About what time was this - 19? 1930s. No, It would be 1928, wouldn’t it? When I was sixteen. About 1928 when I first came into contact with it.

THE IRON FOUNDRY IN 1900
From the Illawarra Mercury 8 September 1900
Lilleshall Steel Foundry and Engineering Works

A LOCAL PROGRESSIVE CONCERN
Like many other industries in the Illawarra Mr. Davis’ (sic) Lilleshall steel foundry and engineering works is progressing with leaps and bounds. It will be remembered, comparatively speaking, Mr. Davis started operations in a very small way, but aided by instinctive business tact and shrewdness, the small business of years ago has grown into quite a large concern. The latest order received by the firm on a big scale is from the Smelting Company of Australia for four lead pots each to hold ten tons of molten lead, the castings weighing some 36 cwt. [1.829 tonnes] and taking two tons [2.032 tonnes] of metal specially imported from England. To carry out this work, a travelling crane on steel girders capable of lifting between seven and eight tons had to be erected, the whole of the necessary parts being manufactured on the premises. The workshop which is 80 ft [24.38 metres] wide and 90 ft [26.78 m] long, is complete with all the most up-to-date machinery required in connection with the trade, and anything and everything can be turned out at the shortest notice. An additional cupola, making two, has also been erected, so that now castings up to 6 and 7 tons can now be undertaken. A special feature in the machinery is a surfacing and wheel turning lathe, manufactured on the premises which will take in a wheel 10ft to 12ft. The steel plant has also received special attention of late, as large orders are shortly expected in this quarter. At present the firm is busy, in addition to other work, turning out several tons of points and crossing for Western Australia. As the district goes ahead the energetic manager intends to do the same, and already has his eye on several innovations which will be introduced as soon as the requirements of the district warrant it.

CHARLOTTE STREET IN 1906
Dorothea Stuart nee Byron writes September 1991:

Charlotte St (or the Gas Works Lane) was a very short street and in all there were only fourteen houses including the Davies foundry and Gasworks which took up most of the south side of the street. Most blocks were larger than the usual 50ft [15.240 metre] house blocks.

Doing a little fossicking I found that the following were living in Charlotte St in 1906:
Boyd - Adam James Walker, Labourer
Byron - Andrew, Edward Jnr. Honorah, Mary Anne, Matthew and Thomas
Cromack - Robert, butcher, Richard, carpenter, and Maria Ann
Davies - The
Drew • David Malcolm Reece, engine cleaner, and Mary
Eastaways • The
Edwards • Charles Howard, carter, George Wallace, Labourer, Harold Cawood, labourer, John William mgr. gasworks, and Mary Ann
Logan • Albert Edward, labourer
M’Andrew • Alexander, labourer, George, carpenter, and Deborah
Murphy • John Power, miner
Quilty • Fred, coal miner and Margaret and Mary a dressmaker
Ring • George, labourer, William Ernest, fireman and Mary
Wannell • William, printer, and Caroline and Ellen

**THE GOOD SHIP NEPTUNE**

Surely few ships have brought as many free pioneers to Wollongong as the **Neptune** in 1844. This ship, from Deptford & Cork, departed from Cork on 26 October 1843 and arrived in Sydney on 11 February 1944 carrying a number of families and persons who were destined to become well known in Illawarra.

Robert and Elizabeth Fishlock came with their family of four. Robert and Elizabeth were both engaged on arrival by Thomas Evans of Illawarra as farm servants. They were to receive £15 ($30) per year with 20 lbs [pounds weight: about 10 kgs] of beef or mutton, the same weight of flour, 3 lbs of sugar and 6 ounces [170 grams] of tea thrown in. Robert was the son of Roger and Mary Fishlock of Devizes, Wiltshire while Elizabeth was the daughter of William and Anne Amber. Their son, young Michael Fishlock was engaged on arrival by William Senior of Illawarra to act as a farm servant for twelve calendar months at £5 per annum, together with board, washing and lodging.

William and Elizabeth George were also on board. William was a 26 year old native of London, the son of William and Hester. He is described in one part of the shipping records as a blacksmith and ironfounder by trade though elsewhere in the same records he is shown as a stonemason engaged by Captain Towns. His wife was also a native of London, a "straw bonnet maker". 27, the daughter of James and Mary Greatwood.

Another arrival was William Dumbrell a 28 year old carpenter, native of Lewis, Sussex engaged by Captain Towns. He was the son of Richard and Jane Dumbrell.

Lindsay tells us that Captain Towns was attempting to make lime at Shellharbour, for this he would have needed kilns, and it is possible these men were employed in that project. We find a few more builders employed by him such as "George Knight, carpenter, Wife and Family. Gone to work for Captain Towns at Wollongong - also settled on a clearing lease." Young Joseph Knight is shown as "Gone with his father to Wollongong". The Knights arrived with their mixed family, Joseph, George, Sarah and Kate Knight by George's first wife, and Eliza and William Gregory by Rebecca's first husband. Rebecca was a nurse, daughter of Thomas and Elizabeth Dearling. George, a native of Petworth in Sussex, was the son of Joseph and Anne Knight. Rebecca's sister Harriett and one Elizabeth Ann Couch came out under George's protection. Elizabeth Couch leaves our story