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The Garden of New South Wales - A History of Illawarra & Shoalhaven

Arthur Cousins

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The Garden of New South Wales - A History of Illawarra & Shoalhaven

Description

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THE
GARDEN OF
NEW SOUTH WALES

A History of the Illawarra &
Shoalhaven Districts 1770-1900

BY

ARThUR COUSINS, B.A.

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When the Illawarra Historical Society was founded in December 1944, the district was predominantly rural. Wollongong retained the characteristics of a country town and many residents were the descendants of early settlers. Farms and bushland surrounded the small villages that had developed in association with the dairy factories, railway stations and coal mines. Although major employers, the steelworks and associated industries at Port Kembla were still relatively small.

The founders of the Society, however, could see the changes that would come and sought to find ways of preserving the history of the district. As the only local organisation concerned with heritage issues, the Society was active in raising awareness of the consequence of progress on the natural and built environments, and campaigned to prevent the destruction of significant sites. These activities were supplemented by encouragement of the writing of local history and by the collection of historical artefacts.

By the end of the Second World War, much of the heavy industry in Europe and Japan had been destroyed. To meet the demand for steel and their constriction materials required for post-war reconstruction, industries at Port Kembla expanded and increased their workforces with workers from the United Kingdom and Europe. To accommodate new residents, farmland gave way to houses and new suburbs mushroomed especially around Wollongong and along the shores of Lake Illawarra. Over the next fifty years, the urbanisation of Illawarra continued unabated and much of the past has been destroyed, forgotten of overlooked.

To commemorate its golden jubilee, the Illawarra Historical Society considered carefully a number of projects. Consensus indicated that there was a need for a general history of Illawarra. Although there are some excellent
publication which deal with specific time periods, local areas or events, there is no comprehensive history of the district. Unfortunately, the Society lacked the resources to sponsor a full history which would require a commitment over several years. As an alternative, it was decided to republish The Garden of New South Wales by Arthur Cousins.

Although first published in 1948, it is the only history of Illawarra which is easy to read and meticulously researched. It contains a wealth of detail about early settlement and the establishment of civic institutions. In republishing The Garden of New South Wales, the Society decided not to alter the text, but new footnotes provide corrections resulting from the availability of information to which Arthur Cousins did not have access. While many of the photographs are the same as those in the original edition, alternate illustrations have been used when clear originals were not available for reproduction.

The editorial burden of the project was shouldered by Michael Organ, assisted by Frank Osborne. The value of the book has been enhanced by the inclusion of an exhaustive index compiled by Mrs Elizabeth Green and expanded by Michael Organ.

John Shipp
President
PREFACE

This book has been written at the request of Major J. Russell King, D.S.O., General Manager of the Producers' (Co-op.) Distributing Society, who was, during 1881, 1882 and 1883, a pupil at Jamberoo Public School, while the author was a pupil teacher there, having Jack King, as he was then known, in his class for some time. The author thanks Major King, for without his financial assistance the book could not have been produced.

The main purpose of the book is to show the sons and daughters of Illawarra "What a debt they owe their ancestors" by means of word pictures of what these ancestors did in the way of settling and developing the beautiful district of Illawarra, so aptly called "The Garden of New South Wales."

As in all pictures, however, very much detail must be omitted, and it is almost sure that many readers will be disappointed to find names familiar to them omitted. To these the author expresses his apologies for it would take too large a book to include one half of the names worthy of mention. So the names taken are those of types of men who have helped to develop Illawarra.

The Illawarra described in the book is the district controlled by the Illawarra District Council a hundred years ago, including the land between Coal Cliff and Jervis Bay, and stretching from the Pacific to the Illawarra Range and the Kangaroo River.

The author acknowledges with gratitude the work done by previous historians, particularly Judge McFarland's "Illawarra and Monaro," Frank McCaffrey's "History of Illawarra," James Jervis' "Illawarra: A Century of History," and Ben Lindsay's Manuscript dealing with Illawarra settlement. To these books he refers readers for many details not included in this book.

He also thanks the Librarians and officers of the Sydney Public and Mitchell Libraries for their help in placing at his disposal the books, manuscripts and newspapers making this production possible.

The books consulted include Historical Records of New

Apart from the above libraries I have had access to the Paulsgrove Diary (Wollongong, 1833-4) through the kindness of Mr. Justice Ferguson, and to Michael Hindmarsh's Letters through Mr. C. T. Hindmarsh of Alne Bank, both of whom I thank.


My thanks are given to the Under Secretary of Lands and his officers for the help given in locating old grants. I must also thank the Council Clerks of the City of Wollongong, the towns of Nowra and Kiama, and the Municipalities of Gerringong, Berry, North Illawarra, Shellharbour, and the Shire Clerks of Central Illawarra and Bulli for the assistance given me and also the following residents for their help: G. Lindsay, G. Grey, J. McPhail, Rev. R. Long, Rev. T. G. Searle, N. K. Stewart, W. Stewart, H. Kellett, Reuben King, E. Figtree, J. Devery, P. G. Boxsell, Rev. E. V. Marks, Rev. Dr. Callicott, Rev. H. H. Childs, Rev. A. J. Keeling, H. Colley, J. Weston.

Unfortunately, Major King, at whose request this book was written, did not live to see the work completed. He died on 18th September, 1948, when the book was set up in galley form.

Arthur Cousins 1948
Arthur Cousins 1948
(Courtesy University of Sydney Archives)
He was that “rara avis” in Australian historiography, the devoted local historian who has a realisation of the broader implications of regional development.

So wrote Sydney University Archivist D.S. Macmillan in an obituary notice published in the October 1960 number of the *Union Recorder*, commemorating the death of Arthur Cousins on Wednesday, 17 August, at his Cremorne residence, aged 94 years. Though having known him for only a brief period at the end of a long life, Macmillan had developed a degree of admiration and respect for this elderly gentleman, who, along with G.E. Hall and others, had worked towards the creation of the Sydney University Archives, where Macmillan was appointed first full-time archivist in 1954. However this was only one of many noteworthy achievements, in a long career during which Cousins was a schoolteacher, local historian, parent, and Honorary Archivist of Sydney University.

Arthur Cousins was born at Kiama, on the south coast of New South Wales, on 14 January 1866. His father, Christopher Cousins, was a bootmaker and dairy farmer then aged 25, whilst his mother, formerly Jane Barnes, was 24. Both had been born and raised in the Colony. Arthur’s paternal grandparents Thomas and Hannah Cousins had arrived in Sydney from Stroud, England, as free immigrants aboard the *Bussorah Merchant* on 3 September 1839. Their son Christopher (Arthur’s father) was born in Sydney in 1841 where Thomas worked as a bootmaker. In 1851 Thomas and Christopher headed to the New South Wales goldfields to try their luck. This proved unrewarding and they returned to Sydney, living for a period by the Lane Cove River before moving in the late fifties. There they met up with the Barnes family. In 1862 Thomas Cousins opened a boot warehouse in Kiama, a business which was carried on by him and his sons Christopher and James until the turn of the century. They also had a branch store at Gerringong, where Thomas and Hannah lived until their deaths in 1891 and 1900.

Arthur Cousins’ maternal grandfather, James Barnes, arrived in Sydney aboard the *Roxburgh Castle* on 25 May 1839. Following the death of his father, wife and son during the voyage, and of another son 1 month later, he went on to marry Winifred Henley at Parramatta and a daughter Jane (Arthur’s mother) was born there in 1842. James was initially
employed as a brickmaker in Sydney, before moving to Jamberoo in the mid forties where he worked as a maltster at the Woodstock brewery and flour and timber mill complex. During the late fifties, about the time the Cousins family arrived in the district, James Barnes took to farming near Stockyard Mountain. It was under such circumstances that young Christopher Cousins and James Barnes became acquainted, and were eventually to marry on 26 June 1860. Over a period of twenty years the couple bore eight children, with the boot and shoe business and a small dairy farm providing the family’s livelihood. Arthur learnt much from his father in regard to both these professions. The young lad grew up in the vicinity of Kiama and the small town of Jamberoo, located to the west near the head of the Minnamurra Rivulet and nestled within the lee of the Illawarra Escarpment. It was an area of lush vegetation, heavily wooded with sub-tropical rainforest on the surrounding hills and inhabited not only by farmers such as the Menzies, Waugh, Marks and Dymock families, but also by remnants of the local Aboriginal tribe. In a 1952 manuscript on the history of the Menzies family of Jamberoo, Arthur records how in 1881, just above Minnamurra House,

There were plenty of wallabies on that hillside then, and dingoes too, while the curlews made the evenings eerie with their mournful cries.... The Mills which used to be the most outstanding feature of this scene have gone for many years. But the view, with its gentle slopes, beautiful shade trees, happy villages, lush grass, well conditioned cattle, is a charming one. And on the mountain side in summer time those blazes of flame - the Illawarra Flame Tree - add unexpected beauty to the borders of Jamberoo, which name the writer was told by a black 75 years ago, means “Stand up straight like a Soldier”.

Arthur was obviously an intelligent child. In 1879 both he and his brother Thomas George passed the Junior Public Examination conducted by Sydney University for the Department of Public Instruction. For a period thereafter Arthur worked in the Kiama boot shop with his father. However on 26 August 1881, at the age of 15, he was appointed probationary pupil teacher at Jamberoo Primary School, and remained there until January 1884 when he transferred to George Street, Redfern. By the end of that year he had progressed through to the level of Class I probationary
teacher and the following year was admitted to Teacher Training School. After graduating in 1886, he spent the next forty-five years of his life as a teacher and headmaster at various schools throughout New South Wales. He was Assistant Teacher at Newtown (1886), Fort Street, Sydney (1887), where his father had been a student in 1849, and Gordon (1888); and thereafter headmaster at Macleans Ridge (1888-90), Rouse (1890) and Wardell (1891-98) in the Richmond River district. In 1898 he was promoted to Inverell Superior Public School (1898-1903), before moving to Adamstown (1904) and Neutral Bay (1904-20). Whilst there he enrolled as an evening student at Sydney University in 1908, graduating in 1911 with a BA and First Class Honours in history. This was the beginning of a long period of association with that institution, primarily in connection with the Union and the University's archival collections. From Neutral Bay he moved to Bathurst (1920), Cessnock Intermediate High School (1921-22), Granville (1923-26), Fort Street Junior Technical (1927) and Ashfield Junior Technical School (1928-30). He retired on 13 January 1931. During this period, Arthur married Amy F. Glasgow of Lismore on 16 December 1890. Together they raised a family which included daughters Oenone Glasgow, Amy Eileen, Myra, Valda and Alice Elaine.

Following his retirement from teaching in 1931, Arthur was able to devote more time to his interest in local history. The first result of this work was the publication of *The Northern Rivers of New South Wales* during 1933. He described it as 'a small history of the Tweed, Richmond and Clarence Rivers, for children'. Also during that year, at the request of W.A. Selle, Acting Vice Chancellor of Sydney University, Arthur took up an appointment as Acting Honorary Archivist, working on the World War I Memorial project, alongside fellow graduate and engineer George Edward Hall (Robinson, 1991). This project was to take up their energies during the remainder of the decade, culminating in the publication during 1939 of the 649 page *Book of Remembrance of the University of Sydney in the Great War, 1914-1918*. This mammoth work listed, with brief biographies, all the members of the University who had served overseas during the War. Its compilation involved much dedicated and meticulous research on the part of Hall and Cousins, with the latter commenting to members of his family
how frustrating it was that many ex-WWI soldiers and their families were vague or had little knowledge of precise war service records, due to secrecy requirements and the prohibition against keeping personal diaries. Both honorary archivists were formally honoured by the University as a result of their efforts, although it was ironic that, in commemorating ‘the war to end all wars’, the book was published in a year which saw the beginning of an even worse conflagration.

Following the publication of the *Book of Remembrance*, Cousins and Hall continued their work collecting relevant records of war service by University personnel and alumni, and assorted archives. On 7 July 1941, they were elected Honorary Archivists for World War II by the University Senate. However, the job was not as demanding as previously and Arthur was able to put his mind to the compilation of his next major work, namely a history of the Illawarra district of New South Wales during its first century of white settlement, from 1815 to about 1920. This was to prove a daunting task, with its eventual 328 pages covering the history of the area from Helensburgh and Stanwell Park in the north, through to Wollongong, and south to Kiama and the Shoalhaven. An offshoot appeared in 1945 in the form of a small book entitled *The Letters of Michael Hindmarsh of Alne Bank*, being the reproduction of some letters from the 1840s and 1850s relating to the property Alne Bank, near Kiama. Articles on aspects of Illawarra local history also appeared in the *Illawarra Mercury* around this time. Much of this material was eventually incorporated into Arthur’s book, which proved to be a combination of his own memories, along with published and manuscript accounts by others such as Judge Alfred Macfarlane, Francis McCaffrey and Alexander Berry. The process of compilation and research was a lengthy one, and a former librarian at the Mitchell Library, Miss Margaret McDonald of Wollongong, remembers Arthur Cousins during the 1940s as a “gentle, courteous old fellow”, quietly going about the task of acquiring material and researching aspects of Illawarra history.

Arthur Cousins’ *The Garden of New South Wales* - by which title Governor Richard Bourke had described the Illawarra district after a visit there in 1834 - was published at the end of 1948 by the Producer’s Co-operative Distributing
Society, Sydney, a forerunner to Dairy Farmers. It quickly became a much sought after, and rare book, remaining to this day the most readable and comprehensive general history of the Illawarra region of New South Wales. Like most histories of that era, it has deficiencies - topics such as the treatment of the local Aborigines, the role of women in society, and commonplace social and industrial issues rarely touched upon. Its emphasis was on the big three concerns of the nineteenth century - cows, coal and cedar, with much space given over to discussions the development of the Illawarra Shorthorn breed of cattle, and the appearance of various dairy co-operatives, reflecting the interests of previous writers such as Frank McCaffrey. Despite these shortcomings, the Garden represents a solid foundation for studies of the history of the Illawarra region, and remains a standard reference to this day, forever a testament to Arthur Cousins' skill and dedication as a researcher and local historian. Its appearance in 1948 meant that the newly formed Illawarra Historical Society, whose first meeting had been held on 5 December 1944, could concentrate on investigating in more detail aspects of local history not addressed in Cousins' work.

The author was aged 82 at the time Garden appeared, although his life was far from over. Throughout the 1940s both he and George Hall continued working at Sydney University on the various war archives, with the latter transporting him there in his car. When Hall died early in 1952, Arthur resigned as Honorary Archivist and helped raise the issue of the appointment of a full-time replacement. A letter to the Vice Chancellor in June 1953, along with the pressure from the administration and history department, put into train the series of events which culminated in the appointment of D.S. Macmillan as University Archivist on 3 May 1954.

As usual, Arthur continued to pursue his interest in local history. Around this time he prepared a manuscript on the story of the Menzies family of Jamberoo, based on the 1839 diary of Margaret Menzies (now in the National Library of Australia collection), and interspersed with his own childhood reminiscences of the area from the 1860s and 1870s. After he died in 1960, a section of the manuscript was published locally under the title The Story of Dr. and Mrs. Robert Menzies and their home Minnamurra House, 1839-1861.
On a personal note, we know little about Arthur Cousins apart from that which is outlined above and various other personal reminiscences scattered throughout Garden and the Menzies manuscript. Fortunately Mr A.N. "Neville" White of Hurstville, now in his eightieth year and a nephew of Arthur Cousins, recounts boyhood memories from the 1920s of when his 'Uncle Arthur' would come over to play chess with his father. The two men would sit for hours, in near total silence, occasionally making a considered move. Neville and his brother, unaware of the complexities of the game, thought their action (or rather, lack of it) amusing, and took to mimicking father and uncle. They would set up a board on the floor by the adults, and take up a motionless position for half an hour or so, before moving their pieces and thinking themselves rather funny, all the while not having a clue what they were doing. Young Neville was somewhat in awe of his seemingly aloof 'headmaster' uncle, though of course he remembers him fondly. D.S. Macmillan, in his obituary notice, said of Arthur that right up to the time of his death he was 'in full possession of his faculties, an able talker, keen-minded and still interested in the problems of local history'. We are indeed fortunate that Arthur Cousins, in his retirement years, should so ably address aspects of New South Wales regional history, being one of the first university trained historians to apply his skills to this important strand of Australian history.

Michael Organ
1 April 1994
CHAPTER I.

ILLAWARRA—ITS DISCOVERY AND ITS CEDAR.

This book is an account of the development, during the last 150 years of Illawarra, that beautiful and rich district rightly called so many years ago, "The Garden of New South Wales."

In the forties and fifties of last century, Illawarra, as controlled by the Illawarra District Council, included all the land between the coast on the east, and the Illawarra Range and Kangaroo River on the west, and included the lower part of Shoalhaven Valley.

The name "Garden" was given when some of its rich land had been cleared of its abundantly rich natural vegetation and turned into fields and meadows in the midst of gloriously beautiful surroundings.

But, even in its primitive state the district had a glory peculiarly its own. The coast line, with alternate beaches and headlands forming a charming contrast, while the precipitous mountain barrier on the west shut off the district from intruders for many years, and for years after the settlement, prevented the inhabitants from marketing their goods in any other way than by the sea.

One hundred and fifty years ago this fertile district was inhabited solely by a few aborigines who had small communities on the shores, the mountain side, the lake and the rivers. These simple folk were satisfied with the food nature provided in the shape of fish, wallabies, the young white shoots of the cabbage palm, and what fruit the native brush provided. They had their small canoes to use on rivers, lake and, it would seem, on the surfing beaches too. Their homes were miserable shelters, and their weapons were stone axes, wooden spears, nulla nullas and boomerangs. There was no attempt whatever of clearing the bush or cultivating the soil. But they were clever fishers and hunters, and they knew at least some of the difficult ways up those steep mountain sides for the Port Jackson natives were met with at Lake Illawarra by Bass and Flinders and Mr. Throsby found Illawarra natives who had ascended the Macquarie Pass to get into the valley of the Kangaroo River.
The vegetation of the district was extremely varied. The richest land was almost overcrowded with brush timber which grew so close together and was so matted with vines that no direct sunlight came near the ground for miles, and, of course, there was not a vestige of grass. The timber of such brush land was almost entirely soft woods, such as cedar, sassafras, fig, stinging nettle, beefwood, lillipilli, cherry, pine, plum, flame tree and many others. There was also a great abundance of cabbage palm, and tree fern, while the trees carried an abundance of staghorn ferns and orchids. On the edge of the brush, in rocky places especially, were great numbers of rock lilies whose glorious flowers added greatly to the beauty of the scene.

This brushland literally teemed with bird, reptile and insect life. Amongst the birds were brush turkeys, lyre birds, satin birds, pigeons of many kinds, such as wongas, crested pigeons, bronze wing, flock pigeons, green pigeons and others. The great figtrees supported thousands of flying foxes which hung in great bunches from the branches, and from one another. These brush lands stretched along creeks, in sheltered valleys, on the mountain sides, and sometimes over hill and vale for miles, the biggest being Longbrush, reaching from Kiama through Jerrara to Jamberoo Mountains. But there were smaller stretches of brush right along the coast from near Coalcliff through Bulli, Dapto, Avondale, Jamberoo, Jerrara, Kiama, Gerringong, Foxground, Broughton Creek, Kangaroo Valley and the banks of the Shoalhaven River.

Then there were many stretches of hardwood forest, right through the district, including such timbers as black butt, woolly butt, stringy bark, messmate and others, with turpentine in some parts, while in Shoalhaven both north and south of the river were great forests of spotted gum and flooded gum stretching for many miles in each direction, with trees 3 or 4 feet through, running up 60 feet or more without a branch and as straight as telegraph poles, forming, when a road was cut through the forest, a great avenue of straight white columns, most wonderful to behold.

There were also low lying lands, some of them swampy and covered with ti-trees or swamp oaks, while other swamps were altogether treeless, some of the latter becoming in later
years, the richest lands in Illawarra. In addition to the above,
were well grassed open forest and meadow lands, which
attracted the cattlemen to the district—such places as Fairy
Meadow, Johnston’s Meadows, Terry’s Meadows and others.

From one end of Illawarra to the other were vantage
points on the mountain ranges from which the district could
be seen as a great panorama, even in its virgin state.

Now, from one point, the spectator sees great stretches of
beautiful seascape with headlands and beaches, a smooth
lake on one side, and on the other a bold mountain
overhanging the sea, miles of houses, tar paved roads teeming
with motor traffic, the railway line and the great chimney
stacks of Port Kembla.

From Saddleback one sees great stretches of rich green
dairy land with brown patches of cultivation and bright green
of the crops, farm houses, silos, and shade trees, on every
hand, making the scene resemble a beautiful park.

From Cambewarra Mountain one sees other extensive
areas of dairy land with the ocean in the distance, and with
the Shoalhaven River and Broughton Creek winding their
silver way to the sea, while to the South lies the wide stretch
of water that is the Jervis Bay Naval Base.

From the same three points, 150 years ago, could have
been seen the great mountain promontory, the sea, and
perhaps glimpses of the lake, swamps and Jervis Bay, but
then the rest of the view would be the great and variously
coloured tree tops, hiding beaches and rivers and not revealing
the meadow lands.

It is the purpose of this book to show how these great
changes took place and tell of some of the people who brought
the changes about.

DISCOVERY.

Captain Cook.—The day before Captain Cook entered
Botany Bay and planted the British flag there, he made his
first attempt to land in Australia on a beach to the north of
Wollongong. On 24th April, while 19 miles out to sea, he had
discovered and named Cape St. George, south of Jervis Bay,
and, after two days head wind, “Made sail again” and “about
two leagues north of Cape St. George, the shore seemed to form a bay which promised shelter from the north-east wind. But as the wind was with us it was not in my power to look into it without beating up which would have cost me more time than I was willing to spare. The north point of this bay on account of its figure, I named 'Long Nose Point.' Eight leagues further north there lies a point which from the colour of the lands about it I called Red Point. To the north west of Red Point and a little way inland stands a round hill the top of which looks like the crown of a hat (Hat Hill or Mount Keira).”¹ [Bass showed Long Nose Point north of Seven Mile Beach, the point now known as Black Head. Modern maps put the point immediately north of Jervis Bay. If Bass was right, the bay Cook refers to is Shoalhaven Bight.]

To the north of Red Point, Cook observed smoke in the afternoon and fire at night. After being becalmed for a day Cook continued Northwards and came within two miles of the shore, determined to make a closer examination, and if possible to land.

“We saw several people ashore, four of whom were carrying a small boat or canoe which we imagined they were going to put into the water in order to come off to us, but in this we were mistaken. Being now about two miles from the shore, Mr. Banks, Dr. Solander, Tapia and myself put off in the yawl and pulled in for the land to a place where we saw four or five of the natives who took to the woods as we approached the shore which disappointed us in the expectation we had of getting a near view of them, if not to speak to them; but our disappointment was heightened when we found nowhere could we effect a landing by reason of the great surf which beat everywhere upon the shore. We saw hauled up on the shore 3 or 4 small canoes which to us appeared not much unlike the small ones of New Zealand. In the woods were several trees of the palm kind and no underwood and that was all we were able to observe from the boat.”

(Captain Cook’s Journal, Mitchell Library).

The above is the first description that we have of Illawarra—firstly, of some prominent features from well out to sea, and then a close up view of a surfing beach, with some
TOM THUMB LAGOON 1844
(Engraving after John Skinner Prout 1873-6)
blacks and their canoes in which Cook thought they were about to venture through the breakers.

So Captain Cook and his companions had to return disappointed to the "Endeavour." He sailed on and, at 5 o'clock next morning, he discovered Botany Bay.

The Tom Thumb.—Although the First Fleet arrived in Botany Bay and landed at Port Jackson in 1788, and although passing ships must have seen Illawarra on their way to Sydney, it was not till 1796 that we hear of this part of the coast again, when, by accident, those two most daring and most successful explorers, Bass and Flinders, were forced, again by accident, south of Port Kembla, where they were the first white folk to land in Illawarra.

Matthew Flinders tells the story in "A Voyage to Terra Australis." He, Bass and a boy had already explored George's River in that wonderful eight footer (surely it must have been nearer eighteen feet), the Tom Thumb. In March, 1796, they set out again in the same little boat, this time to examine Hacking River. They were, however, blown south, and found themselves opposite Hat Hill (Mt. Kembla). Like Captain Cook, they could not find a suitable place to land, and so they spent the night cramped up in their tiny boat. Next day, however, in search of water, another attempt at landing was made. This time, needing water badly, Bass proposed to swim ashore with a cask. But while getting the cask off the boat just outside the breakers, a wave larger than usual carried the boat before it to the beach "and left us there with our arms, ammunition, clothes and provisions thoroughly drenched and partly spoiled."

This accidental landing took place on one of those surfing beaches south of Wollongong. They emptied the boat, repacked their goods, and went on again, without their cask being filled with water. They searched for a landing place on the coast, and on one island after another, and were compelled to spend another night on the boat. Next day they were able to anchor the Tom Thumb by means of a stone, in seven fathoms of water under the lee of Red Point. There they landed and met two Botany Bay natives who told them there was no water in the vicinity, but offered to pilot them a few miles south to a
THE DEVIL'S HANDS ABORIGINAL ROCK ART, SHOALHAVEN RIVER
(Cocks Collection, Wollongong University Archives)
place where there was plenty of water, fish and wild ducks. While at Red Point they pleased the Botany Bay natives by clipping their hair and beards. So, with the two natives as pilots, the Tom Thumb was guided to the entrance of Lake Illawarra.

Flinders says that they entered the small stream with difficulty and "the two conductors quitted the boat to walk with eight or ten strange natives." They rowed a mile up the stream which was becoming shallow, and there, in spite of the reputation these natives had at Port Jackson of "being exceedingly ferocious, if not savages," they went ashore to get water, "a pressing necessity," and to dry their powder. The natives were entertained by having their hair and beards clipped as the two Botany Bay natives had done, and they raised no objection to Bass getting water and drying the powder (they did not know what powder was). But when he began to clean the rust from the muskets they became so angry that Bass and Flinders hurriedly put their equipment on the Tom Thumb once more, and hastened out into the Pacific. They learned that they had been at the entrance to a large lagoon and the natives called the place "Alowrie." They noticed, too, that the natives had with them dogs (dingoes) similar to those possessed by the Port Jackson natives, but more numerous.

So the travellers spent another night on their little boat. But the next day they went northward and landed north of Wollongong, where they were able to cook their meal and sleep on the sandy beach. Flinders writes, "after much fatigue and passing three nights of cramp on the Tom Thumb, it was to us a bed of down."

Flinders goes on to say that "The shore was mostly high with cliffs, and under the cliffs were lying black lumps, apparently of slaty stone, rounded by attrition."

The following day, 29th March, "by rowing hard, we got eight leagues nearer home and at night dropped our stone under another range of cliffs, more regular, but less high than those near Hat Hill." But at 10 p.m. a gale sprang up from the south and the travellers had to lift their stone anchor and work their perilous way, sometimes right in the breakers, up to Wattamolla, which they called Providential Inlet. Three or four
miles north of this they found their original destination—Port Hacking—which they examined on 1st April, and left for Sydney the next day.

Mr. Clarke of the Sydney Cove.—The story of the Tom Thumb is heroic. That of Mr. Clarke is tragic. First the "Sydney Cove" bound from India to Sydney, was wrecked on Preservation Island, near Tasmania, on 9th February, 1797. On 27th February a long boat was sent to get help from Port Jackson. This was placed under the charge of Mr. Hugh Thompson, Chief Mate, with Mr. William Clarke, Assistant Supercargo and fifteen other men, "the best of the crew," leaving 30 with the wrecked ship. Of the seventeen on the long boat only five were British, the other twelve were Lascars.

The boat did not, however, reach Sydney. She was driven ashore near Cape Hicks and smashed. All the crew, however, got ashore. But they were in a terrible plight, no arms, very little food (only a little rice). They did not know how far they were from Port Jackson, but they were over 300 miles away. They had no knowledge of the nature of the intervening country or the attitude of the natives they might meet. But "they did not abandon themselves to despair. They determined to proceed northward."

If their boat had not been smashed and the weather had been favourable, the journey could have been done in about ten days. It actually took two months, and then only three of the seventeen reached their destination—Mr. Clarke, a British seaman and a Lascar, who were found by some fishermen, about fourteen miles south of Botany Bay, and taken to Sydney.

Of the fourteen who failed to reach Sydney, nine, too weak to walk further, were left behind south of Ulladulla, and three others failed to reach Illawarra.

The little store of rice was so low that, before reaching the Bega River, the allowance was only a quarter of a pint a day, and before the Clyde was reached, all was gone. Their main diet on this long walk was fish and shellfish, sometimes got by travellers themselves, but often given them by friendly natives. On one occasion they were thankful to catch a four foot shark, and on another they found a dead snake, "a little
tainted, but not unacceptable to an epicure with our appetites.” On 10th April they secured a real treat—a kangaroo tail for which they gave a piece of cloth. Pieces of cloth, throughout the journey, were used as money when dealing with the blacks.

Clarke describes the natives he met as “strong and muscular, with hair long and straight.” This hair they used as a towel and it was “daubed with blubber and shark oil which was their principal food. Their ornaments were chiefly fish or kangaroo teeth, fastened with gum or glue to the hair or temples, and to the forehead. On the whole they present the most hideous and disgusting figures that savage life can possibly afford.”

As a rule the natives were friendly, and, besides helping the travellers with food, acted as guides to the fords across the streams or ferried them over the wider rivers in their little canoes. Sometimes however, particularly at Jervis Bay and Mount Keira, they were hostile. At Jervis Bay 100 natives, armed with spears, unexpectedly attacked the travellers, wounding Mr. Thompson, Mr. Clarke, and one of the sailors. At Illawarra, on the slopes of Mount Keira, both Mr. Thompson and the Carpenter were killed, leaving Clarke and his other two companions to finish the journey alone.

Clarke writes in glowing terms about some of the beautiful country through which he passed. But some of it was difficult. On 3rd April they had “a fatiguing march over high bluff, and sharp rocks, through thick brushwood” in which two men were temporarily lost. On that day they “walked, or rather crawled ten miles.”

When Mr. Clarke arrived in Sydney on 15th May, 1797, he not only reported the loss of the “Sydney Cove” and the situation of the survivors, but also reported the discovery of a seam of coal at what we call Coalcliff.

(The above story is from “An Account of the English Colony of New South Wales,” by Captain Collins).

**Dr. Bass’s Report on Coal.**—Governor Hunter selected Dr. Bass to make a report on the coal seam discovered by Mr. Clarke. In his report, made 20th August, 1797, (N.S.W. Historical Records), Bass writes: “About 200 feet above the surface of the sea, and in reach of your hand as you pass along
COAL CLIFF

Near here, Mr Clarke, of the Sydney Cove, found coal in May 1797. Yet it was not until 1878 that the seam was opened for mining. A jetty 500 feet long was erected and provision was made for loading coal, in fine weather, at the rate of one wagon a minute. Later a road was cut round the cliff. This scenic road is now one of the northern gateways into the "Garden of New South Wales".
is a vein of coal 6 or 7 feet thick. The vein is not perfectly horizontal but declines southward. For about two miles it is level with the sea.

His theory, since found correct, was that the stratum of coal showing at Coalcliff extended to the Blue Mountains. He describes the brush nearby, with its cabbage palms, tree ferns and stinging nettles, which he saw for the first time. "I seized one of the branches and was handsomely repaid for my hasty curiosity by a bundle of them."

**THE KIAMA BLOW HOLE AND THE SHOALHAVEN RIVER.**

Before the end of 1797 Bass was again on the move, this time in a whaleboat, to examine the coast of New South Wales south of Sydney. It was in this journey that he practically decided that Van Diemen's Land (Tasmania) was an island.

He left Sydney on Sunday, 3rd December, passing through the Heads at 9 a.m., but getting no further than Little Bay on account of rough weather. The following day he reached Port Hacking. On 5th December, with a "fresh sea breeze" he passed the Five Islands south of which he found it calm all night. Probably he rested for the night to the north of Point Bass and his thoughts must have gone back to those three nights he spent the year before in the same vicinity cramped on the little Tom Thumb. On the following day, 6th December, he sailed along till noon. At 1 p.m., however, "the air of wind freshed to a breeze from the south. We therefore went into a bight and anchored." The shore bears marks of volcanic fire. "Upon landing I perceived, near the extremity of one of the heads, the rocks laying scattered about in a very irregular manner and upon examination it appeared that a volcanic eruption had taken place there. The earth for a considerable distance round in a form approaching to that of a circle, seemed to have given way; it was now a green slope. Towards the centre was a deep rugged hole of about 25 or 30 feet in diameter, and on one side of it the sea washed in through a subterranean passage with a most tremendous noise."

If the wind had been from the east on that day instead of from the south particularly if it had been blowing strongly, Dr. Bass would have had much more to say. The Blow Hole has,
THE BLOW HOLE, KIAMA
(COCKS COLLECTION, WOLLONGONG UNIVERSITY ARCHIVES)
for many years, been a strong draw card for Kiama. But hundreds of folk who visit it see no more than Dr. Bass saw. Hundreds, too, see it in vigorous action throwing up water 60 feet or even 100 feet in stormy weather like some mighty geyser. The doctor and his men evidently did not climb down that Jacob’s Ladder pathway at the mouth and have a look into the great cave guarded as it is by the great regular basalt columns like those of the Giant’s Causeway.

The day after discovering Kiama Blow Hole, Bass discovered the Shoalhaven River. At 1 p.m. he passed Longnose Point (Black Head), and at the south end of what we know as Seven Mile Beach he saw the mouth of a river which he could not enter. But he entered Crookhaven which he describes thus:

“...This place, which deserves no better name than Shoals Haven, for it is not properly a river, is very narrow at the entrance the south side of which is formed by a rocky point, and the north by a breaking spit of sand which runs from a sandy point.”

Bass landed and examined Shoal Haven River, spending two days and three nights there, arriving on the evening of 7th December and leaving on the morning of the 10th. He examined the river for some miles and reported that there were many thousands of acres that could not be overflowed. But he also wrote: “However capable the soil of this country might, upon a more accurate investigation, be found to be for agricultural improvement, certain it is that the difficulty of shipping off the produce must for ever remain a bar to its colonisation. A nursery of cattle might perhaps be carried on here with advantage, and that sort of produce ships itself.”

On 10th December, Bass and his party continued their journey south, examining many places along the coast, and coming to the conclusion that Tasmania is an island.

Flinders, in referring to Bass’s discovery of the Shoalhaven, said that Bass passed a long sloping projection “which I have called Point Bass, about 3 leagues south of Alowrie. Beyond this point the coast forms a sandy bay of four or five leagues in length containing two small inlets; and the southernmost (Crook Haven) being accessible to the boat, Mr. Bass went and stopped three days.” (The cape that Flinders
called Point Bass is what Bass had called Longnose Point. It is now known as Black Head).

**Meehan and Others.**—From the time of the discovery of the Shoalhaven by Dr. Bass in 1797 no further visit to that river seems to have been made till 1805. In February of that year Surveyor James Meehan examined the river for about fifteen miles. He discovered brush lands liable to be flooded and referred to cedar to the south of what we now call Pig Island, and referred to the presence of cedar in the vicinity.

In 1807 bird collectors were visiting Illawarra where they found many beautiful birds, some varieties of which had never before been met with—red breasted cockatoos and large crested black pigeons.

The Sydney Gazette of 4th January, 1812, announced the arrival on the previous Monday of “The Speedwell, colonial vessel, from Shoal Haven, midway between Jervis Bay and Five Islands, with a cargo of cedar.”

**Bartholomew Kent.**—That same month Bartholomew Kent, Lieutenant of H.M.S. Buffalo, accompanied by Surveyor G. W. Evans, left Sydney perhaps on account of the above newspaper item. They returned to Sydney on 3rd March. They had first gone to Jervis Bay from which they proceeded to the mouth of the Shoalhaven. “In the estuary of the Shoalhaven they found a boat which had been lost during a gale on the voyage to Jervis Bay. In this boat the river was examined for 18 miles, when it became impassable. Kent reported the existence of a bar at the entrance of both Crookhaven and Shoalhaven.”

In March 1815 the Sydney Gazette reported:

“A considerable extent of fine grazing land is described by late travellers to be about the Five Islands to which, however, it would be thoroughly impracticable to convoy cattle by land.”

In that very year, however, a track was shown down the mountain side between Bulli and Mount Keira to Mr. Charles Throsby by an aboriginal. The story of this is told in another chapter.
At length the quality of the land in Illawarra and Shoalhaven became known to Governor Macquarie, and in his Despatch of 12th December, 1817, he wrote: "An extensive rich new Tract of Country, fit for the purposes of pasturage and agriculture, has, some little time since, been discovered, distant above 46 miles to the Southward of this, on a part of the Coast generally known by the name of the ‘Five Islands,’ but called by the Natives ‘Illawarra.’" He also reported that he had given "General Grants of land there to some respectable new settlers."

"It has been reported to me," he wrote, "both by Natives and a few Europeans who employ themselves on Hunting Expeditions, that between Illawarra and Port Jarvis there is another very extensive Tract of fertile land. I therefore, very soon, will send Mr. Meehan, the Deputy Surveyor General, at the head of a Small Expedition to explore the whole of the country lying near the sea coast from Illawarra to Port Jarvis in order to ascertain its extent and capabilities." "Port Jarvis is by far the safest harbour on the whole coast between this and Bass's Strait." So the Governor proposed to form a new settlement at Jervis Bay.

It was not till 1819, after the first grants in Illawarra had been surveyed, that Oxley, leaving Meehan to follow by land, went by sea from the north of the Meme-mora (Minnamurra), to examine the land between the Shoalhaven and Jervis Bay. Meehan refers to thick brush to the water’s edge, good soil, but "stony to a trifling extent," and no shelter between the Minnamurra and Point Bass (evidently Black Head, the Longnose Point of Bass). Oxley found the entrance to the Shoalhaven difficult on account of the surf. (For some years cedar getters had been taking their little vessels in and out of this difficult and dangerous river mouth. A.C.) So Oxley sought the shelter of Crook Haven which he found separated from the Shoalhaven by a narrow neck of land over which a boat could be pulled, and over which the Shoalhaven flowed to Crook Haven in flood time. He reported Jervis Bay as too spacious for a harbour, and the country between Jervis Bay and the Shoalhaven as generally barren and marshy, while
the higher lands were poor and stony. The country he said, was intersected with freshwater swamps bounded by a sandy, sterile country covered with dwarf gum trees, grass trees and other plants indigenous to barren soils. But he also said that on the Shoalhaven there may be 10,000 acres of useful land on which is a great quantity of good cedar.

From the above report it is not to be wondered that Governor Macquarie, in a Despatch of February, 1820, withdrew his recommendation for a settlement at Jervis Bay. One wonders, too, if the estimated 10,000 acres of cedar, was responsible for Alexander Berry asking for, and getting 10,000 acres of the Shoalhaven.

TO THE SHOALHAVEN VIA KANGAROO VALLEY.

Before the examination of the Shoalhaven country as above recorded, Surveyor Meehan led a party, including Dr. Charles Throsby, Mr. Hume, Mr. Grimes and others, from Liverpool via Wingecarribee River, to find a way to the Shoalhaven. Mr. Cambage tells the story in "Captain Cook's Pigeon House." Unable to descend the Bundanoon Valley on account of heavy floods, the party returned to Patrick's Plains and then travelled south east till they were stopped once more, this time by the Shoalhaven Gorges, from 1200 to 1500 feet deep.

The party turned north-west and then south, but came again to the Shoalhaven Gorges. Then it was agreed to separate, Mr. Meehan and Mr. Hume with four men and three led horses, going south west to head the river, while Dr. Throsby and Mr. Gormer took three white men, two blacks and the carts, and returned to Bundanoon Valley. As the country became too rough for carts, these were left behind, and the party clambered down to the beautiful Kangaroo Valley, eventually reaching the Shoalhaven at Parrourah (Purreeah, now Burrier). Mr. Throsby describes the land through which they passed as very good, with grass three feet high. Before descending into the valley, Throsby met with several parties of Illawarra natives, some of whom he had met on Macquarie Rivulet. From them he learned that the stream he was on had its source near that of the Macquarie. So one is not surprised to find that some years later a regular track, the
butter track, was made from Kangaroo Valley to Illawarra.

On 1st April, 1818, Throsby crossed the Shoalhaven "by an excellent ford not two feet deep," and found his way to Jervis Bay via Currambene Creek. He went along the south side of the Bay, and had a good view of Pigeon House. He left with a friendly native, a letter for Meehan, giving directions for a return journey, a letter that Meehan did not receive, for he did not reach the Shoalhaven on that expedition. Throsby had noticed several cedar trees. But long before this time the cedar getters were taking their valuable cargoes out of the shallow and dangerous mouth of the Shoalhaven.

**Jervis Bay.**—Although along the Illawarra coast no satisfactory harbour could be found, there were several little bays that could be used when wind and weather were favourable, as boat harbours. Immediately south of Shoalhaven, too, was Jervis Bay, a land locked harbour, deeper and wider than Sydney Harbour.

This bay was discovered in 1791 by Lieutenant Bowen, who called it a good harbour, but did not land. He reported his discovery to the Governor and attached a sketch.

In November, 1791, the whaler "Matilda" put into Jervis Bay to stop a leak. The master made an eye draught of the bay. He said the bay afforded an exceedingly good anchorage with room for the largest ships to work in and out with great safety.

In December, 1797, Dr. Bass, in his whale boat journey, spent three days examining the bay.

Governor Macquarie's recommendation for a settlement at Jervis Bay and his withdrawal of this recommendation have already been told.

This, however, did not prevent grants being located right round the bay except on reserves made on both sides of the entrance.

In the late thirties and early forties attempts were made to establish townships there. The attempt at Huskisson was quite elaborate, with wharves, bridges, etc. But it was not a success.
In the early forties a serious attempt was made to make Jervis Bay the port for Braidwood. A rough track was cut from Braidwood to Jervis Bay—“the Wool Road.” But the grades in this road were steep. Still the steamer “William IV” went to Jervis Bay to be loaded with wool from Braidwood. She waited some days in the bay but the teams were late. So the steamer left for Sydney and Jervis Bay did not become Braidwood’s port.

