Miller's Point. Many were associated with the early days of the Colony, whilst others are of outstanding architectural importance.

In order to demonstrate that any replanning scheme can and should preserve such buildings the National Trust has arranged an Exhibition which will be of interest to all. It will include a number of models and diagrams prepared by Architectural Students of the University of N.S.W., certain paintings from the Art Gallery of N.S.W. and National Trust photographs.

Art-Gallery of N.S.W. from April 28 to May 19. Mondays to Saturdays, 10 a.m. to 4.30 p.m. Sundays, 2 p.m. to 4.30 p.m.

KURNELL EXCURSION—April “Bulletin”—Corrections:
For “WALLAMOLLA” read “WATTAMOLLA.”
For “DR. SOLANIER” read “DR. SOLANDER.”
For “ARDUCAIA :COOKINA” read “ARAUCARIA COOKIJA.”

APRIL MEETING

In his talk “Growing Up In Wollongong” Mr. W. G. MUSGRAVE (Councillor) gave an interesting commentary on some historical events in Wollongong and district life in the period from the first World War to date.

Among topics discussed were social events, picnics, transport, scouting and the development of the modern Ambulance Service.

His address concluded with the showing of a series of very excellent slides.

SOME BULLI HISTORY

We are indebted to our Hon. Research Officer, MR. W. A. BAYLEY, F.R.A.H.S., for the following three historical notes:

EARLY ROADS ON BULLI MOUNTAIN

The years during which the coal trade grew saw the growth of the district, both commercially and socially, as one by one the various villages appeared with the opening of the mines, and the roads developed to link the district overland with Sydney, with which it had been linked also for over half a century by the seaway.

Bulli was brought into prominence in the forties with the opening of the mountain passes for traffic. Surveyor Burnett, in 1841, found tracks from Appin to the coast being used. In 1844 Captain Westmacott, who had secured land from O’Brien at Bulli, where he resided, found another route up Bulli Mountain. It began just west of his own house and followed westwards up the ridge still used for Bulli Pass, but instead of turning south and proceeding to the Elbow as the Pass does today, it turned slightly north-west and made almost straight up the mountainside, as is shown on the Wonona Parish Map to this day. The cost of clearing the road was paid for with money collected from settlers, and by August became the most favoured track used by horsemen from Wollongong to Sydney, although the “Ilawarra Hill,” as the Pass was called, was considered difficult. That bridle track was the forerunner of the famous Bulli Pass, the lower half of it remaining on much the same route after one hundred years.

In 1852 Deputy Surveyor-General Perry had a road built so that carriages could drive for the first time from Appin through Broughton’s Pass, down Mount Keira to Wollongong. At the same time road work was carried out on Bulli Mountain—probably on the road along the top to Mount Keira. Perry reported the road down the mountain at Bulli both difficult and dangerous. At the same time grew
a demand for improved communication with settlements along the narrow plain between the mountains and the sea from Wollongong towards Bulli.

**BUlSHRANGERS AT BULLI**

An early bushranging incident is recorded in his Reminiscences by Alexander Stewart, who states that four convicts who had run away from their masters at Appin made their way down Bulli mountain in 1828 and stole a fowling piece at McGawley's. From there they went to Geraghtys', where they shot Patrick in the hand, but his brother in turn shot this bushranger dead, after which the others made off. The incident occurred about where Woonona bowling green was built later and the dead convict was buried at McGawley's Point, the first north of Bellambi Bay. As a result of the incident James Geraghty and Corrigan, of Woonona, were appointed constables, the latter subsequently being appointed Chief Constable for the area between Bulli and Shoalhaven.

**BUllI AND THE LOCAL PRESS**

From its earliest times the Bulli district progress had been reported and fostered by the ILLAWARRA MERCURY, established at Wollongong on October 8, 1855, the files of which are preserved almost completely in the Mitchell and Public Libraries at Sydney.

It was followed by the establishment of the ILLAWARRA EXPRESS in 1860, and in 1863 by the ILLAWARRA BANNER, which became the WOLLONGONG ARGUS in 1876. Few only of the issues of the two former papers appear to survive but files of the ARGUS from 1878 until it became the SOUTH COAST TIMES in January, 1900, contain news of Bulli and its district. However, Bulli was brought into better focus for local people when the BULLI AND CLIFTON TIMES appeared on Saturday, July 3, 1883, under the proprietorship of F. W. Wilson, late of Kiama. It was published twice weekly but few only of its files remain in existence.

Mr. Bayley has also copied the following poem:

**ILLAWARRA**

Illawarra — Home of Beauty —
land of forest, flower and fern,
Let me loiter where the headlands
in the blaze of summer burn —
Where the shifting shafts of sunshine
bar with gold the sounding shore,
And the sea-fowl's scream is mated
with the bursting billows' roar.

—Wilson

(ILLAWARRA MERCURY, April 13, 1917)

A. P. FLEMING,
President.
B4142.

D. B. ELLSON,
Hon. Secretary,
57 New Dapto Rd.,
Wollongong.