During the service of consecration he also christened Herbert, one of the sons of Dr. Charles Throsby, L.L.D., and his wife, the former Betsy Broughton, who won fame as one of the four survivors of the massacre of the "Boyd" at Whangaroon, New Zealand, in 1809.

Throsby married Betsy Broughton in 1824, in her 17th year, and they had a family of 17 children, from whom the extensive Throsby family are descended.

The erection of Christ Church was substantially aided by Charles Throsby financially, and he also gave the land on which the Church stands, a graveyard, and a glebe of some 100 acres, whilst there were other financial contributors, and the Government gave half of what is believed to have been $1402.90.

The building was designed by the architect John Verge who, in 1837, had charged Throsby and two other trustees, William Bowman and William Hutchinson $16 for plans, elevations, sections, details, specification and estimate, also a second estimate, for Bong Bong Church — presumably, (though this is not definitely known) used when work got under way in 1845.

Near the Church, on the southern side a two-storeyed rectory was also built and to the cost of this, the Government, pursuing the fifty-fifty basis applied to the erection of the Church, up to 1851 contributed $667.36.

DEMOLISHED:

The rectory was occupied by a Clergyman until 1895, and, having been disused for some time, was demolished, it is thought, almost 50 years ago.

Christ Church is the oldest still standing between Cobbity and Canberra, apart from normal re-painting and the like, it underwent some modification and renovation in 1884, and further renovation some 25 years ago.

In the burial ground pioneers of the district and their descendants are laid to rest. Joe Wild, the early explorer, and many of the Throsby family are buried there.

PRINCE'S HIGHWAY — WHO WAS THE PRINCE?

This question was recently put to the Society, and in seeking an answer we encouraged a surprising diversity of opinions. But the following extract from the Sydney Morning Herald of 20th October, 1920 seems to establish beyond doubt that the Prince after whom the highway was named was the Prince of Wales, afterwards King Edward VIII and now Duke of Windsor, who visited Australia in that year:
"The Prince’s Highway, — the road to Melbourne via the South Coast — was officially opened and named yesterday by the Minister for Local Government (Mr. T. D. Mutch).

A picturesque spot, in the vicinity of the Bulli Pass Lookout, was chosen for the ceremony. The portion of the road selected for the function commands a splendid panoramic view of the ocean and several South Coast towns. The visitors who travelled by train to Bulli and on to the Lookout by car were not so fortunate as those who journeyed by car from Sydney. A couple of the cars which attempted the steep climb — 1100 ft. — from Bulli to the Lookout broke down, and among those who had to walk were the Federal Minister for Works and Railways (Mr. Groom) who was accompanied by Mrs. Groom. But they appeared to enjoy the experience.

Soon after the naming ceremony steady rain commenced to fall, and it was decided to abandon the toast list at the luncheon, which was held in the open. The ladies sought shelter of the cars, while the other visitors gathered under a spacious tree and listened to several informal speeches by the Ministers and others interested in the good roads movement.

The suggestion that the old “top road” on the South Coast should be named the Prince’s Highway was made by the National Roads Association. The Bulli Shire Council, which was communicated with, endorsed the proposal. No alteration or improvements have so far been made, but it is hoped to plant an avenue of trees along the highway right to the border. The Prince’s Highway runs through Gippsland to Melbourne, and is regarded as the favourite road to the Victorian capital.

Those present at yesterday’s function in addition to the Ministers and their wives were Mr. Garlick (Under-Secretary for Local Government), Councillor J. T. Wall and representatives from Nowra, Shellharbour, Kiama, Berry and Wollongong.

After being welcomed by Councillor W. H. Tressider (president of the Bulli shire) Mr. Groom said that the naming of the road the Prince’s Highway was a pleasing tribute to his Royal Highness. The Prince of Wales had captured the hearts of the Australian people and by his gracious manner he had already made a highway to the hearts of the people. (Applause)

Mr. Mutch, in naming the road, said he had travelled over practically the whole of New South Wales by train, on foot, and by cycle, but he knew of no road more beautiful in the whole of his Australian travels than the Prince’s Highway. (Applause) The Australian people did not realise what a magnificent asset they had in their coastal scenery. (Applause)
Mrs. Mutch, amid cheers, cut a piece of light blue ribbon which had been stretched across the road.

At an al fresco lunch, over which Councillor W. H. Tressider presided, Mr. Groom said that what he had seen in the district had impressed him very much indeed. What he had seen on the previous day at Port Kembla had made him feel very proud indeed of the Australian workman. (Applause) No nation would become great that did not possess coal and iron, and also large Industries. (Applause) Coal and iron were the basis of civilised life. “You have in this district” he concluded “permanent conditions of a great future”. (Applause)

Mr. Mutch, who had an enthusiastic reception, began with a humorous reference to the working day of the average Minister. He said that they worked 44 hours a day. There were 22 actual hours, with two day’s work in each day, and they had not got a rise. (Laughter and applause) The Prince’s Highway reminded him of the Lincoln Highway, from New York to San Francisco — 3223 miles long. That road stretches from the Atlantic to the Pacific. More than two-thirds of it was actually constructed. He was glad Mr. Groom was present, because he wished to express the opinion that the Federal authorities should make a definite contribution to the States or local authorities towards the cost of national highways. None of the highways in the United States was less than 66 ft. wide.

New South Wales had got ahead of Victoria in the naming of the highway, the Minister continued, but within a few weeks the Victorians would name their section. But he would remind the people of New South Wales that the Victorians were doing something practical. They were organising working bees. Something like that should be done by New South Wales. (Applause) if they could organise half the working population of the South Coast district to give one day towards improving the Prince’s Highway, he would bring along a pick and shovel and do some work himself. (Applause)

During the present session he would introduce the Main Roads Bill, which would apply first of all to the metropolitan area. Next session he would extend that bill to include the country areas of the State. The Government intended to complete the work of repairing the Parramatta-road. (Applause) Although the municipalities would not come to an agreement regarding that work it would be completed by Christmas. (Applause)

On behalf of the National Roads Association Mr. G. R. W. McDonald, M.L.C., presented to Mrs. Mutch the scissors with which she had previously cut the ribbon. In a happy response, Mrs. Mutch said that next time she visited the Prince’s Highway she hoped to hear the axes ringing. (Applause)