This should be commenced in 1955.

By this time a few of the aborigines had deserted their tribal life to follow the camps and settlements of the white men, with their easier mode of living. Around this time, too half-castes, became noticeable, and, as always happens, troubles between the stricter blacks and the whites arose from time to time, so that, in 1826, troops were sent to Wollongong to protect settlers from the blacks and to hunt out bushrangers.

SETTLEMENT

The earliest recorded land grants in Illawarra were: "The Illawarra Estate," of 2290 acres to Mr David Allen, and "The Berkeley Estate" of 1000 acres to Mr Robert Jenkins, both in 1817.

In 1831 an area of 640 acres, the "Glen Gosh Estate," now known as Garden Hill, was granted to Dr. John Osborne. In 1833 the Elworthson Estate of 100 acres was granted to Frederick Jones. In 1833 an area of 300 acres known as the "Bustle Farm Estate" was granted to Mr. Charles Throsby Smith (nephew of Dr. Throsby). This, is the present Smith's Hill.

In 1836, 200 acres were granted to Rachel Moore White. These areas, together with the military settlement formed the nucleus of the township of Wollongong.

Many other land grants were made subsequently. William Wentworth received 1000 acres, and Darcy Wentworth 3150 acres and 2000 acres (Bass Estate) in 1821. By 1833 the cultivation of wheat appears to have been well advanced, and two water mills for the grinding the grain were in operation.

(To be continued)
Franklin's diary for further comment on this dispute.


**The Discovery and Growth Of Greater Wollongong**
(by W. H. Mitchell)
(continued from August Bulletin)

The earliest country police were known as Chief Constables or District Constables. It is known that in the early 1840's there was a district constable at Wollongong. The first Police Station, a small brick building in Harbour Street, was erected in 1836, with a Court House adjoining it. This was still in use in 1862 when a regular police force was established in the colony.

A new building, comprising a police station and Court House was erected at the corner of Church and Market Streets in 1886.

The Court House Clock was erected in 1891.

In 1953 the new police station was completed on adjoining land at a cost of £80,000 and is one of the most modern in the State. It accommodates just over fifty members of the police force today comprise more than the keeping or order and protection of the populace. In their hands lies the administration of many laws unknown to the ordinary laymen, also certain controls over traffic, the teaching of road safety and the training of youth in the principles of good citizenship.

**FIRE PROTECTION**

The first fire brigade is known to have been in existence in 1870. If horses were available when a fire broke out, they pulled the engine; but if no horses were to hand the men of the brigade pulled it. The needs of the times produced the men to do strange essential jobs under difficult circumstance, yet there is no record of any claims being lodged for 'marginal allowances' for doing the work of horses.

**EDUCATION**

Education had a chequered career in the early days of Illawarra. The first school was established in 1826, the schoolmaster being J. Stack. This school was closed in 1828, and no other school was opened until 1833, owing it is said, to the scattered nature of the population.
In 1833 a school was opened in Mr. Charles Throsby Smith's barn. In 1839 a school building was commenced which was completed in 1840, but it was not used for over ten years, because the people objected, so they claimed, to a new educational system which Governor Bourke tried to introduce.

Having gained some insight into the rough and ready life led by these early citizens, one is inclined to seek some motive other than a conscientious objection to some particular system of education; and it would appear to me that a more likely reason for their stand was that they preferred to have their children assisting them in their various callings, and, in all probability they could see little need for education in a country which called for toughness and courage rather than book-learning.

A Roman Catholic School was commenced in 1838 and later a number of private schools were established. In 1851 a National School was established in the building erected in 1840. This building stood on the site of the present Town Hall. This site was given up in 1884 and a new school erected on the land now occupied by the public school. There was no form of technical education until 1890.

In the 1930's there were primary schools in all the bigger towns and in some of the smaller ones. From 1945 to 1950, following the second world war, there existed a serious shortage of space in schools, due to the increased population and the scarcity of building materials.

There was one high school, a Technical College and a Domestic Science School. Since 1950 rapid progress has been made in the erection of new schools, and now almost every township boasts at least one primary school.

A secondary school has been erected at Corrimal and a large block of up-to-date technical school buildings has been erected on land at North wollongong, where still further buildings are planned.