Later another attempt was made to establish a township at New Bristol. But this, too, failed. However, many wooden ships were built by the Dent family, from the spotted gums that grew so luxuriantly at the western end of the bay.

When the Nowra Bridge was built, it was expected that the railway would cross the river and be continued to Jervis Bay. So land speculators got to work and secured land between Jervis Bay and St. George’s Basin and had it surveyed. A fine city was to be established there. Beautiful lithographs were made and distributed. Many people purchased lots without seeing the land, gambling on the great increase in land value to follow the construction of the railway. But the railway was not continued across the river and the city still remains a gum tree forest.

Again, when Canberra was chosen as the capital of Australia, Jervis Bay was selected as its port and a railway was to be constructed between the places. Once more a beautiful city was planned. Once more beautiful lithographs were made. Once more people bought the allotments to be in on the ground floor. Once more the railway was not built and the city is still a gum tree forest.

But Jervis Bay became a Naval Base with a Naval College. It is still a naval base, but without a Naval College. It is also a very attractive tourist resort, easily approached by motor car and motor bus from Nowra, and provided with very good accommodation.

It is still possible for Jervis Bay to be provided with a railway. It is still possible that it will become a busy shipping port. But during the past 150 years it has had many sad disappointments.
Red cedar was by far the most valuable of the timbers in the brush lands of the coastal district of New South Wales. The cedars of the brush lands were magnificent trees, frequently four or five feet or even more in diameter, towering dome shaped amongst the great brush trees amid an entanglement of vines which had to be cut away when felling the trees. The cedar getters did not know the names of the other brush timbers, nor did they care to know. The cedar meant wealth and that was what was wanted.

Indirectly, the cedar getters were responsible for a good deal of the exploration and opening up of Illawarrra and Shoalhaven. They were there before the cattlemen, and they showed that shipping could be done in the poorly protected little bays along the coast, and even over the shallow bars leading into the Shoalhaven River and to Crookhaven.

Red cedar had been discovered in the eighteenth century along the Hawkesbury, and the settlers soon learned its value, particularly for furniture and house and office fittings. Its lightness, durability, grain and generally beautiful appearance, together with the fact that it is easily worked and responds so well to polish, made it a timber of outstanding popularity.

In 1799 the first specimens of this timber were sent to England on the “Reliance,” and in England it was appreciated as highly as in Australia. The settlers wanted cedar for their furniture, window frames and doors, and even for their houses generally, and were getting it. But even in the cedar brushes the cedar was not the most plentiful tree. So to prevent its early extinction, the Governor issued the following order on 12th April, 1802:—

“It having been represented to the Governor that some of the settlers on the Hawkesbury are making a traffic in the cedar growing on or near that river, he strictly forbids any cedar being cut down, but by his special permission.”

(Australian Historical Records)

As early as 1805 Surveyor James Meehan had reported the presence of cedar on the banks of the Shoalhaven River.
Mr. Frank McCaffrey, in his "History of Illawarra," states: "Cedar was carried from the inner shores of Lake Illawarra, in small craft in 1810—and bullock teams used to haul cedar logs and planks to the edges of the Lake, at suitable centres, for years before any real settlement took place."

It is quite possible that some cedar was cut in Illawarra at this early period. But the Governor's order of 1802, together with the fact that no grants were issued till 1817 would explain that even if the cedar was cut in 1810, that fact was not made public at the time.

There is no doubt, however, about cedar being cut on the Shoalhaven in 1811. For the Sydney Gazette of 4th January, 1812, contains the following news item:—

"On Monday last arrived the Speedwell, colonial vessel, from a place called Shoal Haven, which lies midway between Jervis Bay and Five Islands, whereat she procured a cargo of cedar, said to be of good quality.

The above place was at first found to produce cedar by occasional travellers in pursuit of pheasants and other birds, and was six or seven years ago visited by Lieutenant Oxley of the Navy. The place seems to have been properly named Shoal Haven as the above small vessel—only 15 tons—grounded several times."

It is almost certain that many shipments of cedar were made without being reported. But on 29th May, 1813, the Sydney Gazette announced that the brig "Mary and Sally" arrived from Shoalhaven with a cargo of cedar, and 23rd July, 1814, the following announcement was made in the same paper:—

"On Tuesday last arrived from Shoal Haven, the brig Trial, with a cargo of cedar, containing nearly 26,000 feet, being the finest cargo of that valuable article ever procured in this colony."

This was long before Mr. Berry had his canal cut, and indicates that the mouth of the Shoalhaven was then used by the cedar getters in spite of its dangers.

Cedar getting certainly had its dangers as well as its profits. Sydney Gazette of 18th February, 1815 says: "Much
apprehension has for some weeks been entertained for the safety of George Wood of Clarence Street, and two men who accompanied him to Shoal Haven for the purpose of procuring cedar. They went from Sydney nearly a fortnight before Christmas."

A boat was sent in search of them under the charge of G. Phillips, tinman, and his son; and Thos. Brady, a fisherman, accompanied by a native. The native returned with a confused account, intimating the loss of the launch, apparently wrecked near Port Aitken.

Another party, Messrs. Batty and Howell went overland. Wood had been in the employ of Mr. Blaxsell, and had a fine launch, "Well found in necessaries best suited for their purposes." His return was expected not later than the end of January.

Wood's launch was found, and the mutilated remains of a human body, which friendly natives pronounced to be Wood's. The bodies of Jones and Duncan were not found. On the beach was a cask, apparel and other necessaries. The friendly natives were Illawarra blacks who acted as guides. They declared that the mountain tribes were particularly barbarous and ferocious. The friendly blacks saved the search parties from many difficulties in their five days' expedition, guiding them to the stranded launch and then back to the settled districts near Sydney. (The above story is from Sydney Gazette, 18th and 25th February, and 11th March, 1815).

On 22nd April, the Gazette announced that Howell, one of the search party mentioned above, was at a place called Bolye (Bulli) about 35 miles south of Port Jackson, and saw the remains of a boat that had been wrecked there. The natives, imagining it had been Howell's own boat, left a quantity of fish for him, believing he might be short of provisions. The Gazette adds: "Probably the boat had been stolen by convicts attempting to escape the colony."

When Macquarie visited Illawarra in January, 1822, cedar getting had long been in full swing there, and he was shown a great cedar tree. Judge Barron Field who also visited the district in 1822 and travelled through to Coolangatta, wrote:—

"The cedar planks, as they are formed by the sawyer at the
pit, are carried on men's backs up to the mountain summit, where carts convey the planks to all parts of the colony, or they are carted to the shores of Illawarra and navigated to Port Jackson in large open boats. The government has not (by reason of its ample supply from Hunter's River and Port Macquarie) secured any portion of these cedar grounds to itself, simply compelling each person to take out a permit from the colonial Secretary's office, which must specify the number of feet of timber required, as without which protection, the cart and horse, or boat, and the cedar are liable to seizure by any constable.

"In a new run in the wild forest, the sawyers have to perform the preparatory labour of clearing their path, and a fall for the trees, which would otherwise be prevented from reaching the ground by amazingly strong vines. They then pit the stem, cut into short cylinders of from eight to twelve feet in length, and cut them into planks of one or two inches thick.

"For these they receive 22 shillings for every hundred feet, from which is deducted six shillings per hundred paid to the carrier from the pit to the cart, leaving 16 shillings to be divided between the pair of sawyers. The carters, after carrying an average load of 300 feet in the plank, upwards of 60 miles to Parramatta, over a road very rocky and difficult, obtain 45 to 50 shillings per 100 feet from builders, carpenters, etc.

"It is to be regretted that so few of the timbers that grow on the mountain are known. Excepting the red cedar, wild apple, plum, sassafras, rosewood and turpentine, the wood cutters have no names for many of the gigantic growths which cover the mountain. The background presents a line of hills of which the Hat Hill of Captain Cook, and Mount Molle are conspicuous."

Respecting the names of the great trees in the brush, it must be remembered that the cedar getters were not interested in trees apart from cedar. The essential trees of the brushes were the soft wood, such as red cedar, white cedar, beech, coachwood, sassafras, silky oak, mahogany, beefwood, apple, myrtle, pine plum, cherry, dogwood, ash, sally, stinging nettle, fig and others.
There were also the tamarind, cabbage palm, bangalow palm, tree fern, staghorn fern and ferns of other varieties as well as those great rope-like vines stretching from tree to tree, giant lianas sometimes 300 or 400 feet long and over three inches thick. In the brush there was never a chance for grass to grow, nor was there a chance for sunlight to penetrate. There was always a dense undergrowth through which it was difficult to pass. Many of the brush trees were rich in fruit, and so the brushes teemed with bird life, particularly pigeons of many varieties, pheasants or lyre birds and the brush turkeys.

Both in Illawarra and the Shoalhaven the cedar brushes were generally rather small stretches along almost every stream or on the mountain slopes. There was a large patch between Wollongong and Dapto, and out from Broughton Creek (Berry) was Jaspers Brush. But the most extensive was Long Brush, extending from Kendall’s Point, Kiama, over hill and vale to Jamberoo Mountain, about seven miles.

In July, 1825, the cedar getters received a shock from the following notice appearing in the N.S.W. Government Gazette:—

“All persons, who are desirous of obtaining Permission to cut Cedar in unlocated Ground, or to carry away Timber which has been already so cut, are requested to send in their Applications to the Colonial Secretary without delay in order that the cedar Grounds may be duly apportioned and Notice is hereby given that no Vessel or Boat bringing Cedar to Port Jackson, is to be allowed to begin to discharge her cargo until the Master shall have reported his vessel or boat to a Naval Officer, and shall have declared on Oath the Quantity of Cedar on Board, the place at which it was shipped, whether cut on located or unlocated ground, and, if on located Ground, the Name of the Proprietor.

“Any vessel, detected in unloading cedar without having so reported, will be liable to seizure, and the Permission to cut cedar will be withdrawn from the Owner.”

The “Australian” looked upon this notice as a move
to allow the cedar trade to fall into the hands of a few wealthy merchants of Sydney, "who are desirous of thus obtaining possession of one branch of the Exportation trade of the Colony." It pointed out that "the trade, tho' it has hitherto been comparatively of small consequence, is increasing in magnitude every year and every month. It has hitherto been carried on by men of confined means, who furnished exporters with timber at the lowest rate at which it could possibly be procured." These men with limited capital of from £800 to £1000, consisting in boats, timber carriages, horses, etc., all supported themselves by cutting and bringing cedar to Sydney, either actually working with the sawyers or superintending them in person. The cedar so got they sold to the exporter at 2½d per foot. In England it was sold for 6d to 7d a foot, a price which brought very little to the exporter when port dues, duties, agency demands, dock items and freights were paid, and allowance was made for timber damaged on the way. The "Australian" goes on to say: "The Lessees of large tracts of land only take those tracts for the sake of making handsome profit. All the sawyers who are employed and their superintendent must still live, and the profit of the new tribe—the lessees—must be added to the former cost of the timber. So as the profit is so small they will not invest their capital and so the cedar trade will be killed and many hands will be deprived of employment." The new system did produce unemployment amongst the sawyers for a time, and a storm of protest was raised amongst them. And at least one vessel "belonging to two industrious and deserving men was seized for an alleged infraction of the Government Notice, the existence of which they were ignorant." This seizure caused great hardship to the two men. But these matters were eventually righted, and cedar cutting went on again. For some time the control of the trade must have been relaxed, for in 1834 an Illawarra correspondent to the "Herald" writes as follows:— "The Sydney Merchants and Capitalists did get a considerable amount of control over the industry, and whatever unemployment appeared amongst the sawyers was but temporary. There must have been more profit to be made at the industry than indicated by the "Australian," for not only did such men as Alexander Berry and the Wentworths engage in it, but landowners and even
clergymen such as the Rev. Thomas Kendall, who was engaged in the cedar trade, first at Kiama and then at Ulladulla.”

In 1834 an Ilawarra correspondent to the Sydney Herald stated that by the illegal cutting of cedar “the Government had lost £100,000 in revenue, a sum of money which would have provided a good road from Ilawarra to Sydney and also have given harbour accommodation.”

In that year the Authorities made raids on the cedar thieves and recovered 50,000 feet of illegally cut timber.

In 1835 another new law was made, granting licences for cedar cutting, the licence fee being £4 a year with penalties amounting to from £10 to £50 for breaking the law.

The correspondent referred to above, complained of the disorderly conduct of the cedar thieves, referring to them as a set of lawless people, addicted to bushranging and cattle stealing; while another correspondent said that they had “kept the district in a state of drunkenness and iniquity for years.”

These cedar cutters certainly led hard and lonely lives, living for the most time in humpies with even less comfort than the stockmen had. They were not popular with the settlers or their stockmen who looked on them as intruders. They had no rights whatever on the land, except the possession of a hut, and were not allowed to grow a stalk of grain. When they had money they (or the bulk of them) would visit one of the shanties not uncommon in the brush lands then, and fill themselves with what the Americans would call “moonshine,” then becoming very disorderly. Many of them were not above taking cedar from anyone’s property. No wonder they were unpopular, as a class. But some of them were quite decent citizens. One of them (David Smith), becoming the first landowner in what became Kiama township, where he lived for many years a well respected and useful townsman.

By the beginning of the forties of last century most of the cedar cutters from Ilawarra and Shoalhaven had gone to the newly found cedar brushes or scrubs on the northern rivers of New South Wales, where they found cedar more plentiful even than it had been in Ilawarra and Shoalhaven. But for many years shipments of cedar were made from the Shoalhaven, the boat harbours of Gerringong, Kiama and Shellharbour. By the
mid-forties so much cedar had been cut from the brush lands
that the owners of these lands decided to cut all the timber
down to make farm lands. By the seventies practically all the
cedar had been cut out of Illawarra and Shoalhaven, and soon
after the northern rivers suffered the same fate. There are,
however, still a few solitary cedar trees on the rough mountain
slopes, and there are a few relatively small cedar trees
growing in grass paddocks, but shorn of all their glory. As a
timber, cedar is practically extinct.

There are still some houses whose doors, windows, and
other fittings are of cedar. It may be possible to find an old
cedar desk, cedar form or cedar press in some schools, as a
reminder of the times when all desks, chairs, forms and
presses were of cedar. Cedar house furniture is now regarded
as antique, and very valuable.

What a pity some effort was not made, a hundred years
ago or more, to replace the cedar as it was being so ruthlessly
cut down. This was surely work for the Government for no
individual could afford to undertake the afforestation of trees
requiring so many years to mature as does cedar. Most of the
brush land was required for farms. But, all along the
Illawarra Range and other coastal ranges there are steep
mountain sides and valleys still covered with brush and in
some cases lonely cedar trees may be found in such places.
Perhaps the Forestry Commission may, some day, plant young
cedar trees in such places, so that future generations may be
able to see and to use a timber which, for so long, was such a
great source of wealth as well as being so useful and so
beautiful. Even now, farmers are planting out young cedar
trees to provide shade for their cattle, raising these trees from
seed they collect. If individual farmers can do this on a small
scale, surely the Commission can do it on a large one.
CHAPTER II.

LAND GRANTS.

The Sydney Gazette in March, 1815, reported:—

“A considerable extent of fine grazing land is described by late travellers to be about the Five Islands to which, however, it would be thoroughly impracticable to convoy cattle by land.”

Hunters of game, collectors of strange birds and botanists had clambered down those steep mountain sides, but no track, by which cattle could be brought down, was discovered till later that year, 1815.

Charles Throsby, then at Liverpool, was short of grass. An aboriginal told him that grass was plentiful at Five Islands, and that he knew a track down the mountains. So Throsby set out with two white men and two natives to examine the track and the new grasslands. It took two days to get to the top of the mountain near Bulli. The track then skirted the mountain side towards Mount Keira, the lower part of whose steep slope provided the final part of the descent.

Throsby was satisfied with the land and water he found, and, hurrying back to Liverpool, collected a herd and drove it to the new pastures.

Apparently cedar getters were already there. Other cattlemen soon followed Throsby down the mountain side. So it was necessary for the Governor to appoint an officer to see that law was enforced.

The Sydney Gazette of 9th December, 1815, contains this item:—

“Mr. Joseph Wild is appointed Constable of the District of Five Islands and is to be obeyed as such accordingly.” More than twenty years later, when Mr. Backhouse, a Quaker, was travelling through Illawarra, Shoalhaven and Bong Bong, he wrote that after leaving Mr. Throsby’s place at Bong Bong, he was joined by “Mr. Joe Wild, an old man who had accompanied Robert Brown in his botanical research in New South Wales and Tasmania and who had discovered Illawarra.”

It would appear that Mr. Wild was also one of Mr.
Throsby's stockmen, and the word "discovered" seems not quite correct, although he may have been one of the stockmen who brought those cattle down the steep hillside.

During 1816 the number of folk with cattle in Illawarra increased. The Sydney Gazette of 28th October, 1816, says:

"Several gentlemen have removed their cattle thither (to Five Islands), as the neighbourhood affords good pastures; and it is to be anxiously hoped that the stockmen in charge of the herds may be able to maintain friendly footing with the natives that at present exists."

To do this however, it was deemed advisable to extend the grant system to Illawarra.

The First Grants in Illawarra.—So Surveyor General Oxley and his Assistant, Mr. Meehan, were sent to Five Islands to determine the location of the first grants to be made there. A notice appeared in the Sydney Gazette inviting the "Gentlemen and Free Settlers who had lately obtained possession of Land in the New District of Illawarra" to meet the surveyors on 2nd December, 1816, "at the Hut of Mr. Throsby's Stockmen to have their grants allotted"..."agreeably to the lists with which you (Mr. Oxley) have already been provided."

The site of this hut was near the corner of present-day Smith and Harbour Streets, Wollongong. A monument is erected there:

"HERE IT WAS,
SURVEYOR GENERAL OXLEY,
BY ORDER OF GOVERNOR MACQUARIE,
ON THE 2nd DAY OF DECEMBER, 1816,
MET THE GRANTEES OF AND LOCATED THE FIRST LANDS SETTLED IN ILLAWARRA."

The Governor's letter specially said that Mr. Deputy Commissary General Allan should get land in place of his property (2000 acres in Upper Minto), and that George Johnston, Esquire, Senior, should get land at or near the Macquarie River on its western side.
The five grants located on that memorable day were:—

DAVID ALLAN, 2200 acres (Illawarra Farm), between Tom Thumb Lagoon and Lake Illawarra with a frontage to the sea at Red Point and Port Kembla.

ROBERT JENKINS, 1000 acres (Berkeley), west of David Allan's property, and stretching from Allan's Creek or Charcoal Creek to Lake Illawarra.

GEORGE JOHNSTON, ESQUIRE, SENIOR, (Major Johnston), 1500 acres (Macquarie Gift), on the west side of Macquarie Rivulet.

RICHARD BROOKS, 1300 acres (Exmouth), facing Lake Illawarra, between Brook's Creek and Mullet Creek.

ANDREW ALLAN, 700 acres (Waterloo) on the east side of Macquarie Rivulet, opposite George Johnston's grant.

CONDITIONS UNDER WHICH GRANTS WERE HELD

The conditions under which land was granted in Governor Macquarie's time were:—

(1) There was to be a quit rent of 2 shillings per 100 acres.
(2) An acreage of cultivation was demanded in five years in proportion to the size of the grant.
(3) Reservation of timber was to be made for naval purposes.
(4) Reservation of land for highways.
(5) Non-alienation during five years.

In Governor Brisbane's time, to ease the cost of maintaining convicts, each grantee was required to keep one convict for every 100 acres.

As time went on the quit rent increased.

In a letter written by Michael Hindmarsh of Alne Bank, Gerringong, to his uncle in England, he states the conditions thus:—

"In the course of seven years there has to be expended on the land one fourth of its value, which value is estimated by commissioners for the purpose, and if such improvements are
not made your grant is cancelled. Second, at the expiration of seven years you have to pay 5 per cent. per annum to the Crown as Quit Rent on the value of the Land fixed by the said Commissioners. But you can redeem the Quit Rent as a twenty years’ purchase, provided the payment be made within Twenty years after the Execution of the grant. You are not allowed to Alienate the Land under any pretence whatever until the expiration of Seven years, or until the sum above stipulated be laid out on improvements...These are the new regulations. The Quit Rent used to be very trifling. But 5 per cent. of the value of the Land is too severe. There are but few Parishes that will be valued at less than 7/6 per acre and none less than 5/-, some perhaps 10/-. Suppose my land was 7/6 and I wished to buy the Quit Rent. It would at twenty years’ purchase cost £240. So that it would be cheaper to purchase land of Government at the estimated value of the Parish at a Peppercorn Rent, which will be done as soon as His Majesty’s Pleasure is made known, the Governor having written him on the subject.”

The issue of Free Grants ended in 1831. But those promised before that time were issued long after 1831. One remarkable case is that of 2000 acres promised to Henry Gratton Douglas, by Governor Brisbane, but unlocated. It was eventually located by Henry Osborne as three blocks, 640 acres, 720 acres, 640 acres, on the mountain side south of Jamberoo. The Deed of Grant was issued to Mr. Osborne on 11th September, 1855. Another remarkable case is the 2000 acres grant promised to D’Arcy Wentworth in 1825 and eventually granted to Randolph John Want on 29th May, 1861.

Cattle Thieves.—Besides the five grantees mentioned above, there were several other men running cattle in Illawarra in 1816 and 1817. Amongst these were William Browne, Charles Throsby, Samuel Terry, James Badgery, John Oxley.

There were very few fences and the cattle were grazed on meadows and mountain sides, being rounded up for branding from time to time. At suitable places stockyards were erected, one being on a spur of the Illawarra Range, called Stockyard Mountain on that account. Under such circumstances cattle thieving was prevalent.

To stop this thieving the following advertisement was
inserted in the Sydney Gazette of 27th September, 1817:

"WE—landowners and proprietors of stock in the district of Illawarra or Five Islands—hereby offer a reward of £20 to be paid on conviction of any person or persons—stealing or destroying cattle or other property belonging to us. Signed—David Allan, Richard Brooks, William Browne, Charles Throsby, Robert Jenkins, Samuel Terry."

Of the six signatories three (David Allan, Richard Brooks and Robert Jenkins) were landowners, while the other three (William Browne, Charles Throsby, Samuel Terry) were proprietors of stock. Eventually both William Browne and Samuel Terry secured grants in Illawarra, but Charles Throsby secured his grant at Bong Bong, not in Illawarra.

The First Grantees.—None of the five original grantees became a resident in Illawarra. They sent managers and stockmen to look after their property there.

DAVID ALLAN, of Illawarra Farm, had been Deputy Commissary General of New South Wales. His manager was Conor Wholohan. In 1822 he left New South Wales for Barbadoes. The Sydney Gazette of 15th March, 1822, announced the death of the wife of David Allan, "formerly Deputy Commissary General of New South Wales, on the eve of accompanying her husband to the Barbadoes, where he has received the appointment of Deputy Commissary General."

The Sydney Gazette of 22nd June, 1824, contains this notice:

"To let, D. Allan's 2200 acres at Five Islands, with good cottage and offices, the whole being enclosed, with 200 acres clear and subdivided into paddocks."

In the early forties this property was bought by Frederick Jones, who sold it to W. C. Wentworth, and the name was changed to Five Islands Estate, an estate, for the most part, still in the hands of the Wentworth family. Neither David Allan nor W. C. Wentworth dreamed that on part of their estate would become such a hive of industry as Steeltown and Port Kembla are.

ROBERT JENKINS, of Berkeley, was an auctioneer at Sydney and Parramatta. His manager at Berkeley was John Robertson. Mr. Jenkins was accidentally killed by
BERKELEY HOUSE, UNANDERRA
Home of the Jenkins Family.
(Town & Country Journal, 18 October 1879)
being thrown from his horse. His widow lived at "Eagle Vale," Campbelltown, where she died in April 1842. In 1834 she acquired an additional 2000 acres, adjoining her husband's grant, for £500. She also bought five soldiers' grants—three of 60 acres each and two of 50 acres, thus increasing Berkeley Estate to 3,280 acres. She left two sons, Robert and William Warren. The former was only eight years old when his father died and the latter 6. Both these lads were educated at Sydney's best school—Dr. Lang's Australian College, Dr. Halloran's Educational Establishment, and Mr. Cape's Academy. It was W. W. Jenkins who was closely connected with the development of Illawarra. In 1838 he married his cousin Matilda Pitt Wilshire, and took on the management of Berkeley. In 1839 he built the first section of his home there, later adding to it and making a fine mansion, in which he lived till his death in 1884.

He proved an excellent citizen. He was a member of the first Illawarra District Council, one of the founders of the Illawarra A. and H. Association, one of the trustees of St. Michael's Church, and was engaged in many other undertakings for the good of the district. In 1870 he invested £100 in the Central Illawarra Butter Company formed to export butter to relieve the surplus in summer. When Co-Operative marketing began he took up £100 worth of shares in the South Coast and West Camden Co-Operative Society, and he was a strong supporter, in 1873, of the Illawarra railway movement.

RICHARD BROOKS, of Exmouth or Koonawarra, was a ship captain trading to Australia in the early days. Mr. Frank McCaffrey tells us that Mr. Brooks built the first weatherboard cottage erected in Illawarra in 1828. He lived at Denham Court, on the Southern Road, and had his Illawarra property managed by William Neal. Mr. McCaffrey says that it was a servant of Captain Brooks, a John Cream, who discovered the track leading from Illawarra to Kangaroo Valley, a track that was used to take cattle from Illawarra to save them from the cattle thieves, and used much later to convey butter from Mr. Osborne's estate in Kangaroo Valley (where Frank McCaffrey's father was manager) to Marshall
Mount for shipment from Wollongong. The track therefore was known as The Butter Track.

Richard Brooks also secured 600 acres at Kangaroo Ground, which together with the Illawarra property was sold to Henry Osborne in the early forties.

GEORGE JOHNSTON, ESQUIRE, SENIOR, of Macquarie Gift, was the Major Johnston of the New South Wales Corps who had taken such a prominent part in the Bligh Rebellion. His son, David Johnston, also received two grants, 700 acres and 500 acres to the west of Macquarie Gift. This fine property, known as Johnston’s Meadows, was managed from 1817 to 1852 by William Wilson, one of the first men to take cattle to Illawarra. David Johnston kept in close touch with his Illawarra property till his death in 1866.

On 26th January, 1876, Johnston’s Meadows was sold at auction by Mr. D. L. Dymock, at George Adams’ Steam Packet Hotel, Kiama, while the herd of pure bred cattle was sold by Mr. G. K. Waldron. Johnston’s Meadows proved rich dairy land, and became the homes of many successful dairymen.

ANDREW ALLAN, of “Waterloo,” was the son of the Deputy Commissary General who secured Illawarra farm. He was a clerk in the Commissariat Department, and it seems that he left Australia about the time his father was appointed to Barbadoes. His property was bought by Samuel Terry, and became part of Terry’s Meadows.

Other Grants By Governor Macquarie.

Amongst the other grants in Illawarra made by Governor Macquarie were: 300 acres given to George Molle, Esq., 500 acres to Lieutenant William Frederick Weston; grants given to D’Arcy Wentworth, Thomas Davey, Dr. Mileham, John Horsley and W. C. Wentworth, between Lake Illawarra and the Minnamurra River; 300 acres to Charles Throsby Smith, 300 acres to Cornelius O’Brien.

GEORGE MOLLE, LIEUTENANT COLONEL, was Lieutenant Governor. He received on 11th September, 1817, a relatively small grant, 300 acres, to the west of where Dapto now stands. He also received two larger grants in other districts—1800 acres at Cook, 1550 acres at Minto.
LIEUTENANT WILLIAM FREDERICK WESTON received his promise of 500 acres, in the year 1818. He called his grant "West Horsley" after his home town in England. He died on this property on 25th April, 1826. When he died West Horsley became the property of his two sisters, Mrs. Augusta Brooks, and Miss Weston, to whom it was granted on 13th January, 1842. In later years the property was bought by the Lindsay family by whom it is still owned.

D'ARCY WENTWORTH, father of the great W. C. Wentworth, acquired no less than 13,050 acres in Illawarra. This became the Peterborough Estate. The Encyclopedia of Australia states that he entered the Army as an Ensign in 1782. Later he studied medicine in London and served for some time as Assistant Surgeon on Convict Ships, coming to Australia in that capacity on the ship "Neptune," arriving in Sydney on 2nd June, 1790. In 1791 he was appointed Superintendent of Convicts at Norfolk Island. In 1796 Governor Hunter appointed him Assistant Surgeon there. Then he became Surgeon at Norfolk Island, but got into trouble with Governor Bligh. Governor Macquarie appointed him Principal Surgeon on 1st January, 1811, and also Principal Superintendent of Police. He retired on a pension in 1818, but apparently did not relinquish his medical duties till 1819, nor Police duties till 1820. He died at Homebush in 1827.

His Peterborough Estate included the following properties promised on 9th January, 1821:—

D'Arcy Wentworth, 1500 acres at Shellharbour, including Dunster Hill and Mount Wentworth.
D'Arcy Wentworth, 1650 acres at Shellharbour, including the site of the town.
Thomas Davey, 200 acres, fronting the south shore of Lake Illawarra and including Native Dog Hill and Barrack Point.
Dr. James Mileham, 700 acres on the south shore of Lake Illawarra, west of Davey's grant.
John Horsley, 1200 acres on the south shore of Lake Illawarra, west of Mileham's grant.
William Wentworth, 100 acres, fronting Koona Bay
LAND GRANTS.

on Lake Illawarra and Macquarie Rivulet. On this grant are the sites of Albion Park Railway Station and Racecourse.

In addition to the above, two additional grants were made to D’Arcy Wentworth—2000 acres granted 3rd September, 1821, including Point Bass, and 200 acres promised in 1825, a property bounded on the south by the Minnamurra, and on the west by Croom. The grant of this 2000 acres was eventually issued to Randolph John Want, on 29th May, 1861.

There was also a grant of 1000 acres, promised in 1822 and made in 1833 to William Ralph. This property faced the ocean and the northern bank of Minnamurra River.

On the death of D’Arcy Wentworth, this property was divided amongst the members of his family—Mrs. Reddall, Mrs. R. Towns, Mrs. S. Addison and Mrs. Darley.

THOMAS DAVEY was a Lieutenant Colonel in the Army. He had been Lieutenant Governor of Tasmania from 1813 to 1817, during which time the place became overrun by escaped convicts and bushrangers. Many peaceful settlers had to abandon their homes. Davey put the place under Martial Law. Governor Macquarie cancelled the order and recalled Davey “on account of profligacy and drunkenness.” In compensation for this withdrawal Davey was granted 400 acres in Tasmania, and the above 200 acres in Illawarra. He left Australia in 1821 and died in England in May, 1823. Before leaving Australia he transferred his Illawarra grant (apparently with special leave) to D’Arcy Wentworth.

In 1865 Mr. G. L. Fuller of Kiama, bought most of R. J. Want’s grant, together with portions of D’Arcy Wentworth’s 2000 acre grant of 1821 and William Ralph’s grant, a total of 2522 acres 2 rods 28 poles. This Mr. Fuller called Dunmore, and later added to it practically all of Point Bass and other areas reaching to Lake Illawarra. In 1880 the area of the estate was 9000 acres, the greater part of the D’Arcy Wentworth’s Peterborough estate. Most of this became dairy land, worked by tenant farmers. On Point Bass a blue matal quarry was opened in 1880 and another one west of Shellharbour Railway Station was opened much later. This
great property was afterwards divided between G. L. Fuller's sons, Bryan and Colin.

SAMUEL TERRY received his 2000 acre grant on 9th January, 1821. It was on the south side of the Macquarie Rivulet, and was known as Terry's Meadows. To this he added Andrew Allan's 700 acres. Terry had large properties outside of Illawarra, and had grazing rights on the Shoalhaven.

Next to Terry's grant, to the west, was John Paul's estate of 1400 acres, 600 acres of which were promised in 1823, and 800 acres in 1824. This property included Tulimbah and Tongarra.

Still further west was a grant of 1200 acres promised to John Terry Hughes on 26th June, 1826, the deed being issued to Rosetta Terry on 12th November, 1857. Terry's Meadows was managed by an overseer and stockman, whose huts became a finger post for travellers passing through Illawarra. They were specially referred to by Major Mitchell in describing the course of the road planned by him in 1834, the road going past these huts.

Although not one of the original grantees, Samuel Terry was one of the first to have cattle in Illawarra, and he was one of the six, who, in September, 1817, offered a reward of £20 for the conviction of cattle thieves.

When he died in 1838, his nephew, John Terry Hughes, succeeded to Terry's Meadows, whose name was changed to Albion Park.

Although not a resident of Illawarra, Mr. Terry Hughes took a keen interest in the district, importing high grade cattle, which were successful at early Illawarra shows. Amongst his employees were several who became successful farmers in the district.

Besides Terry's Meadows, Mr. Terry Hughes and his partner Mr. Hoskings, secured properties at Jerrara (805 acres) and Jervis Bay.

John Terry Hughes died in October, 1851, and was succeeded by his son Samuel, a young man of 22. In July, 1860, the property was subdivided and sold.

CHARLES THROSBY SMITH'S Bustle Farm was promised to him in 1821, but the deed of grant was not issued
BUSTLE FARM c1860
Home of Charles Throsby Smith, Wollongong
(Collection Illawarra Historical Society)
till 20th December, 1835. In addition to the 300 acres at Wollongong, Mr. Throsby Smith received a grant of 1280 acres, known as Calderwood, to the west of Mr. Osborne's property, Marshall Mount.

Mr. Throsby Smith was a nephew of Mr. Charles Throsby. When 18 years old he had helped, in 1816, to drive some of his uncle's cattle from Glenfield to Illawarra. Then, after twenty months' cruising to New Zealand and the Pacific Islands, and taking a trip to India, he led an exploring expedition to this country south of Lake George. At the age of 22 he gave up his life of adventure and secured his 300 acre grant at Wollongong, where he spent the remainder of his life, except for two trips to England.

In the twenties he took a contract to supply the garrison, then at Red Point, with provisions.

When, in 1834, his land was chosen as the site for Wollongong, he gave to the Church of England that beautiful site on the hill where St. Michael's Church was built. Later he gave sites for other churches.

It was his barn that was used as a place of worship by the Church of England folk until a church was built, and the same barn was used for school purposes for some years. When the people were preparing to build a church he was appointed as one of the trustees.

He took a prominent part in all movements for the betterment of the town. He was one of the Committee of Management of the Illawarra Steam Packet Company which in 1839 secured the first steamship service for Wollongong.

In 1842 he was a member of the Illawarra District Council, and shortly after was on the committee of the first Illawarra Agricultural Society. When Wollongong became a municipality in 1859, he was one of the aldermen. For years he was Returning Officer for the electorate. In 1844 he became a Justice of the Peace, and later was appointed Crown Lands Agent. He always did his share in civic duties, and during his 56 years' residence at Wollongong, he saw a prosperous town arise from what had been a place covered with gum trees, honeysuckle and ti-tree. So it is not surprising that when he died in September, 1876, a very large funeral
procession started from his old home—"Bustle Farm."

EDWARD BOURKE received his promise for a 40 acre grant in Illawarra in 1821. But the grant was not issued till 8th January, 1840. It was on Mr. Bourke's land that, in 1830, Mr. George Brown built the ship Inn. Eventually all of this grant was included in the town, now the city, of Wollongong.

CORNELIUS O'BRIEN'S 300 acre grant in the vicinity of Bulli, was promised to him on 31st March, 1821, his quit rent of six shillings a year, commencing on 1st January, 1827. He was one of the first Justices of the Peace in Illawarra, and for years his house was the only one in that part of the district. It was he who discovered, in 1821, the roads up the mountain at Bulli, known as the Subscription Road, because the landholders in the vicinity subscribed £10 each to cover the cost of its construction. He took a very prominent part in all public affairs. He was one of the three appointed to collect names in Illawarra for the petition asking for Responsible Government, and his name heads the list of petitioners to Governor Bourke, when that gentleman visited Illawarra in 1834. In 1836, however, he sold his property to Captain Westmacott, and removed to Yass. It was on the property of Cornelius O'Brien and his neighbour William Bowman, who came later, that the township of Bulli was built.

Besides the above there were many smaller grants made by Governor Macquarie, most of them less than 100 acres. Amongst these grantees were: John Cunningham, Peter Lellis, Richard Lellis, Timothy Fogarty, Thomas Martin, Thomas Trotter, Thomas Moran, Malachy Ryan (Isaac Cornwall, William Landran, John Harris, Thomas Simms, John Williams), Michael Stack, James Stack, Michael Byrne, John Rudd, Thomas Rudd, Denis Guiney. The five in parenthesis were the soldiers' grants secured by Mrs. Jemima Jenkins.

GRANTS AFTER GOVERNOR MACQUARIE'S TIME.

After Governor Macquarie's time most of Illawarra and Shoalhaven were disposed of by grants.

In the Northern Illawarra the grants included such places as James Stares Spearing's "Paulsgrove" or "Mount Keira Estate," George Tate's "Springhill," Harriet Overington's (Mrs.

JAMES STARES SPEARING secured two properties of 1000 acres on the slopes of Mount Keira. Through this property ran Para Creek. These were together called "Paulsgrove," and later known as "Mount Keira Estate." Mr. Spearing married Miss HARRIET OVERINGTON, who held a grant of 2000 acres called "Bellambi," which property was included in the "Spearing Estate." An extract from a diary compiled by one of his overseers is referred to in Chapter III.

In the late thirties he became tired and disgusted and decided to leave Illawarra. On 10th May, 1841 the deeds of the three grants were issued to Robert and Charles Campbell, in trust for the Spearing Estate.

GEORGE TATE had 500 acres, "Spring Hill," south of Wollongong, as well as 100 acres in the vicinity of Bulli. He received the promise of this land in June, 1824, and immediately started clearing and farming there. He also established an Inn, the first in Illawarra.

In 1832 he sold Spring Hill to Captain Charles Waldron, and went southward. Three of his sons settled in Jamberoo, one becoming a storekeeper on Tate's Hill, the others being farmers. One of these afterwards went further south and secured a good deal of property at Broughton Village. Members of the Tate family still live at Jamberoo and Broughton Village and the name Kell is sometimes used as a Christian name.

Captain Waldron was a magistrate in 1833, and it fell to his lot to pass rather severe sentences on insubordinate convicts. On 14th January, 1834, two newly employed women convicts, on being spoken to for neglect of their duties in his house, suddenly attacked him, pushed him from the verandah and pummelled him while on the ground, using vile language while doing so. In fourteen days he died. The two women were accused of murder by violently throwing him on the ground and beating him on the head and face with their fists, on 14th January, from the effects of which he died on 28th following. They were found guilty although the doctor attested there was
no mark of violence and the women said that if they had intended to murder Waldron they would have used more than their hands. Later the two women were pardoned.

The deed of the property was issued to the widow, Mrs. Jemima Waldron, whose son, G. K. Waldron became a successful auctioneer in Kiama. Other members of the family remained at Spring Hill. Two of G. K. Waldron’s sons (G. K. Waldron and T. K. Waldron), were, in turn, City Solicitors for the Municipality of Sydney.

**Bellambi or Pallamba** the 2000 acre grant to Harriet Overington, who married James Stares Spearing, faced a little bay that was, for many years used for shipping cedar, and later became an important coal shipping centre. The estate was subdivided and a village was established there in 1842, a good deal of timber was still on the property in the seventies, but, although it became a rival coal port to Wollongong in the sixties it did not develop into a town of any size.

**JOHN BUCKLAND’S “Balgownie Estate”** of 1920 acres was promised to him on 11th April, 1829, and he received his deed of grant on 11th June, 1835. In 1839 it was subdivided into 32 lots of 10 to 80 acres each, being one of the first subdivisions in Illawarra, forming the village of Fairy Meadow. In the advertisements for its sale, two important facts were mentioned, its proximity to the Great South Coast Road, then being constructed, and the presence of coal.

**CAPTAIN ROBERT MARSH WESTMACOTT**, who had been aide-de-camp to Governor Bourke, purchased in 1837, three grants covering, in all, 242 acres. He immediately took a prominent part in Illawarra affairs. He was made a Justice of the Peace, and, shortly after coming to Illawarra became one of the Committee of Management which established the Illawarra Steam Packet Company. Shortly afterwards he had a company formed to open a coal mine on his property, but was blocked by the Australian Agricultural Association. He was the first secretary of the Illawarra Agricultural Society, and at one of the early meetings of that society, he announced the discovery of a new and better road up the mountains—a road which was opened up and known as Westmacott’s Pass, but now called Bulli Pass.
ROBERT ANDERSON’S 200 acres were promised in 1827. This property lies immediately north of Throsby Smith’s. It is now part of Wollongong and includes Stuart Park.

JOHN THOMPSON’S 640 acres to the south west of Throsby Smith’s was called Glen Glosh. Later it was bought by Dr. John Osborne, who eventually received the deed of grant, and divided into “Mangerton” and “Garden Hill.” It is now part of the city of Wollongong.

RACHEL MOORE WHITE received 280 acres immediately south of Thompson’s. It is now Coniston, a suburb of Wollongong.

FREDERICK JONES received 100 acres immediately south of Coniston.

GREGORY BLAXLAND, of Blue Mountains fame, had a property of 1280 acres promised to him in 1830. This was known as Keelogue’s, and later as Gundarun. John Hubert Plunkett, who had been Solicitor General for the Colony secured this grant, and the deed was issued to him on 12th March, 1837. Mr. Plunkett took a prominent part in local affairs, and particularly in education, navigation and the protection of the aborigines. For some time he was Superintendent of National Education in New South Wales. Like Captain Westmacott he was a member of the Committee of Management of the Illawarra Steam Packet Company when it was established.

In “The Australian Chronicle” of 11th February, 1840, the Wollongong correspondent refers to the greatly enhanced value of land at that time. He writes:—

“The price of land is 100-fold greater than in 1836; then an acre in the township was worth £10, now the current price, in the best position is worth £1000 per acre. The Kelogues Estate was bought by Mr. Plunkett about four years ago for £1,300; dear enough it was thought then. It was sold lately at £13,000, and considered cheap according to current prices here. The present proprietor (Mr. Wood) would not part with it now at £15,000, and it is distant about five miles from town.”

