work northwards. To get to Elliott's Reward Gaffney's track is left, and T, B Moore's followed for a little distance. Then a turn-off to the right, and a mile and a-half of pegged and blazed track brings one to the camp. We were hospitably entertained here by the managing director (Mr. A. Babbington) and Mr. W. McArthur (the mine manager), and next morning left for Mr. T. B. Moore's camp, some 12 or 14 miles distant. A fair pack track has been made by Mr. Moore for the whole distance, but it is a long and tedious journey, winding in and out of the gullies of the southern end of the Norfolk Range. From Elliott's Reward onward we had to carry our swags, which made progress slower. The country continued open, with narrow belts of timber in the gullies. Arrived at Moore's camp about 3.30 p.m., where the meal quickly placed before us by Mr. Dobbie, who has charge of the stores, was highly appreciated. Mr. Moore, under whose leadership this party has been prospecting for more than a year past, was absent at the time, but his second in command, Mr. J. Bolton, was an excellent host, who not only gave us good entertainment, but accompanied us far enough on the track next morning to render losing our way very improbable. From Moore's to Balfour is about 17 miles. For a few miles from Moore's camp the track has been pegged, and can readily be followed, but several miles of unpegged country then ensues, along which the track is so faint as to require the skill of a black tracker or a "Bob Ewart" to detect it. With fine weather, however, having once got the bearings, there is little difficulty, as the open nature of the country makes travelling fairly easy anywhere. The chief drawback to getting off the track is the difficulty in crossing the rivers except at the proper places. Excellent-looking mineral country, with the characteristic quartz outcrops, occurs between Moore's and Balfour. All this has now been pegged. A few light shows fell, but not enough to affect us much, and, keeping Mount Hazleton on our left, and Mount Frankland on our right, we struck the pegged portion of the track at the Balfour end and arrived at the Mount Balfour Hotel in ample time for tea.

[The Mercury \(Hobart, Tas Friday 13 March 1914 p2](#)

ZEEHAN. March 12.

Considerable interest was evidenced in the police court proceedings to-day; when Robert Ewart was charged by Sub-Inspector Lonergan with "being on licensed premises during prohibited hours". Lengthy evidence was taken, and several brushes occurred between Mr. A. J.-Douglas, counsel for the defendant, and Sub-Inspector Lonergan. The bench reserved decision.

The Mercury (Hobart, Tas Wed 31 July 1918 p8

GENERAL TELEGRAMS QUEENSTOWN, July 30.

At a meeting of the committee, of the Mt. Lyell Tourist Association last night it was stated that Mr. Wardman, of the Botanical Gardens, Hobart, had sent about 300 young oak plants, 25 conifers, pines, and cedars of various kinds, which had been planted out in Anzac-park. Several wattle trees (sent by Mr. Robert Ewart from Crotty), King William, Huon, and celery top pines, myrtle and leatherwood trees had also been planted out.

MERCURY 12TH AUGUST 1929

Noted Prospector Dead - Mr Robert Ewart

Pioneer of the West Coast - Signal Service for State

Signal service to Tasmania in the work of opening the mining fields of the West Coast was pioneered by Mr Robert Ewart, 70, whose death occurred in the Zeehan District Hospital on Saturday.

The early exploration of that little known and most inhospitable portion of Tasmania, the West Coast, called for men of the highest calibre, men of stamina and exceptional physique combined with an unswerving determination which nothing could daunt. Fortunately for the state, these men as Frank Long, T.R. Moore, Owen and George Meredith, Steve Erland and Alan Karlson, Tom Farrell and Robert Ewart - were to be found, and were willing to carry out the pioneer work which made available to a large extent the mineral wealth of the West Coast, and so played their part in the development of Tasmania. Most of these men have gone, and it is regrettable that very few have come forward to take their places, even though there are yet large belts in Western Tasmania practically unexplored, but nevertheless known to be favourable to the existence of minerals. And so, in the death of Mr Bob Ewart there has passed away one of the best bushmen that Tasmania has ever seen and known. His many friends in the state and on the mainland will regret his demise after five months in hospital. It is said by the matron that she has never known a man with such a heart, nor one to fight against the inevitable, as he did. Everything possible was done for his comfort by the hospital staff and by a man with whom he has been closely associated for many years, Mr Selby Wilson.