The first library was opened in Wollongong in 1844, in a cottage lent by Mr. Throsby Smith. The library consisted of 200 volumes. In later years many Schools of Arts were opened throughout the district and provided libraries and reading rooms, but most of these have now ceased to function as educational institutions.

In 1946 the Wollongong City Council established a free public library under the Public Libraries Act. Today this service has developed and there are 6 branch libraries throughout the City. A travelling library, known as a "Bookmobile" was placed on the road in 1949 to cater for the more distant townships. The public library now has 75,000 books and provides a special section for children.
RELIGION

Although there was little religious observance amongst the early pioneers, certain ceremonies were found necessary. The basic principles of religion lie deep in the hearts of most people, whatever their lives may be; and even the tough pioneers, hardened though they were to many things, desired to have their children christened and a burial service read over their dead.

In 1827, Mr. Stack, the schoolmaster, was appointed to read burial services. Church services were held in the barracks in 1831.

By 1840 the population had grown sufficiently to hold a few staunch Christians, so, in that year, the foundations of a church were laid, but apparently the church was not proceeded with. The foundation of the Roman Catholic Church was laid in 1840, but the church, although used, remained uncompleted for many years. An Episcopalian Church was erected in 1847. Presbyterian, Methodist, Congregational and Baptist churches were erected between 1839 and 1857, and the Salvation Army started work in Wollongong in the 1870's. The new St. Michael's Church was commenced in 1847 and opened in 1859.

PLANNING

The name "Wollongong" appears to have been first used about 1820. Several interpretations have been put forward, amongst which are: "Hard Ground near Water" and "The sound of the Sea." My old aboriginal acquaintance gave me the interpretation as "The song of the Sea." Perhaps he had a poetic turn of mind, although many aboriginal names have a touch of poesy in them. Personally, I like his interpretation.

Trade and commerce naturally converged around Wollongong Harbour and Mr. Charles Throsby Smith, although he did not receive his land grant until 1893, had secured an early promise of this land. It was on this area that the town of Wollongong first developed, and in 1832, under the supervision of Sir Thomas Mitchell, Surveyor-General, the first town plan was prepared.

In 1834 Governor Bourke visited the district with Major Mitchell and this visit undoubtedly speeded up the gazettal of the plan. In the same year Mr. C. T. Smith was asked to point out to the contractor the route for the main street (Crown Street of today). Sites were marked on the 1834 plan for streets, a Court House, watch house, cemetery and market square. The Surveyor-General estimated the value of town land at two pounds per acre.

The township appears to have advanced rapidly, because in 1840 it is recorded that land in Crown Street was sold for £4/10/0 a foot. Part of the old
school site was sold in 1889 for £18/10/0 and £20 a foot.

In 1890 land in Crown Street near the railway station was sold for £6/10/0 a foot. In 1901 a sale is recorded at £38/10/0 a foot. During the past five years land in Crown Street has been sold for from £600 to £1000 a foot.

The population in Wollongong in 1841 is recorded as 831. During the depression years of the 1840's the population declined and many empty premises were reported. In 1846 the population had dwindled to 515. By 1891 it had reached 3041, and by 1921, 6707. These figures are for the town of Wollongong only.

During the last part of the century and until the big industries were established at Port Kembla, the bulk of the population was in the north - the Bulli end of the district. Mining had become the principal industry and most of the mines were in the northern end of the district.

In 1921 the population of what is now the City of Greater Wollongong had reached 32,381. In 1933 it was 42,859; 1947, 62,960; 1951, 78,660; 1954, 90,811.

Looking at the City of Greater Wollongong as it is today, it becomes evident that towns should be planned only on a broad basis. Arbitrary town planning which, through too much detail, stifles any tendency to natural development, is sheer waste of time. Some entirely new circumstance arises from time to time, which sends development off at an unexpected tangent, so that detailed planning has to be revised. This indicates that town planning is wise, only if it allows for considerable elasticity.

**WATER SUPPLY**

A lagoon near the beach, situated partly on Mr. C. T. Smith's land, was the town's only water supply for many years and Mr. Smith was in occasional strife for refusing people access to the supply.

From 1839 the lagoon water supply caused dissatisfaction and a number of new schemes were mooted at various times. In times of drought, water was brought to Wollongong from a Mill Brook near Figtree. In 1883 the District Council, predecessor of Local Government, investigated the possibility of bringing water from Cataract and Cordeaux Rivers. The Cordeaux scheme was approved in 1895 and was carried by a referendum of the people. The work commenced in 1900 and some premises were connected in 1902. In 1954 there are still a few small townships in the district without a water supply.

