will not touch animal food, nor will they touch spirits; but they are fond of maize, sweet potatoes, sugar and water, and bread. The last they call ‘Five Island’, because three shipwrecked sailors who were driven on shore in a boat gave them some biscuit and asked them the way to the Five Islands or Illawarra’.

It is an interesting speculation that these sailors may have been Parsons, Pamphlett and Finnegan, who in March, 1823, left Sydney in an open boat to ship cedar from Illawarra. Gales drove them off their course, and when after many days the weather improved they believed they had been blown far to the south, and consequently sailed in a north-westerly direction to reach Illawarra. Eventually they were wrecked at Moreton Bay, and being still under the impression that they were south of Illawarra and Sydney, tried to make their way further north by land, but had to give up the attempt. Pamphlett and Finnegan were rescued by Oxley at the end of November, 1823, and it was information given by them that led him to investigate and name the Brisbane River. Parsons was found by Oxley on his second visit in September 1824, and brought back to Sydney.

EXTRACTS FROM “THE FREEMAN’S JOURNAL”:
12/10/1872. Narrow Escape. — An old woman living alone in a house near Kerosene Mines, American Creek, had a narrow escape on Sunday morning last by the fall of the head or branch of a tree upon her frail domicile. It fell round the house in such a manner however, that the poor lady escaped more frightened than hurt.

10/1/1874. New Convent School. — We learn that a new Convent school has been opened at Wollongong by the Sisters of Charity.

3/10/1874. The Illawarra Teachers held one of their periodical meetings on Saturday week at the Roman Catholic School, Wollongong, the President (Mr. Inspector McIntyre) occupying the chair. Papers were read on scholastic subjects by Mr. Richardson of the Fairy Meadow Public School and Mr. Martin of the Church of England Denominational Certified School. The members of the profession were hospitably entertained at dinner by Mr. J. Buckley, Master of the school where the meeting took place.

THE CAMBELLTOWN “TRAM”:
The unique passenger service to Camden will end on December 31st and as quite a number appear interested in travelling on it before cessation. We print the following from the Saturday/Sunday Time Table:

SATURDAY: Leave Cambelltown 11.55 a.m. Arrive Camden 12.32 p.m.
            Leave Cambelltown 2.14 p.m. Arrive Camden 2.46 p.m.
            Leave Cambelltown 4.27 p.m. Arrive Camden 4.59 p.m.

SUNDAY:  Leave Cambelltown 10.52 a.m. Arrive Camden 11.24 a.m.
          Leave Cambelltown 12.27 p.m. Arrive Camden 12.59 p.m.
          Leave Cambelltown 3.27 p.m. Arrive Camden 3.59 p.m.
          Leave Cambelltown 5.27 p.m. Arrive Camden 5.59 p.m.

Trains return a few minutes after reaching Camden.

THE EMPIRE GAMES:
We record with pride the honour brought to the district by two young people at the current Empire Games, Perth, W.A. We congratulate Alex Alexander, of Thirroul, and Miss Robyn Woodhouse, of Keiraville, who won Gold Medals in the 440 yards Medley Swim and High Jump respectively.

HISTORY OF PORT KEMBLA (Continued 2) by W. V. MINTORN (Hon. Curator/Librarian):
Mr. Mintorn here continues his interesting reminiscences of the development of ‘The Port’.

On 2/3/1907 there was public notification of the final decision to establish The Works of The Electrolitic Refining and Smelting Company Pty. Ltd. at Port Kembla. This meant much to the District.

Investigations over a period of years had satisfied the Directors of the Coy. (which had its genesis in The Mount Morgan Gold Mining Coy. in Queensland), that Port Kembla was the most suitable of the sites considered, and also because of successful negotiations with the N.S.W. Government Harbours and Rivers Dept. to build a Low Level Jetty in the Harbour.

On 29/9/07 the tender of F. J. Carson for the erection of the Jetty was accepted.
On 1st January, 1908, the E.R. & S. Coy. began clearing operations for building their Plant and the Construction of an Embankment and Railway System for the Works with Mr. W. Goddard in charge (he was the Contractor for Earthworks at the Australian Smelting Corporation Site during the past years).

Mr. Benjamin Magnus was the initial Manager with Mr. E. A. White (of Mt. Morgan) the Works Engineer.

A squad of about 20 men from Mt. Morgan comprised the initial Works force.

The houses erected by the A.S.C., recently vacated, were rented for Works Staff occupation and use.

The Office Staff of the A.S.C. were transferred and commenced duty on 31st January, 1908.

By the end of the year most of the buildings and plant had been erected and Smelting and Refining processes were in operation and shipments of copper were being forwarded to Sydney by coastal steamers for transhipment to London.

On 1st July, 1909, the first consignment of gold for overseas was forwarded under horse-drawn traction to Wollongong Railway Station and railed to Sydney for shipment to London.

Most of the Coy’s staff and employees lived in Wollongong and surrounding areas and a movement began for the purchase of building allotments in Port Kembla.

On 26/6/09 the first sale of Subdivision Blocks took place and on 27/5/10 it was announced that the Southern portion of the Wentworth Estate would be surveyed for building allotments.

During the course of the construction of the Eastern Breakwater, heavy gales at various times caused breaches in places and these had to be filled in as necessary.

On 17/7/10 a very severe storm caused three big gaps to be made and took some time to fill again. At this time the overall length was 2,600 ft.

Following this repair work the centre length was heavily reinforced with concrete and subsequently there was no serious washaways.

On 24/9/10 the E.R. and S. Coy’s employees formed a Trades Union and made application for registration by the appropriate department of that period. On 29/5/11 their application for a Wages Board was granted, and on 21/6/11 a claim for a Wages Award was made and after considerable delay the application was granted on 28/2/13.

The Eastern Breakwater (as planned) was completed about 1938 with a total length of 3750 feet (the original planning was for 2,800 ft.), and approximately 900,000 tons being tipped.

Meanwhile E.R. & S. Coy. found it necessary to enlarge its plant and 80 tanks had been added to the Tank House by 17/9/15, making a total of 680.

A most momentous decision was made on 22/3/16 when representatives of the following companies, i.e. Mt. Morgan, Hampden-Cloncurry, E.R. & S., British-Insulated and Helsby Cables formed a Company named Metal Manufactures Ltd. to be established at Port Kembla, adjoining the E.R. & S. Works on the Eastern side and comprising an area of approximately 28 acres.

Building operations were completed during 1919 and Mr. H. P. Greenwood was the initial manager.

Copper wire and cables were first manufactured and later additional plant produced tube, etc.

The untimely death of Mr. Greenwood on 20th July, 1925, was widely mourned and subsequently one of the wards at Wollongong District Hospital was named as a Memorial.

(WO BE CONTINUED)