Seeking Adventure

"Bob" Ewart was born at Longford in 1858, his father then being head shepherd for Mr Joseph Archer, of Panshanger. There his boyhood was spent. but early in life the roving spirit showed up and with some other youngsters, all about 15 years of age, he made his way to Mt Bischoff. They obtained work at 3s. 6d. a day. This they found would not pay for their food, so Bob drifted along the North West Coast, where he worked on road construction for 5s. a day. He then went to Mt Arthur where he put in two years fossicking at alluvial diggings, erecting post and rail fences and anything else that came along. His luck then turned, he becoming associated with Mr CW Lord, an uncle of the present Commissioner of Police, who was then district Government surveyor for the Lefroy district.

The Gold Boom

For eight years he acted as chainman for Mr Lord, and assisted in the survey of the whole of the leases in that and other districts, among them being the Pinafore, Shamrock, Banner Cross, Land of Lakes, New Chum, Volunteer etc. This was at the time of the gold boom in that locality. Having saved some money here, Bob went to the mainland, but soon returned to Tasmania, and went to Mt Victoria, now called Alberton. His first job there was assisting in a search for a missing prospector named JJ Hunkin, who was a married man, and had disappeared in mysterious circumstances. He was never found. This district proving a disappointment, and knowing that the shearing season was to commence shortly, he left and shore in various sheds, finishing at Swansea. His mate on the job was named Bob Hewitt, and to distinguish them they were called "Black Bob" and "White Bob". Deceased mentioned some of the escapades in which he and his partner were mixed up, and from what could be gathered they held their own, both men being of exceptional physique. The shearing season over, he returned to the North West Coast, and did more road work at the rate of 5s a day. It was at this time that he met Mr John McKenna, who now resides at Sulphur Creek, and with whom a lifelong friend-ship has existed.

Blazing West Coast Track

Bob returned to the Midlands until 1887, when, with John McKenna and Dan Griffith, on behalf of the Public Works Department, he started to blaze a track from Chudleigh to the West Coast. The indicator of the great Mt Lyell mine, the Iron Blow, at that time had been recently discovered by Steve Karison. Ewart's party had no charts to guide them,

and after swimming rivers and living principally on badger for three weeks they found themselves on Pelion West; that is on the south spur of Mt Tyndal, where they experienced the worst night of their trip. When morning dawned they saw the welcome camp smoke to the south, and breaking through arrived at Harvey's Hotel, Queen River. This point is about three miles south of what is now the prosperous town of Queenstown. It can be well imagined what that camp smoke meant to them, as each man was then reduced to his last 1/2 lb. of flour, and in an exhausted condition. After a short spell, the party walked to Old Strahan, and waited for three weeks in the hope that a vessel would come in. No boat arrived, so they resolutely turned their faces up the coast, and walked to Trial Harbour, and then followed the route of the old Corinna track to Waratah. It may be mentioned that this trip cost the party over 50 pound more than they received from the Government.

A Record Walk

After spending some time at Emu Bay, Bob decided to walk back, and on this trip he was accompanied by a well know Zeehan resident, Mr John McDermott. This journey occupied three days - that is from Emu Bay to Waratah, thence to Corinna, and the third day carried them to Zeehan, surely a record performance with weighty swags up. Bob then joined Mr J. Power, a Government surveyor, and for a few years assisted in surveying township allotments and mineral leases in the various coastal centres, also at the Long Plains gold rush. In 1892, when the Zeehan field slumped so badly, he went prospecting for gold at the Ring River, and then for tin at South Heemskirk, where in one place now known as Mayne's, with Mick Curtin as a mate, he washed from 81b to 9 lb to the dish of dirt, This proved to be only a patch, and on the revival of mining at Zeehan in 1899, his outstanding qualities as a bushman and prospector, prompted the Government to entrust him with the carrying out of important exploration work in th district. In this work he located and cut a track from Lake Selin to Lake St Clair for the purpose of making that line of country accessible to prospectors. He also cut a track to connect with the overland track and in the vicinity of the recent discovery.