Mr. Wood was the first chairman of the Illawarra Agricultural Society. He left the district at the same time as Captain Westmacott, the first Secretary, in January, 1847.
Stanwell Park.—On 13th August, 1824, Matthew John Gibbons obtained permission to occupy 600 acres about seven miles south of Port Hacking. It was used as a grazing run. The grant of 1000 acres was issued to Gibbons on 8th August, 1833. Access to this property at the time must have been extremely difficult as one can imagine by driving down that zigzag road from the top of Bald Hill. One cannot imagine it as much of a stock run. But it is a place of remarkable beauty with its sea frontage, its encircling hills covered with forest and tree ferns, and its sparkling streamlet, trickling through. No wonder it is a favourite resort of tourists.

Central Illawarra.—In addition to the grants made by Governor Macquarie, the following men received grants between the southern limits of Wollongong and the Macquarie Rivulet:—

George Brown, of Dapto, a cousin of his, also George Brown, William Browne, J. D. Wylie, Henry Osborne, Alfred Elyard, John Paul, George W. Paul, Isaac D. Nicholls, and many small grants including the Veterans’ Grants.

The GEORGE BROWN so well known in early Illawarra in 1833 received a grant south of Mullet Creek, 300 acres promised in 1824, and another 100 acres in 1834. In 1831 he had opened the Ship Inn on what is now the city of Wollongong. In 1834 this inn was transferred to Mr. Brown’s property, the inn later becoming the nucleus of the original village of Dapto (now Brownsville). George Brown for many years was the life and soul of that part of Illawarra. In 1838 the Ship Inn was destroyed by fire, and was replaced by the Illawarra Hotel. Not only did he have his hotel and farm, but he built a windmill on the hill nearby and later a steam flour mill near his hotel. He took a prominent part in the first Illawarra Agricultural Society, and it was on his farm that the first ploughing matches in Illawarra were held.

When the Great South Coast was being constructed in 1835 and 1836 George Brown secured most of the contracts, those from just outside Wollongong to the Minnamurra River.

In addition to his grants at Dapto, George Brown must have acquired a considerable amount of other property for the census of 1828 gave him credit of owning 2,900 acres of land, 460 cattle and 626 sheep.
GEORGE BROWN, cousin of the above, received, in 1833, a grant of 500 acres, promised in 1823. This grant lay between Captain Brook’s 1,300 acres, Exmouth, and George Brown’s 300 acres, Mullet Creek Farm. On 22nd June, 1836, this property together with Captain Brook’s 1,300 acres and Henry Brook’s 600 acres, were put up to auction at Mr. Samuel Lyon’s Auction Rooms, George Street, Sydney.

WILLIAM BROWNE was known as “Merchant Browne” because he was a member of the firm, Browne and Turner, Merchants, of Calcutta. In 1816 the “Sydney Gazette” announced that he had decided to remain in New South Wales. Apparently he got to work at once and purchased cattle which he sent to Illawarra, for he was one of the signatories of that advertisement in the “Sydney Gazette” of 28th September, 1817, offering a reward for the conviction of cattle thieves.

In June, 1823, he received a grant of 3,000 acres north of the Macquarie and facing Lake Illawarra, and another of 800 acres fronting the Macquarie Rivulet. This property he called “Athanlin,” but later it became known as “Yallah.” It included much good land, such as “Penrose,” the home of the Evans family, so well known in Illawarra as expert dairymen. It also contained a considerable quantity of poorer land. The Paulsgrove diary tells us that Merchant Browne died on 7th October, 1833, and was buried at Wollongong. Athanlin was bought by Henry Osborne and added to his fine Illawarra property.

JOHN WYLIE was promised a grant of 2000 acres in 1829. This he located on the shores of Lake Illawarra, north of Mullet Creek. He called it “Dunlop Vale” after a fellow passenger, his uncle, James Dunlop, the astronomer, who came to Australia in the “Royal Sovereign” when Mr. Alexander Berry brought Sir Thomas Brisbane to Australia to be Governor Macquarie’s successor. Mr. Wylie stocked his property with Ayrshires, but misfortune overtook him and he was obliged to mortgage his cattle. Then he became acting manager of Coolangatta estate. Eventually he lost both cattle and estate, the cattle going to Mr. Alexander Berry, and the land to Andrew Lang (father of the Rev. Dr. J. D. Lang) and Carruth Brothers. The latter sold out their share (1000 acres) to Dr. Gerard. The deed of grant was issued on 3rd March,
LAND GRANTS.

1840, to Andrew Lang in moiety with Gerard Gerard. Lang's property faced the lake and was called "Canterbury" and was eventually sold by Dr. Lang. Dr. Gerard's share was called Kembla Grange. For some years the doctor was a most useful citizen in Illawarra. He was one of the shareholders of Illawarra's first steamship venture, "The Illawarra Steam Packet Company." He took a keen interest in the cattle industry and was on the Committee of the Illawarra Agricultural Association, as well as being a successful exhibitor at the district show. Eventually he sold Kembla Grange to Robert Haworth who later had it subdivided and sold as dairy farms.

HENRY OSBORNE'S 2,560 acres were promised to him and located in 1829, shortly after his arrival in Australia. It was an irregularly shaped piece of land, fitting like a jig saw puzzle between the properties of Isaac Nicholls, D. Johnston, G. Johnston, William Browne and A. Elyard. Later C. Throsby Smith secured a long narrow block "Calderwood" which bounded it on the west. He called his property Marshall Mount from his wife's maiden name.

Although by no means a wealthy man when he came to Illawarra, by his great ability as a cattle man, and his indefatigability, Henry Osborne became one of the great land owners and really successful men of New South Wales. In the forties he secured many of his neighbour's properties: C. T. Smith's "Calderwood," A. Elyard's "Avondale," W. Browne's "Yallah," R. Brook's "Exmouth," thus making his central Illawarra estate extend from Macquarie Rivulet to Mullet Creek, and from Lake Illawarra to the mountains. He also secured a 2,560 acre property "Barrengary" in Kangaroo Valley, 2,000 acres on the mountain slopes, south of Jamberoo, A. B. Spark's 628 acres in Jerrara, and large areas in Riverina.

But, besides being a great landowner, Henry Osborne was decidedly an adventurer. In December 1839, he became one of the "Overlanders" who came to the relief of the unfortunate South Australians then on the brink of starvation. He set out from Dapto with a mob of cattle, and with the help of one free settler, three convicts and 13 aborigines, drove this mob over mountain, plain and river, and after four months' travel
reached the colonists of South Australia, who were then beginning to realise that colonisation could not be effected without hard work. Mr. George Grey (later Sir George) sincerely thanked Mr. Osborne and other Overlanders for what they did.

Henry Osborne took a prominent part in all public affairs in Illawarra. Quite early he was made a Justice of the Peace. He and his brothers, Dr. John and Dr. Alexander Osborne, imported high grade cattle, and in 1843, the three brothers held a private show of these cattle and farm produce in Wollongong, thus giving an incentive to establish the first Illawarra Agricultural Association of which he was elected the first president. But owing to his many other duties he could not accept. So Mr. Wood of Gundarun was elected. He was a staunch churchman and, some time after his death, the beautiful Osborne Memorial Church was erected at Brownsville, in his memory. He died in March, 1859, at the relatively early age of 56. His estate was valued at about £500,000.

ALFRED ELYARD was the son of Dr. William Elyard, of the Royal Navy, who was Superintendent of Convicts at “Red Point.” He received a grant of 600 acres “Avondale” on 4th October, 1834. This was later bought by Henry Osborne. The Elyard family belong rather to Shoalhaven than to Central Illawarra, and their story is told there.

G. W. PAUL secured a 500 acre grant to the north of Avondale, and, between that property and West Horsley were four properties secured by the STACKS—J. STACK (300 acres and 100 acres); E. STACK (300 acres); M. STACK (100 acres).

In addition to these were several other grants of 100 acres and 50 acres each, and ten free grants known as the “Veterans’ Grants.”

Veterans’ Grants.—These ten grants were made to British soldiers who had come to Australia in charge of convicts. Light on these grants has been thrown by the late Mr. Alexander Stewart in his “Reminiscences” republished in the “Illawarra Mercury” in 1934, and by Mr. Ben Lindsay, for years Chairman of the Land Board. These grants, each
100 acres, were issued by Governor Darling, apparently under instructions from the Home Government. They were located on Dapto Creek and Mullet Creek. The grantees were: John Robins, Charles Clayton, Thomas O'Briery, Richard Mallon, James Mitchell, Benjamin Blunden, John McKelly, Daniel McCoy, Christopher Ecklin, John Burnett.

A convict labourer was assigned to each of these veterans, as for every 100 acres the grantee had to maintain one convict. Each veteran was also supplied with food for the first year, and a house was erected on each block by the Government.

Still the majority of these veterans did not become real settlers, and only three of the ten: John Robins, James Mitchell, and John McKelly actually received their grants. But the widow of Richard Mallon received her late husband's grant. She remarried, becoming Mrs. Cray, and it was Mr. Cray who gave four acres as a site for a Roman Catholic Church and cemetery. Later all of these blocks became good dairy farms. Mr. J. McPhail is now occupying Mitchell's grant.

**Grants in Southern Illawarra.**—Amongst the grants issued for land south of Lake Illawarra and the Macquarie Rivulet, there were, besides the big Peterborough and Terry Estates the following properties: Croom, between Peterborough and Terry's Meadows, Curramore and the properties of John Ritchie, William Davis, John Cullen, Michael Hyam, Malcolm Campbell and Dr. Robert Menzies at Jamberoo; Riversdale, Eureka, Burroul and Bonaira, near Kiama; Omega Retreat, Alne Bank, Renfrew Park and the grants to Dr. Bland, Thomas Hyndes and J. G. Richardson near Gerringong.

**Croom** was a grant of 1280 acres, promised to Miss Isabella Reddall, daughter of the Rev. Thomas Reddall, of Wollongong, Illawarra's first chaplain, and grand daughter of D'Arcy Wentworth. This was issued in accordance with the regulation to issue grants to the daughters of clergymen. Miss Reddall married Mr. Croker, and the deed of grant was issued to Mrs. Isabella Croker on 21st March, 1839. Later the property was sold at five shillings an acre to Ebenezer Russell, a Scotchman, who had been employed on Terry's Meadows.

It is with the name Russell that Croom has been most closely associated. Ebenezer Russell landed in Australia in
February, 1840, from Linlithgow, Scotland.

After gaining some colonial experience at Terry's Meadows he bought Croom at five shillings an acre, and immediately began to clear it and convert it into farms. When he arrived in Australia, his only son, John, was five years old. John Russell was educated in Illawarra, and learned about farming on his father's property, which he eventually inherited. Croom had been well looked after and divided into dairy farms. A visitor to Illawarra writing to the Town and Country Journal in 1870 said that John Russell was the most prosperous man in the district. Besides the farm on which he was living, where 120 cows were being milked, he had six other farms which were let. In addition to Croom, he bought rich farms at Terry's Meadows (Albion Park) and Johnston's Meadows. He was an excellent farmer and a good citizen. For many years he was an Alderman of Shellharbour Council. He was most generous, giving freely to all good causes, particularly to his church, to which he gave land for the church itself and more land for the Manse, as well as large sums of money. When he died he left property worth £60,000.

Curramore was a 2560 acre grant promised to Dr. Thomas Foster in 1830, for his twenty years' service in the British army. It lay to the south of Terry's Meadows and stretched from the eastern end of Stockyard Mountain to the Minnamurra, although part of the property was separated from the river by John Ritchie's 300 acre grant. Although this property contained much cedar, there was more hardwood on it, particularly turpentine which gave its name to Turpentine Creek, passing through it. When subdivided into farms it provided homes for the Vidlers, Hugh Dudgeon, Moses King and many other well known dairymen.

JOHN RITCHIE'S 300 acres, north of the Minnamurra, was the site of the Woodstock Mills, flour and timber, to which was attached a brewery, from 1838 to 1860, a scene of considerable activity, the busiest centre in Southern Illawarra. These mills are referred to more fully in Chapter III.

John Ritchie had another 300 acres nearer to the source of the Minnamurra, but on the south side. This was bought in 1847 by William Cole, who commenced dairying there, and whose three sons—James William, J. T. and Ebenezer—rank very high amongst the cattle breeders and dairymen of New
South Wales in the nineteenth century.

WILLIAM DAVIS secured the first grant in the vicinity of Jamberoo. This was promised to him in 1821. It lies west of where the Methodist Church now stands. The deed of grant was issued to James Mackay Gray in trust for William Davis.

JOHN CULLEN also received an early grant in the Jamberoo area. It was 300 acres promised in 1825. It was transferred to Moses Brenan to whom it was transferred in 1835. This block contains the Jamberoo Public School, the Church of England and the Roman Catholic Church.

MICHAEL HYAM'S 1280 acres were promised to him in 1829, but he did not receive the deeds till 1840. He called the place Sarah's Valley, and immediately after locating it in 1829, settled there. This property is certainly the pick of the Jamberoo lands, containing as it does, those rich flats known as Colley's Flats. But most of the land is on the southern side of the road, and extended from the road passing the Methodist Church to Waughope.

Not long after settling on his property, Michael Hyam established the Harp Inn. He also established a tannery and a boot making establishment, and, in all probability he had a store. Sarah's Vineyard was well covered with cedar, and Mr. Hyam naturally got his convicts and other employees to cut a track to the nearest port, Kiama. In 1841 he had part of the property subdivided into the private village of Jamberoo—that part of Jamberoo on the southern side of the road. On it stands the Presbyterian and Methodist Churches, the Hotel Jamberoo and many private dwellings. In 1846 the property was sold to Mr. Robert Owen, later Judge Owen, and Mr. Hyam went to Shoalhaven. Mr. Owen subdivided his property into dairy farms, one of these containing 76 acres, was bought in 1867 at a high price, by Mr. John Colley, father of Mr. Hugh Colley, for many years, Mayor of Jamberoo.

ROBERT OWEN was a prominent figure in the early history of Illawarra. He came to Australia in 1841 in a schooner which he bought especially to bring his family here. In addition to Sarah's Valley, he bought much other land in Illawarra, including coal land and Kiama town lots. In the fifties he practised law in Wollongong and became M.L.A. for the district. In 1858 he was appointed District Court Judge, a position he held till 1863.
Minnamurra House.—This fine old house, still standing on the north side of the Minnamurra, was the home of Dr. Robert Menzies. It was built on 300 acres, bought in 1835, from the Crown. Dr. Menzies came to live on this grant in 1838. He was soon made a Justice of the Peace, and presided with Mr. Mackay Gray at the first magistrate court held at Kiama. Besides being a medical man and a magistrate he took a great interest in agriculture and all local affairs. He was on the Committee of the Illawarra Society, and a team of his won one of the ploughing matches held in connection with the first show. He was President of the first Kiama Agricultural Society. One of his daughters married the Rev. John Waugh Dymock, another married his brother Mr. D. L. Dymock of Jamberoo and Kiama, while a third daughter married the Rev. J. Kinross (later D.D.).

Waughope and Terragong.—These are the two properties that became the homes of the Waugh and the Marks families. These two properties made up a 500 acre grant made to Malcolm Campbell who built a brick house on the south side of Terragong Swamp. He, like so many more grantees, went to Sydney, leaving his property in the hands of a manager. He died suddenly in 1837 in the hotel of James Marks in the area now known as the Rocks, but then quite a fashionable part of Sydney. Nearby were the military barracks and the military hospital (now Fort Street Girls’ High School), and also shortly after Benjamin Boyd’s Bank was in that locality. Mr. Marks put in a claim against the estate and, on the 4th November, 1842, received the 250 acres now called Terragong. The other 250 acres went to Malcolm Campbell’s son, Ewen Campbell, who, in 1846, sold his 250 acres to Mr. David Lindsay Waugh, the property being then called Waughope—a combination of the names Waugh and Hope (the maiden name of Mrs. D. L. Waugh).

Mr. James Marks and his five sons, John, James, Samuel, Robert and William settled in Illawarra. Both James and John took a very prominent part in public affairs. John became Alderman and Mayor of Kiama, M.L.A., and M.L.C. Samuel Marks bought a considerable amount of Terry’s Meadows from the district, went to live at Terragong House, the fine place built by John Marks in 1858—a building that is still occupied
by the Marks family. James Marks also built a fine home at “Culwulla.” William and Robert Marks also did their share in local affairs. William Marks was secretary of the Patrons who were responsible for the erection of Jerrara National School, the first National School built in Southern Illawarra. Samuel Mark’s grandson, Brian Marks, upholds the family tradition. In September, 1945, he was elected Director of Jamberoo factory, receiving 100 per cent. of the votes.

David Lindsay Waugh came to Illawarra in 1840 when his father and his brother James arrived to attend to the management of the Woodstock Mills. After buying Waughope, he settled down as a farmer. There was still very much clearing to be done. But Mr. Waugh was very much more than a farmer. He was a fine citizen. In 1849 he was appointed a Justice of the Peace, and for years, not only did he sit on the bench in Kiama, but he also journeyed with Mackay Grey, Dr. Menzies and Michael Hindmarsh to Shoalhaven to sit on the bench there. He was one of the Auditors of the first Municipal Council in 1859. Before that he was foremost amongst those who set about getting steamship communication between Kiama and Sydney, and was appointed Chairman of the Kiama Steam Navigation Company which sent Captain Charles to Scotland to supervise the building of the S.S. Kiama and bring her to Australia. He also took a leading part in the establishment of the Kiama Agricultural Society, of which he was President. One of his sons became a prominent engineer—the name Waugh and Josephson is well known throughout Australia. Another son, the Rev. Robert Hope Waugh, M.A., served as a Presbyterian clergyman for a total of nearly half a century in two charges—Wollongong and Neutral Bay—where he was beloved by all who knew him, whatever their religious faith.

Eureka.—The property later known as Eureka was located in 1825 by John Cowell and transferred to Daniel Cooper and Solomon Levey. On 29th October, 1834, the deeds of this 800 acre grant were issued to James Holt, in trust for Daniel Cooper, then in England, and the heirs and assigns of Solomon Levey. The property was then called “Hoolong.” It extended from Bombo Point to Minnamurra River. Later it was bought by Captain Charles who called it “Eureka.” Captain Charles had the place subdivided and he secured an
old pensioner Alexander Bowie "Old Sandy" to take charge of a little school on the estate. "Sandy" was a Waterloo veteran and he drew his Imperial pension regularly at Kiama Post Office. For many years, too, he was bugler for the Kiama Volunteers. When the Kiama Steam Navigation Co. was formed, Captain Charles was entrusted to go to Scotland, supervise the construction of the steamer "Kiama" and bring her to Australia. This he did under sail, stowing the paddle boxes as cargo. Later he became an alderman at Kiama and then M.L.A. When he died his body was buried in a family vault on the estate, but recently it has been transferred to Kiama cemetery.

Riversdale.—This property, so long the home of James Robb, was a grant of 1280 acres promised to and located by J. Colles in 1829. It was, however, bought by James Robb to whom it was awarded by the Court of Claims on 21st September, 1830, although in the short time between the original location and the date of award, it had passed through the hands of no less than four people, William McDonald, Peter Haydon, Charles C. Fenton and Michael Fenton. This fine estate extends from the Minnamurra River, astride Jamberoo, and now includes a number of excellent dairy farms. Mr. Robb was an Architect. The estate contained quite a lot of fine cedar. For about ten years Mr. Robb's main interest in the estate was to have this cedar cut out and sold. He secured the deed of grant on 22nd October, 1840. Then he set about clearing the place in earnest and building a home for himself. The clearing was done under the clearing lease system, under the supervision of Mr. George Grey, grandfather of George Grey of "Greyleigh."

The grounds were laid out by Mr. Nicholas Craig, who established an orchard and vineyard there. Later he occupied one of the Riversdale farms, and was, besides being a dairyman, a most successful exhibitor of grapes and other fruit in Kiama Shows. His son was for two years mayor of Kiama, and, after the separation, was for many years mayor of Jamberoo.

Mr. James Robb was a fine citizen, a supporter of every forward movement in Kiama. It was on his land that the Pioneer Factory, the first co-operative butter factory in Australia, was built.
Burroul was a 500 acre grant promised to and located by Andrew Byrne. In 1827 it was bought by the Rev. Thomas Kendall to whom the deed of grant was issued on 8th March, 1831. But the Rev. Thomas Kendall, after being engaged in the cedar trade about Kiama, went south to Ulladulla, or as he wrote "Nolla Dulla." It was at Nolla Dulla that the Rev. Thomas Kendall went on with the cedar trade, and, in 1833, he, his son-in-law, Mr. Florance and others were drowned when his cutter "Brisbane" foundered off Jervis Bay while on the way to Sydney.

Basil Kendall, father of the poet, inherited the Ulladulla property. Thomas Surfleet Kendall got Burroul, which was eventually divided into a number of dairy farms. Thomas S. Kendall was an excellent citizen. When the volunteers were in search of a rifle range he placed one at their disposal on his property. He was a Justice of the Peace, an Alderman, and an active worker for all forward movements, and he died in November, 1880, at an advanced age. Some of his descendants still reside in the district.

Bonaira consisted of 1000 acres of very hilly and stony brush land extending from Burroul to Mount Pleasant. It was located in 1825 by Captain W. Farmer, who, in spite of the dense brush appears to have run cattle there, apparently on some of the more lightly timbered headlands. In a letter, dated May, 1827, Michael Hindmarsh asked his uncle in Northumberland to help Captain Farmer, whose property was about a mile from Mr. Hindmarsh's to select a shorthorn bull. This property was later sold to William Montague Manning, who had it cleared and divided into dairy farms. The stones, as in so many other places nearby, were used in the making of stone fences. Those not so required were heaped together in suitable places. For railway purpose some of the hills had to be tunnelled. But train travellers can, while rushing close to the rocky coast, from one tunnel to another, get some idea, from the fences and heaps of stone, of the labour involved in thus clearing the land. This can also be seen, looking down from the excellent motor road over Mount Pleasant.

When this property was subdivided one of the purchasers was James Armstrong, from Ireland, locally known as "Old Bedad." He began his colonial experience on a clearing lease near Wollongong. He lived to the remarkable age of 107, and
when near 100 was accustomed to ride into Kiama on his black horse about once a week.

**Omega Retreat** was a grant of 1280 acres made to Thomas Campbell in 1825, and bought by his brother-in-law, James Mackay Gray. This fine property extended from Mount Pleasant to the grant which then stood in the name of William Smith, but was later bought by Robert Miller. It also stretched along part of the northern boundary of Michael Hindmarsh’s grant. It reached from the sea to the south slopes of Saddleback. It was Mackay Gray who gave this property its name “Omega Retreat.” After cutting out the cedar on the property Mackay Gray had the place cleared by the clearing lease system, and on the property he got James and John Colley of Kiama to erect his fine home. Mackay Gray and Dr. Robert Menzies of Jamberoo were the first Justices of the Peace for Southern Illawarra, and they held the first Magistrates’ Court there, before the appointment of a Police Magistrate. They also officiated for years at Numba. Mackay Gray was a member of the first committee of the Illawarra Agricultural Association. He was the contractor for the clearing of that part of the first South Coast Road (Mitchell’s Road), between Minnamurra River and Saddleback, and with Michael Hindmarsh was an Assessor to determine what the landholders should pay for the construction of the Parish Road from Kiama to Gerringong in 1841. He died in 1877. He was succeeded by his son, Samuel Gray, who also took a very prominent part in local affairs, and was, for a time, M.L.A. for the electorate. Eventually Samuel Gray went to the Tweed River to open up new lands. In December, 1901, Omega Retreat was eventually subdivided and sold, when no less than 1041 acres of the 1280 acre estate were bought by the descendants of Robert Miller, of Renfrew Park.

**Alne Bank.**—Michael Hindmarsh secured Alne Bank as a grant of 640 acres early in 1827, and he was the first real resident of Gerringong. He came to Australia from Alnwick, England, in October, 1822, a young man of 22 years, with excellent credentials. For a very short time he worked for John McArthur. Then for three years he was superintendent for Mr. Jonathan Hassall at “Matavie Farm” at the junction of
Cobbity Creek and the Nepean River. Next, for a year, he rented a farm from Mr. Hassall, near Campbelltown. When there, he married Miss Rutter, whose sister later married Thomas Surfleet Kendall, while another sister married, as her second husband, Robert Chapman of Kiama, after whom Chapman's Point is named.

One reason for his locating Alne Bank was the fact that it contained an estimated quantity of 60,000 feet of cedar. For the first 10 years of his residence at Alne Bank, Michael Hindmarsh was engaged chiefly in the timber industry, having a number of waggon and teams with which the cedar from his own property and that of his neighbours was conveyed to Gerringong Boat Harbour. There is in existence a bill sent to him by Alexander Berry, in 1829, which establishes the fact that Michael Hindmarsh got his supplies, such as sugar, leather, horse shoes, from Coolangatta, where his wheat was also ground, and parts were secured for his wagons. Michael Hindmarsh also had a half share in a small trading vessel running to Gerringong. Besides his interest in the timber industry, he had about 500 head of cattle running on his land and the unoccupied land nearby. In the early forties he had most of Alne Bank cleared by the clearing lease system. From 1838 he sent wheat over Saddleback, by packhorse, to Woodstock Mills; and, in the fifties, by bullock drays to Bushbank Mill. In the thirties he experimented in growing tobacco, but after some years was obliged to cease doing so. Eventually he turned his attention to dairying and the breeding of horses. Like so many men of his time he took a great interest in public affairs. He was a Justice of the Peace, a committeeeman of the Illawarra Agricultural Association at Wollongong, and later at Kiama, an earnest churchman, giving the Congregational folk the site where the Church is built and contributing liberally to the building fund. His first home at Alne Bank was built on the north east corner of the property, now Mr. Chittick's farm. In 1851, however, he built a fine stone house, where his grandson, Mr. C. T. Hindmarsh still lives.

Michael Hindmarsh died suddenly at Alne Bank on 25th January, 1867. For years his sons lived either at Alne Bank or on adjoining properties. But eventually most of them went to other parts of New South Wales. It is interesting to note that
at Alne Bank, Thomas Alfred Hindmarsh, father of the present occupant, introduced the first separator used in Illawarra.

Renfrew Park.—This 600 acre grant was located by William Smith in 1821 and granted to him. It was bought at five shillings an acre by Robert Miller, in 1835. Some might have thought Mr. Miller unwise to buy the property, for much of it was swamp land, known for many years as Miller's Swamp. Mr. Miller left Paisley, Scotland, 1st August, 1833, with his wife and six children—Mary, William, James, Robert, John and Elizabeth. They went to Liverpool, England, whence they travelled to Australia on the "Othello," arriving in Sydney 14th March, 1834. In the notification of his arrival he was described as a carpenter. But Robert Miller, instead of practising as a carpenter, bought William Smith's grant and called it Renfrew Park, after the part of Scotland from which he came. This property extended from the sea to Alne Bank, and from Omega Retreat to the township of Gerringong. He immediately set to work draining the swamp, and cultivating the land. He was soon noted for the fine potatoes he grew there, with which he won a prize at the Sydney Agricultural and Horticultural Exhibition. In January, 1837, he bought two fifty-acre blocks to the west of Mr. Robb's Riversdale. But he and his family continued at Renfrew Park, where he erected his home on the north side of the Flat. A visitor, Mr. S. Mosman in "Australia," visited and revisited, saw this property in 1850, and wrote:—

"About four miles south of Kiama you come to an extensive flat, covered for the most part with the most verdant pasture; formerly it was a swamp and at times overflowed with water. No one thought of reclaiming it until fortune brought a Richard Millar (Robert Miller) there. He said that something could be made of it; he drained it; and now it is the richest of pasture lands, supporting many cows for an extensive dairy, and fattening a number of oxen which he sends to Sydney."

Omega Railway Station is right in the heart of this property.

When Gerringong suburban property was sold in 1851 he bought several lots, and also secured property in Foxground and elsewhere. Later this property was divided amongst his
four sons, William, James, Robert and John, a fifth son, George, born at Renfrew Park, getting a property at Bushbank. John later went to Milton, and George also left Illawarra, his son becoming Manager of the Illawarra and South Coast S.N. Co., a position he has held for many years. Descendants of William, James and Robert still hold the whole of Renfrew Park and several other pieces of rich dairy land in the vicinity of Gerringong, where they take a prominent and active part in all movements for the good of the district.

Other Illawarra Land.—By 1831 most of the arable land in Illawarra had been alienated as free grants. Some areas were located after 1831 by men who had, before that date, promises of grants. In the late thirties some very good land was purchased such as 805 acres at Jerrara, bought by J. Terry Hughes in 1839, 679 acres west of McIlwraith Creek, bought by A. B. Spark, a Sydney merchant, in 1837, 628 acres east of McIlwraith Creek, bought by the same man in 1839. These three properties were bought for their cedar chiefly. They were later cleared and divided into dairy farms. In the fifties, Robert Owen and Henry Osborne bought several small lots on the mountain side. In the early sixties there was not much left to be taken up for free selections, except in what were then remote places such as Foxground, Stockyard Mountain and the more remote places in Broughton Creek area.

SHOALHAVEN.

ALEXANDER BERRY was the first to locate a grant on the Shoalhaven. He was a native of Cupar, Fifeshire, Scotland, and was educated at the Universities of St. Andrews and Edinburgh, where he qualified as a surgeon. In this capacity he served for the Hon. East India Company, making many voyages to India and China. Then he turned his attention to mercantile pursuits. At the Cape he bought a prize ship taken from the Dutch. This he called "The City of Edinburgh," in which he took a cargo to Sydney, arriving in January 1808. He continued in this trade for several years, during which he rescued the survivors of the Boyd massacre in New Zealand in October, 1810.
Eventually he decided to settle in Australia. With that purpose in view he chartered a vessel in 1819 and again proceeded with a cargo to Sydney, where he and his brother-in-law Edward Wollstonecraft became merchants. Both of them were eager to get grants of land. Berry spent part of 1820 examining the South Coast. He examined the Clyde and the Shoalhaven for many miles inland. He returned to England, chartered a large vessel, “Royal George,” to bring another cargo to Australia. He also brought some passengers, including Sir Thomas Brisbane, the new Governor.

Sir Thomas Brisbane introduced a new condition in connection with grants, the obligation for each grantee to maintain one convict for every 100 acres, thus relieving the Government of the cost of maintenance—£16 a year for each convict. Berry and Wollstonecraft, then Sydney merchants, in the cedar trade, tendered to maintain 100 convicts, providing they received 10,000 acres. This tender was accepted subject to the approval of the Home Government. So, in May, 1822, Alexander Berry set out for the Shoalhaven in a 15 ton cutter, with his first batch of convicts.

When opposite the mouth of the Shoalhaven, Davidson, the master of the cutter, “after much discussion, was reluctantly allowed to take a boat to examine the entrance.” Davidson took with him the mate, two white men and a native. From the masthead, Berry saw that the boat was in danger, and he called Davidson to come back. He heard, but turned his boat towards the breakers. The boat capsized. Two men clung to the capsized boat and were washed ashore and saved; the black swam to the shore; Davidson and the mate tried to swim ashore, but were both drowned. Berry then took the cutter to Crookhaven, from which he instructed the convicts to dig a canal to the Shoalhaven. He also sent men to the help of the two men who had been washed ashore. They secured the boat and brought her into the Shoalhaven. In about five weeks the convicts had dug a canal between the two waters “sufficient to allow a loaded boat to pass.” While this was being done, Mr. Berry and Mr. Hume examined the country and selected a site for his home—Cooloomgatta, now Coolangatta. They also located 10,000 acres that Berry and Wollstonecraft had applied for and also the 500 acres promised by Governor Macquarie.

Huts were built and cedar getting was soon started. The
grant was issued on 30th June, 1825. It extended from near Seven Mile Beach to Broughton Creek and from the Shoalhaven to the outskirts of Gerringong.

To manage this great estate Alexander Berry got his three brothers, John, William and David and his sister to come from Scotland to Coolangatta.

But, large as it was, this great Berry Estate was added to again and again by grant and purchase.

Further grants were issued to Alexander Berry, John Berry, William Berry and Edward Wollstonecraft.

Among the many purchases were:—

“Hyndeston,” purchased from Thomas Hyndes; “Richardson’s Farm,” from J. G. Richardson; “Broughton Head,” from Aspinall and Brown; “Cambewarra Farm,” from C. Staples; “Meroo Farm,” from R. Mutton.

This great estate eventually contained about 60,000 acres.

The two businesses in connection with the estate, as with the Illawarra lands, were cedar and cattle. It was not long before there were rivals—grantees on a much smaller scale, and one great cattle man, Samuel Terry, who had secured grazing rights nearby.

Naturally Berry’s stockmen kept a keen eye to prevent anything like trespass.

It was not long before a mill was established at Coolangatta. To this in 1829, Michael Hindmarsh of Gerringong, sent his wheat, and for some time he also got his supplies there.

BARRON FIELD, who visited Coolangatta in 1823, wrote:— “I am afraid that these grants of land will hardly repay Messrs. Berry and Wollstonecraft for their outlay upon them, yet, whoever extends the settling of New South Wales further than anybody who has gone before is a benefactor to the colony. I am afraid in this case that man has taken possession before nature has done its work. Immense swamps and lagoons have only just been left by the sea, and the forest land is yet indifferent for grazing.”

From 1822 to 1850 the Berry Estate was under the control of managers, assisted and directed by David, John and William Berry, till the death of John and William placed the control on David and his managers who attended to the cattle, the timber as well as agriculture, dairying and milling.
COOLANGATTA HOUSE
Home of Berry & Hay Family. Destroyed by fire, 1946.
(Collection Illawarra History Society)
In February, 1846, Alexander Berry was anxious to get some kind of tenantry for the estate. He complained about bad management and low prices—5d per lb. for butter, 2½d per lb. for cheese. “I have lost all interest in the place, and would gladly part with it on any terms.”

In 1850 the tenantry system began with clearing leases, and by 1863 there were 8650 acres so occupied by nearly 300 tenants who paid a nominal rent of £1000, nearly all of which was spent on the place. Even then five sixths of the estate was under the direct control of Coolangatta. Since the abolition of the convict system labour was scarce and dear. To overcome this, in 1852 Mr. Berry hired Chinese, paying £13/10/- each for passage money, and giving each man 3 dollars a month and keep.

Right through the fifties and sixties Alexander Berry was not at all satisfied with the return from the Shoalhaven property.

The Shoalhaven Incubus.—In 1858, the Rev. Dr. J. Dunmore Lang wrote a very severe attack on the Government control of land and Alexander Berry. This was published in the “Illawarra Mercury” and the “Kiama Examiner” in December of that year under the heading, “The Shoalhaven Incubus.” Below is a quotation from the article:—

“Not a single acre of land has been reserved by the Crown for any purpose whatever—for towns, for wharves or other landing places, for schools or places of recreation. In all these most important respects the best and truest interests of the whole future community of the Shoalhaven districts have been placed—by a paternal Government forsooth—at the mercy of one man; and the sequel will show sufficiently whether in that particular case more than any other that has hitherto transpired in New South Wales, the Scripture saying has not been abundantly fulfilled—‘The tender mercies of the wicked are cruelty.’
"Many a poor miserable convict—employed as such persons were in the olden times in large gangs, cutting down cedar at Shoalhaven for sale or exportation (that was the groundwork of the Berry estate) has been flogged within an inch of his life for the slightest offence; but the grand offenders, the real criminals who were concerned in any way in this wholesale robbery of the public property and for whom the merciless discipline of the triangle would have been far more appropriate as it was far better merited, were suffered to escape, perhaps with praise and pensions, under that notorious system of legalised injustice and oppression, nicknamed 'Our Glorious Constitution both in Church and State.'

"What, I ask, would become of this world if such heartless men, such oppressors of the poor as Mr. Berry were to live 5 or 600 years, and to reduce whole generations of Shoalhaven serfs to miserable vassalage and degradation. In the ordinary course of Nature Mr. Berry will, in all likelihood, choke some of these days with a large lump of Shoalhaven land in the throat."

It seems strange that Mr. Berry should be singled out for this indictment, when every grant holder was in the same position as regards convicts who in Mr. Berry's case were well treated, and so far as towns, wharves, churches and schools were concerned, these matters had been attended to by Mr. Berry. Numba had been a town for eight years with its Presbyterian Church and school, while wharves existed then at Numba and Broughton Creek. At that time, too, were the private town of Terara provided with a wharf and the Government town of Nowra, with its National School.

Alexander Berry died on 16th June, 1873, aged 93 years. He was one of Australia's great men—a surgeon, explorer, merchant, ship-owner, Member of Legislative Council, Member of Illawarra District Council. He was a man of big ideas and great foresight. He saw the possibilities of Shoalhaven when others saw only ruin for him there.
DAVID BERRY.—David Berry, who inherited the great estate—60,000 acres at Shoalhaven and 500 acres at Crow's Nest and Wollstonecraft, was in many ways different from his brother Alexander. He had lived for over 50 years at Coolangatta and was, at the time of his brother's death, a lonely old man.

A correspondent to the "Daily Telegraph" of 5th October, 1889, says that he was a great reader with a fine library. He always took a keen interest in his estate, and, having a natural talent for mechanics, he superintended the erection of the buildings on the estate.

"He kept in his employ bricklayers, stonemasons, carpenters, blacksmiths, painters, surveyors, boatbuilders, harness makers, shoemakers and other tradesmen. These he supplied with rations served out every Saturday morning by a faithful old Chinese servant, Jimmy Suna—10 lb. meat, 10 lb. flour, 2 lb. sugar, ¼ lb. tea (10, 10, 2 and a quarter)."

With his tenantry he adopted the old feudal custom of allowing them to pay part of their rent in produce, thus making the relations with him of a personal nature.

In 1883 his cousin, Dr. John Hay and his wife, of Hazelbank, New Zealand, called at Coolangatta to pay their respects to David Berry, who pressed them to prolong their stay, and eventually induced them to take up their permanent residence with him.

He had a steamer of very light draught built, the "Coolangatta," and later the Meeinderry and Coomonderry—for the Broughton Creek, Sydney trade.

"He dedicated a large and valuable piece of land for the Broughton Creek Agricultural Society and erected all the necessary buildings in a substantial manner."

He took a great personal interest in the society, attending the show whenever possible, and in later days he was preceded from his carriage to the banquet hall by a piper in full Highland costume, playing a stirring Scottish tune.

For years he gave an annual picnic to his tenantry, using one of his river steamers to take them from Broughton Creek to Comerong Island.

In 1889 this simple-minded, big-hearted, lonely old man
died and practically all his tenants and very many others attended the funeral conducted by Dr. Grant of Nowra.

He left £100,000 to St. Andrew’s College, £100,000 to establish a hospital in Broughton Creek (The David Berry Memorial Hospital), £30,000 to the Presbyterian Church and other large bequests, a total of £1,252,875.

The Hay Administration.—It had been the policy of both Alexander and David Berry to increase the size of their estate whenever possible. But on the death of David Berry the commitments by his will were so heavy as to present great difficulties to his legatee—his cousin, Dr. (later, Sir) John Hay. “Back to Shoalhaven,” says that the doctor and his brother, Alexander Hay, overcame these difficulties by greatly improving the property so as to provide for 150 additional farms. This was done by draining 15,000 acres of swamp land and clearing 10,000 acres of the adjoining ridges. These improvements cost £135,000 and involved the cutting of 125 miles of drains and the building of great concrete floodgates.

HENRY GORDON MORTON was connected with the Berry estate from 1853 to 1890, as land steward and surveyor and to him was due very much of the successful administration of the estate during that long time. He took a very prominent part in all movements for the public good. He was for a long while the chairman of the local Bench of Magistrates. Mr. Morton was the first Mayor of Numba and one of the founders of the Shoalhaven Agricultural and Horticultural Society.

“He was a leading worker for the establishment of Churches, and an especially good friend of early ministers.”

When the estate farms were sold after David Berry’s death, “Mr. Morton came to the rescue of quite a number of old settlers who desired to continue in occupation of their farms, but were not prepared to compete for the lands at the greatly improved prices they were fetching. He arranged with the trustees that these were to be met in a special way, and in the cases of several whose farms were offered for sale at auction, Mr. Morton stopped the sale and directed that the occupiers’ bids should be accepted.”

Mr. Morton died in 1895. He left a family of eight sons,
three of whom became Members of Parliament, one a well-known engineer, and another a prominent auctioneer of Nowra—all fine citizens.

It was in Gerringong that the break up of the great estate began. In Kiama on 29th March, 1892, four small Gerringong farms were sold—21 acres, 2 roods; 27 acres, 3 roods; 97 acres, 3 roods. By degrees the whole of the vast estate in Shoalhaven was sold, except a relatively few acres at Coolangatta, and the immense property which prophets said would bring Alexander Berry down in ruin now forms the homes of many hundreds of happy successful farmers as well as of business men in the township of Berry, as Broughton Creek was renamed after David Berry’s death. Early in 1946 much of the fine Berry homestead, Coolangatta House, was destroyed by fire. The valuable library, however, was saved.

Outside the Berry Estate, grants on the Shoalhaven were also made to Mrs. Mary Reiby, Prosper de Mestre, William Elyard, Richard Glanville, William and James Graham, Jane Monaghan and others.

MRS. REIBY was promised her grant in 1824. She chose Burrier, and in 1828, set out on horseback from her comfortable home in Newtown, then a fashionable suburb of Sydney, and rode through the trackless, bridgeless, difficult country to view her new property.

She appointed a manager. In 1833 the man in charge was Mr. Alexander McKay.

In 1847 her grandson, James Thompson, came to Burrier, which was given to him by his grandmother, Mrs. Reiby. Mr. Thompson had been educated at the Australian College and the Sydney College (now the Sydney Grammar School) and just before coming to Shoalhaven was on the staff of the Bank of Australasia in Launceston. Besides farming he went in for cattle and blood horses. In addition to receiving Burrier, he was also given by Mrs. Reiby, a half-share in Illaroo, his partner being his cousin, John Atkinson, whose share he later bought. In 1856 Mr. Thompson was elected as representative for St. Vincent to the first Parliament in New South Wales under responsible Government. But he found the expenses so
heavy (this was long before the payment of members) that he did not again accept nomination.