**COMMUNICATIONS**

A weekly mail was established about 1832 and was distributed by the
District Constable, at his home. In 1838 a post office was established in conjunction with a local store. A telegraph line was opened in 1862. The present post office was completed in 1891, and the first telephones were installed in 1904. The automatic telephone system was installed in 1952.

The first broadcasting station was established in 1931, starting as a small 50 watt station. It has since grown to a powerful 2000 watt station with a wide range.

ROADS AND TRANSPORT

From the time Throsby cut a track down the mountain side, roads developed along the cattle tracks. Throsby's track was the only access from the higher lands but was too steep for carts.

In 1821 a new track was made at the back of M. Keira, which led by way of M. Nebo to Figtree.

The first traffic link with Port Jackson was made in 1844, when Captain Westmacott formed a route up the Mountain Road near Bulli; The present Bulli Pass. The road was not completely constructed for some years. For many years horseback riding was the only means of travel, but, with the completion of a traffic route down Bulli Pass in 1870, vehicles were used. Following the horses came buggies, sulkies and horse-drawn coaches.

In 1847, Mr. Ben Rixon discovered a suitable line for a road down the mountain and this was constructed in 1848 and was named "Rixon's Pass." It is reported that coaches used this road in later years.

In 1859 it was reported that the roads of Wollongong were in a sad condition, and in 1856 a collection was taken up for repairs to the streets which resulted in a sum of £30 being collected.

One hundred years later similar complaints regarding the roads were being received, although in 1950 the Council spent approximately £100,000 on roads during the year. In 1954 the Council is spending nearly a quarter of a million pounds per annum on works and gradually most streets are being sealed with bitumen. Complaints are still received, however - - the progress of a young, growing City brings its problems, and the "public" is an exacting master.

Parkinson's road from George's River to Coalcliff, by way of Stanwell Park, was opened in 1864, and a road from the foot of Bulli Pass to Coalcliff was gazetted in 1865. This completed the coastal road which, for many years was known as The Lower South Coast Road.

In 1936 there was a move made by some of the Councillors to change the name of the road as they considered such a beautiful scenic drive deserved
a better name. Following some argument with the Main Roads Board, the Council eventually name the road "Lawrence Hargraves Drive," in honour of the famous pioneer of aero-dynamics. This name was gazetted on January 17, 1947.

The story of Lawrence Hargraves might be told at this stage, and briefly it is as follows:

Born in England in 1850, he was the second son of Mr. Justice Hargraves of the Supreme Court of N.S.W. He came to Sydney in 1866. He then spent several years at sea and adopted engineering as a profession. For five years he was employed at the Sydney Observatory, after which, he resigned from the Public Service and devoted his time to aerodynamic research. From August 1893 to February 1899 he lived at Stanwell Park and thence he carried out many experiments.

He built monoplanes propelled by clockwork, indiarubber and compressed air, with which he achieved remarkable flights. In the course of his experiments he investigated the rotary engine type of flying-machine, which, 20 years later was used extensively in aeroplanes.

He evolved the cellular or box kite and in 1894, on Stanwell Park Beach, he was lifted sixteen feet into the air by four of his kites, which feat led to the use of his kites in meteorology. He died in 1915, after giving to the world invaluable information on aerodynamics and the basis of propulsion for the aircraft of the future. A monument to his memory was erected at the top of Bald Hill, Stanwell Park, in 1940, and was unveiled by Lord Walkhurst, Governor of New South Wales.

To return to the matter of transport - the first steamship plied between Wollongong and Sydney in 1839. In 1841 the Sophia Jane travelled between Sydney and Jervis Bay, calling at Wollongong. The William the Fourth, the first ocean-built steamer built in the colony, took up the Wollongong run in 1845; the Keira was built for the Wollongong run in 1851 but was later sold. The Illawarra arrived in 1854, and four years later the paddle-steamers. Hunter and Illalong took up the run.

The first land motor passenger service commenced in 1913 when a car to hold 12 passengers plied between Thirroul and Wollongong. An hourly bus service to Austinmer was established in 1919.

(to be continued)