Unenviable Experience

About the last work of this nature carried out by him was done in conjunction with Alan Pybus and W. Buddon in 1900. This was a pack-track from Mt. Pelion to Mole Creek and proved to be a very rough job. On one occasion the party were snowed in, and were without food for two days, until the inevitable badger turned up to relieve their hunger. Another track was started from the upper reaches of the Gordon River to Adamsfield, but this was not completed. Some time later, during 1909, he prospected

at Mt. Balfour and on the Norfolk Ranges for tin and copper, and on that occasion was accompanied by the late Mr Harry Judd, the "Mercury" representative for the West Coast, who is remembered as one who did much towards advancing the immense possibilities of mining in Western Tasmania. He and Bob Ewart were close personal friends and shared many a rough trip. From that time Mr Ewart resided mostly on the West Coast, and was one of its best-known and respected men. He was a member of the Mersey Masonic Lodge, No 21, T.C.

Mr Selby Wilson's Tribute

Probably the most interesting feature of his life was his long association with Mr Selby Wilson, who, when spoken to on the matter, stated that they had been associated for long intervals since 1893, and in the passing of Mr Ewart he felt he had lost a real friend. During their work together in the bush he had every opportunity of studying his character, and in him he had found a man to be admired, and Bob admired his foreman as a man whose knowledge of the West Coast mineral belt was unique. Mr Wilson lamented the passing, one by one, of the big-hearted pioneers, who were truly giants in every sense of the word - the Merediths, Tom Moore, the Karlsons, "Taranki, Frank Long, Jim Crotty, Tom Farrell, Jack Harris, Con Curtain and now Bob Ewart. What signal service they have given to their State and to the present and future generations! For themselves, in almost every case, they received no reward, but the knowledge that they had done something worth while.

THE MERCURY Thursday 15TH AUGUST 1929 p8

The funeral of Mr. Robert Ewart which took place on Tuesday afternoon at Zeehan, was largely attended by all classes of the community. Among those present were the Warden (Councillor Kean), several councillors, and the council clerk, also members of the Masonic Order and the A-N.A. The burial service was conducted by the Rev. R. T. Alexander, and P.M. Bro. W Thomas, read the Masonic service at the grave- side. There were many wreaths from Zeehan, Queenstown, and Melbourne. A telegram was received from Mr. Selby Wilson asking that a wreath be placed on the grave in his name.

THE MERCURY 19TH AUGUST 1929

The Late Robert Ewart - His Worst Experience

J.E.P. writes - The Mercury's tribute to the late Bob Ewart (12/8/29) omitted mention of what was probably his most trying experience. The writer, was in 1909, engaged with Ewart and "Dick" Rumney in cutting an exploration track from the Gordon River towards the Prince of Wales Range, in conjunction with a track put through to that point the previous summer.

Ewart and Rumney left our camp on Sunday, March 14, taking a tent fly and two days tucker to break through to this track to get some idea of the country that lay out our route. On the third day, as they had not returned, I began to get anxious, The weather was very unsettled - rain and fog each day. Taking some food, the writer broke through to get some high ground in the direction taken, but had no marks to show precisely the line they had taken, With field glasses the country was searched with not even a smoke sign. I had finally given up all hope of seeing them alive when on March 22, they struggled into camp, pretty well at the last stage. For six days they had no food, but had taken the precaution to heat all the water they drank. They were not bushed, but both described the belt of country traversed as the worst they had encountered on any part of the West Coast. They carried on in expectation of reaching a depot of stores left by the writer's party at the Prince of Wales. They failed to find this or the track, and battled back on a compass course. Considering the weather conditions, they were extremely fortunate to have weathered out such a stressful hazard. Luckily we had some extract of beef amongst our stores. This and careful dieting for a few days soon pulled them around, but it was a close shave. I may add that the tracks have never been junctioned. Poor old Bob!