In 1860 he and some visitors (Mr. Andre De Mestre and Mr. Charles Moore, of the Botanic Gardens) were compelled by a great flood to leave the house and spend the night in a neighbour's fowl house on higher ground. The river had risen 15 feet in 15 minutes. In the flood of 1870 the river cut under the house and washed it away. So the family had to live in the barn till a new house was built.

In 1860, Mr. Thompson married Miss Mary Mackenzie, daughter of Dr. Kenneth Mackenzie of Bundanoon, Shoalhaven, who also had property in Ross-shire, Scotland. He died on 7th June, 1890. Two sons, Thomas and James, served in the South African War, while Kenneth served in the World War of 1914-18.

THE DE MESTRES.—The name De Mestre was well known in the nineteenth century, not only in Shoalhaven, but throughout the length and breadth of Australia, because it was the name of the most successful breeder and owner of racehorses in Australia. Prosper De Mestre, the founder of the family, was a Frenchman who, in 1836, secured a grant of 1300 acres next to Numba. It had a river frontage, contained much flat alluvial land, and was called by him "Terar," which afterwards became Terara.

For some years it was under the control of a manager, and like most of such grants the income was derived from cedar and cattle, while a small portion had to be cultivated. The deed of grant was issued in 1844, but in 1845 Prosper De Mestre died.

It was then that Mrs. De Mestre came to the Shoalhaven with her two sons, Andre and Ettienne. Mrs. De Mestre, after establishing a home for herself, soon started the nucleus of a village. In the early fifties she had three wharves built which unfortunately were washed away by a flood. She also had a flour mill and a saw mill established. For many years she was the lady bountiful, a great helper in all movements for the advancement of the district, and particularly a generous helper in the establishment of churches. After her death she was succeeded by her two sons who, for some time, were
ANDRE DE MESTRE remained as partner until 1870 when he sold his share to Ettienne and established a vineyard at Berung (Shoalhaven). Finally he made his home at Crookhaven, and died in 1917 at the great age of 98.

ETTIENNE DE MESTRE was the man who made the De Mestre name so well known throughout Australia, as its most successful racing man. He won the Melbourne Cup no fewer than five times—twice with Archer, and once each with Tim Whiffler, Chester and Calamia. Other well-known horses of his were Robin Hood, Horatio, Dagworth, Vulcan, His Lordship, Navigator and Trident. With these he won, at one time or other, most of the important races of Sydney and Melbourne.

In 1886 he sold Terara to Dr. Hugh Mackenzie and retired from racing. He moved to the Berrima district and eventually to Moss Vale where he died in 1916.

THE ELYARDS.—Dr. William Elyard, senr., was the first Government Superintendent of Convicts at Red Point, near Port Kembla, in the early twenties of last century. While there he secured 500 acres known as Avondale, which was later bought by Henry Osborne. He also secured a grant at Crookhaven Head which he exchanged for Alexander Berry's Brundee estate, "one of the few mistakes made by Alexander Berry." There was a long law suit about the boundaries of this property, but the Elyard family retained Brundee. The deeds for this grant were received by the doctor's son, William Elyard, the younger, on April 23, 1841. William and Alfred Elyard settled there. Alfred eventually made his home on that part of the estate which was called Berrellan. This property he greatly improved; he helped materially in the advancement of the district and was one of the Justices of the Peace appointed in 1858 to assist Shoalhaven's first C.P.S., Mr. William Lovegrove. Mr. Alfred Elyard died in 1872 in his 82nd year. But the name Elyard still remains in the district and some members of the family have distinguished themselves apart from the land.

Alfred Elyard's brother, William, did not remain on the land, but joined the Civil Service, becoming Under Secretary of the Chief Secretary's Department. Another brother,
Samuel, was also in the Public Service, but was better known as an artist. Several of his paintings are in the Sydney Art Gallery. Still another member of the family, Walter Raleigh Elyard, became an engineer and ship builder, building several sailing craft on the Shoalhaven. Later he became the Shoalhaven agent for the I.S.N. Co.

THE GRAHAMS.—In the twenties of the last century William Graham Senr. came to Shoalhaven, and in 1846 secured 100 acres of land slightly to the east of where the Nowra Bridge now is. His sons, William and James, received a grant of 60 acres each in 1841. These together formed Mayfield. In January 1843 they secured a much bigger property in receiving the deeds of Worriga between the Terara estate and the present site of Nowra, a grant promised to John Layton in 1827. William Graham, Junior, died in 1849, and after much litigation the property was divided amongst James Graham, John Graham, James Monaghan, Michael Hyam, Maria Hyam and Christina Williams. The western part of this estate became known as Green Hills.

THE GLANVILLES.—On the 11th December, 1838, Richard Glanville received the deed of grant for 230 acres at Mount Joy, about five miles west of where Nowra now is, many years before there was any Nowra or other town on the Shoalhaven. There the Glanville family lived for many years and helped in every way to advance the district. Richard Glanville died on 18th November, 1885, and Bernard Brown tells us that a great many attended the funeral. For the next 42 years his son, John Glanville, was the owner of Mount Joy. In every way he proved a fine citizen. He was one of the ten magistrates appointed in 1858 to assist at Nowra Court House, for some years was chairman of the court, and was a prominent worker for the Church of England, of which his grandson became a prominent clergyman. He died in September 1900.

THE MONAGHANS.—In the thirties Patrick Monaghan came to Shoalhaven and secured Mayfield, 100 acres promised as a grant to Thomas Rawstone in 1827. Mr. Monaghan died early and the deed of grant for his property was given to his widow, Jane Monaghan, on the 24th July, 1838. It was at
Mayfield that John Monaghan was born, one of the earliest
white children, if not the first, to be born at Shoalhaven. He
and his brother James took a very prominent part in all
affairs in the district, first maize growing, then dairying. Both
assisted in the establishment of the South Coast and West
Camden Co-Operative Society, the Co-Operative Butter
Company, the Agricultural Society, the Presbyterian Church.
CHAPTER III.

SETTLEMENT.

In January, 1822, Colonel Lachlan Macquarie, who had recently handed over the Governorship of New South Wales to Sir Thomas Brisbane, paid a visit to Illawarra. This is described in “Journal of a Tour” (Mitchell Library). He mentions the great quantities of cabbage palms and fern trees on the mountain side. After breakfast at the foot of the mountain, the party travelled to the coast, and then along the sea shore to the entrance of Tom Thumb Lagoon, which they crossed to reach Mr. David Allan’s “Illawarra Farm.” Here Colonel Macquarie was welcomed by about a hundred natives, some of whom came from Jervis Bay. The farms of Messrs Jenkins, Brooks and Brown were visited and at the last mentioned property the night was spent. (Apparently this was William Browne’s place at Yallah, just south of Captain Brook’s property. Although he did not get his promise of a grant till 1823, he was there with cattle from 1815). Next day Macquarie’s party went on to the farm of Merchant Browne’s neighbour, that of Major George Johnston (Macquarie Gift) from which the party turned north again, and, passing Mr. Throsby’s run, later Throsby Smith’s Bustle Farm, where the City of Wollongong now is, ascended the mountain by the new road discovered by Cornelius O’Brien. 4 Macquarie described Illawarra as a rich, fertile district.

Illawarra in the Twenties.—The cattlemen who came to Illawarra in 1815 were not really settlers. They just used the place as cattle runs. Those who held grants before the twenties, and many who got them in the twenties, lived in Sydney or elsewhere outside of Illawarra and sent managers, stockmen and convicts to look after the cattle on the Illawarra grants.

As late as 1828, Mr. Alexander Stewart, who had arrived a few years earlier, tells in his Reminiscences published in “Illawarra Mercury.”
"Between Bulli and Jamberoo there were, in 1828, perhaps not more than 50 male residents. Women in Illawarra were very precious. There were ten married ladies between Bulli and Jamberoo, but no single ones of marriageable age. There were two or three girls in their teens, and a few babes—not sixteen children altogether. Between Crown Street and Tom Thumb Lagoon the land was covered with swamp oak trees—the site of Albion Park was overgrown with trees and thick scrub—fences were rare. The whole of Illawarra lowland was used for grazing. In 1828 the real pioneers were the cedar-getters, who ferreted out cedar trees on the mountain slopes, felled them, then drew them to the water's edge and shipped them to Sydney. Most large landholders resided in Sydney and employed only one or two stockmen. A few had neither cattle nor stockmen. The stockmen lived mostly apart in very primitive huts, like those in which the cedar getters batched. The pipe and book were their only companions. The bush tracks were not well defined. A pocket compass was necessary."

The above picture by one who was there at the time may well be taken as a general view of Illawarra as it was in 1828. Other people of that time, however, had a very different view of cedar getters, regarding them as drunken ne'er do wells. Mr. Stewart does not attempt to picture the dense cedar brush stretching from Jamberoo Mountains to the coast at Kiama, nor does he picture the patches of cultivation that were supposed to be on every grant.

Although, in 1828, all the open land in Illawarra was devoted to beef cattle, there were some who, even at that early period had started as farmers. For instance, in the Census taken in November of that year, George Brown is credited as having cleared 230 acres, of which 190 acres were cultivated. James Spearing had 400 acres cleared and 250 acres cultivated. George Tate had 150 acres cleared and 40 acres cultivated. It would seem that all the resident grantees had some areas, however small, for wheat, while some, in spite of the depredations of the blacks, and the white cockatoos, were
growing maize. In 1829 Michael Hindmarsh, of Alne Bank, Gerringong, was sending wheat to Coolangatta to be ground, as shown by a bill still extant, in the hands of the Hindmarsh family. The bill shows that in 1829 not only was there a flour mill at Coolangatta, but that from the Coolangatta stores such a settler as Michael Hindmarsh could get his horse shoes, kip and sole leather, sugar, repairs for timber waggons and other aids to him as a settler.

The Australian Almanac of 1832 records that:—

“The principal agriculturalist of the district is Mr. Spearing of Mount Keira. He has a beautiful garden of 15 acres and upwards, well stocked with fruit trees and vegetables; he has also two excellent water Mills.”

Mr. Stewart described Mr. Spearing as “A Master Miller by trade,” and recorded that he had a windmill near his house at Mount Keira. This would appear to be the first flour mill in Illawarra, and to it we can picture the settlers taking their few bags of wheat by packhorse to be ground to flour.

But even these and other agriculturalists depended most upon their cattle. In the census of 1828, George Brown had 460 cattle and 626 sheep. Captain Brooks had 2,127 cattle and 3,800 sheep (not all in Illawarra). James Spearing had 50 cattle and 111 sheep. George Tate had 350 cattle. Michael Hindmarsh in his letters claims to have had about 400 cattle.

The Census of November, 1828, gives the population of the County of Camden as:—

FREE: 237 males and 73 females over 12 years old, and 49 males and 60 females under 12.

CONVICTS: 252 males, 154 females. That is a total of 419 free people and 406 convicts.

In spite of the smallness of its population there was trouble in Illawarra, both from escaped convicts and from some of the cedar getters. Cedar getters were not popular, as a rule, with many of the grantees. When they were paid, after being away in the bush for weeks or months, many of them spent every penny they had earned in long carousals at one of the shanties that were invariably set up for the cedar getters.
Illawarra A District.—It was announced in two Sydney papers on 5th July, 1826, that an officer was being sent to Five Islands to straighten out matters.

The "Australian" announced:—

"Captain Bishop is about to be appointed Commandant, Civil and Military, at the Five Islands. He takes his departure in the course of a fortnight or three weeks."

The "Sydney Gazette" said:—

"Illawarra, alias Five Islands, is to become a seat of an armed force and a settlement is to be formed under the careful and diligent command of that active Officer of the 40th, Captain Bishop, the Ex-Commandant of Moreton Bay. We are as much gratified as the Gentlemen possessing large estates in that part of the Country can possibly be, because it will not only increase the value of Colonial possessions, but also tend to the preservation of good order, and render that part somewhat more peaceable than it has ever been since gangs of sawyers have been in the habit of frequenting those regions, and disseminating drunkenness and other misery far and wide even adding to the contamination of the degraded aborigines."

Captain Bishop received his appointment on 10th July, 1826. His duties were:—

(1) To protect the settlers from the depredations of "bushrangers and vagabonds of every description."

(2) To forward to Sydney under Military escort all prisoners (convicts) of the Crown found at large.

(3) To see no cedar was taken from Government reserves except by persons duly authorised.

Captain Bishop was made a Justice of the Peace, and two constables were attached to the station. Mr. David Allan gave him and his constables accommodation in two small rooms in the cottage at "Illawarra Farm."

Captain Bishop was given a small party of soldiers. Before the end of July, stories reached Sydney of indiscretions by
these soldiers, and of serious complaints made to Mr. Allan about their conduct—so serious that Mr. Allan reported the matter to the Governor.

The matter was inquired into. Thomas Ready, a free servant, had reported that the Captain had asked Ready to milk the cows for the use of the soldiers, that the soldiers had made a general slaughter of the poultry, and that Mr. Allan's house was turned inside out.

The Captain denied this and Mrs. Wholahan, wife of the manager of the estate, also said that Ready's statement was untrue, that the Captain and his men were in no way inconvenienced, they only occupied the two rooms, and that the Captain had reprimanded Ready at her request.

Affairs in Illawarra were soon put in order. Before the end of the year Captain Bishop left Illawarra and joined his regiment, 40th, in Tasmania.

He was succeeded by Lieutenant John Fitzgerald, of 39th Regiment, who had a staff of one corporal and eight privates.

In 1828 Lieutenant J. Fitzgerald Butler, with one sergeant, one corporal and ten privates constituted the military force in Illawarra.

While the military headquarters were at Red Point, Mr. George Tate, through whose property at Spring Hill, travellers had to pass, opened the first hotel in Illawarra. But this was not of long duration, for in 1829 it was decided to remove the headquarters to the little boat harbour called Wollongong, whose name then appeared for the first time in the Australian Almanac.

At Red Point the soldiers had some shelter, the two rooms in Mr. Allan's cottage. At Wollongong no such accommodation was provided, so they were compelled to live in tents till the Barrack was built in 1830, the year in which Mr. George Brown established the Ship Inn, in what a few years later became the town of Wollongong. But even in that short time, considerable changes had been made in the personnel of the controlling force, and also in its character. In 1829 Lieutenant Butler was succeeded by Lieutenant T. Meyrick, and in 1831 came Lieutenant G. Sleeman, with seven rank and file.

It was on 27th July, 1830, that the Barrack was built and
opened at Wollongong. The Sydney Gazette of 10th August that year, states:

"On Tuesday, 27th ult., the soldiers composing the detachment of the 39th Regiment stationed at Wollongong, in the District of Illawarra, on taking possession of the new Barrack, invited a large party of their friends to dinner. The exterior of the Barrack was gaily ornamented with laurels and evergreens, together with colours kindly lent by the "Speculator" (sailing vessel) for the purpose, while the interior presented various appropriate devices and sketches.

"The Contractor for the Military, Mr. C. O'Brien, sent a fat sheep as a present, with good roast beef, plum pudding, and poultry, etc., which formed a substantial repast. With this good cheer, the best humour and most friendly feelings prevailed, and, in compliance with the wishes of the female part of their guests, dancing commenced at an early part of the evening and was continued with great spirit, with the permission of the officer in charge, until 'Proud Chanticleer proclaimed the dawn.'"

This seems to be the first party in Illawarra reported in the press.

Although the wealth of the district was still almost entirely its cedar and its cattle, and although most of the land was still uncleared of its brush and forest, the areas under cultivation in 1832 are given as: 1033 acres of wheat, 302 acres maize, 79 acres barley, 58 acres oats, 29 acres rye, 36 acres potatoes, 15 acres tobacco, 102 acres sown grass. The wheat yield is recorded as 18,496 bushels (18 bushels per acre) and barley 2,274 bushels (32 bushels per acre). Dairying as an industry had not begun and the beef cattle were depending almost entirely on natural grasses. The years 1827, 1829 and 1832 were marked by severe droughts. The monthly report of December, 1832, as published in the Sydney Gazette, 12/1/33, says:

"If this dry season continues much longer, maize will be at least ten shillings a bushel next year. Many
here will be fortunate if they gather as much as will seed their lands in the ensuing planting season. The potato crop is burnt up, the potatoes not larger than marbles. Horned cattle and horses suffer more than they ever did in the droughty years of 1827 and 1829. The whole of the grass is burnt. The water holes are completely dried up and what substance the stock do procure to keep themselves alive, they derive from the few green bushes which fortunately escape the fury of the flames.”

The many needs of Illawarra in 1832, the last year of Military Government, are enumerated by two correspondents to the Sydney Gazette. Both show that at least some of the inhabitants were incensed at their neglected condition. One, in a letter published 7th August, 1832, wrote:—

“Illawarra contains upwards of 1400 inhabitants, and yet they have to travel 50 miles to have their pecuniary matters attended to at Campbelltown.”

The other “Illawarra Resident” was much more severe. In a letter published 8th September, 1832, he paints a dreadful picture of neglect, in a series of “Questions and Answers,” thus:—

“Surely you have a Clergyman or a Catechist? No—never! You have a church building? No—there was some little talk of it six months ago, but it’s dropped!

“You have a piece of ground consecrated to bury the dead? No—those who die in Illawarra have the peculiar advantage of resting their bones under any tree, or any swamp!!

“In the absence of a Clergyman, who christens the children born at Illawarra? They are never christened, that ceremony is dispensed with here.

“Have you never had a visit from the Venerable the Archdeacon? No: and strange to say he has visited every other district in the colony.”

In the same way he goes on to say:

“There is no school master though £80 had been collected for this purpose from the settlers, the Archdeacon (Broughton) contributing £10 also; this was in March last; I have heard nothing of it since then.
"There is no Coroner.—As Magistrate we have a Lieutenant of the 39th Regiment, who is resident Justice and another Magistrate who seldom, if ever sits—No Court of Requests.

"There is no Post Office. The Mail bag arrives every Saturday at an indefinite hour. Newspapers and letters are distributed when called for by the district constable at his house.

"How are the public roads? Intolerably bad, scarcely passable at the best of times. These are justly ‘bush roads’ and a single sixpence of the public money has not been spent on them while £60,000 has been expended on a road to Newcastle where there are two steamers running weekly.

"Where is the Justice Hall at Wollongong? It is a little back room nine feet by eight in the Military Officers’ Quarters; the entrance is at the back door—it will conveniently hold five persons on a pinch."

In answer to this settler from another, Illawarra Resident states that on 2nd September, 1832, the Rev. Thomas Hassall held Divine Service and that the Rev. Thomas Reddall had frequently visited the district for this purpose. On the occasion of Mr. Hassall’s visit six children were baptised and there was then “not an unbaptised child to be found within an extent of 20 miles.”

He also pointed out that the Archdeacon frequently expressed the deepest concern for the spiritual and moral welfare of the district.

The year 1833 brought great changes to the district. The Military Government had been removed. The 39th Regiment left New South Wales, and its place in Illawarra was taken by a Resident Magistrate, Mr. Francis Allman, on a salary of £150 a year.

As his clerk was Mr. J. H. A. Bennett who was paid £70 a year plus 6/3 for acting as postmaster.

A Court of Requests was established too. The Paulsgrove Diary in the entry on 7th October records:—

"Went to Wollongong with Mr. Spearing and Marcus to the Court of Requests, Commissioner Terry. 81 cases, being 11
more than last year. All the district there; it would have been a hard job to find an honest man amongst the set."

On 17th April, 1833, the Rev. Father J. J. Therry celebrated Mass in the barrack room at Wollongong "to a numerous congregation."

In 1833, too, the Rev. F. Wilkinson, M.A., was appointed Chaplain on 30th September. In the same year Wollongong received its first permanent teacher, Mr. Davies. Both church and school were held in Mr. Throsby Smith's barn, which was rented and specially fitted up as a school and a church.

The Paulsgrove Diary.—A considerable amount of light is thrown on living conditions in the Wollongong district during 1833 and 1834 by a diary now owned by Mr. Justice Ferguson. It was written by a man who was, at that time, living at Paulsgrove, (later known as Mount Keira Estate), apparently as overseer for the owner, Mr. J. S. Spearing. The diarist does not give his name, but Mrs. Waldron of Wollongong, who, some years ago, gave it to Mr. E. J. Brady, says the author was a Mr. Webster, who, several years later, was drowned near Tumut.

In the previous chapter reference is made to Mr. Spearing and his excellent farm and orchards, over 15 acres under cultivation. The diary shows the acreage to have been, in 1833 and 1834, about 40 acres. The hillside at Mount Keira had fields of wheat, maize, barley, oats, rye, rape, turnips, onions, potatoes, peas and tobacco. There was also a well kept orchard containing peach, apricot, nectarine, plum and pear trees, as well as grape vines. Then there was a large pig run, too. On Para Creek, running through the property, were two watermills whose place was taken later by a windmill.

Besides 2000 acres at Paulsgrove, held by Mr. Spearing, there were 2000 acres held by Mrs. Spearing at Bellambi. On the natural grasses of these two blocks, and Mr. W. C. Wentworth's Five Islands Estate, apparently rented by Mr. Spearing, over 1100 sheep were depastured as well as a number of cattle and horses.

It is not easy to picture the country about Wollongong and Mount Keira as it was then. There were very few houses
indeed. The greater part of the country was still covered with bush. Cedar getting was still the main industry of Illawarra. There was a thick bush between Wollongong and Mount Keira. Wollongong at the time was only the name of a locality and a cedar port. There was no town, but only the barracks and Mr. Brown's Inn. The only harbours in Illawarra were the little bays at such places as Wollongong and Bellambi (called by the diarist Palamba). These were visited by little sailing craft from 10 to 25 tons, till 1834, when the steamer "Sophia Jane" came on the scene, but not for long. There were no shipping facilities such as a wharf or mooring chains, and not even a cargo boat to load or unload the little vessels which generally came to Wollongong in ballast, which was thrown overboard, thus gradually destroying the harbour.

As on other estates at the time, the manual work was mostly done by convicts who were housed in huts from which they were called by bell to commence their daily tasks each morning. Neglect to obey this call meant dire punishment. The diary records that in April, 1834, three convicts were sent to the cells at Wollongong for not obeying the call.

Mr. Spearing was entitled to 20 convicts at Paulsgrove. In fact the law compelled him to take these to relieve the Government of their maintenance. The diary records their daily tasks, ploughing the fields, sowing them, reaping, grinding the grain at the watermill, pulling out stumps, cross burning, and burning off generally to prepare new fields, droving sheep and cattle and all other tasks at the estate. There were also a blacksmith, a shoemaker and a tailor, but even these had to fill in their time with farm-work as well as their trades. The convicts had to attend church at Mr. Throsby Smith's barn in Wollongong. When they were ill they were sent to the hospital at Liverpool.

The diary shows that Mr. Spearing sent quantities of wheat, pork, maize, potatoes and even whale oil to Sydney. The oil was procured from a whale which was washed ashore at Bellambi in June, 1833.

Mr. Spearing's shipping was done by two 14 tonners, Bee trading from Wollongong, and Sarah, sometimes from Wollongong and sometimes from Bellambi. There were many
other vessels then trading between Illawarra and Sydney. These included: Alice (20 tons), Sally (23), Venus (14), Fanny (23), Thomas and Henry (10), Adelaide (30), Hope (23), Lark (18), Mary Ann (10), and at least on one occasion the steamer Sophia Jane (156 tons). The reported cargoes of all these vessels was cedar, but they also took to Sydney small quantities of farm produce. There were no stores, as we know them, in Illawarra at the time. So the captains of these vessels acted as agents, buying supplies in Sydney for the settlers.

The shearing of Mr. Spearing’s sheep was not at all like the shearing at a modern sheep station. All was done with hand shears, by unpracticed men, and the sheep were carefully washed the day before being shorn. One entry in the diary shows that 76 of Mr. Spearing’s sheep were shorn by six convicts, and another, that “Mr. Shoobert bought some wool.” Apparently this is the Mr. Shoobert who was the pioneer in coal mining at Mount Keira.

Other important facts recorded in the diary are the consecration of land for the Roman Catholic Church by the Rev. Father Therry, on 26th September, 1833, and the establishment of the postal service twice a week, instead of once, in January, 1834.

**Floods**—In December, 1833, and March, 1834, Illawarra was visited by disastrous floods. According to the Sydney Gazette of 14/1/34, the losses in the December flood were severe:—

“The loss of one individual alone is estimated at £500. The whole of the bridges were swept away and many of the settlers in the lower part of the district were washed away, houses and all, and the whole of their wheat that remained in the fields was also carried into the sea. The present situation of the district required the immediate attention of the Governor to cause the roads and bridges to be repaired, for at present, all communication with the boat harbour has almost ceased by any means, but entirely so by the settlers’ drays and carts, who are unable to convey the small remains of their hard
earned industry to any market. The wheat that remained uncut at that period was bent down to the ground, and covered with sand and dirt, and therefore partially, if not altogether lost.

"The maize situated on the lowlands was washed away, but that planted on the highlands promises well. Many acres of potatoes have been destroyed."

The flood of March, 1834, is referred to in the Paulsgrove Diary as: "the heaviest rain since I have been in the colony. All the lower part of the farm is flooded." During this flood the postman was drowned, his horse coming home without saddle, bridle or rider, and his body being found three days later.

The roads referred to above were merely tracks through private property and crown land and the bridges were frail structures constructed by the settlers for their convenience.

More Complaints. The following extract from a letter in the "Herald" of 27/2/34, shows the wretched conditions still prevailing in Illawarra:—

"The district of Illawarra, lying within 35 miles of the town of Sydney can now only be approached by a circuitous route of about 70 miles, and then only on foot or horseback. There is no public road even marked in the district or through it. The inconvenience, annoyance and litigation this causes to the inhabitants you can easily conceive. The total neglect of our harbour, or rather bight, which by the continual practice of throwing in the ballast, is in a fair way of being shortly rendered useless. Were the vessels that frequent this harbour employed in the service of the settler it would be some palliative to so serious an evil. But when I inform you that most of the vessels are employed in the conveyance of cedar from the Government lands (rendering this land of no value and encouraging bushranging, cattle stealing, and the various evils attending a set of lawless people who live in the bush). The revenue has been defrauded of more than £100,000—to enrich the publicans of Sydney and the grogshops here. Had a moiety of this sum been laid out on improvements here, it would have run out a pier into the harbour and made a macadamised road to Sydney, decreasing the distance by half."
DAPTO VALLEY AND MARSHALL MOUNT 1879
Former residence of Henry Osborne
(Town and Country Journal, 20 September 1879)
The writer also suggests the appointment of Justices of the Peace to assist the Magistrate. This was just after the tragic death of Captain Waldron. Magistrates were appointed that year. Steps were immediately taken to check the theft of cedar, a later report to the “Herald” stating:

“Our active Magistrate has seized 50,000 feet of Cedar and parties are out to make further search.”

**Visit of Governor Bourke.**—In their distress the inhabitants appealed to Governor Bourke, who readily responded and visited the district to personally examine their needs.

This visit of Governor Bourke in April, 1834, heralded the beginning of a new chapter in the history of Illawarra. He came in answer to a petition signed by about 100 settlers, including such pioneers as: C. O’Brien, George Brown, Cornelius Wholahan, James King, Samuel Foley, C. T. Smith, Henry Osborne, Archibald (surely Alexander) Osborne, William Gray, John Robbins, William Elyard, Thomas Campbell, Michael Hyam, David Smith, Thomas S. Kendall, Michael Hindmarsh, Evan Jenkins, William Davis, Edward Weston, David Johnston.

The petition, after expressing loyalty to the Sovereign, stated that the District had been settled and inhabited for upwards of sixteen years, but there was no road whatever. After asking for road communication, the petition pointed out the difficulty they suffered from lack of a safe harbour and that they had to depend entirely on small boats by which the farmers could not send the more bulky of their produce to market.

In his reply the Governor said:—

“My principal motive in visiting at this time the fertile and beautiful Illawarra is to ascertain how the district can best be opened by roads and its communications with Sydney market improved.”

Accompanied by local residents he went out to examine for himself the condition of the long neglected and flood devastated country.

He rode out amongst the farms, crossing the swollen
creeks by “walking along any dead tree that had fallen over
the banks, whilst one of his bodyguard swam the horse
through the- water.” He was regarded as a good bushman.

Roads, A Town And A Harbour.—Governor Bourke, on
his return to Sydney, lost no time in fulfilling his promise. He
sent Major Mitchell, Surveyor General, to the district. The
Major, with his assistant surveyors, marked out a road from
the top of Mount Keira to Wollongong and on to Bulli, and
from the foot of Mount Keira on through Dapto to the
Minnamurra, beyond which the standing and falling timbers
were so dense that the survey was delayed awhile.

Major Mitchell also chose on Throsby Smith’s “Bustle
Farm,” a site for the town of Wollongong; the previously
marked township site, between Throsby Smith’s boundary
(now Crown Street) and Tom Thumb Lagoon being altogether
too low lying for a site. On 26th November, 1834, a
Government Gazette notice stated that the site of Wollongong
had been fixed, and that the plan could be seen at the
Surveyor General’s office in Sydney or that of the Police
Magistrate in Wollongong, and its first allotments were sold
cheaply, many at the upset price of £2 per half acre block.

Major Mitchell before selecting the town site examined
Port Kembla and Wollongong Boat harbour, and selected the
latter place for the port. He recommended the construction of
a long breakwater, but later it was decided to excavate a basin
(abut half of the present one) for the use of shipping.

Tenders were called for the clearing of the roadway—the
first in Illawarra. The cleared roadways were exceptionally
wide—four chains—and all stumps had to be cut well below
the surface. The greater part of this contract work was in the
hands of George Brown, that to the south of Minnamurra
River in those of James Mackay Gray. The labour in this
clearing work was done by convicts.

Unfortunately the southern end of the road not only
avoided Kiama, but it terminated in a cliff. Mr. Alexander
Berry thus referred to it at a meeting of the Council held in
February, 1836:—

“The road left off at the top of a hill which formed one side
of a ravine as steep and high as a monument. The major had intended to throw a suspension bridge over the ravine and continue the road, but he found the expense of erecting the buttresses on which the chain cable was to be fixed would cost £2,000 and so the affair was dropped with a loss that made the road useless."

Mr. Backhouse and his little party visited Wollongong where they were the guests of Mr. Throsby Smith. Below is an account he gave of the construction of the new road.

Leaving Wollongong on 21st September, in the afternoon about a mile and a half from the town, they met a large road party, in charge of a military officer. "They were assembled in a large open shed with a number of military, who were under arms, where they had their meals, the wives of the military being present. The prisoners were those sentenced from Great Britain to work on the roads for certain periods before being assigned. They were at one time ordered to work in chains, and for periods as long as seven years, but this excessive and injurious severity has been relaxed, and they are exempted from chains, unless as a punishment for improper conduct, and if they behave well they are assigned for two years. Hope is thus kept alive, while strict discipline is likewise maintained, only three have been flogged here from 1st to 22nd September, 1836."

It was the custom to send men from such gangs as this to assist farmers at harvest time. These were sometimes unsatisfactory. In the Sydney Gazette of 14th December, 1834, the report from Illawarra says:—

"The men from the road parties who were forwarded here for distribution to assist the harvest work, are refractory and idle, and consequently but of little or no use, many are at large already. They are more plague than profit, prowling through the country."

The clearing of this roadway did not mean the making of a road, as we know it, but it did mean that people could travel from one end of Illawarra to another without trespassing on other folks' property. It led also to the opening up of other roads, Parish roads, at the expense of the land owners. A road of this type was opened in 1841 between Kiama and Jamberoo.
PIONEER KEROSENE WORKS, AMERICAN CREEK, NEW SOUTH WALES
The first works in Australia to produce kerosene from oil shale.
Production commenced in December 1865.
(Illustrated Sydney News, 18 January 1873)
along a line marked out by Surveyor Burnett in 1839. A road party (convicts) had been employed on this road for some months, but the work had been so unsatisfactory that the landholders decided to have the road made under their supervision and held a meeting in December, 1840, to appoint trustees. A similar meeting was held at David Smith’s Inn in Kiama, in July, 1841, to appoint trustees to look into the construction of a road between Kiama and Gerringong. Such a meeting was presided over by a Justice of the Peace, with two other J.P.’s as assessors. The landholders decided to place the matter in the hands of the Chairman and the Assessors and a collector was appointed to gather up the rates as assessed. In the Kiama-Gerringong Road, Captain Collins was the Chairman, with Michael Hindmarsh and James Mackay Gray as assessors and George Hindmarsh was collector. The road between Wollongong and Bulli was also placed in the hands of trustees as were other roads in the Illawarra.

Quite as important as the roads was the question of sea transport. In 1839, long before the Basin at Wollongong was complete, a number of Illawarra residents and Sydney merchants formed the Illawarra Steam Packet Company, which was placed in the hands of a Committee of Management: A. B. Spark, Colonel Shadford, John Lord, J. H. Plunkett, Edye Manning, R. M. Westmacott, S. Peck, C. T. Smith, Gerard Gerard and Alexander Young. This company bought the steamer “Maitland” which began running to Wollongong before there were any shipping facilities—not even mooring chains. She began running on 15th June, but on 27th August was succeeded by the “William IV” under a new company formed by the merging of the Illawarra Steam Packet Co., and the Brisbane Water Steam Packet Co. The new company was called the General Steam Navigation Co., under which the William IV ran twice a week to Wollongong for many years. Wollongong was on the map, and so was Illawarra.

In early days every Illawarra farmer grew wheat which was crushed into meal. The mills continued under the successive management of Captain Collins, Mr. Heathorn, the Newnham brothers and Captain Hart, till 1860, when wheat supplies were running short.

**Flour Mills.**—In the twenties, Mr. Berry was running a
mill at Coolangatta. In the early thirties, Mr. Spearing had two water mills on Para Creek. Then in 1839 Captain Collins, an ex-army officer from Madras, established a very large mill at Woodstock, near Jamberoo.

**The Woodstock Mills** were established for Mr. Hart, an English gentleman, who got Captain Collins to find a suitable locality to invest £8000 for that purpose. The mills were big ones—a large two-storey building with flour and timber mills using water power (later steam). Connected with the flour mill was a biscuit factory, and in the timber mill was machinery for dressing timber, spokes, naves and felloes.

In 1840, as no profits were coming in, Mr. Hart wrote to Dr. Waugh of Goulburn, to investigate affairs at the mills. Dr. Waugh's son, James, looked into matters and for a few years was accountant there. Captain Collins was succeeded by Mr. Heathorn, whose daughter married Professor Thomas Huxley. Mr. Heathorn added a brewery to the mill and was succeeded in the late forties by the brothers Newnham, related to Tooths of Kent Brewery, Sydney. They, like their predecessor could not make the mills pay. So Mr. Hart sent out his son, Captain Hart, to take charge. Captain Hart closed the mills in 1860 and became agent for the I.S.N. Co., at Wollongong.

Other flour mills were established at Wollongong, Dapto, Shellharbour, Kiama, Bushbank and Terara. But in the seventies they had all ceased to exist as flour mills, though some were used for other purposes.

**Subdivision.**—The late thirties and early forties were boom years in Illawarra, as elsewhere in Australia. Much of the cedar had gone, and on all lands it seemed necessary to start clearing. Different owners adopted different methods. Some subdivided their properties, others had them cleared under the clearing lease system. One of the first to subdivide was John Buckland, of “Balgownie” estate, Fairy Meadow. This estate of 1920 acres was divided into 132 lots from 10 to 80 acres, and sold in 1839. In 1840, Mr. J. H. Plunkett subdivided Keelogue's estate, which he had bought for £1300 in 1836, and sold it for £13,000. In 1841, the Bulli estate of 900 acres, 200 of which had been cleared, was subdivided and sold; as was Bellambi estate, in 1842.
Drought.—Soon after this a drought struck the country. Illawarra was not so badly affected as were other parts of New South Wales. But things were far from good. Good cattle were being sold at auction for £3/10/- each, and good butcher’s meat at 1½d to 2d per lb. Throughout the country farmers were boiling down their cattle to secure at least the tallow and hides.

Illawarra was prepared for emergency. On 27th February, 1844, George Brown invited the gentlemen of Illawarra “to witness an experiment in steaming down a bullock in his large and excellent steam mill. The weight of the bullock was 804 lbs. Deduct for rounds etc., 11 lbs. leaving 793 lbs. From this 309 lbs. of tallow was obtained.” The company was invited to Mr. Brown’s hotel. Dr. Alick Osborne was chairman with C. T. Smith Esq., J.P., at the foot of the table. Speeches and champagne then followed till 4 p.m.

Clearing Leases.—But the majority of landowners preferred to hold their lands and have them cleared in the cheapest possible way. Convict labour was no longer available. To clear by contract was costly—£10 to £15 an acre. The cedar had been taken from the brushes in which, apart from sassafras, the settlers saw no timber worth cutting for use. In the hardwood forests there was a greater variety of milling timber. By the early forties landowners had found that the brushlands were richer than the forests, and so there was a great raid on such lands, but forest land was cleared too, the clearing lease system being generally adopted in large estates. An area of 50 acres or less was given to a man for a few years, generally about five, on condition that, at the end of that time the land was cleared by the tenant. Sometimes the tenant would be provided with rations for about five months. Generally they were newly arrived immigrants with no knowledge of the conditions under which they had to live. They must certainly have been stout hearted folk. One cannot help wondering how these new arrivals, with wives and families, lived during those five years, especially the first year.

On arrival at Kiama, Shellharbour, Jamberoo, Gerringong, or some such place, they had at first to improvise some shelter in which to live till the first small part of the brush was felled and burnt off. The felling itself was very tough work. First the
FIGTREE, SOUTH OF WOLLONGONG N.S.W.
(Collection Wollongong University Archives)
vines and undergrowth had to be removed sufficiently to secure a proper fall. The use of an axe from daylight to dark by one unused to such work meant blistered hands and tired and sore muscles. But the men stuck to their work, and very many of them later secured land for themselves, eventually becoming successful dairymen. Their living conditions were very simple, slab or cabbage tree huts with bark or cabbage tree roofs, earth floor, no window, large wooden fireplace stretching the whole width of the room, and protected by stones. The fires were of great logs, over which hung the pots and camp oven, suspended from an iron cross bar. The camp oven was a broad, rather shallow pot and in it the women made delightful bread. The light was a home made candle, each home being provided with a mould for six or twelve candles. These always needed the frequent attention of the snuffer to keep the wick from being too long. The food was porridge, colonial oven bread, beef or pork, generally boiled, and mostly corned, with poultry and a plentiful supply of game, together with potatoes, pumpkins, turnips, and whatever green vegetables that could be grown. The women soon learned to make hats from the fans of the cabbage palm, hats worn by practically every man and boy in Illawarra.

As soon as a small area was burned off it was planted with wheat, maize, potatoes and turnips. When possible the wheat was sent to a mill, but often the settlers had to be satisfied with meal ground on the farm.

It was in this way that practically all the large estates in Illawarra were cleared—Peterborough, Terry’s Meadows, Johnston’s Meadows, Riversdale, Omega Retreat, Aloe Bank and many more. In the case of Riversdale, the names of the clearing lessees are given in Chapter V.

Although most of the brush lands were cleared in the forties, and fifties, a good deal of land, particularly forest land, had to wait till the sixties and seventies, and some even till the eighties. In the forest country, when the land was cleared, the logs were used in making cockatoo fences. In the brush lands, what logs and stumps were not consumed by the fire, being soft timber, generally rotted away in the course of about three years, but the hardwood logs and stumps had to be burned away, the stumps needing laborious grubbing. Some farmers, however, did not have anything like all of their timber felled.
They had much of it ringbarked and left standing, white and gaunt, for many years. There was a considerable amount of this ringbarked timber in the vicinity of Gerringong, and on the road between Gerringong and Broughton Creek (Berry) right through the seventies and eighties.

**Caroline Chisholm.**—In the forties, Mrs. Caroline Chisholm rendered a wonderful service to newly arrived immigrants in Australia. She found many in Sydney who did not know which way to turn for help. They had landed practically penniless, expecting to find employment immediately. There was no organisation to assist them. Although there was plenty of work for them in different parts of New South Wales, there was no one in Sydney to direct them. Mrs. Chisholm approached the Government without success, and then undertook the great work herself to find out where employment could be found, and escort the immigrants to remote places in the country, providing transport drays—and accompanying the great caravans on horseback.

The following paragraph in the “Sydney Herald” on 1st December, 1843, tells of a body of such immigrants that she brought to Illawarra:—

“Mrs. Chisholm has completed the arrangements she has made for conveying thirty families from Sydney to Illawarra, where they will enter upon portions of land on clearing leases, the proprietors of the land having undertaken to supply them with rations for five months. The whole of these persons have large families, the average number of children being six, so that the thirty families comprise 240 souls, who will thus be made producers, instead of being as so many of them are now, a burden on the community.

“That the majority of these people will succeed in their new undertakings is more probable, but for the first year or two they will have to undergo considerable privations, which they must make up their minds to bear; their opportunities, however, will be much facilitated if those who have it in their power to do so will assist them at their first starting by donation or loans of field or garden seeds, potatoes, or agricultural implements, which at the present moment may be of little value to the holders, but will be of inestimable benefit to those parties. So soon as these people are comfortably
settled Mrs. Chisholm intends locating a number of families at East Bargo."

Another authority says that these immigrants were brought to the estate of Captain Towns, that part of Peterborough extending towards Albion Park.

On 3rd December, 1849, an article appeared in the "Sydney Morning Herald," from a visitor signing himself "Viator." This article is dated Jamberoo, 30th November, 1849. Amongst other things it says:—

"In the neighbourhood of Dapto there is a population, I imagine, scarcely under 2000 souls, who, from all enquiries I made of the settlers, are doing well. As one said to me—'They can all get a living. Mrs. Chisholm, I am told, brought down many of these persons, and she thus did good.' The high range south of the Macquarie River, running towards the sea; bears marks of the axe and the plough. The roads are fenced off and the bush cleared and, near the Lake, are wide fields of the richest wheat and barley. Terry's Meadows are covered with cattle which seemed to have abundance of food. I stopped to ask my way to a farm near the lake and remarked that the good woman to whom I spoke was making a fortune. She said 'Sure then. I lost it before I came.' I asked her who brought her to that place. She said 'Mrs. Chisholm, God bless her.'"

The brush land was extremely fertile, especially when newly cleared, and there had been much of it in the vicinity of Dapto. The estimate of nearly 2000 living there in 1849 seems high. But then most farms were small and most families were large. A correspondent to the "Herald" of 5th April, 1848, wrote the following about a farm near Kiama:—

"On one farm of 240 acres there are no less than 70 souls who are fed and clothed by the produce of the soil although a great part of the 240 acres are still useless, being in a state of nature and encumbered with timber."

**Mixed Farming.**—With the clearing of the brush and forest lands, Illawarra was soon cut up into small farms, many less than 100 acres, and some as small as 20 acres—generally tenant farms. Such folk as the Millers, Hindmarshs, Waughhs, Marks and a few others, farmed their own estates. But estates such as Five Islands Estate, Berkeley, Johnston's Meadows,
Terry's Meadows, Peterborough, Omega, and many others, were divided into small farms, for which the rental was often high. In the fifties and sixties one sees advertisements for tenants in such small farms, twenty and forty acres, at £1 or £1/10/- per acre. People on these small farms grew a little wheat, some maize, potatoes, pumpkins, and kept a few cows, generally of poor quality, a pig or two, and, to eke out their simple living, the menfolk took on work away from the farm: fencing, clearing, timber getting, road work or any odd jobs they could get. Generally the families on these small farms were large. Some collected wattle bark for the tanneries that sprang up in different parts, Wollongong, Jamberoo, Kiama, Charcoal Creek and elsewhere.

Wheat was in evidence everywhere, even in the suburban lots in Kiama, where James Colley established the "Hill Farm" north of Terralong Street, and had wheat growing right over the hill. In some allotments near Church Point wheat was grown too. It is not strange then that flour mills sprang up at different places: Wollongong, Dapto, Shellharbour, Kiama, Bushbank, Terara, etc., in opposition to the Woodstock Mills near Jamberoo. A good deal of maize was grown too, for the fowls, horses and pigs, in spite of the clouds of cockatoos and parrots that so persistently attacked it. The cultivation of maize was continued, especially in Shoalhaven, until what with the diminution of the number of horses through the coming of the motor car, the vanishing of the pig through the loss of skimmed milk, when the fresh milk was sent to Sydney, and the depredations of the black beetle, it became almost impossible to grow it for profit, although a little is still grown as green fodder for cattle.

In 1851 a Land League was formed in Shoalhaven to urge the Government to open up Crown Land. As a result many additional farms sprang up in the outlying districts near Cambewarra, Broughton Creek, Gerringong, Jamberoo and Dapto. These farmers cultivated maize, potatoes, a little wheat, but turned most of their attention to dairying. In 1862 more farms were opened up, this time under Sir John Robertson's Act providing for conditional purchasers. These farms were, of course, more remote than those already settled.
on. Gradually farmers were discarding wheat and turning all their attention to dairying. The few farmers who had been growing tobacco and grapes, found the climate unsuitable and abandoned them.

In the sixties, Mr. James Robb of Riversdale, and Mr. John Colley at Jamberoo, made persistent attempts to make sugar, the former from sugar cane, the latter from sorghum. Although they succeeded in making sugar they were not able to do so in sufficient quantities to establish the industry. The same fate followed the sugar industry in Shoalhaven, where adventurous folk went so far as to establish a sugar company. In Jamberoo hop growing was started by the Vidler family. But apparently the climate did not suit, for although the hops were actually grown, the industry could not be made a success.

Roads.—To a visitor to the Illawarra of to-day, with its excellent tarred roads, it may be difficult to realise the difficulties early settlers had with their transport. But an examination of the mountain side away from the actual roadways reveals those difficulties, and leads us to admire the courage and skill of the men who overcame them.

The track used in 1815 by Charles Throsby was a difficult cattle track. The one discovered by Cornelius O'Brien in 1821 was not much better. James Backhouse, the Quaker, declared in 1836 that it was difficult for horses and impracticable for carts except for assistance of ropes passed around the trees. Prisoners were then engaged in making a road to the top of the mountain, wide enough for one carriage.

In 1844 another pass up the mountain was discovered by Captain Westmacott. This became known as Westmacott's Pass, and later Bulli Pass, for many years the main entry to Illawarra from the north, and now a well kept tarred road.

But as early as 1831 Major Mitchell had visions of a more direct route to Illawarra than via Appin. In 1843 tenders were called for the establishment of a ferry across George's River to connect with the road planned by Sir Thomas Mitchell and surveyed by his son Roderick Mitchell. This road passed through Bottle Forest.

On November 7, 1864, the George's River punt at Tom
Ugly's Point was again established, but it was not until June, 1868 that a wheeled vehicle was taken up Bulli Pass, and not till April, 1871 that travellers were able to travel by vehicle by Bottle Forest Road from Sydney to Wollongong.

As early as 1844 a petition was addressed to the Surveyor General, stating that a line of descent down the Coal Cliff had been discovered, and requested that this be surveyed. Eventually a branch road was made, leaving the above mentioned road some distance south of Waterfall. This road was eventually made through Stanwell Park and was much used by train passengers between Waterfall and North Clifton, while the tunnels were being cut in 1887. Like all other main roads, this is now tar-paved.

In the twenties of the nineteenth century, a track connecting the waters of the Macquarie with those of the Kangaroo River was built. In the forties several attempts were made to lead up the mountains from Central Illawarra. But none were successful until the wonderful Macquarie Pass Road was made. In 1830 Surveyor Hoddle submitted a plan for a road from Bong Bong to Kiama, cutting through dense scrub, matted heavily with creepers. In 1859 steps were taken to open this road. But owing to the steepness of Saddleback, the road has not been used by vehicles.

In 1871 a track up the mountain was discovered and eventually a good road made, so that by 1885 it was used as the mail route via Moss Vale to Sydney. When the railway came in 1887 this road became much less important.

Reference has already been made to the building of the Main South Coast Road from Mount Keira to Saddleback, and the parish roads from Kiama to Jamberoo and Gerringong.

In 1856 Mr. Alexander Berry had a road constructed from Gerringong to Broughton Village, which was extended to Bomaderry in 1858.

In the eighties a good road was made over Cambewarra Mountain to Kangaroo Valley and Moss Vale, a road which is now a delight to visitors. The latest road into Illawarra is the Military road leading from Fairy Meadow, a road which cuts along the mountain side, and is free from those sharp corners
in other roads. The principal roads through the district are now a delight.

In 1854 both the Kiama and the Shoalhaven S.N. Co.'s were formed. The latter bought the s.s. Nora Creina, which immediately began trading to Sydney from Shoalhaven, calling at Kiama and Wollongong. The Kiama Co. had the s.s. Kiama built. She began trading next year and for a few years these two companies entered into a cut-throat competition with the General S.N. Co., till the three companies united to form the Illawarra S.N. Co., now the Illawarra and South Coast S.N. Co.

In 1854 also, the river steamer Planet commenced running, a great convenience to all farmers on the river. But she was not suitable for the trade and her place was soon taken by the locally built steamer Nowra. These steamers greatly expedited river traffic, performing in a few hours, journeys that took days when the sailing craft were towed by rowing boats. But these steamers in turn were forced to give way to the swifter trains and motor cars of to-day.

Ship Building.—In the early days, before the coming of steam ships and ships of iron, a considerable amount of ship building was done in Illawarra, and on the Shoalhaven. Most of the vessels were sailing craft such as ketches and schooners, but eventually Mr. Alexander Berry built some steamships on the Shoalhaven. In the thirties and forties Mr. John Cunningham built vessels at Wollongong. The ketch Bellbird was launched at Bellambi as late as April 1859. Mr. Berry and others built vessels on the Shoalhaven and the Dent family were boat builders at Jervis Bay for many years.
CHAPTER IV.
DAIRYING.

We have seen how, in the forties and fifties of last century, practically all of the brush lands in Illawarra, except that in remote places, was cleared, to be converted into small farms, and how this change, together with the land hunger in the early forties, caused prices to soar. In many cases fig trees and cabbage palms were allowed to remain. The presence of these trees indicate clearly where the brush lands were. For many years almost every hill around Kiama was adorned by some giant fig tree, most of which have succumbed to age and exposure. But some of these old landmarks still remain, such as the fig tree a little south of Wollongong, another great fig near the Shellharbour wharf, and a third one near the Presbyterian Church at Kiama. For some years the tenants on very small farms struggled on with their mixed farming. But by the sixties most of them came to the conclusion that Illawarra was not an agricultural district and they gave up cultivating wheat with which they had much trouble from rust and smut.

By degrees, the farmers of Illawarra, great and small, turned all, or nearly all of their attention to dairying. Right up to the eighties the industry was carried out in a most primitive way. Most of the dairy farmers were poor men. Many of them were unskilled. It is remarkable how some of them were able to get a living at all. It is more remarkable how others starting with practically nothing, by industry, grit and thoughtfulness, made a real success of their industry and of their lives. Many of these, the Greys, Kings, Irvings, Hetheringtons, Vances, Irvines and others, started as clearing lease men.

On the other hand there were such men as the Hindmarshes, Millers, Russell, Marks and other early land owners who became successful dairymen, retained their lands and whose descendants continued to be successful dairymen for over a century. Men of the really large estates such as Henry Osborne, Terry Hughes, W. W. Jenkins, W. C. Westwood, J. Mackay Gray, and others, not only established dairying, but did very much to improve the type of cattle for
dairying purposes, by importing high grade cattle for the district. These estates were broken up into dairy farms, and few if any descendants of the original owners remain in the district. Many of the good dairy herds in the Illawarra, however, had their origin in the herd of Mr. William Howe, of Glenlee, Campbelltown.

As the land was cleared, more and more small dairy farms sprang up. On all of these farms, it was necessary to plant artificial grasses. At first clover and rye were favourites. To these were added couch grass, prairie grass and many additional varieties, paspalum and other grasses coming in the twentieth century.

CATTLE.

Amongst the good herds in the forties were those of Henry Osborne, Evan Evans, Michael Hindmarsh, Dr. Thomas Jessett, Robert Miller, Gerard Gerard, J. R. Lomax, James Shoobert and Thomas Black, the last three standing out as the most successful buttermakers. The above and others like them were the aristocracy of the early dairying. These men owned their farms and were able to secure the best types of dairy cattle. Some preferred the milking strain of shorthorn cattle, while others pinned their faith to the Ayrshire breed. Some started crossbreeding to improve the milking qualities of their herds and ultimately produced a new breed, the Australian Illawarra Shorthorn Durham, whose story is told in the next chapter by Mr. George Grey, of Greyleigh, for many years President of the A.I.S. Association.

The great bulk of the smaller farmers, however, had to put up with inferior cattle, raising the standard whenever they were able to scrape enough money together to get a better type of cow or bull.

Ayrshires were favoured largely by the farmers of Central Illawarra. Amongst the dairymen favouring this breed were the O'Donnells and the Lindsays.

MICHAEL O’DONNELL, after being teacher in charge of Wollongong Roman Catholic Denominational School in 1842, shortly afterwards, with James Rigney, from Jamberoo R.C. School, undertook the management of Mr. W. C. Wentworth’s Five Islands Estate (previously Mr. Allen’s Illawarra Farm).
Shortly afterwards Rigney withdrew and Michael O'Donnell took over the whole concern till his death in 1861. Before his death much of the estate had been sublet, as clearing leases. His son, Frank O'Donnell, went in for dairying with Ayrshires and his descendants still successfully cling to that breed, winning many prizes in the district shows. Frank O'Donnell took an active part in civil life, being Alderman in Central Illawarra for many years and Mayor no less than eight times.

The Lindsay family were also great exponents of the Ayrshire breed.

Two Lindsay families settled in Illawarra, that of George Lindsay, which settled at Charcoal about 1841, that of his brother, John Lindsay, who settled in Shellharbour in 1851. They both came from County Tyrone, Ireland.

GEORGE LINDSAY, newly arrived in Australia with his wife, four sons and one daughter in 1841, settled at Charcoal Creek, where he opened a small store. He also secured, south of Berkeley Estate, a property from which there was a fine view of Lake Illawarra. This he called Lake View. Here he and his sons started dairying and mixed farming. It is claimed that he sent the first keg of butter from Illawarra to Sydney. He also grew potatoes and wheat, the produce being taken to Wollongong in a dray drawn by one bullock, using a horse collar turned upside down—a means of transport adopted by most of the early Illawarra farmers with small farms. In 1843 he received 35 acres as a gift from the crown. George Lindsay and his sons continued farming with a considerable amount of success. He died at Lake View in 1866, leaving four sons and one daughter. The daughter married James Wilson of Victoria, where she went to live. The sons were William, John, George and Thomas Francis.

WILLIAM LINDSAY left the dairy farm and established the Farmers' Inn at Charcoal, which was for many years a very popular hostelry. He took a prominent part in sport of all kinds, particularly the regatta, of which he was Secretary.

GEORGE LINDSAY was an excellent rifle shot, winning many trophies, and being one of a team sent by the New South Wales Government to Bisley to compete for the Bisley Cup, which they won. In 1903 he was appointed Council Clerk for Central Illawarra, retaining that position till 1930.
THOMAS FRANCIS LINDSAY became a successful dairy farmer.

JOHN LINDSAY was, for many years, Illawarra’s outstanding farmer. He commenced farming on the 34 acre farm given to his father, but this being too small he rented part of Keelogue’s Estate, remaining there till 1859, when he retired temporarily from dairying.

In 1859 he bought Kembla Park where he built a home for himself. He also bought 200 acres and 60 cows from Berkeley Estate, as well as two other areas adjoining Kembla Park, 105 acres and 45 acres respectively. In 1866 he bought the western half of Miss Brooks’ 500 acre grant, West Horsley, purchasing the remainder of the grant a few years later. On the western part, he placed his son, George, and on the eastern part he placed another son, John.

In 1878 he surprised local dairymen by buying a fine Ayrshire bull, The Earl of Beaconsfield, from Mr. Buchanan of Berwick, Victoria, for £100. He also bought from his brother-in-law, James Wilson, 2 bulls, 2 cows and 2 heifers, all Ayrshires.

Many Illawarra farmers considered this as foolish extravagance, but the deal paid John Lindsay well. It enabled him to make his herd the outstanding one in Illawarra for many years, and to breed Honeycomb, the champion New South Wales cow of its day. He also bought in Sydney, the champion New Zealand Ayrshire bull, Cheviot.

In 1876, when the price of butter fell to 6d a lb., he, with James and Thomas Wilson of Victoria, established a cheese factory at Brown’s old flour mill, Brownsville, bringing the plant from Victoria. Dairymen supplied milk at 3½d a gallon, but when the price of butter rose a few months later they ceased to supply milk and the factory was closed. Mr. John Lindsay died at Kembla Park in 1894.

John Lindsay’s son, GEORGE, was made manager of Horsley which he converted into a dairy farm, completing the job in 1880. He went to Victoria, where he examined the high grade Ayrshire cattle there. Returning to Horsley he established an excellent herd there, mostly Ayrshire.
He became a very successful exhibitor at local and Sydney Shows. Apart from dairying he purchased a butchering business for his son, John Hassall Lindsay. Later he bought three other shops as well as shares in the Illawarra Meat Company.

He died at the great age of 91 in 1947, at Horsley, which is now the property of his son Arthur Lindsay.

George Lindsay's brother, John, was a successful dairy farmer with Ayrshires at West Horsley, and the two other brothers, Thomas and Charles were equally successful at Kembla Park.

Jersey Cattle became famous in Shoalhaven and Illawarra through the enterprise of David Hyam, who in 1885, established at Bamarang, a herd of pure and grade jerseys. Between 1887 and 1905 he won nine-tenths of the butter tests on the coast. Besides his farm at Bamarang, he had dairying properties and runs for young stock at Nowra Hill and Mayfield. The milk of the Jersey is particularly rich in butter fat and throughout the district many dairymen have Jersey herds. Amongst these were the Brown Brothers of "Wollingurry" on Yallah Estate.

They are descendants of Robert Brown, the botanist who, on the recommendation of Sir Joseph Banks, accompanied Matthew Flinders, as Naturalist, in his circumnavigation of Australia in 1800, a most distinguished botanist who visited Illawarra in the early days and whose work on Australia is in itself a library.

Their father was for years a successful dairy farmer at West Horsley, where he had a shorthorn herd.

In 1902, Brown Brothers bought "Wollingurry," a neglected property at Yallah, stocking it with the Jersey cattle from their father's pure bred herd, thus founding the Wollingurry Stud. To this herd were added first class animals, some imported, others selected from places as far apart as Bangalow (N.S.W.) and Glen Iris (Victoria), thus producing stock of very high merit.

Like their father, Brown Brothers were excellent farmers and immediately set to work converting a neglected to a model farm. When they bought it the 296 acres consisted of three
paddocks, covered mostly with tussocks and not good enough to support one family.
By hard work and good farming they changed it into a valuable property with many paddocks, well cultivated, well grassed, and capable of supporting four families—a model farm with a model herd.
In 1936 Brown Brothers dissolved partnership. Albert C. Brown removed to Exeter. But the Wollingurry Stud is still maintained and the Browns are still model farmers.
Amongst the successful Jersey breeders of recent years are Chegwiddin Estate and Messrs. Theo Gray, N. Timbs, W. H. Mortlake and D. Youall.
Friesian Cattle have become popular with some on account of their great milk yield. Mr. V. T. Lamond and Mr. C. T. Hindmarsh have stud farms for these breeds, and several dairymen have herds of them.
Dairies.—Up to the mid-eighties, practically all of the butter in New South Wales was made in Illawarra. It was all made at the farm, from cream obtained by allowing the milk to stand about twenty four hours in broad flat dishes, on shelves, arranged one above the other around the side and up the centre of the dairies. In most cases these dairies were scrupulously clean. Many were floored with brick which was kept spotless. In very cold weather some dairymen maintained an even temperature by means of heating pipes from stoves provided for the purpose or small charcoal fires. In summer, the dairies were kept as cool as was then possible by means of wells and double roofs. The dairyman who was not particular about this cleanliness lost in the price of his butter, as he also lost if he allowed such weeds to grow on the farm as would injure the flavour of the butter. On bigger farms butter was made daily, each churning filling a keg, but on smaller farms only about three churnings were made in the week, and it took these three churnings to fill one keg, sometimes with three layers of butter, sometimes mixed together.
In large dairies great box churns, turned by horse power, were used, the horses being put into a tread mill. In smaller dairies it was done in a barrel churn or a stamp churn in the
cool of the mornings in a room or a verandah near the dairy. Though the dairies were generally well kept, the milking yards left much to be desired. The milk sheds were generally badly paved, either with split slabs or large flat stones, and such a thing as lime wash was generally unknown, while the yards themselves were deep quagmires in wet weather, and for some time after. Every farmer kept pigs, and the pigsties, too, were badly paved, either with slabs or with cobble stones. Concrete had not come into its own. There was no health control over dairying, everyone being a law to himself. So that while in some cases the farmers made a real effort to keep the milk yards and piggeries in a sanitary condition, many of them were more careless than they should have been.

Jindiandy.—It is, to most of us, a remarkable fact that in 1850, while dairying was in its infancy, and before the tenant farmers on the Berry Estate were established, that a butter factory and milk condensary was established at Jindiandy. As separators were not then thought of, all the cream had to be skimmed.

“Back to Shoalhaven” states: “Besides the very large quantity of milk that was devoted daily to butter manufacture from the pastures of Jindiandy, not less than 150 gallons per diem were reserved for condensing by the local plant.”

After the introduction of the separator, a butter factory was again established at the old building and continued in operation till milk supply took the place of butter making.

Work On A Dairy Farm.—There is no other type of farming which makes such constant demands on the farmer as does dairying. Milking must be done twice a day, summer and winter, rain or fine. This means a very early start—often before daylight in winter, the day extending till after dark. Most of the early dairymen had very little capital. They could not afford to pay even the small wages then paid. The man, his wife, and his children from about eight years old, generally assisted at the milking. This meant very long hours for school children, as well as for the others. Besides the milking, pigs and calves had to be fed, land had to be cultivated and fodder grown, cattle had to be fed, weeds to be destroyed. Fences
sometimes needed repairing and many other matters had to be attended to. Sometimes a farmer wished to add a few acres to his farm to provide for more cattle.

This meant felling trees, burning off logs and grubbing out stumps. Before the factory system was established, skimming, churning and the washings of dishes, buckets and churns were necessary. The dairy farmer's day was certainly a long one with very little time for recreation during any day, and no days off for holidays, without throwing much extra work on other folk.

**Milking Machines.**—By the introduction of milking machines the number of persons required at the milking sheds was greatly reduced. As far back as 1864, an attempt was made to introduce a milking machine into Illawarra. This is recorded by the Illawarra “Mercury” of 10th May, 1864, as follows:

“Mr. Joseph Redford, of this town, has on sale a curious machine for milking cows. The maker of it has taken out a patent for the invention and the testimony accompanies it from various English farmyards. As to its utility, it is outspoken and highly commendatory of the machine for the use of dairy farmers in general. Mr. Redford will feel happy to permit any one who may drive a cow or two into his yard to try the machine to work it. It is our impression that it will, if tried, give full satisfaction.”

Mr. Redford was a chemist whose shop was opposite the Wesleyan Church, Kiama. His “Australian Heal-All” was known far beyond Illawarra. At a time when dentists were very rare, Mr. Redford, with his one pair of forceps, used to extract teeth when necessary.

This wonderful machine was thus described in a later issue of the Mercury:

“It has four little silver tubes ⅛th-inch diameter, 2½ or 3½ inches long. Four gutta percha tubes about as thick as a goose quill and 6 or 8 inches long. In one end of this is inserted a silver tube to ¼ inch of its length. In the other end is a small metallic tube to prevent the opening being closed by the pressure of the elastic band by which the gutta percha tubes at their lower end are bound together. The end of the silver tube
Parkinson's Cordial Factory, Crown Street Wollongong c1901
(Collection Illawarra Historical Society)
projecting from the gutta percha is introduced into the teat and the milk flows in through six perforations, the point being closed, smooth and round.”

At least one farmer in the district, Mr. Connolly (his daughter married Mr. George Couch), whose farm was on the north side of Terragong Swamp, gave the machine a trial, and is reported to have been well satisfied with it.

But it was very many years before the milking machine came into general use, and then it was a very different machine to that of 1864, and worked by a different power, generally electricity or small engine.

Marketing.—Dairy farmers had to send the bulk of their butter to Sydney. To do this kegs were required. These kegs varied in size from about 50 lb. to about 90 lb. To make them, coopers established themselves in every small dairying centre. The kegs were very strongly made, bound with hoop iron, a piece of which overhung from the lid and was strongly tacked to the keg itself. These kegs were used again and again, until they could no longer hold together. The empties were returned to the owners who collected them at the wharves, each knowing his own by the brand on the keg. These returned kegs, especially in summertime, smelt very rank, with the scrapings of butter still on them. At the farm they were thoroughly scrubbed and scoured, and it is remarkable how clean and wholesome the careful people were able to get these kegs. Those who were not so careful had to pay the penalty in getting a lower price for their butter.

As a rule the butter was shipped once or twice a week from the most convenient port. The four butter ports were Wollongong, Kiama, Shellharbour, Gerringong. The farmers from Dapto, Avondale, Marshall Mount, Charcoal (Unanderra), Five Islands Estate, Bulli and vicinity sent to Wollongong which was until the mid-fifties the only port to which a steamer came. Jamberoo, Jerrara, Fountaindale, Longbrush, Foxground, and Stockyard Mountain shipped at Kiama, which had a steamer from the mid-fifties. Albion Park, Croome, Peterborough, Yellow Rock and Oakflat shipped from Shellharbour, which had a steamer from the early sixties. Gerringong and Toolijooa shipped from Gerringong. Kiama
DAIRYING.

had no wharf accommodation till the late fifties, Shellharbour till the early sixties, Gerringong till the late seventies. So for years from these three ports, all cargo, butter, pigs, calves, etc., had to be shipped by means of cargo boats. From the late fifties onward Kiama was served by steamer twice or three times a week. Wollongong had this service from the early forties. Shellharbour and Gerringong had a weekly service. But all of these services depended on the weather. So it sometimes happened that the farmers had to wait a fortnight to get their butter, calves, pigs and poultry away. Owing to rough weather in March, 1865, there was an accumulation of 600 kegs of butter on Kiama wharf. Similar accumulations occurred at Wollongong and Kiama again and again, and smaller ones at the other two ports.

Up to the eighties none of the steamers trading to Illawarra had more than one deck apart from the hold. So a considerable quantity of the butter was stowed on the deck about midship, with pigs and calves in pens near the bows and passengers amidship and at the stern end.

The farmers adopted many means to get their butter to the port. Those who could afford them had carts in which, not only butter, but also pigs and calves were taken, as well as members of the farmer's family, to do the weekly shopping. Some used packhorses, balancing a keg of butter by putting a bag of earth or stone on the other side of the pack saddle, some used bullock drays. In the early days some dairymen carried the butter on their backs from farm to wharf, and, as the more remote parts were turned into dairy farms, the I.S.N. Co. sent their vans to collect the butter. By this means butter from Foxground was for many years taken to Kiama. This mode of getting butter and other goods to market meant that Wollongong and Kiama, particularly, with Shellharbour, Gerringong, Broughton Creek and Terara wharves were crowded on market days with a heterogeneous throng of vehicles, horsemen and packhorses, racing to the wharf to deliver their goods and collect empties. At the two larger ports, on such days, there would be an influx of from five hundred or more countryfolk.

Such a means of transport, the repeated use of the same kegs, the exposure of these kegs to the great heat of summer,
the absence of any real attempt to keep the butter cool, meant that in summer time the butter arrived in Sydney in a very soft, almost oily state, and was sometimes quite rancid. Such butter was sometimes sold to pastry cooks or not sold at all, so the dairy farmer got practically nothing or nothing for his butter and had to pay freight.

**Disposing of Surplus Butter.**—This, together with the fact that the production in summer was greatly in excess of that in the winter, gave the farmers a serious problem to solve in the summer time. As early as 1849 this trouble showed itself as is seen by the exhibition of oil made from “spoiled butter” at the first Kiama Show. In the sixties Illawarra was visited in summertime by butter buyers for Victoria and Queensland. In the late sixties, individual farmers, and also joint stock companies, experimented in exporting butter.

**Milk for Sydney.**—During August and September of 1856 some dairymen near Wollongong undertook a really remarkable experiment. The Illawarra Mercury records that in those two months from 240 to 248 gallons of milk per week were being sent to Sydney. At that time the steamer was running three times a week, leaving Wollongong about 3 p.m. and arriving in Sydney about five hours later. Although this venture lasted only two months, and evidently was not a success, one cannot but admire the courage of the men to set out on such an adventure, with poor transport and apparently without any refrigeration or attempt at conditioning.

**Export.**—In 1869 two Illawarra farmers, Mr. John Colley of Jamberoo and Mr. W. Grey of Kiama attempted to solve the marketing problem by exporting some of their produce. The following letter to Mr. Colley throws light on this venture. It was published in the Kiama “Independent” in February, 1870, and speaks for itself.

165 Pitt St., Sydney.

My Dear Sir

Your keg of butter, which I sent to Galle by the “Avoca” has been returned, and on opening I found it to be perfectly sound. It had gone through so severe a test that, as the purser of the
"Avoca" says, 'It will go ten times round the world uninjured.' No doubt it is, as you are aware, highly salted—more so than I think at all necessary for butter to be shipped to London. However, now you may be certain that your butter will arrive in England in as good order as when it was shipped. Mr. Grey’s which I sent repacked in bladders, appears to have more flavour than yours. I am sure that butter only slightly salted can be sent to London in bladders or sheep’s paunches, the cost of which is very slight. I think, as Mr. Grey is sending by the “Underlay,” which sails on the 21st, that it would be better to send yours with his. There were no expenses on your keg. Let me know your wishes.

Yours very truly,
Augustus Morris."

Butter Companies.—Apparently encouraged by the success of Mr. Colley and Mr. Grey, the farmers and businessmen of different parts of Illawarra formed Joint Stock Companies. These were companies with capital of about £1000 each. The capital was used to purchase butter at about 4½d per pound, ship the butter to England, and divide the proceeds. Such companies were formed at Kiama-Jamberoo, Shellharbour, and Central Illawarra. The moving spirits in the first of these were such men as John Colley, William Grey, D. L. Dymock, Moses King, John Graham. The Secretary of the Shellharbour Company was William James, who had with him Mr. Dunster and several other well-known dairymen. Mr. John Biggars, auctioneer of Wollongong, was secretary of the Central Illawarra Company.

The first Kiama Company was known as the “Anchor Brand” Co. It was formed in December, 1870, and Mr. M. E. Robson was chosen as Manager. He took to Sydney 300 firkins whose net weight was 30,146 lbs. This was bought at an average price of 4½d per lb., but when all expenses were added the cost when the butter came to be sold was £946/5/1 a little over 7d per lb. When the final returns connected with this venture were received they showed a loss to the investors.

The Central Illawarra Company fared much in the same way. One of its consignments, 77 casks sent by the “Lord
Warden," averaged 51/6 per cwt., less than 6d per lb., and other consignments had a similar experience.

In both of these cases the butter was not labelled Australian Butter. Different lots were sent to different agents. The butter was bought at low rates, chiefly by continental jobbers who mixed it with Danish and Normandy butter, making big profits.

In the case of the Shellharbour Company, Mr. William James, the Secretary, sent all the butter to an agent who was a friend of his in England. It was all marked "Australian Butter," and the venture was much more successful than those of the other companies, the price received being about one shilling a pound for the whole shipment.

It must be remembered that the whole of this exporting was done without the assistance of cooling chambers.

Although the work of these companies cannot be called a success generally, they must have been heard of outside Australia and England, for, in September, 1872, a letter arrived in Wollongong, addressed to "Central Illawarra Butter Company, Illawarra, N.S.W." from J. Peel and Co., Batavia. This firm wanted the company to send to Batavia, "by any of the coal vessels loading from time to time for Batavia at Newcastle, one case, 100 one pound tins with your prices attached. The butter must be nicely put up—tins varnished or painted, and a nice ticket—and, if we approve of this quality, we may send you a large order. You can draw upon the cost of the butter through any bank, or any way you like. If you wish to learn anything about us you can do so of Mr. Benjamin Buchanan of Messrs. Mort and Co., of Sydney."

But Central Illawarra folk were not used to packing butter in tins, and previous experiences in exporting had not been satisfactory. So the butter trade with Batavia was not then opened.

Cheese.—Attempts to establish the cheese industry were made by Mr. Harding of Jerrara, Mr. John Lindsay, of Dapto, and Mr. Thomas Binks and Mr. John Caffery at Shoalhaven. Although really good cheese was made at each place the industry was not established permanently because in every case, the suppliers who were glad enough to supply the cheese.
makers when the price of butter was low, returned to dairying when the price of butter became high.

**Retrogression.**—The seventies were not good times for the Illawarra dairymen as the following extract from the Illawarra “Mercury,” of 21st March, 1873, shows:—

“Dairy farms vary in size from fifty to four hundred acres, and are mostly let to tenants according to the quality of the land and the state of the pastures. Many of these farmers milk from 60 to 100 cows and send two to five kegs a week to Sydney. The price of butter in the ‘good times’ is one shilling in the summer or two shillings and sixpence in the winter. The evil of land tenure in the district which is the squatting or Irish system, under which the tenant is expected to erect all buildings, and fences and otherwise improve the land for the landlord’s benefit, has resulted in disappointment, loss and general depreciation of the landlord’s property. As was to be expected under such a system, tenants take all the nutriment out of the land and put nothing back, and the once beautiful rich clover pastures of former days have nearly disappeared and little else than wild, harsh innutritious grass is left in its place.”

Eleven years later, in 1884, Mr. D. L. Dymock, who had just returned from Europe and America, gave a similar warning, particularly urging dairy farmers to fertilise their land and store up ensilage.

**Migration.**—Under such conditions it is not surprising that during the seventies, eighties and nineties, many South Coast men, chiefly tenant farmers and young men who needed more scope, went to the Richmond and Tweed Rivers, and later went farther afield seeking and finding rich lands on which to establish their dairy farms.

**SOUTH COAST AND WEST CAMDEN CO-OPERATIVE SOCIETY.**

In the early seventies, the Illawarra dairymen failed to solve the problem of dealing with their summer surplus butter by export. A few years later they tackled the problem of
marketing their butter, the whole of which was then being sent to Commission Agents in Sussex Street, Sydney.

All of these commission agents advertised in the local papers of dairying districts. But the editor of the Kiama "Independent," Mr. Joseph Weston, put himself in the forefront of a crusade to take the trade away from these agents and put it in the hands of an agency controlled by the farmers themselves. Mr. Weston wrote a series of letters signed "Dairyman," and published them in the "Independent." These letters explained the principles of co-operation giving an account of the great success of a Co-Operative Society in England. Messrs. D. L. Dymock, G. Porter, J. Weston and others visited different parts of Illawarra, Shoalhaven, Ulladulla and Camden, urging the farmers to co-operate and control the marketing of their own dairy products.

As a result of these meetings and newspaper articles, the South Coast and West Camden Co-Operative Society was formed, the first large Co-Operative Society in Australia. On 24th May, 1881, the following directors were elected: D. L. Dymock, G. Porter, R. Miller, W. Kennedy, D. Moffit, W. Hindmarsh, J. Monaghan and D. L. Dymock was appointed Chairman. On 27th June, Mr. John Graham was appointed Chairman. In October business was started in rented premises near King Street. On his staff, Mr. Graham had Mr. C. E. D. Meares, first as bookkeeper, then accountant, and on Mr. Graham's retirement, he became manager on the commercial side. Other members of that small early staff were Mr. W. McFadyen, who later became Manager of the financial side of the Company, and Mr. H. W. Lee, of Gerringong, who later became a Member of Parliament.

The Company later secured its own premises in Liverpool Street and continued to serve the dairymen for nineteen years, although the Sussex Street agents prophesied its collapse within twelve months.

In the first six months of its existence, the sales amounted to £72,271/19/8, producing a profit of £3,613/9/-.

As years went on the Society's business included other goods besides butter. One of these was maize. The maize growers of the Clarence, Bellinger, Macleay, Hastings and Manning became shareholders. But the finances of the company by the end of the nineteenth century were in a bad
GROUP OF CO-OPERATIVE MEN, KIAMA, 1899.

Back Row: W. James, J. Lowry, W. Weir.
Front Row: G. Tate, D. O'Dwyer, J. Guihen, J. T. Maynes, W. R. Graham.
way. The premises of the company, considered too large when opened, proved neither large enough nor convenient enough.

In 1898 the name was changed to the Farmers' Co-Operative Company. But in January, 1900, affairs had reached such a condition that it was decided to go into voluntary liquidation.

Although the company failed in 1899 it had done great service for the farmers. Mr. Meares put it thus:

"The producers were repaid a hundredfold by the reforms effected in the marketing system and the better prices thus secured."

The directors of the company appointed Mr. William McMillan (later Sir William), Colonial Treasurer, and Mr. R. J. Fairbairn, the representative in Australia of the Co-Operative Societies in Great Britain, to carry on the business. Mr. McMillan belonged to the firm of McArthur and Co., soft goods merchants and shipping agents. He arranged a scheme under which McArthur and Co. were to subscribe 15,000 £1 shares in the new co-operative company to be formed with Mr. McMillan as Chairman, with power to nominate three directors. McArthur and Co. were also to be the selling agents in London.

**Coastal Farmers' Co-Op Company.**—Mr. Meares did not like this sort of co-operation. So he got in touch with some farmers who were heart and soul in favour of real co-operation—Robert Noble (Byron Bay), George Tait (Kangaroo Valley), David Thorburn (Jasper's Brush), M. J. Hindmarsh (Gerringong), George Couch (Dunmore) and William Thompson (Cambewarra). These people, not wealthy men, put in £250 as a nucleus with which to start a new Co-Operative Company, with Mr. Meares as Manager, the Company to be called the Coastal Farmers' Co-Operative Co.

The provisional directors were W. D. Warden (Milton), G. Tate (Kangaroo Valley), D. Thorburn (Jasper's Brush), R. Noble (Eureka), G. Couch (Shellharbour), H. Graham (Berry), M. J. Hindmarsh (Gerringong), R. Malcolm (Lower Clarence), Wm. Bailey (Ulmarra), G. Plumer (Smithtown), D. Bain (Hastings), G. Hill (Wingham), J. Clarke (Macleay River).

The directors elected in 1900 were D. Thorburn, W. D. Warden, G. Tate, R. Noble, G. Couch, R. Malcolm, W. H. Sharp
DAIRING.

(Albion Park), David Thorburn was elected chairman and he held that position till his death in 1904.

This was surely a case of David going out to fight the giant. But, in spite of its small beginnings, the little company grew to be a great giant, dealing in millions of pounds worth of farmers' commodities, while the other so-called co-operative company starting with a large capital and a Colonial Treasurer as its Manager, dwindled away and died.

In the first year of its business, ending 30th March, 1901, the Coastal Farmers had sales amounting to £71,855. By 1925, the year of amalgamation with the Berrima Company, the sales amounted to three and a half millions. This great increase was due largely to the remarkable vision of Mr. Meares, the manager. By that time the Coastal Farmers' Company was conducting sales, not only for dairy farmers and factories, but also for poultry farmers, apiarists, Leeton Irrigation Area and for growers of grain, fruit and vegetables.

Stabilisation.—Within seven months of its foundation, the Coastal Farmers' Co., through a meeting of the representatives of Co-Operative Societies, held at Albion Park, in August 1901, was instrumental in stabilising the price of butter in Sydney. After the collapse of the South Coast and West Camden Company (then known as the Farmers' Co.), the price of butter in October, 1900, fell to 9d per lb. To prevent a recurrence of this, the Albion Park Conference decided to export all surplus butter for September and October and maintain a price of 10d per lb. In spite of Mr. McMillan's Company and some others trying to bring the price down to 9½d, the Berrima Co. and the Coastal Farmers' Co., acting for the Co-Operative factories, kept the price up to 10d.

All Australian Pool.—In 1914, Mr. Meares made a strong effort to have an Australian Floor established in London. This was, however, blocked by the outbreak of war. But in 1916 an All Australian Dairy Pool for dairy produce was created. The Government of the Commonwealth had fixed the selling price of the best butter at 149s 4d per cwt. No factory was allowed to export butter unless it made available for Commonwealth consumption its quota of the best butter. For this quota of the best butter an advance of 149s 9d was made, with a percentage
less for inferior butter. All subsequent proceeds were pooled and for profit or loss distributed to the factories on the basis of the best quality of butter made available. All expenses were made by the Pool. By this scheme the British Government paid 149s 4d per cwt. during 1917-18, 149s 4d during 1918-19, and 228s 8d during 1920-21.

**Australian Dairy Council.**—Prices of butter fell after the war, and the control of prices was placed in the hands of the Australian Dairy Council, chosen from dairy representatives throughout the Commonwealth.

"Its functions were:

(a) To advise Federal and State Ministers in regard to the administration of the Acts and Regulations dealing with the export of dairy produce, the standard of quality and composition of such produce, and the conditions under which an Australian brand, denoting standard quality shall be applied.

(b) To secure uniform legislation and administration in all States."

**State Advisory Boards** were also created to deal with all matters pertaining to production and manufacture of dairy products, while the State Government Administration dealt with the registration, equipment and condition of dairy premises, and the inspection of same.

**Export Board Control.**—Difficulty arose from the lack of organised control of the sale of Australian butter in England. In 1923, the New Zealand Government, after long agitation from the Co-Operative Dairy companies in that dominion, led by Mr. William Goodfellow, established the New Zealand Export Control Board. Mr. Meares went to New Zealand to investigate.

Shortly after Mr. Meares’ return to Australia, Mr. Bruce, Prime Minister, told his hearers at Sydney Agricultural Show that his Government was anxious to help the primary producers. Accordingly, Mr. McRae (President of the P.P.U.), Mr. Flood-Plunkett (Queensland) and Mr. Meares approached Mr. Austin Chapman (Minister for Customs) urging for the appointment of a body to fix the price for dairy produce.
At a conference of dairy representatives held in Melbourne, Mr. Austin Chapman was not prepared to go so far. He pointed out that no permanent solution of the difficulties facing the dairy industry can be effected without an organised and orderly system of marketing the export surplus. An executive committee was then appointed to form a concrete plan. This Committee urged by Mr. Meares, one of its members, brought forward a scheme on the lines of the New Zealand Export Board. This was agreed to by the Convention and an Act was passed by the Federal Government to establish the Australian Export Control Board. This Board simplified matters by reducing the number of selling agents in England. It also secured better contracts for freights and insurance, and attended to advertising in England. In addition to this, it secured a standard grade for choicest Australian Butter in England, "KANGAROO."

Allowrie and Kangaroo Brands.—The Australian Dairy Council provided that the butter industry in Australia should not be a disjointed concern controlled by six different bodies, but one great concern affecting all states equally. One of its objects was to secure an Australian brand, denoting standard quality. For this "Kangaroo" was chosen to denote choicest Australian butter.

Many years before this, in 1910, the Allowrie brand came to be used in place of several N.S.W. brands, all butter from Illawarra factories, and later for most of the butter made in N.S.W. The reducing of the number of Australian brands, and guaranteeing of the quality of butter exported, made purchasing an easier matter in England, and greatly improved Australian trading conditions there.

Paterson Scheme.—In 1925, the Paterson Scheme came into force to further stabilise the price of butter. It was arranged that approximately one-third of the butter manufactured in Australia should be exported. Every factory had to pay into the equalisation scheme 1d for every lb. manufactured and the factories exporting received a bonus of 3d per lb. By this scheme, the retail price in Australia was raised 3d per lb. above the price in England. To prevent an influx of butter from New Zealand and elsewhere, the
RAILWAY STATION, WOLLONGONG, N.S.W.
(Collection Brett Caldwell)
Commonwealth Government was persuaded to impose a duty of 6d per lb. on imported butter.

Producers' Co-Op. Distributing Society.—In 1925, too, came the merging of the two great co-operative companies (the Coastal Farmers' and the Berrima District), to become the Producers' Co-Op. Distributing Society. Of this huge concern, Mr. Meares was Manager until his retirement, when he was succeeded by Major J. Russell King, D.S.O., a native of Jamberoo, who had, from the inception of the Coastal Farmers' Co., done, in Australia and England, splendid service for the marketing of Australian products. He is still the General Manager of the P.D.S., whose turnover for 1947 was nearly £10,000,000.

One cannot leave this subject without referring to the consistent help and support given by the members of the co-operative movements throughout New South Wales to the directors of the South Coast and West Camden Co-Op. Society, the Coastal Farmers, Berrima District Co., and finally, the Producers Co-Op. Distributing Society, especially to the late Mr. David Thorburn and the Hon. W. D. Warden, M.L.C., Chairmen in turn of the Coastal Farmers' Co., and Mr. W. R. Hindmarsh, Chairman of the Berrima District Company, and, from its inception till now (1945) of the P.D.S., of which he is truly the Grand Old Man.

Revolution in Butter Making.—Up till the eighties, all butter in Australia was made from cream skimmed from those broad shallow pans in the dairies. It was made on the farms, and most of it sent to market in kegs, used again and again, till altogether unusable.

In 1882, however, the Fresh Food and Ice Company introduced a Danish separator into their factory at Mittagong, apparently the first used in Australia.

In 1883, Mr. D. L. Dymock went to Europe and America to inquire into the latest methods of making and marketing butter. He held a commission from the New South Wales Government for the Amsterdam exhibition and had many facilities to acquire information about dairying in England and the Continent of Europe. Before leaving Illawarra on this
journey, he and Mrs. Dymock were banqueted at Kiama and Broughton Creek (Berry) and presented with about £500. Mr. Dymock gained much information about the savings made by separating the cream from the milk, and was shown the De Laval Cream Separator, an improvement on the Danish separator, and acquired for Waugh and Josephson the agency of the De Laval. He also visited centres of Milk distribution such as "The Aylesbury Coy."

On his return to Illawarra in March, 1884, he reported the results of his journey at a welcome extended to him at Kiama. He warned his hearers that:-

"Unless the dairy farmers quickly availed themselves of the most approved appliances to manufacture the best possible article, they would soon be left behind just as Ireland was."

At that time, he said, Cork was receiving 22 shillings per firkin less than for Danish, Swedish or Dutch butter.

He said:-

"Dairying and dairy farmers in Illawarra required thorough revolutionising. The land needed better treatment to make it yield its best, instead of being impoverished from year to year. Butter and cheese factories should be carried out to the greatest extent. A Herd Book of the best strains of dairy cattle should be established and carried on."

He was "pleased to find that considerable steps had been taken to establish a dairy factory near Kiama. The Danish Government had spent large sums to perfect dairying, and had proved by 600 scientific tests that separators produced 20 per cent more butter than did the old barrel churn." (Mr. Dymock evidently meant that 20 per cent more butter was got by separating than by skimming).

The First Separator in Illawarra.—While Mr. Dymock was abroad, the dairy farmers in Illawarra were, in their own way, searching for better methods. At Alne Bank, Gerringong, Mr. T. A. Hindmarsh (father of C. T. Hindmarsh) installed the first separator to be used in Illawarra in 1883. It was a Danish machine, like the one being used at Mittagong by the Fresh
Food and Ice Company. This separator was worked by horse power.

The Pioneer Factory.—The farmers in the vicinity of Kiama formed a co-operative company of which the provisional directors were William Grey (father of George Grey of “Greyleigh”), Chairman; T. Honey, G. Wood, Junr.; W. Winley, W. Boles, with H. Honey as Secretary.

Mr. Waugh of Waugh and Josephson, offered to advance the new company the sum of £1500, if the proprietors or shareholders would sign separate and collective bonds. But the directors decided to keep the new company a Co-Operative concern and to depend entirely on local support. By October, 1883, shares to the value of £750 had been taken up, but only 650 gallons of milk per day had been promised, while 800 gallons were required. The original site proposed was on James Colley’s property to the east of Pike’s Hill. Some farmers would not send their milk to this site. The suggested site at the Old Toll Bar was also turned down, and eventually the site was chosen on G. Wood’s property, Spring Creek. Mr. Harding, who had been making cheese at Jerrara agreed to become Manager for twelve months for £200. Mr. Mood’s tender to erect the building without foundations, for £298/10/- was accepted, and later he agreed to build the foundations, solid stone blocks, 4 feet apart, for £300. Later a well, 16 feet deep, (if required) and walled rubble stone was built by Mr. W. Carson for £25.

It was discovered that the Fresh Food and Ice Company had a Danish Separator on the s.s. “Chimbarazo” in Sydney Harbour. This and another separator were secured by the company and also two butter workers.

Mr. Harding was also authorised to go to Sydney and purchase cheese presses.

The new company was thus established and called “KIAMA PIONEER CO-OPERATIVE PRODUCE FACTORY COMPANY LTD.” The directors were elected—W. Grey, J. Weston, H. Honey, T. Honey, J. Pike, G. Wood, Jnr.

The money began to be paid in, and a Hathway churn was bought. After some delay the building was erected and a steam engine bought.

Messrs. W. Grey, J. Somerville and J. Weston, on the
invitation of Messrs. Lock and Patterson, went to Mittagong to examine the Danish Separator working at the Fresh Food and Ice Co.'s factory there, and were able to explain to the directors and farmers at Kiama the working of the Separator.

At last the Pioneer Factory was complete, and officially opened on 18th June, 1884. One of its two separators was christened by Mr. W. Grey, Chairman of Directors, and to the delight of all present 40 gallons of milk were separated in 20 minutes, the separator and engine working most smoothly. Then followed the dinner with Mr. W. Grey presiding, and Messrs. James Colley, Mayor, and D. L. Dymock in the vice-chairs. Speeches were made by Messrs. W. Grey, James Colley, D. L. Dymock, J. Weston and R. Miller. The first Co-Operative butter factory in Australia was opened as was the way for a revolution in butter-making.

Compared with a modern butter factory, the Pioneer was quite a humble concern. The building was a relatively small and inexpensive weatherboard one. There was no refrigeration plant, nor was there one in any Australian butter factory for many years. It was not cream that was brought to the factory, but milk. The suppliers brought their milk, waited till the cream was separated, and then took their share of the separated milk home to the pigs. Almost immediately a piggery was established at the factory as they were established at other factories that came into existence.

Two months after the opening of the factory, the Chairman was able to report that suppliers had been paid 6½d a gallon for their milk. This did not include any profit from pigs of which none had been sold, but 30 or 40 were ready for sale. The South Coast and West Camden Co-Operative Society had reported—"We have permitted your factory butter to work for itself, simply introducing it to some of our best customers and stating the circumstances and manner of production. The result has been a good demand and 1d per lb. extra."

Other butter factories were soon established at Albion Park, Woodstock, Waughope and other centres in Illawarra and the South Coast, then on the Richmond, Clarence, Tweed and every other river in N.S.W., north of Sydney and later on to the Tablelands and Western slopes.

For those living in Foxground and other remote places, separating depots were established. The next step was to
introduce the home separator. Then it was necessary to take the cream only to the factory, reducing very considerably the amount of cartage. The factories then became simply butter making concerns.

At first suppliers were paid for quantity of milk. But before long the milk was tested both for taste and butter content. It would not do for butter to be destroyed by the flavour of some weed, and more had to be given for rich than for poor milk. Similar methods, but much improved ones, were applied to cream, when it was the commodity supplied. Soon after the coming of the butter factory, the butter began to disappear. For a time many of the factories marketed their butter in lb. pats, bearing some such stamp as a Scotch Thistle. But this did not last long, and soon all factories sent their butter to market in half-hundredweight boxes, containing butter either in bulk or in lb. packages. These boxes, instead of being used again and again were only used for one consignment of butter.

The early butter factories on the Richmond River and some other centres were at a great disadvantage, on account of climate and distance of transport. The first of these difficulties was overcome by the establishment of “The North Coast Fresh Food and Cold Storage Co-Operative Company Limited,” in 1892, and the building of its factory at Byron Bay—like all other factories of its time, a weatherboard building—in 1895.

The man responsible for this movement was Mr. W. Moses of Clunes, who called the representatives of Richmond River factories together to determine on the best methods of sending, at all times, their butter to Sydney.

This Byron Bay factory soon became a real rival to the factories nearer Sydney. By degrees other factories were installed with cold storage. This and the completion of the North Coast Railway made the North Coast a much larger producer of butter than the South Coast. So the dairymen of the Illawarra District were gradually put out of the butter-making industry, mainly by Illawarra folk who had migrated to new rich lands on the northern rivers.

**Sydney Milk Supply.**—Reference has been made to the experiment made by Wollongong in 1856 to supply Sydney with milk. No further attempt at the trade was made for about 30 years, when the Fresh Food and Ice Company
instituted such a supply. They established depots and appointed managers at Wollongong and Kiama and engaged a special steamer to bring the milk to Sydney in large cans, using ice as a preservative. This practice continued till the coming of the railway and the provision of trucks properly equipped.

In the nineties the increased competition in the butter industry and the increased facilities for sending milk to Sydney caused a decided swing towards the milk supply industry.

The position of the milk trade at the beginning of 1900 is thus painted by the Kiama "Independent" of January 2, 1900:—

"There are four companies in Sydney engaged in the trade, all of whom have to be supplied with milk by the farmers within 100 miles from Sydney, and during the last four or five years, the complaints of the producers against them on various points, but especially on the middleman's costs and consequently small returns, have become chronic and apparently unendurable."

As a result of this discontent, a great co-operative concern arose. On January 3, 1900, a meeting of dairymen was held at the Town Hall, Albion Park. About 70 farmers were present, representing many South Coast centres. Amongst these were John Fraser, E. Couch, Joseph Dawes, James Walker, W. H. Sharpe, L. Raison (Albion Park), W. L. Thompson, M. J. Madden, E. R. Evans, W. J. O'Brien, W. R. Atkinson, Robert Lindsay, Con Clifford (Dapto), F. O'Donnell, R. Wilson, David James, Joseph J. Barrett, James Burns, R. T. Jenkin, G. Chinnock (Unanderra), M. J. Hindmarsh, Robert Booth, Snr., John Love, John Walker, William Grey, George Couch (Kiama). The chair was occupied by Mr. John Brownlee, and it was decided "to emancipate themselves and initiate a new company, whereby their milk could be marketed to the best advantage."

Six days later a further meeting was held at Kiama at which a resolution proposed by M. J. Hindmarsh and Robert North was unanimously carried: "That the time has arrived
for the formation of an Illawarra Farmers' Milk Distributing Company on co-operative lines."

The leaders got to work immediately and formed the Dairy Farmers' Co-Operative Milk Co. Ltd., with a nominal capital of 10,000 one pound shares. The first directors were John Frazer, (Chairman), E. Couch, R. Booth, G. Couch, M. J. Hindmarsh, M. J. Madden, J. Walker, W. H. Sharpe, Geo. Grey, E. Kelly and W. R. Atkinson, who acted as Secretary.

A site known as the Redfern Southern Fish Market was secured as the centre for milk distribution. During the first year, there was a loss of £254, and a further loss of £1,174 in the second year. But the farmers not only determined to carry on, but backed their faith in the industry by a guarantee to the bank of £10,000.

But more capital was necessary. By 1906, the subscribed capital was only £2,216, and the amount owing to the bank alone was £3,000. It was then decided to establish the Company on a firm basis. A levy on a gallonage-supplied basis was adopted, the shares being issued to suppliers as levies accumulated. The financial condition of the company immediately improved. The levy system was discontinued in 1932, when direct payment to producers ceased, owing to the operations of the Milk Act. Since then no fresh capital has been provided by dairymen, while new subscribers received the full benefit of the capital previously subscribed by shareholders.

The year 1912 was the first one in which the shareholders received a dividend. This was at the rate of 6 per cent plus a bonus issue of one share for every two held. Since that time there has been an average dividend of 6 per cent.

In its first year the Dairy Farmers' Co-Operative Co. Ltd. distributed 14,000 gallons. This amount has grown to the phenomenal quantity of over 21,000,000.

To achieve this tremendous success, it was necessary to amalgamate with other Co-Operative Societies. In 1929, amalgamation with the Camden Vale Milk Co. Ltd. and the Farmers' and Dairymens' Milk Co. Ltd. was achieved. In 1930, this was followed by the acquisition of the Singleton Waratah Milk Co. Ltd., and in 1934 of M. McNamara Ltd. and the Woodstock Milk and Cream Co. Ltd. Other smaller concerns
have also been purchased. Since 1934, the Company’s sales have increased at the enormous rate of over a million gallons a year.

The Dairy Farmers’ Co-Op. Milk Co. Ltd. is not a monopoly, but a co-operation of over 3000 producers, most of whom are small farmers.

Successive chairmen have been Messrs. John Fraser, W. R. Atkinson, H. Fryer, Alex Fraser, J. Sharpe, General G. M. Macarthur Onslow and the Hon. A. N. Binks, M.L.C.

The milk supplied from Illawarra in September, 1945, was: Nowra, 76,156 gallons; Bomaderry, 18,141; Berry, 37,438; Gerringong, 22,918; Jamberoo, 36,891; Albion Park, 32,662; Dapto, 29,083, a total of 253,289 gallons. (Kiama “Independent”).

Ice Cream.—Milk is also disposed of for making ice cream. For some years, the milk from Jamberoo was so used by Peters and Co. of Sydney. In 1920, Street’s Ice Cream Co. was established at Corrimal. This company gets its milk from Jamberoo and Nowra. It has a large clientele, not only in the South Coast, but also in Sydney, and in the Southern and Western Districts of New South Wales. Besides its Ice Cream Factory at Corrimal it has large ice works at Corrimal and Wollongong. It employs a staff of approximately seventy members.

In the past hundred years, science has gone a long way in helping with treatment of milk, manufacture of butter, condensed milk, powdered milk and other commodities; and also in giving instructions as to the most effective method of feeding milking cows. Co-operation has helped wonderfully in the marketing of goods. The farmers who remain in Illawarra have conveniences and comforts undreamed of by those who started Junior Farmers, the bright hope of the dairying industry. Swamps have been drained to furnish the very best dairying land. But many farms that sixty years ago were the homes of busy families have long ceased to be farms, some becoming runs for dry stock. Others in such remote places as Stockyard Mountain, returned almost to the condition they were in a hundred years ago. Many farms have been well nourished and remain as productive as ever. Some, however,
have not been so well preserved, and the warning issued by the Illawarra "Mercury" in 1873, and by Mr. Dymock in 1884 seems to be just as necessary in these cases in 1945. Again, lantana, which in the seventies of last century formed an apparently innocuous hedge at Omega, has become a pest in many places, as have the blackberry and the briar, both on the farms and the neighbouring roads.

Recently means, unheard of until recent years, have been used to rid the land of lantana and other nuisances, even great boulders and other stones. This was the bulldozer, which had been used effectively on part of the Riversdale estate, cleared for Mr. James Robb, over 100 years ago. On this property not only has a comfortable modern cottage been built, but also a modern milking shed with a tiled roof—what a contrast to the bark roofed, badly paved milking sheds of olden times.

The rabbit, too, in many parts has become a great nuisance. Add to this the high cost of living, the relatively poor return for long hours seven days a week, and it is not to be wondered at that many farmers' sons have sought easier avenues of life, and that farmers are ever seeking high prices for their commodities.

A bright feature in connection with the industry is the keen interest and competition amongst the young folk who have formed Junior Farmers' clubs in different centres, and hold annual competitions. These are the people in whose hands the future of the dairying industry must lie.

MAJOR JOHN RUSSELL KING, D.S.O.
General Manager of the Producers' Co-Operative Distributing Society, Ltd.

MAJOR JOHN RUSSELL KING, D.S.O., who has been General Manager of the Producers' Co-Operative Distributing Society, Ltd., since 1928, is the son of Moses King of Curramore, Jamberoo. He was born in 1873 and was educated at Jamberoo Public School. Like all other lads on dairy farms, young Jack King had his milking to do before and after school.

Moses King, his father, was born in Tyrone, Ireland, and came to Australia with his parents while still a youth. After trying at several callings, he took a clearing lease at Jerrara and later bought the farm. In 1855 he married a daughter of
Mr. John Russell of Croom. Eventually he bought 400 acres of the Curramore Estate, and converted it into a dairy farm, establishing his home there in 1866.

He took a keen interest in local affairs and represented his ward as an Alderman for thirty years. He also helped to have the school established at Woodstock. He was a member of the first Butter Company, formed in 1870 to export butter to England. When the co-operative movement was first afoot in Illawarra, he assisted in establishing the South Coast and West Camden Co-Operative Company, and also the Woodstock Co-Operative Butter Factory.

When Jack King left school at 15 he assisted on his father's farm for about five years, one of his duties being to deliver his father's milk at the factory, when he made it a point to be the first away after his milk was delivered.

When about 20 he determined to see more of the world than Illawarra. So he visited Tasmania and New Zealand, remaining at the latter place a few years, returning, however, to his native heath to take up dairy once more. But low prices and hard work determined him that there must be something else worth living for than hard graft. So he disposed of his herds and eventually went to South Africa. For a time he worked in the Rand Goldmines. But the war broke out in 1899. He became a volunteer in an African Irregular Regiment under the command of Baden Powell. Mafeking was soon besieged and he was one of the defenders. In a sortie on Boxing Day he was severely wounded, and was, for the rest of the siege, in hospital. This was his second wound, the first being slight, when he did not leave the trench.

After the siege was raised, he was removed to the Yeomanry Hospital at Deelfontein. Here he met Sister Gertrude Fletcher whose father had been head master at Kiama Public School, and who knew King's family well. Eventually she was in charge of the hospital and arranged for young King to be taken to London and to be looked after by the late Doyle Carte, who at that time owned the Savoy Hotel and Theatre, which was placed at the young soldier's disposal for as long as he cared to stay. It was a wonderful adventure for a young man brought up on a dairy farm in Jamberoo to have the best that London could give.
After about six months' stay in Britain, he returned to Africa, and then came on to Australia, where he became associated with the late C. E. D. Meares, who had just started the Coastal Farmers' Co-Operative Society. He took on the organisation of the Society on the Northern Rivers and later on the South Coast, and was so successful that Mr. Meares offered him the management of the Dairy Farmers' Co-Operative Milk Company, which was in low water at the time. However, after seven or eight years' successful management, he left the Company in good order, and was asked to go to London on behalf of the industry, and became Chairman of the Australian Butter Committee.

When the first World War broke out, King again volunteered and received a commission in the Imperial Army. He was fortunate in being posted to the 9th Scottish Division and there met some wonderfully fine men. After serving four years and eight months in France, and having been mentioned in Despatches four times and awarded the D.S.O., he returned to civil life, but Mr. Meares and he did not see eye to eye on some matters, and he left the co-operative field to take service with Messrs. W. Weddel and Company, and eventually came to Australia as their managing director. After several years of organising their business in the different States, he was again asked to go to London on behalf of the Dairy Industry for the Australian Dairy Produce Board, remaining there for a further seven years. In the meantime he had visited the U.S.A. on behalf of the Dairy Board, and also Europe, where he represented Australia at the Dairy Conference, held in Paris in 1927.

He resigned from the Dairy Board to take up the management of The Producers' Co-Operative Distributing Society Ltd., in Australia on Mr. Meares' retirement. He found the Society in anything but a strong position, but with persistent work and management he lifted the organisation from the "doldrums" to its present high financial position. When first taking over control of the organisation, turnover was a little over 3 millions sterling per annum and is now roughly 10 millions, with branches throughout Queensland, Victoria and Tasmania, as well as many branches in New South Wales.
The old saying that the busiest man can always find time for more work is emphasised in the many activities he undertakes. Besides General Manager of the Producers’ Co-Operative Distributing Society Limited, he is Director of Empire Dairies Limited and Chairman each alternate year with his co-Director in New Zealand; Director, Australian Producers’ Co-Operative Federation; Director, State and Federal Boards of the Co-Operative Insurance Company of Australia Limited; Member of the Australian Dairy Produce Board; Member of the Commonwealth Equalisation Company Limited; Councillor of the Royal Agricultural Society.

Major King enjoys the confidence of his large Board and many shareholders in the Society, and it is hoped by all the Board that he will continue the management for many years to come.

(Major King died after 3 days’ illness, on 18th September, 1948).
CHAPTER V.

Below is a story of the Evolution of the Australian Illawarra Shorthorn Cattle, told by George Grey of "Greyleigh."

THE EVOLUTION OF THE AUSTRALIAN ILLAWARRA SHORTHORN BREED OF DAIRY CATTLE.

The Australian Illawarra Shorthorn breed of Dairy Cattle was not designed by any person. The type was brought into being more by chance.

The late Mr. Frank McCaffrey devoted much of his life in collecting a good deal of data and information with respect to those who imported stock from Great Britain, South Africa and Madagascar. The stock from Great Britain was much superior to those that came from the other countries.

Any one desirous of obtaining that early history will find it in the two books that Mr. McCaffrey had published. It would be superfluous for me to go over that ground again. I shall begin just as I knew facts bearing on the dairy cattle of this district in the early seventies of last century.

All the dairy breeds of Europe were introduced to this state, chiefly the Milking Shorthorn, the Longhorn, Ayrshire, Devon, Red Lincoln, Alderney, Holsteins and other minor breeds, but the first three named breeds were the chief breeds, and no doubt are the foundation breeds from which the A.I.S. breed was evolved. Devon and Red Lincoln sires no doubt have had some influence in producing the rich red colours in the A.I.S. breed, but I never saw any Red Lincoln or Devon bulls in Illawarra, though I have seen many cows that were half-bred Devons, or with Devon blood in their make-up.

I don't think there were any dairy stock imported into the State after the early seventies of last century on account of the foot and mouth disease in Britain. Importations were made later at the end of the century and in the early years of this century by the State Government and private breeders, but more anon.

I was ushered into the world in the mid-sixties, just
as the dairy industry was being unfolded, and the dairy cattle were being developed by the aid of agricultural shows. The shows gave a great fillip to the cattle and the industry. Wollongong has just celebrated her 100th show, and the Kiama Agricultural Society will celebrate her centenary in 1948.

The Kiama show is regarded as "The Mecca for Dairy Cattle." In the early days of the Kiama show, the dairymen, most of them, did not know what constituted a show cow, so an experienced judge was employed to visit the herds in the district and address the owners on what stock to exhibit. Of course that was for the first year or two, as the dairymen soon began to recognise what was required. The schedules for prizes provided for cattle for dairy purposes, but at most of the district shows the cattle selected were mostly of the milking shorthorn type, but any breed or crossbreed could compete.

In my experience, I would definitely state that the development of the A.I.S. breed originated at Albion Park and Dapto. The Evans' and Musgraves at Dapto and the McGill's, Russell and Moles' at Albion Park. Andrew Moles, the son of W. Moles, left his home in search of fresh fields for his enterprise and settled down in Southern Queensland.

Later, he was responsible for importing the best young sires obtainable from the studs in Illawarra, and I should say that the A.I.S. Breeders of to-day in Queensland are as keen breeders as can be found in the Commonwealth.

The Brisbane National Show excels in the breed. I have seen 80 young bulls shown in one class. Coming back to the early breeders, two of the greatest families of the breed (the Darbalara Melba family and the Hillview Fussy family) both can be traced back to a common sire called Sir William, owned by W. Moles and bred by McGills.

Following on later, notable breeders and exhibitors at shows are: J. Lindsay, Dapto; M. O'Gorman, Albion Park; W. Swan, Albion Park; W. James and the Dunsters of Shellharbour; the Spinks', Fredericks', Craigs', Coles', Grahams', Dudgeons', Colley's of Jamberoo; Millers' and Sharpes' and Hindmarshs' of Gerringong; Boyd's, Berry; Tate's, Guihen's, Kangaroo Valley; and Hayter's and Moses', Robertson.
At the first show I attended in Kiama in the early seventies, I remember beef cattle being shown. At the Sydney Show then good prizes were obtained for roan beef shorthorns. Some of the dairymen who had good types of Milking Shorthorn cows purchased beef bulls and mated them to these cows, and the progeny when old enough were taken to Sydney Show and sold there at good prices. My father was one of those who took up this project. After a few years the bottom fell out of the market, and so the beef bulls were eliminated and their progeny too, as the females were of no value for producing milk. A section had been provided in the schedules for the beef shorthorn for a number of years.

The roan colour was much in favour up to the year of 1912, when the red colour became the dominating colour. Roan sires mated to roan cows frequently produced white progeny. The light colours were subject to rodent ulcers that were due to the hot sun, causing a scaly back, which frequently caused cancer, particularly so where branded. A white cow or bull was never favoured by the dairy men.

My father's herd, as I first knew it, was composed of a cosmopolitan lot of cows. There were brindles, baldies, black and whites, and polls—a nondescript lot, but, as time went on, he improved his herd by judicious purchasing of the best available at clearing sales.

When I attended school as a lad, I, with other boys from farms, used to scamper over the sale yards at the dinner hour to see the cattle that were to be sold. Every Tuesday in Kiama there were big sales of mostly dairy cattle, which were brought there in drafts from Moss Vale, or Braidwood, or some other district runs, as well as from big district runs; one at Avondale of H. H. Osborne, and another at Shellharbour, of Reddall Bros. Occasionally drafts of heifers came from Camden, Moruya and Ulladulla.

At that time, dairy farms, as a rule, were small, and the families large. It was incumbent on the dairymen to milk as many cows as the land would carry and buy all the cow needed to make up the wastage in the herds. Illawarra was producing butter, and the skimmed milk was fed to the pigs and calves.
The pigs were disposed of to the bacon factories in the district, the male calves and some pigs were shipped back to Sydney, and the heifer calves were disposed of to dealers to come back later and be sold as springers.

Messrs. G. K. Waldron and D. L. Dymock were the early auctioneers in the district. Market day in Kiama was Tuesday, and the person of to-day has no conception of the large gathering of people who found their way to town on that day. When there would be any exceptional sales of land, produce or pigs, many hundreds would be in attendance. Men would attend the sales and the wives would also meet there and transact all their business on that day.

Large families were the rule, and the boys and girls then were more robust and virile compared with the children of to-day. The auctioneers held sway at the old Steam Packet Hotel when they had land for sale, and all their business was confirmed at the hotel. George Adams was then the proprietor of the hotel and it was he who laid the foundation of the well-known Tattersall's Sweep as we know it to-day.

My earliest association with the Kiama show was in the early seventies. The stock was shown in pens in the Market Square. What I remember best was a bull fight between two big bulls—a roan and a red. This was staged by some of the young chaps at the lunch hour when judges and owners were at dinner.

I well remember the beef bulls, and I also remember a prize dairy bull of red and white colour, that belonged to George Wood, Spring Hill, Kiama. He was bred by W. James, and was by a well known bull at that time called "Scotch Jock," owned by W. James and bred by the McGills of Albion Park. "Scotch Jock's" blood had influenced many good herds in the district. Daniel Boyd of Broughton Village had a sire by "Scotch Jock" and Boyd was noted for his beautiful red cattle. They gained many prizes at shows, and he also had many cows that put up good records for production at the Berry Show.

My father purchased five young cows bred by D. Boyd, red and red and white colours, that gave me the inspiration to love good stock and have a partiality for these rich colours. Those
five cows made our former herd pale into insignificance when
they were included in the herd.

The first show held in Kiama was in 1849. Others were
held in the fifties, but they were not continued annually till
the year 1867. It was then that the Beef Shorthorn Section in
the prize schedule was agreed to; also the Ayrshire Section.
The former was struck out at a meeting of the Committee held
in 1893. Herd testing of cows was introduced by the Kiama A.
& H. Society in 1879. It was a 24 hour test, and some of the
competing cows made 2 1/2 lbs. of butter in 24 hours. The milk
was set in pans and when ready to skim it was churned. Two
committeemen were appointed to supervise the milking and to
churn the cream.

Later, Mr. H. Colley offered a good paddock to intending
competitors when a seven days’ test superseded the one day
test, and Mr. Colley was appointed to supervise the milking
and the weighing of the butter.

Mr. C. W. Craig conducted a similar test for the
Association on his property at Jerrara. This was a very great
responsibility to take on, and a lot of time was taken up by
those respective supervisors. The Association later decided to
have a 2 days’ test taken at the home, and a small separator
was procured to separate the milk when the cream could be
churned to get results.

Since then we have had the Babcock testing machine, and
only a 24 hour test is made, samples being taken of milk and
sent to the butter factories for the results. The Government
Herd testing scheme has altered all that, and superseded all
that lost time by those who made the sacrifice for the uplifting
of the dairy industry and the better class of dairy cattle. The
point system of judging dairy cattle was adopted by the Kiama
Agricultural Society in the nineties. It was too slow and did
not give satisfaction and so was dropped quickly.

W. James had another notable sire called “Robin Hood.”
He was bred by E. Evans of Dapto. This was a long dark red
coloured bull, and was a constant winner at the Kiama Show
and also the Sydney Show.

Another very good sire of that period was the bull Major,
which was owned by E. Evans. His progeny made fame in the
district and many of the best herds have been influenced by the introduction of that blood line. Another noted bull, The Duke of Argyle (an Ayrshire) was imported by James Robbin in the sixties. This bull was located at Jerrara and Jamberoo, and his influence in the dairy herds in that part was very pronounced.

There were no importations of cattle from Britain after that period, and so dairymen who were concerned about good dairy sires and afraid to attempt close breeding, were using sires by such bulls that had a good reputation at shows.

Major Antill, of Picton, had imported from Victoria a very classy Ayrshire bull which he later sold to L. McIntyre of Gerringong. This bull at the Kiama Show gained a championship prize for the best dairy bull. Many young sires by this bull, “Dunlop,” were used in the herds and gave good results. “Togo” of Mayfield is a descendent of “Dunlop.”

John Lindsay, of Dapto, imported two Ayrshire bulls from Victoria. One outstanding bull was the “Earl of Beaconsfield,” and mated with J. Lindsay’s herd produced some wonderful cows, including the famous “Honeycomb.” This cow was exhibited at the Kiama Show in the nineties in the class prescribed “Cow for Dairy Purposes.”

There were three judges for these classes in those days. A nice roan cow with a very weak under jaw (pigmouthed) secured first prize, and another roan cow got second place, and “Honeycomb” came third. There was a big entry of cows. Later in the day “Honeycomb” competed for the best dairy cow at the show and won that coveted prize. The judges who had officiated earlier in the day had been outvoted when all the judges of cattle got together. “Honeycomb” was defeated again by a cow called “Handsome,” owned by Ed. Gibson, of Dapto.

“Handsome’s” sire was a son of the “Earl of Beaconsfield,” and was bred by John Lindsay. Not only was “Honeycomb” a great show cow, but she was a super cow in production. She was tested for production at some of the local shows, and her record was 80 lbs. of milk in 24 hours’ test, and a private test of 4 lbs. of butter in a period of 24 hours. She held sway as the champion cow at shows for a number of years, and then her mantle fell on her daughter, “Lady Honeycomb,” who upheld
her reputation for quite a number of years to follow. It was
Honeycomb's performance that became fixed in the minds of
dairymen as the type of cow to aim at breeding for their herds.

The Shorthorn or Durham cattle, as they were termed,
were big framed cattle as a rule. Most of the cows had
pendulous vessels and very large teats. The Ayrshire blood in
the cross gave a hardier animal with more vitality, wedge
shaped, and the good vessel. I have often heard the old hands,
when speaking about the best dairy cows, say "That the
Milking Shorthorn cow with as much Ayrshire blood in her as
she could hide" was their ideal. And so that ideal remained in
their minds till the inauguration of the Illawarra Dairy Cattle
Association in 1910.

The Ayrshire of those days was different from the type of
to-day. It would not blend so well with the present day type.
All the Ayrshire bulls that I have previously mentioned were
of a uniform colour, red or light brown, with not much white.
The horns were not so upright. They came out in front of the
head and turned up at the points. They also had good level
hindquarters. Of course, it was the second and third remove
from the original Ayrshire sires that gave the desired dairy
cow that we now have.

"Gold," a red and white cow, was a great show cow, and
has the distinction of winning five championship ribbons at
the Kiama Show. She was bred by J. W. Cole of Coleville,
Jamberoo, and was exhibited in Sydney and won on several
occasions. Her sire was called "Comet" and was of the M.S.
type.

Another great cow just following "Gold" was "Flower of
Mayfield," the dam of "Togo." She was a red cow with a little
white on flanks. She was bred by William Graham of
Jamberoo, and her sire was "Robin Hood," bred by Thomas
Fredericks. The dam of "Robin Hood" was by the "Robin Hood"
that W. James bred and exhibited.

Then came "Fussy 2nd," another fine show cow at that
time. She was a whole red cow of the M.S. type. Moses King
got her from his uncle, the McGills of Albion Park; at his
clearing out sale H. Dudgeon secured her and she has won
many prizes.
Other sires apart from those I have previously mentioned, and which stood out conspicuously as very potent in siring good dairy cattle, include “Charmer,” bred by H. Dudgeon. His colour was red and white and his progeny were of the rich red with a little white behind the shoulder or on the flanks.

Gentle’s “Prince” was also a noted sire, bred and owned by the Hillview studmaster. He was of a roan colour.

H. Dudgeon used quite a number of sires that were descended from Ayrshire bulls, notably “Noble” and “Gus,” but he also had young Beaconsfield bulls earlier that came from J. Lindsay.

Graham Bros. of Mayfield, bred “Warrior,” a roan bull, that produced superior stock. They also had “Admiral” a red sire, whose grand sire was by the Ayrshire bull “Dunlop.”

Another roan bull owned by James Sharpe of Gerringong, was responsible for many good sires used in herds about Gerringong. He was called “Barney.” Another good red sire that was about Gerringong was “Red Charlie.” He was bred by Dan Boyd. The sire of this bull was the “Earl of Beaconsfield,” and the dam was one of Boyd’s red coloured cows. His influence in herds was very pronounced both in quality and colour.

A sire bred at Milton, and purchased by Robert Hindmarsh, was called the “Duke of Clarence.” He gave good results. He was a big bull, red and white in colour, and of the M.S. type. R. Hindmarsh in earlier days purchased a bull that was bred on the Hunter River. He was called “Cornet” and was of a rich red colour. His influence in herds in Illawarra was very satisfactory.

In the early years of the present century when Kiama was having its show on the Church Point, a black and white cow of excellent quality, a cross between a Friesian and an Ayrshire, won the prize for the best dairy cow. Usually the cow that won in that class at most of the local shows was a cow of the M.S. type. This event was the last straw in the minds of prominent dairymen—to develop an association and register their M.S. type in a Herd Book.

This matter had often been discussed previously. No time was lost and a meeting was convened at Kiama and was
largely attended. On the discussion at the meeting, it was decided to have an Association and establish a herd book. When it came to the point of giving the Association and the cattle a name, there was a big hitch. The Illawarra breeders had the idea of calling the stock Illawarra Milking Shorthorn after the district they were bred in, the type of stock they most resembled.

Those men who had imported Milking Shorthorn bulls and cows just previous to this time, and also the N.S.W. Government, felt that it was unfair to them not to have a name that would entitle them to register their stock in. By using the term Illawarra, it banned them from joining up.

The result was that there was a division. Some of the district breeders agreed to waive the term Illawarra while others were rigid in retaining that term. It was decided on the vote that the Association was to be named the Milking Shorthorn Society of Australia and the cattle to be known as Milking Shorthorns.

I might digress here to point out that just prior to this meeting, Mr. M. O'Callaghan (the then Dairy Expert) had influenced the Government to import a number of dairy breeds to the State. The breeds, several males and females of each breed, were duly selected and landed in Sydney Harbour and placed in quarantine—Ayrshires, Jerseys, Guernseys, Friesians, Kerrys, Dexter Kerrys and the Milking Shorthorns.

An opportunity was given breeders and those interested to inspect the stock while in quarantine. Those interested in the Milking Shorthorn cattle were greatly disappointed with the representatives of that breed. They were very different from the types that were to be seen in Illawarra. That experience, combined with the opinion formed by seeing other imported M.S. sires about that time, was the reason for those men withdrawing from the meeting and its determination.

The Milking Shorthorn Association was duly formed, and made good progress for a number of years. Some five years later, Mr. Frank McCaffrey convened a meeting in Kiama to consider the matter of developing another association and to embrace those men who did not agree with the views of the M.S. Association. There was a good roll up of dairymen
and breeders, and it was unanimously decided to form an association for those not in sympathy with the M.S. Association.

The Association was formed and named the Illawarra Dairy Cattle Association and the cattle to be known as Illawarra Dairy Cattle. Both associations made good progress for a number of years. The Royal Agricultural Society of Sydney and the local A. and H. Societies of the district recognised the two breeds and societies and provided a section for each in their respective schedules.

In the course of time, there arose much rivalry between the two breed societies. When a breeder of one society would purchase stock of the other breed society, and later have them registered in the herd book that he was associated with and vice versa, it was a common thing to see a beast bearing the identification brands of both associations. It gave rise to much worry and anxiety in the agricultural show committees. They were providing for two sections in their schedules where one section would cover both breeds as they were bred on much the same blood lines. Then also when a member of one society became aggrieved with his society over some registrations, he would withdraw from his own society and link up with the other one and register his stock in their herd book, and vice versa. The two breeds running separately became an anomaly and was ridiculed by the public.

A bold attempt was made by Mr. J. J. Hayter to merge the two breed societies. He was instrumental in convening a meeting at the Sydney Show one evening to discuss the matter. There was a large meeting and much discussion, but no decision could be arrived at. The M.S. representatives would not tolerate the term "Illawarra" in the name, and they insisted that their inspector would have to run the "rule" over the I.D.C. cattle before allowing them into the combined herd book. The I.D.C. representatives were steadfast in having "Illawarra" in the name of the breed if combined, and the former would not agree, and so nothing was achieved.

I might here state that a large number of the M.S. cattle were showing more of the shorthorn type than the I.D.C. cattle, and some of the latter showed a greater preponderance
of the Ayrshire breed, but all the same, they were much of the same blood.

At one time at a Kiama show, I saw a twin heifer win her class for M.S. heifer and her mate win in the I.D.C. class.

The Council of the Royal Agricultural Society endeavoured to get the two associations to show in the one section, and asked representatives of both associations to confer. Some time later another conference was agreed on by both associations; Mr. A. Hordern was asked to preside. The meeting was held during the Easter Show week in Sydney. Again, the M.S. Association refused absolutely to accept the term "Illawarra."

Shortly after the initiation of the I.D.C. Association in this State, Queensland dairymen breeders, who had introduced stock to that state, and under the leadership of Andrew Moles, also established an I.D.C. Association, quite separate from the one in N.S. Wales.

The M.S. Association also established a branch in Queensland. In the course of a few years both Associations there convened a meeting during the National Show to consider amalgamation of the two breed associations in Queensland.

Two of the principals of the N.S.W. M.S. Society attended the show with the result that the members of Queensland M.S. Branch did not attend the meeting. However, later on in 1919 they did meet and decided to merge and the amalgamated society was then known as the Illawarra Milking Shorthorn Society. It was considered that this step and the name of the association would materially assist in bringing the two N.S. Wales associations together.

The next move was the union of the Queensland Association with the New South Wales I.D.C. Association, and this was consummated in 1921 with the N.S.W. branches. There were three separate branches of I.D.C. in this State.

Some years later another attempt was made to consolidate the two Associations. Mr. Alec Hunt presided. The meeting took place on the Brisbane show ground one evening. Three delegates from each association were to discuss the matter. The M.S. Association had had a meeting previous to this in Sydney, and at that meeting had altered the name of their
Association to “Australian Milking Shorthorn Association.” The I.M.S. Society held a meeting and decided not to give way to the name of “Illawarra” being discarded at the big meeting.

At the big meeting that followed, two of the delegates of the I.M.S. Association “squibbed” on the name that they had been elected to defend. That left the matter, by a majority vote, to have the amalgamated associations called the “Australian Milking Shorthorn Association.”

When the Kiama Branch of the I.M.S. Society became aware of the facts, they decided not to fall in with the decision arrived at in Brisbane, and decided to call another meeting to consider withdrawing from the whole business and form another association to be known as the “Illawarra Association” and the cattle “Illawarras.” Both of the two other branches in N.S.W. were in favour of such a move.

In the meantime, Mr. C. G. F. Grant (the N.S.W. Government Stud Master) contacted the President of the I.M.S. Association and entreated for another conference between the A.M.S. Association and the I.M.S. Association. He assured the President that some good would result, and he agreed, and so a meeting was held on the Brisbane Showground during the National Show in 1929.

Dr. Kinross (President of the Guernsey Society) was asked to preside. Mr. W. R. Hindmarsh (President of the A.M.S. Society) represented the Association; and Mr. George Grey (President of the I.M.S. Society) represented his Association.

After both sides had given their views with regard to the wisdom of amalgamation, it was unanimously decided to “merge the two Associations in one.” The name decided was the “Australian Illawarra Shorthorn Society” and the cattle to be known as Australian Illawarra Shorthorn cattle. Thus ended a long drawn out controversy.

It was generally conceded the time was opportune to merge, as several of the members of the A.M.S. Association who previously had opposed the term “Illawarra” had gone to their reward. The A.I.S. Association has had no hitches since, and the union has been a very successful and happy one.

Following on after the amalgamation, the display of A.I.S. cows has been a great treat to witness. At the Kiama Show on
one occasion, 42 cows were shown in the aged in milk class. It was probably a record for any show in the world of cows of one breed and of such high order.

I have attended many shows during the last twelve months. At the last Lismore Show and the Alstonville Show, the A.I.S. breed easily predominated in numbers, and at the ringside while the judging was in progress, that is where you would see by far the greatest interest displayed; also, as you move through the Richmond River district you would see far more Jersey and Guernsey herds than A.I.S. I have attended 12 shows in Illawarra this year, and at these shows the A.I.S. were easily the dominating breed at the shows; and that is where you will see the public, at the A.I.S judging ring in greater numbers than at any other judging rings at the various shows.

The history of the A.I.S. dairy cattle would not be complete without some reference to the great production of the A.I.S. cows. “Melba 15th” of Darbalara holds the record as the greatest producer of butter fat in the world, viz., 1614 lbs. of fat in 365 days. This was a wonderful performance. She was bred for production, and was well developed, and no doubt had the best and most expert man to feed and care for her during the trial. It is said that “Melba 15th” weighed more than a ton live weight. I had the opportunity of inspecting No. 1 dairy herd at Darbalara (there were about 9 dairies all told on the estate), but the cows in No. 1 dairy herd were the biggest dairy cows I have ever seen. There is no better land in the state than the Darbalara Estate.

In the year 1935, the Federal Council of the A.I.S. Society conceived the idea of having a lactation herd competition, and in January of the following year the competition began operations. It was for a team of seven cows belonging to one stud giving the greatest quantity of butter fat in a lactation period of 273 days. The period allowed for the competition was from January 1st, 1936 to June 30th, 1938. That would permit breeders every opportunity of preparing a team. The prize was £300 and allotted to the five best teams. There were 73 competitors from all states, but chiefly from N.S. Wales. The Child Welfare Department, under the supervision of Mr.
Waller, had five teams competing—a great effort. Others had 4, 3 and 2 teams. Altogether 841 cows competed and comprised 25 studs.

Plashett Pastoral Co. on the Hunter River secured first prize. This team were of the Darbalara breed. Second prize went to J. T. Young and Sons, also of the Hunter River District. Their breed was a mixture of Darbalara and Hillview blood. W. H. Thompson, of Nanango, Queensland, secured third place, with cows of the Fairfield and Greyleigh strains. The 4th prize was awarded to the Child Welfare Department, of Berry. These cows were of the Darbalara breed. The 5th prize went to J. Phillips of Wondai, Queensland. His team consisted of the Burradale and Greyleigh strains chiefly.

One of the competing cows yielded over 1000 lbs. butter fat. Three others had yielded between 900 and 1000 lb. fat. Three others yielded between 800 and 900 lbs, fat. Thirteen others yielded between 700 and 800 lbs, fat. Twenty seven others made from 600 to 700 lbs. fat, and 76 others yielded from 500 to 600 lbs. fat. A great feat and something of which the A.I.S. breeders are proud.

There is a strong branch of the A.I.S. Society in all the States, including Tasmania. Notwithstanding the war, prices for A.I.S. stock have been maintained and, in fact, have increased. All the most prominent studs to-day, and the most successful at shows, are those that we know have the Ayrshire blood pulsating through their system.

We are very proud of our Australian Breed of Cattle that have been evolved and developed in

"ILLAWARRA, THE BEAUTIFUL."
—GEORGE GREY.


GEORGE GREY OF GREYLEIGH.

GEORGE GREY of Greyleigh was the son of William Grey, and the grandson of George Grey of Mount Salem. The older George Grey arrived in New South Wales from Ireland in 1841, like Sir Henry Parkes and others, with a few shillings in his pocket. He immediately went to Wollongong, at that time the mecca of immigrants, and remained there for two years. In 1843 he undertook to clear Mr. James Robb's Riversdale
Estate by the clearing lease system. So he got together a band of North of Ireland men and their families to do this work. The estate contained 1280 acres of brush land. These men were Mr. Grey's two brothers, Henry and William, William and Joseph Vance, James, John and Christopher Hetherington, Thomas Wilson, James and Gerard Irvine, James Irving, D. Lindsay, Donald and Alexander Robinson, Edward Bryant, John Francis, John and Robert McLelland, William Burless, Lanty Nethery, John Noble, Thomas Kent, and — Martin.

Most of these secured land for themselves and some of their descendants still live in the district. They were certainly brave and hardy pioneers as were their wives to carve out for themselves homes under the primitive and difficult conditions they had to face.

When his clearing lease expired, George Grey, Senior, rented a farm from Mr. Mackay Gray, of Omega. Then in 1854 he was able to buy no less than twelve suburban lots of Kiama, containing in all, 188 acres, 2 roods, 20 perches, and costing £1820/14/4 in all. These were mostly adjoining lots, but in some cases lots were bought by other folk making islands of alien land inside of Mr. Grey's property. Later he bought some of these lots giving as much as £30 an acre for uncleared land. He established his home at Mount Salem and took a keen interest in local affairs. He was largely responsible for establishing the Church of England in Gerringong and was on the first committee of Kiama A. and H. Society.

WILLIAM GREY, son of George Grey, established his home lower down the mountain slope, and nearer to the townships. There he established a large herd, about 100 head. He took a great interest in mechanics, and also in Civic and Church life. He and John Colley of Jamberoo were the first to send shipments of Illawarra butter outside Australia. Later he was a member of one of the Butter Companies that tried, in the seventies, to establish overseas trade on a relatively large scale. He was also one of the first to send milk from Kiama to Sydney. In addition he was an active worker for co-operation both in the establishment of marketing by the South Coast and West Camden Co-operative Society, and of butter factories, he being Chairman of Directors of the Pioneer
COIEVILLE, JAMBEROO

(Collection Wollongong University Archives)
Butter Factory, established in 1884 on the property of Mr. James Robb of Riversdale, which his father and uncles did so much to clear.

GEORGE GREY OF GREYLEIGH, son of William Grey, as a young man, set out to establish a high standard herd. In 1886, when a young man of 21, he and his brother Arthur, then 19, and two sisters, established themselves as dairymen on part of the original Mount Salem home, living with their grandparents. They took with them about 70 of the best of their father’s herd.

Here he remained for five years during which the two sisters married Henry and William Fredericks and the brother also married. He bought a small neglected farm—78 acres—within sight of Mount Salem. This he stocked with a small selected herd, half of that used by himself and brother at Mount Salem.

He gradually increased the size of his farm by purchase to 320 acres, and by rental to 500 acres. This involved heavy and constant labour, in which he was assisted by his large family. George Grey is a great lover of the land and could never stand to see it neglected. He has always been careful to have a clean farm, no weeds, blackberry or Lantana. For these pests he was always on the watch.

He saw, too, that the land was properly refreshed by fertilizers, so that to-day it is in better condition than when he bought his first 78 acres. He was the first man in Illawarra to make silage, and also the first to introduce stall feeding. But though the ensilage was good, there was too much waste on the outside and so a silo had to be built.

As a breeder of first class Illawarra Shorthorn cattle, for many years he had no equal, and his fame spread from one end of Australia to the other. Not only was he very successful at the district shows, but also at the exhibitions at Sydney, Brisbane, Melbourne and Adelaide.

At Brisbane, one of his cows was champion A.I.S. cow on two occasions, another won the same prize three times in succession, the same cow, the following year won the ground competition for milk and Butter-fat tests against all breeds, giving 76½ lb. of milk and 2.774 lb. of fat in twenty four hours’ test and 479 lb. of fat for a test of 273 days.
Another Greyleigh cow secured the championship at Melbourne Show three times. Greyleigh bulls have scored championships at Brisbane, Sydney and Adelaide. At Sydney Show, Mr. Grey was also very successful, winning the Championship prize and other prizes on different occasions.

At Kiama, in one year, Greyleigh won all except one of the first prizes in the female classes and all the first prizes in the pens and groups, collecting altogether in prize money over £72. On one occasion the Dapto Society gave a special prize of £20 with £5 for second for a dairy cow of any breed. These prizes were both won by George Grey's cows "Gem II" and "Gem III." Another Greyleigh cow "Dandy IV" won the grand champion prize at Kiama five times in succession.

George Grey commenced his career as an idealist and a great lover of the land for which he has always cared with diligence and wisdom as he has always cared for his stock. Whatever happened, his cattle were well fed. He was the first man in the district to have a silo. In drought periods he bought so much food for his cattle that men less wise, considered him foolish. But, though at times he was sorely pressed, his heavy expenditure proved justified, and he had the satisfaction that few men have, to see his dreams come true and his ideals realised.

As a boy of 7 he started attending Kiama Shows, and did not miss one for the next 76 years. For over half a century he has been a regular attendant at other district shows—Albion Park, Dapto, Berry, Nowra. For 45 years he has regularly attended Sydney shows, and for 30 years he has been at most of the shows in Brisbane. He has also gone as far afield as the Melbourne and Adelaide Shows.

For 40 years he has been a member of the Kiama A. and H. Association, and for over 25 years a member of the Dairy Farmers' Milk Co., while he has been for many years President of the A.I.S. Association.

Now, over 80 years of age, he, with his two daughters, is living in retirement, in his beautiful home at Greyleigh. But he still takes a keen interest in dairying, and keeps up his associations with the Kiama A. and A. Association, the A.I.S. Association and the Dairy Farmers' Company, of whose board he was a member for a quarter of a century. In these three institutions his wise advice is always welcome as it is with
dairymen throughout Australia when the purchasing of good stock is necessary.
CHAPTER VI.

COAL AND OTHER MINERALS.

COAL.

Discovery.—As related in an earlier chapter, the discovery of coal in Illawarra was made at Coal Cliff by Mr. Clarke, Supercargo of the “Sydney Cove,” in 1797, towards the end of that tragic journey of himself and his eighteen twice wrecked companions, of whom only two reached Northern Illawarra. This was reported on by Dr. Bass the same year.

Early Attempts at Development.—The early cattlemen and cedar getters seem to have been too busy with their stock and their cedar to pay any attention to coal, and even the early settlers made no attempt at development till 1828, when Mr. Shoobert who had discovered coal on Chippendale’s grant, took a bag of it, by a small sailing vessel to Sydney, hoping to get someone interested enough to start mining in Illawarra. In this he was disappointed, probably on account of the monopoly in coal claimed by the Australian Agricultural Company.

Eleven years later, in 1839, a more serious attempt to establish coal mining in Illawarra, was made by Captain Westmacott, on his property at Bulli. He went so far as to form a Company to develop a mine. But the Australian Agricultural Company intervened and sent a report made by one of its officers, Captain P. P. King to Lord John Russell, Prime Minister of Great Britain. In this report Captain King wrote:

“I must request your serious attention to another subject which materially affects the interests of the Company with reference to their colliery works; lately a coal mine has been opened by a Captain Westmacott at Bulli, in the district of Illawarra (Five Islands), about fifty miles to the South of Sydney. A Steam Navigation Company has been formed by a party connected with Captain Westmacott, and one of the Hunter River steam vessels has been purchased to run between Sydney and the township of Wollongong which is about nine miles from the Mine. It is intended that the Mine shall supply her with coals.

If the Government assign to it the Miners we are
in want of and ought to be supplied with, your operations at Newcastle will be much interfered with.

The land containing the coal is the property of Captain Westmacott; it became his by purchase from Mr. Cornelius O’Brien."

A despatch containing this report was forwarded to Governor Gipps, who in a minute enclosed in his despatch of 22nd July, 1840, forwarded this reply:—

“Captain Westmacott is, in my opinion, clearly entitled to his Grant free from any reservation of Coal, and it must issue to him accordingly.”

Although Governor Gipps did not allow the claim of coal monopoly made by the Australian Agricultural Company, and although Captain Westmacott had his company formed and, apparently, had opened his mine, the industry was not then started, probably on account of the great labour difficulty as the assignment of convicts ceased, and no other labour was then available.

**Coal Mine opened.**—In 1849, however, Mr. Shoobert, who had taken that bag of coal to Sydney in 1828, succeeded in getting a mine opened at Mount Keira, and having coal delivered at Wollongong. The delivery of the first consignment of this coal was dramatically staged, producing great excitement in Wollongong. The event is thus described by “A Subscriber” in a letter published in “Sydney Morning Herald” of 10th September, 1849.

“At one o’clock on 27th August, the coal carts from mine were met at the Cross Roads by a large number of residents and respectable farmers. After partaking of Mr. Geard’s hospitality the gay procession marched to Wollongong. First came the Band, then horsemen carrying the Union Jack, followed by Miners with the British Ensign, and then a goodly number of pedestrians. These were followed by coal carts each drawn by two horses, the leading cart bearing a banner inscribed “Advance Illawarra.” After the carts were horsemen led by Messrs. Shoobert and W. D. Meares, J.P’s. The procession marched through the
ENTRANCE TO MOUNT KEIRA COAL MINE 1855

(After Caroline Louisa Atkinson, *Illustrated Sydney News*, 14 April 1855)
town to the wharf. At the wharf was the steamship “William the Fourth”, decorated with numberless flags.”

At 4 p.m. a dinner was given at Elliott’s Family Hotel to sixty gentlemen. Mr. Shoobert gave interesting details of the circumstances connected with the discovery of the coal, and the difficulties he had to contend with. Speeches were also made by Mr. Edye Manning, Mr. Meares and others. The opening of Mr. Shoobert’s mine at Mount Keira caused claimants to come forward stating that they were the real discoverers of coal in Illawarra. These claimants were Mr. Francis J. King, Junior, and the Rev. W. B. Clarke. Mr. King not only claimed that he was the first to discover coal in Illawarra, but that he held a ten years’ lease from Mr. Shoobert. To this Mr. Shoobert replied that he knew of the coal before granting the lease to Mr. King, who, on account of lack of funds, had done nothing to develop the mine, and so he (Mr. Shoobert) had opened on a part of his property not leased by Mr. King. The Rev. W. B. Clarke, the noted geologist, claimed that nearly ten years earlier, he and Mr. Dana of U.S. Expedition, had seen coal close to the locality in question, and that subsequently, in company with Mr. Jukes of H.M.S. Fly, he had taken “its vertical height above the sea.” Captain Westmacott’s attempt to establish coal mining was not mentioned in the controversy.

So it would seem that in 1828 Mr. Shoobert discovered coal, and took a bag of it to Sydney, where he tried, unsuccessfully to have a mine opened. In 1839 Captain Westmacott established a company and opened a mine from which no coal is reported to have come. About the same time Mr. King obtained a ten years’ lease from Mr. Shoobert to develop mining on his property, but failed through lack of funds, and the Rev. W. B. Clarke, not only examined an outcrop of coal, but found its height above sea level. It was left to Mr Shoobert to place coal on the market. But his market was only Wollongong, and his coal was used only by blacksmiths or for household purposes.

C.S. in his “Jottings in Illawarra,” published in Illawarra Mercury of 27th September, 1855, states that Mr. Shoobara had opened two tunnels on the hillsides, one of which had been abandoned. The other one known as the Albert Seam was 4’ 2” high, and produced good coal.
Osborne-Wallsend Mine.—In the early part of 1857 another mine was opened at Mount Keira by the Osborne family. A real attempt was now made to have the coal used for steaming purposes. Without any fuss, in April that year, 3½ tons of coal were brought from the mine to Wollongong wharf. This was put on the S.S. “Illawarra” (the first of that name), to try out on her trip to Sydney. The “Illawarra” steamed to Sydney at her usual speed, and, in every way the coal was quite satisfactory.

The management of the mine was so satisfied with its prospects that on 4th May an advertisement appeared in the “Illawarra Mercury” asking for 20 teams to convey coal from the mine to the wharf at 6/- per ton. The same advertisement announced that the price of household coal was 14/- per ton at the pit mouth or 20/- delivered, while blacksmith’s coal cost 10/- at the mine and 16/- delivered.

Unfortunately a spell of very wet weather made the road to the mine impassable in June. By September, however, everything was in full swing. In Wollongong 150 tons had been consumed, coal having almost completely supplanted wood as a fuel. Besides this, 60 tons a week were used by the steamers and a considerable quantity was sent to Sydney, where it won for itself a name as being superior to any other description of coal.

Mr. Edye Manning, of the Kiama S.N. Co., said at Wollongong, that Osborne’s Wallsend Coal had been used by him, and that he found, after testing it, that 10 tons of it was equal to 15 tons of Newcastle coal and Copper Co’s Coal, and to 14 tons of Morpeth coal.

The “Illawarra Mercury” was highly delighted, saying:—

“Illawarra is in possession of an article of domestic use and export not second in importance to the richest gold field in the colony.”

Bellambi.—In the same year, 1857, another mine opened, at Bellambi, by Thomas Hale, Esq., J.P., who, in addition to opening the mine, had constructed at Bellambi, a jetty from which to ship his coal. On 17th December, before the jetty was complete, he shipped his first load from Bellambi by the cutter “Trial” which took the coal to Sydney to be used by the
steamer "Washington." Mr. Hale was a resourceful man not to be stopped by difficulties. At the time he made his first shipment there was only a depth of 6' at the side of the jetty at high tide. To facilitate loading he had a sharp nosed punt built, capable of conveying 15 tons of coal, to the vessel at her moorings. He also arranged for a wooden tramway to be constructed from the mine to the jetty, and along the jetty to the loading places.

The trade at Bellambi grew apace. In 1858, besides the "Trial," and another cutter "Helen," he had two schooners, "Te Otago" and "Tiger," and as a crowning act, he bought the barque "Victoria Packet" for his coal trade at Bellambi. In May 1858, he had this barque loaded, a short distance from the jetty, with 250 tons of coal for Adelaide, the start of Illawarra's intercolonial trade. In the following December she took 225 tons to Launceston.

In September, 1858, Sir William Denison, Governor General, visited Wollongong and Kiama, to receive deputations in connection with their proposed harbour works. From Wollongong he went to Bellambi with Mr. Hale. The "Illawarra Mercury" says:—

"He made careful inspection of the pile jetty and the other works in and around the harbour, and expressed, in warm terms, his sense of the energy displayed by Mr. Hale."

About that time Mr. Henry Osborne of Marshall Mount purchased one half of Mr. Hale's Bellambi property for £7,000.

In December tenders were let to Mr. Keefe of Bulli for the extension of the jetty another 70 ft., bringing its total length, when completed in 1859, to 570 ft.

Mr. Hale secured good customers for his coal which was considered "little, if anything, inferior to Welsh coal." In February, 1858, he sent a cargo to Sydney for the liner "Simla," which, unfortunately, had left port before the collier had arrived. But in June, Captain Wilson of the Royal Mail Steam Co. visited Bellambi and examined both the mine and the harbour, with both of which he was well satisfied.

**Prosperity at Osborne-Wallsend.**—Meanwhile the port of Wollongong was kept busy with sailing craft taking coal from the Osborne-Wallsend Mine at Mount Keira. In 1858 no less than 14,244 tons were shipped in such craft as
“Warlock,” “Liberty,” “Revenge,” “Rose,” “Temara” and others. Still the coal was being brought from the mine in drays or waggons, and the method of loading was slow and simple. But in that year Mr. Osborne petitioned Parliament for permission to build a tramway from his mine to Wollongong, and, later that year, the Osborne-Wallsend Coal Mine Co. was formed with a capital of £250,000.

In July, 1858, the Mount Keira Mine (Osborne-Wallsend) is described in the “Illawarra Mercury”:

“The entrance was about two yards wide and six feet in height,” and the working parts consisted of chambers 15 feet wide, separated by pillars or partitions about 8 yards wide—all connected with the entrance, the mine being well ventilated, without any traces of hydrogen or carburetted hydrogen.”

Although the purchasing power of money was very much greater than it now is, the miners’ wages were relatively lower than they are now. The miner was paid 7d. per waggon full of coal, and he was able to fill 16 to 20 waggons per day. So his daily wages were from 9/4 to 11/8, quite good wages compared with those of other workmen who were struggling many years later to get 8/- per day.

Besides the 14,244 tons shipped from Wollongong in 1858, no less than 9,449 tons were shipped from Bellambi and 1,000 tons from Dr. O’Brien’s newly opened mine at Bulli.

In 1858, too, tramways were completed to Mount Keira and Bellambi mines, making transport much easier than by the coal carts used till that time.

**More Mines**—The Bulli and Bellambi Coal Mine Co. was formed in 1867 with a capital of £30,000. It secured about 600 acres from Dr. O’Brien and Messrs. Somerville and Black. The company was incorporated by Act of Parliament in August, 1861, and arrangements were made to construct a jetty and build a railway line, while orders for a large plant were made in England.

In 1860 Mr. Hale engaged a man from Newcastle to direct boring and sinking through seams near his mine. A good 6’ seam of high quality coal was discovered near Woonona Post Office, only 12’ below the surface.
In January, 1860, it is recorded that the little vessel “Prospector,” in 19 days, made five trips to Sydney and back, taking a total of 375 tons of coal to the barque “Mornington,” bound for Bombay. It seems strange that a sailing vessel should wait so long in Sydney for a cargo of coal.

Another mine to appear in 1861 was Mount Pleasant. This was opened on Mr. Plunkett’s property by Messrs. Lahiff and Fawcett for the Illawarra Coal Company. The first load of this coal was delivered at Wollongong on 13th July, 1861. This company, in 1862, secured a contract to supply the I.S.N. Co. steamers with coal. In 1862 the Illawarra Coal Company had a tramway constructed from the mine to the Osborne Coal Co’s tramway.

Illawarra coal soon became popular far beyond New South Wales. In 1861 quite a lot of it was sent to Hong Kong where some of it realised 65/- a ton. In 1862 it was bringing a higher price than any other coal at Shanghai to which place large cargoes were sent, the “Sardinia” taking 1300 tons of Bellambi coal there.

In 1862, the S.S. “Illawarra,” the first steamer to test the Illawarra coal, in 1857, was sold for the China trade. She did not go empty to China, but took a load of coal from Wollongong. Referring to this the “Illawarra Mercury” of 4th April, 1862, said:—

“Her departure forms a new era in the shipping trade of Wollongong, she being, we believe, the first vessel that ever left this harbour bound direct for foreign port.”

But Illawarra Coal was popular in places nearer home. Many shiploads of Bellambi coal were sent to Geelong for the Ballarat railway; Mr. Hale’s agent in Melbourne, Mr. J. Barlow, reported that in a three months’ test of Bellambi coal, the Chief Engineer had proved a saving of twenty per cent, thus confirming the statements of the Sydney City Engineer, and the Sydney railway officials.

Another important event in 1862 was the loading of a warship at Bellambi. This was H.M.S. “Miranda,” 15 guns, Captain Jenkins, a 2000 ton vessel drawing 17 feet of water. She called at Bellambi on 4th November, took 300 tons of coal aboard, and then sailed for Melbourne.
Steam Colliers.—Up to 1862 all of the coal was taken from Illawarra by sailing craft, but in that year Mr. Hale bought a steamer, “Beautiful Star,” for the trade—“a perfect model of naval architecture”—to carry 250 tons. In 1863 came the first steam collier built for that purpose. She was, as the “Mercury” of 28/7/63 says:

“The ‘Woniora,’ built for the Bulli Company, a screw steamer, designed for the double purpose of tug and collier, with the same speed as S.S. “Hunter,” (Illawarra S.N. Co’s fastest steamer then), and was on her way from England.”

Misfortune.—Late in 1862, after having done so much for the coal industry in Illawarra, Mr. Hale, together with Mr. John McMillan and the Bellambi and Woonona Coal Mine, became insolvent, and the mines and leases were sold. The following March, the Illawarra residents showed their high appreciation for Mr. Hale and his great service to the district by presenting him with a tea and coffee service.

Mr. Keene’s Report.—The Australian Almanac of 1863 contained a report by Mr. W. Keene, Government Examiner of Coalfields. He wrote:—

“Though the Wollongong and Bellambi Harbours cannot be compared with the Port of Newcastle, the energy of the coal owners, and the facility with which coals can be worked by ‘dry levels’ from a seven foot seam which shows itself in sections along many miles of the mountain range, assure to the field a progressive development to prove the inexhaustible resources of New South Wales in Mineral fuel, and will be guaranteed to commercial interests so that no combination or monopoly can long disturb the regularity of supply.”

After referring in some detail to Bellambi and Mount Keira mines, he writes:—

“A drift is also working four miles south of Dapto and more than twenty miles south of Mr. Hales.”

“Besides this, and 15 miles nearer to Sydney, at Coalcliff, I found a seam at the level of low water, six feet in thickness, very like the splint coal at Four Mile Creek, and the seam will probably, from its apparent
Bulli Jetty.—The Bulli Coal Company was unfortunate with its jetty, built in an open roadstead. The first jetty was destroyed soon after its construction, by a heavy sea. The second one was carried away with four men and forty tons of coal on 21st June, 1867. Then a third jetty was built on a new principle by Mr. Shoobert. This was 650 feet long. But even this jetty was battered about badly from time to time. In 1907 no less than 205 feet were carried away, although constructed with 18 inch hardwood piles driven into holes drilled into solid rock. The damage on this occasion was estimated at £4,500.

One feature of the Bulli Jetty is the depth of water at the shoots—28 feet.

Coal Cliff.—The Coal Cliff colliery was opened in January, 1878, ninety one years after the seam had been discovered by Mr. Clarke of the “Sydney Cove.” The property originally belonged to Sir Thomas Mitchell, and then to his son, Campbell Mitchell, who opened the mine in several places, but sold out as he did not have the means necessary to construct shipping accommodation.

It was opened by Mr. J. R. Clarke, Sir John Robertson and others on 11th January, 1878, when the first shipment of coal was taken away by the steamer “Eagle.” The jetty was 500 feet long with a depth of 18’ at high tide and 14’ at low tide. From this jetty, in fine weather, loading could be carried out at the rate of one waggon a minute. But no loading was possible in any semblance of rough weather.

Jamberoo.—In the early seventies there was much excitement at Jamberoo and Kiama when outcrops of coal had been found on the property of Mr. Samuel Vidler on Stockyard Mountain, the other at Saddleback. It was believed that mines would be established and that Kiama would become a coal port. Coal of good quality was got from Mr. Vidler’s property and used by him at his blacksmith’s shop in Jamberoo. But neither Stockyard Mountain nor Saddleback was opened as a mine. One day, perhaps, a mine will be opened in Southern Illawarra.
WOLLONGONG HARBOUR,
Showing S.S. Hunter, and Colliers.

(Town and Country Journal, 8 February 1873)
Mount Kembla.—In 1878 a company was formed to work the coal at Mount Kembla, on the property from which shale had been obtained for some years, for the manufacture of kerosene. In 1880 the opening of the mine began. But more capital was needed. So the Company sought the co-operation of English capitalists. This led to the formation of a Company in England with a capital of £100,000. Of this, £20,000 was spent in acquiring and improving the property.

In 1882 an eight foot seam was opened and a jetty built at Port Kembla. From this jetty, the first shipment of coal from Mount Kembla mine was made on 27th February, 1883. During the remainder of the year, 21,522 tons of coal were shipped from the mine where 110 men were employed. Mount Kembla proved a rich mine with no less than five seams of good coal.

The new port lent itself to shipping more than any other coal port in Illawarra. It was easier there than at any other southern coal shipping place to construct a breakwater. So Port Kembla was made a safe harbour where intercolonial steamships could call and be coaled, instead of having to depend on colliers taking coal to Sydney. Eventually a very safe and large harbour was made so that Port Kembla became a busy and populous centre of steel and other industries, whose story is told elsewhere in this book.

More New Mines.—In 1880 a mine was opened at Mount Corrimal and another one near Clifton. In 1884 the South Cumberland Coal Mining Company was formed to work the coal at Camp Creek (Helensburgh), the capital of the Company being £8,000. In June, 1886, the Mines Department was notified that the Company intended sinking a shaft which it proceeded to do. This company's capital was too small, so a new company was formed with a capital of £300,000 and the mine was opened in March, 1888, while the railway joining Waterfall with Clifton was under construction. The name of the mine and the locality was changed to Helensburgh, which by November, 1888, was a railway station on the Illawarra line. From that time onward much of the coal from other Illawarra mines was sent to Sydney by rail. But, for the convenience of shipping at Sydney, there is still a good deal of
In 1886 the following mines were operating in Illawarra:—Bulli A and B, Osborne-Wallsend, Coal Cliff, Port Kembla, North Illawarra, Mount Pleasant and Corrimal. These produced 370,830 tons and 1298 men were employed.

In 1889 a new jetty 1000 feet long was completed at Bellambi and a line three miles long was built by a new Melbourne company called the Bellambi Coal Company, which leased 779 acres from the trustees of the Osborne estate.

**Further Development.**—The Sydney Quarterly Magazine of September, 1891, reported that the North Illawarra Company’s mine at Clifton had a jetty 870 ft. long from which coal could be loaded at the rate of 120 tons an hour. In 1889 this Company raised 100,000 tons of coal, worth £50,000.

In the same year Bulli Company is credited with 99,923 tons, Mount Keira Osborne-Wallsend Colliery with 113,652 tons, Mount Pleasant 77,972 tons, Mount Kembla 96,806 tons.

The Cyclopedia of New South Wales, published in 1907, tells more of the development of the coal industry in Illawarra. It records the fact that in 1893 the Southern Coal Owners’ Agency was established to sell coal for:—

- Mount Kembla Coal and Oil Company;
- Mount Pleasant Coal and IronMixing Company;
- Metropolitan Coal Co., (Helensburgh);

The Chairman of this Company was Mr. C. J. Byrnes. The Company owned the following steamers—“Mount Kembla,” “Palmerston,” “Kurrara” and “Herga.” It also had two large hulks, provided with quick loading and discharging appliances. The amount of coal shipped by this Company in 1906 was 1,034,082 tons.

The same Cyclopedia gives the amounts of coal shipped from individual mines and the number of men employed.

Mount Kembla employed 340 men and shipped 261,561 tons.

Mount Pleasant employed 228 men and shipped 146,831 tons.
Osborne-Wallsend employed 349 men and shipped 170,321 tons.
Metropolitan employed—men and shipped 200,000 tons.
Bellambi-South Bulli employed—men and shipped 442,000 tons.
The above figures show the great increase in production, compared with that of the seventies or eighties of last century.
The statistics for 1937 give Illawarra's coal production as 1,880,400 tons valued at £1,181,311, while that of 1938 was 1,831,407 tons valued at £1,218,522.

**Tragedies at Bulli and Mount Kembla.**—For many years the Illawarra mines were considered safe, and free from those terrible accidents that sometimes occur at such places, but apparently through over confidence in their safety, two of the most dreadful calamities of New South Wales occurred—one at Bulli in 1887, the other at Mount Kembla in 1902.

**Bulli Disaster.**—At 2.30 p.m. on Wednesday, 23rd March, 1887, there was, at Bulli mine, a great explosion, followed by a succession of explosions, which altogether destroyed the tunnels leading to the west end section of Bulli mine, and killed no less than 81 miners, the worst mining tragedy that, up to that time, had occurred in Australia.
The beginning of this tragedy is thus described in the "Illawarra Mercury":—

"A fearful blast of hot air, strongly impregnated with gas, belched forth from the mouth of the tunnel, bringing with it a boy named Herbert Cope, who was driving a horse 50 yards from the mouth of the tunnel."

Cope was picked up unconscious. Outside the tunnel the force of the draught was so strong as to knock over an embankment a Frenchman, who was working several yards from the tunnel mouth. Immediately after the blinding smoke had cleared away, four men—Lang, Chalmers, Scott and Hope, entered the pit on an exploring expedition. After an hour had passed those outside became very anxious about the fate of these four men, when Lang, who had for some time
been in indifferent health, crawled through the tunnel, overpowered by the choking gas. As soon as he was able to speak he said that his companions were in serious danger, and that the fate of West End was sealed.

At 3.30 a wire was sent to Wollongong, and before long a great number of men from all parts of Illawarra were at the Bulli mine.

Organised relief parties were formed under the control of the Mine Managers of the district:—H. O. MacCabe (Mount Keira), — Evans (Mount Kembla), — Jones (North Illawarra), — Williams (Coal Cliff), W. B. Green (late of Mount Kembla), — Ross (Bulli). The search and relief parties contained no less than 233 men. They found the tunnels and mine so impeded by fallen stone and timber, and the other difficulties so great, that it was not till 11 p.m. that the first bodies—six in number—were carried from the mine, and it was not till Saturday morning that the last body was brought out, making a total of 81.

The inquest commenced on 30th March and the verdict was announced on 18th April:—

"That the said explosion was brought about by a disregard of the Bulli Colliery special rules and the Coalfield Regulations Act, in allowing men to work where gas existed."

A Committee was appointed by the New South Wales Government to inquire into the working of the coal mines, and it was recommended that there should be a tightening up in connection with the control of coal mine regulations. The whole of Australia was deeply moved by this fearful catastrophe, and large sums of money—many thousands of pounds—were raised, partly by direct giving and partly by organised efforts of many kinds for the relief of the widows and orphans of those killed in the disaster.

**Coals Tested for Explosion.**—In 1901 samples of coal were sent to England where experiments were carried out from August to November to test whether they were capable of causing explosion when subjected to the firing of a charge of blasting powder from a 2 inch calibre cannon. Two shots of blasting powder were fired with each sample of coal dust.
Below are the results from the Illawarra coals:

<table>
<thead>
<tr>
<th>Location</th>
<th>Explosion Type</th>
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<tbody>
<tr>
<td>Mount Pleasant</td>
<td>Explosion</td>
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<tr>
<td>More Violent</td>
<td></td>
</tr>
<tr>
<td>South Bulli</td>
<td>Violent Explosion</td>
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<td>Violent Explosion</td>
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<tr>
<td>South Clifton</td>
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<td>Coal Cliff</td>
<td>Mild Explosion</td>
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<td>Metropolitan</td>
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<tr>
<td>Osborne-Wallsend</td>
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<td>Bulli</td>
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<td>Corrimal</td>
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<td>Mount Kembla</td>
<td>Violent Explosion</td>
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<td>Violent Explosion</td>
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One would think when this report reached Australia that extra precautions would have been taken to prevent explosions in the mines. Yet, in July 1902, a more terrible catastrophe than that at Bulli occurred at Mount Kembla.

**Mount Kembla Disaster.**—On 31st July, 1902, a dreadful explosion occurred at Mount Kembla. This is graphically described in the “Illawarra Mercury.” The explosion was so loud that it was heard distinctly at Wollongong, where the windows violently rattled. Aghast, the people wondered what had happened. Some suggested that it was an extra large blast. But when they saw the smoke and debris being blown up at Mount Kembla, they realised that a dreadful calamity had occurred. Business places were immediately closed. Vehicles of all descriptions, loaded with people, rushed to the scene of the disaster, as did horsemen and pedestrians.

In the immediate vicinity of the mine, the shock caused houses to rattle and shake as though to fall. The inmates, mostly the wives and children of the miners, rushed out, white with fear that something indescribably frightful had
happened. The volume of smoke from the mine entrance made it seem impossible that anyone could escape. No communication could be made with those inside for the telephone wires were all destroyed. The cries of the women folk at the mine entrance were most distressful.

The first in Wollongong to receive a message from the mine was Mr. W. Rogers, Manager of the Mine. He was present at the Arbitration Court then sitting in Wollongong to collect evidence in connection with a dispute between the miners and the owners. Immediately the court adjourned. Mr. Rogers and all other Mine Managers present, together with miners and others, at once rushed to Mount Kembla.

They found the fireman, Weston, with his head bandaged. He had been in the engine house. His mate Purcell, had been blown out of the engine room, but uninjured. A lad named Nelson who had been standing near them, however, had been instantly killed. At the tunnel mouth all the buildings—office, engine house, and other buildings—had been blown into an unrecognisable mass.

Rescue parties were at once formed. One of them was led by Major MacCabe who had formerly been Manager at Mount Keira Mine, and in 1878 had taken a prominent part in rescue work at the Bulli Mine explosion. On approaching within a few yards of the face where the miners had been working, the Major gave a sudden warning to the men to go back. After retiring upwards of 100 yards against the overpowering firedamp, Major MacCabe collapsed. He was at once helped by the other men, who in turn, felt the overpowering effect of the gas, and were compelled to put the Major down. He told them to push back and save their own lives. Two did so, but the third, William McMurray remained with MacCabe and suffered the same fate as the Major.

No less than 250 men were in the mine at the time of the disaster, as one shift had just arrived and the other was on the point of leaving.

The explosion blew up the tunnel, blocking it and imprisoning all these men. Those who were brought out alive "were staggering and dazed, some became deranged, and some had to be carried out on stretchers."

Dr. Nash, Government Medical Officer, remained in the
Colliery all day Friday, and Saturday morning, and inspected 60 bodies. He said that death was due to carbon monoxide. The jury sat from 31st July to 13th September, and brought in the following verdict:—

“That the deceased, William Neurant, Henry Neurant and William McMurray, died at Mount Kembla mine on 31st day of July last, from the effect of monoxide poisoning, produced by an explosion of firedamp, and accelerated by a series of coal dust explosions.”

The death roll was 96, even higher than that at Bulli in 1878. Of this high total, 84 bodies were brought out of the mine within 48 hours of the explosion, and two afterwards, the other ten died after being brought out.

The rescue party included all the Mine Managers in Illawarra, Alderman W. McKenzie, Mayor of Wollongong, Mr. W. Firth, Secretary of the Southern Colliery Association, Mr. C. G. Wade (then a Barrister at the Arbitration Court, later Premier of New South Wales) and many more. Dr. Robertson gave particular praise to the Frost family. He said:—“The Frost family never thought of danger. David Evans, a humble fireman, and Dan Frost, a son of a coal haulage contractor, were instrumental in saving the lives of 100 men. Surely such bravery is worthy of recognition.”

In Wollongong a Memorial was erected by the people. It contained the following inscription:—

“This Memorial was erected by public subscription to commemorate the heroism and self sacrifice of Henry Osborne MacCabe and William McMurray, who perished in the Mount Kembla colliery disaster on July 31, 1902, while endeavouring to save life. Also in memory of the 94 others whose names are inscribed on the tablets, and who lost their lives in the same calamitous occurrence.”

Modern Conditions.—All of the conditions surrounding the coal mining industry are vastly different to those which prevailed when mining was started in Illawarra. Then the men were considered fortunate to be able to earn from 9/- to
11/- per day, as against almost four times that amount to be earned to-day. The working conditions in the mine are now much better than they were, especially in the way of ventilation and lighting. The dim Davy lamp has given way in most places to the bright electric light. Transport by specially built steam colliers and by rail has taken the place of the small sailing craft. Transport to the port by dray speedily gave way to tramway transport. Loading by barrow soon gave way to basket loading and unloading which in turn was followed by different types of mechanical devices which tremendously reduced cost and saved very much time. But with all of these improvements coal-mining still has many problems to be solved.

**COKE**

Before the end of last century, Managers of Coal Mines had a big problem to dispose of their slack coal. At Mount Keira and Mount Pleasant, great heaps of slack were piled on the mountain slopes, and these were ignited by spontaneous combustion, causing quite picturesque sights in the evenings. But these fires proved, on one occasion at least, so it is said, a lure which caused the wreck of a large steamer, “Queen of Nations,” through their being mistaken for the lights of Sydney Harbour.

An attempt to utilize the slack by making coke was made near Wollongong wharf by Messrs. Osborne and Ahearne in September, 1878, the slack coming from Mount Keira. They built ovens of the bee-hive type. But the venture was short-lived. It ended in June, 1879.

A few years later Mr. Thomas Bertram, one of the proprietors of the Corrimal Coal Co., built seven ovens near the colliery and worked them “with indifferent results” for several years, when they closed down.

Then Mr. W. Ashley made coke at Flag Staff Hill, Wollongong, and sold good marketable coke in Sydney at £2/5/- per ton, the coke being conveyed by the Illawarra steamers.

In 1888 another man came on the scene, Mr. E. Figtree. He became coke-burner at Unanderra and was soon making good coke, which he could sell at 15/- a ton, “thus really establishing the industry.”
Mr. Ashley has the credit of being the first to put Illawarra coke on the market, while to Mr. F. Figtree must be given the credit of firmly establishing the industry by producing it at a low cost, thus enabling it to be used extensively.

In 1889 two other coke works were established—one at Bulli with Mr. Wright as Manager, the other at Bulli Pass where the Manager was Mr. J. Williams. But for some time the Australian Coke-making Co. Ltd., at Unanderra had the biggest plant in Illawarra. This Company built twenty ovens of the Welsh type and subsequently "added seventy-two beehive ovens to the plant, making a total of 92, which were out of date in 1912."

In 1903 there were cokeworks at Unanderra with W. Evans as Manager, Federal (Wollongong) under F. Figtree, Port Kembla under J. Tuxworth, Figtree and Sons under J. Figtree. Illawarra coke was being used at the Smelting works at Dapto. It was also being used at Lithgow, Cobar, Broken Hill, Mount Morgan, Chillagoe and other places.

An article on coke in “Daily Telegraph” of 16th June, 1916, stated that there had been wonderful development in the coke industry in the past ten years, that there had been small beginnings 25 years earlier (in 1891) and that the demand for Illawarra coke was phenomenal, large consignments being sent away by sea and rail. All South Coast Mines except Helensburgh were then producing coke. Hoskins of Lithgow had recently opened the Wongawilla mine at Dapto mainly to get small coal for coke.

The Mount Lyall Works at Port Kembla, owned by Mount Lyall Mining Co., Tas., had 36 ovens, small, but up-to-date, working seven days a week, producing from Mount Kembla slack between 600 and 700 tons a week.

The Federal Works at Wollongong were producing from 700 to 750 tons weekly.

North Bulli had 106 ovens at Coledale.

At Scarborough fifty retorts were producing coke from South Clifton slack.

At Coal Cliff fifty retorts had an output of 1300 tons a week.

At Corrimal, Messrs. G. S. Yuill and Co., had 40 ovens working constantly. The slack came from Corrimal-Balgownie
mine. The machinery was worked by electricity and the smoke nuisance was obviated by a large chimney 100 feet high.

The Bellambi Coke Works, owned by Broken Hill Proprietary Co., had 100 small retorts and used hydraulic power. From Bulli Coal Co. slack 1000 tons of coke per week were made.

Figtree Brothers Coke Works, connected with Mount Pleasant Mine had forty ovens of the McLaren rectangular type, producing 900 tons of coke weekly. At all of these coke works it has been necessary at different times to erect new ovens, and in every way, keep pace with modern improvements. The tremendous development of smelting works at Port Kembla has meant the increased use of very large quantities of coke there. It is being continually sent to different parts of New South Wales, as well as Victoria, Queensland, South Australia, West Australia, New Zealand and other places.

In 1938 there were 402 men employed in the industry at 386 ovens which produced 526,378 tons of coke.

**KEROSENE WORKS AT AMERICAN CREEK.**

In the early days, Avondale, part of the Henry Osborne estate, contained some fine cedar. In the forties, three Americans, Joseph Marceau, Iva Polly, and another came to Illawarra bringing with them American axes with which they cleared some brush land on the banks of a beautiful creek flowing through Avondale. This creek was therefore called American Creek. In 1856 another American arrived on the scene, W. J. Hamill. In 1857, according to the account of “Old Pioneer” in “Illawarra Mercury,” he brought some of his countrymen to Mount Kembla where he experimented in the growing of tobacco and cotton, a venture that did not prove successful. About this time some traces of kerosene were found in the creek and some shale was found on the mountain side. In the early sixties there was a good deal of writing in the papers about kerosene and kerosene shale. In 1863 Edward and William Graham rented part of the Avondale estate. In 1864 their brother, John Graham, a commission agent in Sydney, was shown some of the shale from his brothers’ farm. This he had tested by the Government Analyst. The test
proved so satisfactory that he decided to open a shale mine and manufacture kerosene.

So in July, 1865, he began operations of making two drives 8 feet wide into the side of the Mountain near Mount Kembla. These proved so satisfactory that he immediately had the works erected by Mr. Robert Longmore who was later interested in the kerosene works at Joadja Creek, and engaged as Manager, Mr. W. J. Hamill, who had previously had experience in America as an oil refiner. The cost of the plant for this work was £4,000.

So rapidly was the erection of the plant carried on that by December, 1865, the first load of kerosene was taken to Wollongong.

The shale mine and works are described at length in the "Illawarra Mercury" of 18th October, 1865. The site of the mine is described as about 6 miles from Wollongong at an elevation of 520 feet above sea level. "The kerosene shale, cropping out of the side of the mountain range, has been known to exist there for about 12 years." (Long before the Graham family were interested in the place).

Mr. Graham had completed a road 12 chains long and 20 feet wide from the mountain to the creek, across which a substantial bridge 60 feet long, 20 feet wide had been built. Across the creek were 2 acres, on which the buildings were erected, the only flat land in the vicinity.

The buildings were an engine house of wood, containing an eight horsepower engine, a still house of wood, a large stone house 24 feet by 37 feet, a refining house with foundations sunk 9 feet in the ground, a retort house 15 feet by 30 feet in which are 10 retorts, each capable of holding 3 cwt. of shale, a substantial stone chimney 40 feet high and 200 feet away in the clearing house 80 feet by 30 feet. The bed of shale is described as being 1 foot 9 inches thick, "the upper 3 inches is very poor in oil, probably will not pay for working. As it comes out in large slabs it will probably answer for chimney pieces, wash stands, dressing tables, etc." The remaining 1 foot "is very rich in oil."

It was reckoned that one acre contained 2,550 tons of oil producing shale which was proved to contain 50 gallons per ton, a total of 127,500 gallons. The shale was taken from the
drive to the retorts by a tramway. The ten retorts were filled four times a day, a total of 6 tons per day being treated. This was later condensed, bringing it to the stage in which oil is found in America.

Then came the refining and last of all the packing. It was packed in American tins and taken to Wollongong for shipment to Sydney. Mr. Edward Graham was the business manager, and he had for haulage purposes teams of horses famed throughout Illawarra for their high quality.

For several years these works produced excellent kerosene which gained prize medals at Exhibitions in Paris and Melbourne. In 1873 there were 23 retorts, 3 stills, a steam engine and the other necessary appliances for extracting kerosene oil. Thirty-five men were employed and about 2000 gallons of oil were shipped weekly to Sydney. In addition to this over 300 gallons of tar or lubricating oil, suitable for posts, piles, etc., were produced. The kerosene was valued at from 1/9 to 2/6 per gallon, and the tar at 1/- to 1/6.

It would appear, as the drives became longer, the thickness of the seam became somewhat thicker, for the Town and Country Journal of 15th October, 1870, gives the average thickness as 2 feet.

Several Wollongong business places readily used the kerosene.

In 1874 the Grahams sold the plant to the Mount Kembla Coal and Oil Co. A considerable sum was spent in altering the plant. But the making of kerosene was pursued only intermittently and eventually ceased, as it appears the quality of the shale was deteriorating.

**BLUE METAL.**

The early settlers about Kiama, particularly to the South and Southwest, found the stony nature of the ground one of the difficulties with which they had to contend. They soon learned to put the stones to good use in making stone walls to act as fences, walls which still remain on so many hillsides. In the sixties, when roads were being really made for the first time, the great boulders were broken up to make roads which would not be made into quagmires whenever there was any reasonable fall of rain. In the sixties, too, large quantities of
blue metal were blasted and removed in the construction of Robertson Basin.

In July, 1870, specimens of blue metal for Street use were sent to Sydney by the "Princess Alexandria". In October she brought to Kiama three of Appleton's stone-breakers which were set up opposite to the wharf which then was just outside the basin then under construction, on the southern side. There a start was made to crush stone from the basin. In March the following year the "Tim Whiffler" took the first load to Sydney. Objection was made to the crushing of stone from the Basin. In May, 1871, Wakeford Brothers opened a quarry on the south side of the cutting at Pike's Hill. Here, for many years, the great hexagonal columns of blue metal were blasted down, men standing on the road, on both sides, with red flags, stopping all traffic till a succession of shots had been fired. After such shots it was not uncommon to see large monoliths twenty feet or more in length and about seven feet in diameter. For some years hand broken metal was more popular than machine broken, so in the vicinity of Pike's Hill, men and boys were employed breaking up metal, first using heavy spalling hammers to break up the larger pieces of stone into spalls, and then using light knapping hammers to break the metal into the requisite size. It is wonderful how expert these stone breakers became, by studying the grain of the metal. As they broke up the stone they stacked it neatly in piles to be measured.

The stone was carted along Terralong Street, to the wharf, and from 1876 on, to the Basin, where it was loaded into the sailing vessels, and later the steamers, which took it to Sydney. For years the metal was tipped out close to where the vessel was tied up, and then it was wheeled in barrows along narrow planks, and tipped into the hold, work which required nerve and skill, as it was rarely that the vessel was absolutely still. It is not surprising that sometimes man and barrow had a fall.

**Carson's Quarry.**—In the early eighties a revolution was brought into the stone trade by the opening of a new quarry by Mr. J. Carson on his property at the corner of Terralong Street and Hathersall Street. This is where Mr. George Turner, in
BLUE METAL QUARRY, KIAMA.
Showing hexagonal columns of basalt.
Kiama's early days, had a nice little orchard and flower garden, both of which had to give way to the stone quarry. At this quarry a very large crushing plant was installed, provided with sets of screws which graded the metal crushed from the finest screenings to road size. After the installation of this machinery the machine-crushed metal gradually took the place of the hand broken. The opening of this quarry brought much more metal dray traffic into Terralong Street, making its name for dust very bad indeed.

Both Pike's Hill Quarry and Carson's Quarry changed hands again and again. In 1912 both were included in the area resumed as a State Metal Quarry on 13th March. This resumption included the northern portion of Hothersall Street, as well as portions of Bong Bong and Brown Streets, while a further resumption on 2nd September, 1914, took part of Noorinan Street for quarrying purposes. This great quarry had been idle for years, and now a gaping sepulchre takes the place of what was once a beautiful hillside, crowned with Kiama's first windmill.

**Improved Loading.**—With the coming of Carson's Quarry came improved loading conditions. A rival firm established a crushing plant at the wharf side and erected shoots. Soon all the blue metal from Kiama was put aboard the sailing vessels and such steamers as the "Civility" and "Lass O' Gowrie" by means of these shoots instead of barrows.

**Cubes.**—In the late seventies and early eighties a new industry sprang up in Kiama, connected with the stone trade. That was the making of cubes, as they were called. These were pieces of stone chipped into the same size and shapes as the wooden blocks with which the streets of Sydney were then being paved. These cubes were used for paving Sussex Street, Sydney. They proved more durable than the wooden blocks. But they were decidedly rougher and noisier. Cubes were also used in Kiama for a different purpose—kerbing and guttering.

**Bombo.**—In 1883 the metal quarry was established at Bombo by George Hill of Sydney. He constructed a high wharf at a tiny bay on the north side of Bombo Point, and soon what
was then the biggest stone quarry in New South Wales was in working order. Cottages were erected for the workmen, and a school was established whose teacher for some time was Mr. A. Maguinness, who has been for several years President of the Teachers' Federation. Year after year the blue metal was taken from Bombo, and now practically all of what used to be a hill, with cliffs facing the sea, has been removed.

**Long Point.**—In 1880 a blue metal quarry was opened on Mr. G. L. Fuller's property at Long Point by a Melbourne firm, Chambers and Co. An attempt was made to establish a company with a capital of £5,000. But this failing, Chambers and Co. erected a jetty about 480 feet long at a cost of about £1,000, installed machinery, and started trading to Melbourne with the little steamer "Electric Light," Mr. Fuller receiving a royalty per ton on the metal taken away. This venture, however, did not last long. Chambers and Co became insolvent. Then Mr. G. L. Fuller bought the plant, secured the steamer "Platypus," and reopened the quarry. Later he had the "Dunmore" built especially for the trade, and continued to work the quarries till 1913, when he sold out to a company.

**Other Quarries.**—In 1889 the Government purchased land west of Bombo Quarry and established there a State Quarry from which the blue metal was taken by rail. The cost of this quarry and its extension was £3,400.

Later another quarry was opened near the mouth of the Minnamurra River.

By far the largest quarry existing now in Illawarra is the Dunmore Quarry, opened in 1923 on Mr. Fuller's estate, to the west of Shellharbour Railway Station.
CHAPTER VII.

GREATER WOLLONGONG.

On September 12, 1947, the whole of Illawarra north of Macquarie Rivulet was constituted into the Municipality of Greater Wollongong, embracing the Municipalities of Wollongong and North Illawarra and the Shires of Central Illawarra and Bulli. At the time of writing (May 1948) Greater Wollongong is still, relatively, in a state of flux. Boundaries have disappeared. For administrative purposes there are now Wollongong City Hall and the Council Chambers of Bulli and North Illawarra and Central Illawarra. The Municipality has still to be divided into wards and when arrangements are made an election of Councillors will be made.

Already there has been a readjustment of staff, with Mr. W. H. Smith as Town Clerk. A provisional Council was appointed in December, 1947: Donald Beaton, Clifton William Carr, Thomas Dalton, Rupert Clement James Floyd, Samuel Hamilton Frew, Thomas Gibson, Harold Archibald Graham, George Reginald Hanley, Jeremia Joseph Kelly, Lindsay Victor William Maynes, Robert John Buller Pearson, Robert Ship, William Simpson, Leslie Strachan, William Leslie Vidler, with H. A. Graham as Mayor.

WOLLONGONG.

Wollongong, one of the busiest and most prosperous cities in New South Wales, was, in the early thirties of last century, a small port from which cedar, tallow, wheat and a few other commodities were sent away in small sailing vessels of 10 to 40 tons. There was no wharf, no cargo boat, no buoy, no church, no school, no cemetery, no shop, no town, only the barracks with its commandant, with one small room used as a post office, just established, and another used as a court house.

The site of the present city was occupied by grant homesteads with much timber still standing, and the inhabitants of the district came by bush tracks, for there were no roads to get their supplies from the skippers of the sailing craft who brought the goods from the Sydney merchants.
In 1829, certainly five townships had been gazetted in what was then known as Illawarra—Five Islands, Kiama, Gerringong, Coolangatta and Ulladulla. But Five Islands as a site, the low lying reserve between the present Wollongong and Tom Thumb Lagoon, proved all together unsuitable, and was condemned by Surveyor Govett in 1829, and again by Surveyor Elliott in 1832, both of whom agreed that it was a poor swampy marsh, quite unfit for a township site.

So, after Governor Bourke paid a personal visit to the district in 1834 to inquire into its needs, the selection of a town site was placed in the hands of Major Mitchell, who selected part of Mr. Throsby Smith’s grant for the purpose.

On November 26, 1834, the following notice appeared in the Government Gazette:—

“Town of Wollongong

Notice is hereby given that a site has now been fixed for the Town of Wollongong, District of Illawarra, and that a copy of the Approved Plan may be seen at the Office of the Surveyor General of Sydney, or of the Police Magistrate on the spot, agreeable to which the ground will forthwith be laid out.”

The plan showed Crown, Market, Smith, Keira, Church, Corrimal and Harbour Streets. It also showed the two acres reserved for a Church of England, a burial ground of two acres on the Crown Land, south of Crown Street, and east of Kembla Street, and the proposed breakwater (which was never built) as well as the Barracks erected in 1832 for the military, but in 1834 under the control of the Magistrate, Mr. Allman, and the constables.

The upset price of the land of the new township was £2 per acre. In July, 1835 Mr. John Kennedy paid £12 for one half acre lot, another lot sold for £8/13/4, and six lots brought £2/6/8 each.

At once a township began to grow. In 1835 a Court House was erected by Mr. George Brown. In 1836, Mr. James Backhouse, a Quaker, visiting Illawarra, wrote that Wollongong had a Court House, two stores and a Roman Catholic Chapel (a wooden building), as well as some dwelling houses. (At that time Mr. Smith’s barn was used as a Church of England and also as a school).
On examination it was decided to construct a basin for shipping instead of the breakwater recommended by Surveyor General Mitchell. So in 1837 the work was begun—an excavation 100 feet long, 35 feet wide and 14 feet deep. The large blocks of stone blasted out were used for a breakwater. This work was started by convict labour, the prisoners being housed in a stockade. This small basin was finished in 1844 and according to the “Sydney Morning Herald” of November 29 that year: “The house occupied by Major Macpherson (in charge of the work) was sold to Dr. Cox for £9/15/-. It is intended to be transferred to an allotment in Kiama.” This small basin cost £3465/15/9.

Wollongong was going ahead. In 1838 the post office was removed to Mr. Palmer's store. No less than four hotels were there in 1839—Alexander Elliott's Wollongong Hotel, Samuel Coulston's Traveller's Inn, Cornelius Hoolahan's Governor Bourke and B. McAuley's The Harp.

But hotels were not the only signs of Wollongong's growth in 1839. In that year came Wollongong's first permanent church, the Presbyterian Church on the NW corner of Crown and Church Streets, where Woolworth's building now stands. In that year came the National School, a fine brick building, also in Crown Street, a site now occupied by the Town Hall. In that year the people of Wollongong together with some Sydney merchants, formed the Illawarra Steam Packet Company, and bought the steamer “Maitland,” thus opening steam communication with Sydney, although there were then no harbour facilities in Wollongong. This company was soon united with the Brisbane Water Steam Packet Co., to become the General Steam Navigation Co., which secured the S.S. William IV for the Wollongong trade. This steamer was followed by the Sophia Jane, Illawarra and others, and merged in the late fifties with the Kiama and Shoalhaven S.N. Co.'s to become the Illawarra S.N. Co. and later Illawarra and South Coast S.N. Co., to be the vital means of transport to places outside the district, till the coming of the railway, providing a service three times a week, by which all produce was forwarded to Sydney, and all supplies brought to the district.
Wollongong was booming still in 1840. Mr. Alexander Elliott bought out Mr. Palmer's Post Office Store, greatly enlarging it to make it an emporium able to supply "every article suitable to the wants of town and country." In that year Mr. Palmer opened a steam flour mill to take the place of Mr. Spearing's mills on Mount Keira Estate.

Another one to set up shop-keeping in 1840 was Mrs. Sarah Fuller, an immigrant from Ireland, who had lost her husband and one child on the voyage to Australia, and another child in quarantine in Sydney. This brave woman opened a shop in Corrimal Street, and there successfully reared her surviving family of three boys and three girls. One son, George L. Fuller, later became the owner of the large Dunmore Estate. Her grandsons included Sir George Fuller, Brian Fuller, K.C., Colonel Colin Fuller, D.S.O., as well as two city solicitors for the City of Sydney, G. K. Waldron and T. K. Waldron.

In October, 1840, two important foundation stones were laid, that of St. Francis Xavier's, by Bishop Polding, on 13th, and that of St. Michael's, by Bishop Barker, on 14th. The stories of these churches are told in another chapter.

In 1840 Wollongong was booming. Town lots instead of being sold at £1 per half acre, reached as much as £5/10/- a foot in Crown Street. Brick houses "elegantly furnished" were taking the place of wooden ones, and Wollongong with its daily increasing population and salubrious climate, was being described as the Brighton of Australia.

In 1844, Wollongong became the headquarters of the newly established Illawarra District Council, elected by the landholders of the great district, extending from Northern Illawarra to Jervis Bay. The Council had great powers. Its duty was to assess the value of all land, except Crown Land, occupied or unoccupied, cleared or uncleared. From the occupants of occupied lands, or from the owners of unoccupied lands, rates decided on were collected. Collectors were appointed for this purpose, and if the owner or tenant did not pay within fourteen days of being notified, the Council had the power to levy the rate money and recover it "by distress and sale of goods, cattle, land and tenements of such occupiers or owners."
The members of the first Council were John Osborne, Esq. (Warden), Gerard Gerard, William Warren Jenkins, Charles Throsby Smith, Henry Osborne, James Mackay Gray and John Berry, Esquires. Two of these came from Wollongong, one from Berkeley one from Kembla Grange, one from Marshall Mount one from Omega Retreat and one from Shoalhaven, a truly representative council.

The paid officers were Surveyor (Mr. J. Clarke), £100 a year; Treasurer, £80; Clerk £80; Two Collectors £100 each.

The district at the time contained the recently formed Main South Coast Road from Mount Keira to Wollongong and Bulli, and Wollongong to Saddleback, and two recently constructed parish roads, Kiama to Jamberoo, and Kiama to Gerringong. But none of these roads was metalled, and there were no properly constructed bridges in the district. In spite of the wide powers the job was too big for the Council, which met quarterly in the otherwise (till 1850) unoccupied school building in Crown Street.

An attempt was made to secure revenue from toll roads outside of Wollongong and Kiama, but these failed. In 1852 the task of making and maintaining roads proved too much for the Council which gave up the job, when Councillors were appointed by the Government. In 1836 things were so deplorable that the people took matters in hand themselves and made voluntary contributions to provide money to maintain the roads so that folk could get their goods to market. This was done in Wollongong, Kiama, Dapto and Jamberoo.

**Illawarra Agricultural and Horticultural Society.—**

In 1843, in the Market Square at Wollongong the three Osborne brothers, Henry, John and Alexander exhibited some cattle they had recently imported, as well as some fruit and vegetables grown on their estates. This was the first Agricultural Show in Illawarra. It seemed as a spur to urge the folk of the district to establish an Agricultural Society. This was done in 1844 when a large committee was formed representing all parts of the district—Wollongong Bulli, Dapto, Unanderra, Marshall Mount, Avondale, Shellharbour,
Kiama, Jamberoo, Gerringong. The members of the committee were: Messrs. Henry Osborne, Edward Wood, Dr. Alexander Osborne, Dr. John Osborne, Mr. Heathorne, Dr. R. Menzies, Captain Westmacott, Captain Sheaffe, Michael Hindmarsh, Charles J. Tindale, Captain William Lampriere, Messrs. Charles Throsby Smith, Gerard Gerard, Edward Palmer, James Mackay Gray, James Shoobert, J. R. Comins, Robert Miller, Thomas Way, George Brown, James Robb, Captain Samuel Addison, William Warren Jenkins, Captain Plunkett, Dr. Charles O'Brien.

The first show of the Society was held on 30th January, 1845. The pavilion was a large room in Mr. Mackie's inn, where fruit, flowers, vegetables, etc., were displayed. One of the exhibits was "an extraordinary sample of Egyptian wheat, shown by a gentleman from Berrima, the seed having lain 2000 years in mummy cases."

Near the hotel, pens and stalls were provided for the cattle, horses, pigs, etc. The principal winners were: Messrs. Henry Osborne, Black and Wood, for cattle; Michael Hyam for horses and Dr. Alexander Osborne for pigs.

The night before the Show a public ball was held, and the town was very gay. Three days before the show, ploughing matches were held in one of Mr. George Brown's paddocks, at Dapto. Although the weather was inclement: "A great number of persons were present, equestrians, pedestrians, from the humble equipage of the bullock dray to the four-wheel carriage."

The principal match—six bullocks with driver to plough half an acre in four hours—was won by Dr. Menzies' team, Richard Dennis was second. The match for two horses with reins was won by George Brown. A third match for teams with four bullocks was won by Robert Hodson, the only competitor. Such matches were held in connection with shows in Illawarra right up to the eighties. In the twentieth century they would prove altogether too slow for the speed demanded.

The roads in the district were then very bad and the means of transport slow. The idea at first was to have shows in different centres of the district. The show of 1848 was held at Dapto, and the ploughing match at Woodstock, near
Jamberoo. But the southern farmers lost interest in the Wollongong Show and formed a society of their own in 1848. It is remarkable that with the bad seasons prevailing then that the early shows were successful, but the society, in spite of early disappointments, continued to grow and prosper and held its Centenary Show in 1945.

The depression of the forties of last century certainly affected Wollongong. Colonel Mundy who visited Illawarra in 1849, thus describes Wollongong in "Our Antipodes":—

"Mechanics came in crowds to what they imagined a good market for their skill and labour; houses were run up, but, disappointed in their expectations, they went off to Port Phillip and elsewhere."

He goes on to say that the town contained 500 or 600 inhabitants, and 120 houses, one fifth of the buildings being tumble down and tenantless.

But Wollongong soon made a recovery. In 1851 the National School, built twelve years before, was at last opened by Mr. Jabez Clark, and remained Wollongong's National and then Public School till 1884.

In 1855 Mr. Tom Garratt established "The Illawarra Mercury," the first newspaper of the South Coast. Up to that time people of Illawarra had to depend on Sydney newspapers for all their news and advertisements. From 1855 onwards the inhabitants were kept in touch with these matters in a way hitherto impossible, and the "Mercury" has continued for over ninety years to render great good to the district.

Wollongong was the metropolis of Illawarra. Mails, first brought to the town on horseback once a week, were now brought by coach once a week and delivered every forenoon. There were two hackney coaches in the town, and both could be found when not otherwise engaged, at the pier at the arrival or departure of the steamer.

Wollongong was very busy on Tuesday, Wednesday and Saturday. Crown Street was crowded with folk from the country with spring carts, bullock drays, pack-horses, etc., taking their produce to the steamer. In wet weather it was not unusual to have some of these bogged in the main street, not metalled then, and the language of the teamsters was such as
WOLLONGONG AND FIVE ISLANDS 1855
Showing the first St. Michael’s Church, extreme right, and St. Francis Xavier’s Church, centre, Market Square and Harbour Street on the left, with Red Point and five Islands in the distance
(Illustrated Sydney News, 17 February 1855)
the bullocks had well learned. But the Court House, built 20 years before, was "the most battered and dirty looking building in the town," and "the water supply was most precarious, mostly from wells and the water was just so so".

Even in the fifties the people of Wollongong were fond of bathing. But customs and costumes were vastly different to those of to-day. In 1856 Mr. E. Johnson, of the Brighton Hotel, received permission to erect baths. In January, 1857, he had the bathing machine "Mermaid" launched, the first constructed in the colony. It was a shed on wheels, 10 feet by 5 feet 6 inches, and was fitted with seats. Intending bathers got into the machine which was drawn into the sea, and the bathers were able to undress and swim in the confined space, some daring to get into the water outside. Though fairly well patronised, many refused to use it, partly through fear of sharks, partly from modesty. What changes we have had in the past ninety years.

In 1857 the building of a new court house was started. This was finished in 1859, and used in February of that year. In 1857, too, Wollongong commenced its career as a coal shipping centre. This made it necessary to considerably increase the wharfage space. In 1856 a new landing slip had been erected. In 1859 it was arranged to extend the pier 55 feet, and also to excavate an inner basin and deepen the entrance. This work was begun in 1860 and finished in 1869, when it was opened by the Earl of Belmore, after whom it was named.

In 1858 Mr. Robert Owen, who had been a solicitor in Wollongong for some time, and then M.L.A., was made a District Court Judge. He was succeeded by his son, Percy Owen, who took a prominent part in all local affairs. He was the father of the Volunteer Movement in Wollongong, where he joined the 6th Coy. of Garrison Artillery, retiring as Colonel. Colonel Percy Owen's son, Robert Owen, was Lieutenant-Colonel in the A.I.F. in the first world war, serving in The Dardanelles and France. Another son, Colonel Percy Owen, became Director-General of Commonwealth Works at Canberra. Mr. E. Owen was still practising as a solicitor in Wollongong in the mid forties, and his son Evelyn Owen was the inventor of the Owen gun.
The year 1859 was a very important year for Wollongong. In that year Wollongong became a Municipality, two banks were opened, a gaol costing £2,000 was built, and it was decided to establish gas works and also a School of Arts. The banks were E.S. and A.C., with Mr. George Hewlett as manager; and Commercial Bank, whose manager was Mr. Stephen Pearson.

**WOLLONGONG MUNICIPALITY.**

The Wollongong Municipality, the first in Illawarra, was proclaimed on 22nd February, 1859. It extended from Para Creek on the north to Tom Thumb Lagoon, and westwards to Mount Keira Road, “following the western boundary of the late Dr. John Osborne’s land.” The first election was held on March 29, 1859, when the Returning Officer was Mr. Charles Throsby Smith. The following aldermen were elected: James Hetherington, George Hewlett, George Waring, John Garrett, John Macdonnell, Joseph W. Wilshire, Stephen D. Lott, William Robson, Robert Haworth, and the first mayor was J. Garratt.

The Council Chambers for some years was a room provided at the “Illawarra Mercury” building. John Carr, Junior, was appointed Council Clerk at a salary of £30 a year.

One of the earliest works of the Council was the metalling of Crown Street at a cost of £1,370, a matter impossible to either the Illawarra District Council or to the private subscriptions. Another matter calling for the Council’s attention was the water supply. This had been inquired into by Surveyor Sloane, who, in 1856, submitted a rather ambitious scheme. This was to construct a dam on Mr. Gerard’s property at Para Creek, and a reservoir on Mr. Wilshire’s property on the end of Smith Street. A fountain was to be erected in Market Square and the lagoon at the end of Market Street was to be cleared out and fenced.

In 1858 a committee of townspeople decided to fence the lagoon and erect a trough on the Market Street side of it for cattle. In 1861 the Municipal Council decided to erect “A cast iron 3-inch pipe of 10 inch stroke. The pump was provided
with a wheel and crank, platform and frame, and 30 feet, more or less, of drain pipes.” This pump, built at the lagoon, cost £57/14/6.

In 1876 there was a water famine. “The Council had small holes sunk in the swamp between Barella and Swan Streets, where abundance of water was found 4 feet from the surface. It was not of first class quality and charcoal filters were recommended to improve it.” (“Illawarra Mercury.”)

In 1884 Mr. J. Biggars asked the council to bring the matter before the Government. This was done at once, the Council agreeing to undertake all liabilities and obligations. But it was not until 1902 that the supply came. The Sydney Water, Sewerage and Drainage Department then connected Wollongong and Port Kembla with Cordeaux Dam, and the towns’ water trouble ceased.

As late as August 23, 1879, according to the Town and Country Journal “The streets of Wollongong were rough, ill-paved and badly kept—but improvements on a large scale are in course of operation.”

These came in the early eighties, when kerbing and guttering were provided in Crown, Corrimal and Harbour Streets. In 1884 the streets were lit with gas, to be followed by electricity when power was provided by Port Kembla in 1921. In 1884, too, the Council secured the site of the old Public School, and shortly afterwards erected its Town Hall.

As late as 1883 the total amount paid in salaries was £97/10/-. Before the creation of Greater Wollongong, the staff consisted of: Town Clerk, Engineer, Health Inspector, Electrical Engineer and several assistants, the most junior of whom received more than twice the whole expenditure in 1883. Mr. J. A. Beatson and Mr. N. M. Smith were each mayor for 13 terms. Mr. Curr was Council Clerk for 18 years. Mr. H. Stumbles for 30 years. The last Council Clerk was Mr. R. B. Bell.

On 11th September, 1942, Wollongong was declared a City, and in 1947, the centre of Greater Wollongong.

**GENERAL PROGRESS.**

While the Municipal Council was attending to so many
CROWN STREET, WOLLONGONG, 1873
(Illustrated Sydney News, 2 August 1873)
needs the town was progressing. In the early sixties two newspapers were established, “Illawarra Express,” and “Illawarra Banner” (later “Wollongong Argus”). Houses and shops were supplied not only with gas, but also with kerosene from the newly established works at American Creek.

The leading storekeepers were John Bright, William Hewlett and E. A. Jones and the leading auctioneer J. Biggar, all taking a prominent part in Wollongong life for many years.

When the Prince Consort died a large sum was subscribed to build a monument in his memory. This took the form of the Albert Memorial Hospital, built in 1866, replaced in 1908 by the District Hospital erected on Garden Hill at a cost of £5000.

In 1870, besides large quantities of coal, the steamers took away 19,597 kegs of butter, 5,002 bushels of wheat, 13,150 bushels of maize, 395 bushels of potatoes as well as a considerable quantity of bacon and leather and many pigs and calves.

In the eighties, besides the Town Hall, costing £5000, the Agricultural Society’s Pavilion was built and a new Court House costing £12,000.

But more important than these was the coming of the railway. In June, 1887, Wollongong was connected with North Clifton (now Scarborough) and in November the same year extending to Kiama. But there was no direct connection with Sydney till October, 1888, on account of the break between North Clifton and Waterfall while the tunnels were being erected. During the interval connection between the two places was effected by several five horse coaches, competing with one another along the red dusty road to Bald Hill and thence through Stanwell Park and the Cliff Road, a thrilling journey southward. There was a fly in the ointment, however, going north, when all passengers had to walk up the long road to Bald Hill.

Wollongong grew apace to 3,900 in 1900, and then to 19,000 in 1939.

This wonderful growth was due partly to the railway, but mostly to the industrial development at Port Kembla. Another cause was the increased facility of transport by motor car and motor bus over roads undreamed of in the nineteenth century, making all North Illawarra and most of Central Illawarra
suburbs of Wollongong, whose streets are constantly thronged with great streams of motor vehicles. Wollongong now covers not only the whole of Throsby Smith's Bustle Farm, but also Dr. John Osborne's Garden Hill, and part of Robert Anderson's 200 acre grant, part of which is now Stewart Park.

**SUBURBS OF GREATER WOLLONGONG.**

Greater Wollongong, inaugurated in 1947, included all of Illawarra from its northern boundary to Lake Illawarra and Macquarie Rivulet. It embraces the Municipality of North Illawarra and the Shires of Central Illawarra and Bulli.

**MUNICIPALITY OF NORTH ILLAWARRA.**

North Illawarra is a comparatively small Municipality, besides such large ones as what Kiama and Shoalhaven were at first. It extends from Para Creek to Bellambi Harbour, and from the sea to the road on the top of the mountain.

The Municipality was proclaimed on 26th October, 1868, and the first election was held on 15th January, 1869, when the following aldermen were elected:—

Andrew Lysaght, Francis P. MacCabe, James Brookes, James Farrah, John Brennan, William Shipp. Andrew Lysaght was elected Mayor and John Curr, the Council Clerk of Wollongong, was appointed Council Clerk.

In 1871 the aldermen decided to increase the revenue of the Municipality by imposing tolls. Government permission was granted and the by-laws for the collection of tolls were published in the Government Gazette of 16th January, 1871.

The toll-bar was erected on the Main Road at the northern boundary, near Taylor and Walker's Railway.

The tolls collected were: Every sheep, lamb or goat, ½d.; Every ox, horse, ass or mule, 2d.; Every two wheeled vehicle drawn by one horse, 6d.; Every additional horse, 3d.; Every four-wheeled vehicle drawn by one horse, 9d.; Every additional horse, 3d.

Exemptions included: The Governor and his Attendants; soldiers in uniform; vehicles belonging to the Government or
Municipal Council; Police Force; horses drawing mails; people going to or from Church; people attending funerals.

The first Toll Collector was James T. Bursell, who was paid a small salary. But later, the collector paid a rental for the privilege of collecting the toll for himself. The rent varied from £126 to £133/16/6. Though never popular, tolls remained in force till 1880.

Municipal libraries were at that time generally established and they received substantial Government aid. It is pleasing to see that after about half a century's neglect there is a movement afoot to re-establish these libraries under specially trained librarians.

Mr. H. Pettingal was Mayor for 9 years and Mr. Henry Stumbles was Council Clerk from 1879 to 1915, no less than 36 years.

The headquarters of North Illawarra Municipality were established in 1869, where eventually the present Council Chambers were built.

Water is supplied to the Municipality by the Metropolitan Water, Sewerage and Drainage Board, while light and heat are supplied by Corrimal Coal and Coke Company.

In 1869 the only member of the Council's Staff was the Clerk, whose salary was £30 a year.

In 1883 the salaries paid amounted to £63/12/-.

In the seventies the income was small even with the addition of the toll and the Government endowment. But the ratable value of land in the Municipality was small. In 1936 the unimproved value was £197,155, and the improved value £845,096. In 1945 these figures had risen to £444,543 and £1,750,000 respectively, and the rate revenue has risen to £12,000.

The staff now consists of the Council Clerk, Engineer, Health Inspector, Meat Inspector, one senior and two junior clerks, the smallest salary being greatly in excess of what used to be paid to the one officer—the Council Clerk.

An outstanding feature of road construction recently undertaken is that of the Mount Ousley Road which passes through Central Illawarra Municipality and Bulli Shire, and, on account of its better grade and easier curves, will supplant such a road as Bulli Pass.
FAIRY MEADOW AND BALGOWNIE.

In the year 1840 Mr. John Buckland's Balgownie Estate of 1920 acres, was subdivided into 132 lots, varying from 10 to 80 acres. Coal was reported to have been found on the property through which passed the Great South Road. Four excellent farms on the "celebrated Balgownie" estate at Fairy Meadow were offered for sale in 1840, and two village lots were advertised in 1841. The village thus established became known as Fairy Meadow, while the name Balgownie was given to the coal centre nearby. When the railway came the station there at different times bore the names Balgownie, Para Meadow and Fairy Meadow.

From early days it was noted for its fairy-like beauty. Colonel Munday, in 1849, writes:—

"The pretty village of 'Fairy Meadow' is close to it (Wollongong), separated by a ridge of highish land from the seaboard, backed by the mountain range, with a meandering stream of fresh water running through the flat; settlers' houses perched on the hills, bark huts, overgrown with passion flowers, vines, ivy and gourds; fields of growing wheat or maize with its tall green flags and yellow plumes, rude barns at the corners of the enclosure, where the cheerful sound of the flail reaches the traveller's ear."

The meandering stream was Para Creek, which Mr. Spearing used on the hillside to drive the first flour mills of Illawarra. Nearby he erected his windmill, and later, a steam flour mill was erected at Fairy Meadow.

In 1856 two hotels were opened there, John McConnell's Fairy Meadow Hotel, later owned for years by Andrew Lysaght. Cabbage Tree Inn was opened by Thomas Townsend, who was succeeded by George Bindle.

The National School, costing £490, was opened on 11th November, 1858, the teacher being Samuel King Miller, father of Sir Denison Miller, who was a native of Fairy Meadow.

In 1859, Bishop Barker, after opening St. Michael's in Wollongong, proceeded to Fairy Meadow and consecrated a newly-erected Chapel there.
In 1867 Fairy Meadow became the Headquarters of the North Illawarra Municipality whose Council Chambers were used till the coming of Greater Wollongong in 1947.

**BELLAMBI.**

In the very early days Bellambi (or Pallamba) was a rival port with Wollongong. From it large quantities of cedar were sent away, and also wheat, tallow and even wool.

The Bellambi Estate was a 2,000 acre grant occupied by Mrs. J. S. Spearing, used in the thirties by her husband of Mount Keira Estate, as a sheep run. In 1842 the estate was subdivided and the village of Bellambi was laid out, provision being made for a wharf. In 1857 a jetty was constructed, and later extended, making Bellambi a rival with Wollongong in the coal trade, with the advantage of deeper water. In 1861, an inn licence was granted to Alfred Lorking. But the village did not develop into a township, and the population in 1891 was only 204.

**BULLI SHIRE.**

Although it was in the vicinity of Bulli that the people of Illawarra first began to help themselves in road making by giving £10 each to construct the bridle track known as the Subscription Road, in 1821, although in the late thirties of last century, they contributed to the Bulli Parish Road, and although in the forties and fifties, Bulli was under the control of the Illawarra District Council, it was not until 1906 that Bulli and that part of Illawarra north of it, was controlled by Local Government as we know it.

Bulli Shire was proclaimed on 16th May, 1906.

It extended from a point just north of Bellambi Harbour to Woronora River, and National Park, and reached from the sea to the borders of Campbelltown Municipality and the Wollondilly and Nattai Shires.

It was re-proclaimed on 26th February, 1932.

Apart from the mining towns and tourist centres near these roads and the Illawarra Railway, the country in the Shire is generally rugged and much of it is still uncleared. So naturally most of the revenue must come from the mining and tourist areas.
The temporary Council appointed by Government when the Shire was proclaimed consisted of:

Henry Fowler Cotteril (Bulli), Harry Caiger (Clifton), John Stephen Kirton (Thirroul), David Ritchie (Woonona) and Daniel Alexander Wilberforce Robertson (Helensburgh). Of these, David Ritchie resigned and his place was taken by Edward Ramsay (Woonona).

In the first election held on 23rd November, 1906, the following were elected: A Riding, Messrs. Spiller and Mitchell; B Riding, Messrs. Youill and Brown; C Riding, Messrs. Davidson and Nicholson.

The election for President resulted in a tie between Messrs. Davidson and Mitchell. Lots were drawn, Mr. Mitchell won.

Staff.—The first Shire Clerk, W. J. R. Richardson, was appointed at a salary of £2 a week. The first Engineer was D. L. Wilson, and the Health Inspector J. J. Hiles. In 1923, C. Wood became Shire Clerk, succeeded in 1931 by the present Clerk, W. H. Mitchell.

The staff in 1946 consisted of: Shire Clerk, Deputy Clerk, Electrical Clerk, Rates Clerk, Sanitary Clerk, two typists and a counter clerk, whose salaries are determined by Arbitration Award, and are enormously in advance of the salaries paid to the early members of the staff.

Water, Light and Power.—The water supply is obtained from the Metropolitan Water, Sewerage and Drainage Board.

Electric light and power are obtained in bulk, the northern area, including Helensburgh, Russell Vale and Otford, being supplied by the Metropolitan Coal Coy., Helensburgh, while the rest of the Shire, including Bulli and other towns to Coal Cliff, is supplied by the Bellambi Coal Co., Ltd.

Council Chambers.—When first established, the Shire Council met in the Oddfellows’ Hall. Its first permanent home was the old A.J.S. Bank. Later the old Methodist Church was secured and used as Council Chambers, till 1928, when the present building was erected at a cost of £6,300, the architects being Messrs. Karberry and Chard, and the builder, W. J. Williams.
The names Bulli and Woonona, like those of so many places in Illawarra, were in use long before there was any semblance of town or village there, and the names, as was so often the case, had several variants in spelling—Boulli, Bullie and Woonoona, Woonona.

Bulli.—In the twenties and thirties the outstanding man in this part of Illawarra was Cornelius O'Brien, the first Justice of the Peace there. It was he, who, in 1821, discovered a track up the mountain side, known as the Subscription Road, because the Illawarra folk provided the funds for opening it by means of subscriptions of £10 each. This road, however, was only for horsemen and pedestrians. So Bulli, with its solitary house, that of Mr. O'Brien, became the guardian of the northern gateway to Illawarra. In 1828 there were some more houses on that roadside, those of Peggy McGawley and the Gerraty Brothers.

At that time, and for many years after, there was much brushland in the vicinity. In 1835 there were wild cattle in the brushes, and in 1844 cattle thieves were using them as a hideout for stolen cattle for which they had stockyards built.

In 1835 some convicts, apparently sent down to work on the proposed breakwater at Wollongong, were sent “to make a road from Bulli up the mountain.”

In 1841 the Bulli Estate, of 900 acres, was offered for sale privately. Two hundred acres had been cleared, and some paddocks were sowed with English grasses. Another thirty acres were felled but not burned off, and there were 30,000 bricks on the property indicating that brickmaking was in progress there, even at that early date.

Shortly after the Estate was subdivided into small farms of from 25 to 165 acres.

Mr. O'Brien's neighbours were William Bowman, on whose land the township of Bulli was started, and George Tate, who held another grant, Spring Hill, south of Wollongong.

In 1836, Cornelius O'Brien sold out to Captain Westmacott, Aide-de-Camp to Governor Bourke. Captain Westmacott discovered a new and better road up the Mountain, called at first, Westmacott's Pass, but now
known as Bulli Pass. But before this, he was in 1838, a member of the board of Illawarra's first steamship company—the Illawarra Steam Packet Co.

In 1839, a coal mining company was formed to work the coal at Bulli. But this met with such strong opposition from the Australian Agricultural Company, and there was such difficulty in procuring labour, that the attempt failed. In January, 1847, his Bulli Estate, "Woodlands" was sold by Mr. Stubbs, a Sydney Auctioneer for £800, and Captain Westmacott left the district.

The Somerville family had secured some of the Bulli property, and to them the genesis of the village is largely due. In 1857 Mr. George Somerville held Wesleyan services there, apparently in the house of Mr. Salter, for there, in 1861, Mr. Somerville and Mr. Salter established a Sunday School. In 1862 the attendances had so increased that it was decided to secure a building that had been built for a barn and convert it into a church.

In 1858 Mr. Robert Somerville erected a steam mill, and, in the same year, Messrs. Cockerton and Co. opened a store. Bulli had become a village.

In 1860 it was decided to open a mine on the joint properties of Dr. O'Brien and Mr. Somerville at Bulli. The Bellambi and Bulli Coal Company was formed in 1861, with a capital of £30,000, and about 600 acres were bought from Dr. O'Brien and Messrs. Somerville and Black, and in 1863 the mine was working.

In July, 1863, it was decided to ask for a National School at Bulli. Mr. John Somerville offered a site for a school and residence, and £55/10/- was collected for the school. At that time it was necessary for the residents to supply one third of the cost of the building. Apparently this was not done at that time.

In 1866, however, a Public School was opened at North Bulli, and in the same year a Church of England Denominational School was opened at Woonona. It was not till 1870 that Bulli received its Public School, and then most of the children from North Bulli removed to the new school.

In the late sixties the population was less than 100, but by 1881, it had grown to 1187.
In 1880 a Court House was built, a C.P.S. appointed, and the Police Magistrate of Wollongong visited the place regularly to conduct the Court.

In 1884 there were in Bulli, hotels, five stores, the E.S. and A. Bank, a saw mill, a doctor and five churches.

In 1887 came the railway, a decided advantage to Bulli, and in 1889 there were eight hotels, ten stores, and Bulli had its own newspaper—"The Bulli and Clifton Times."

In 1906 it became the headquarters of the Bulli Shire, and its importance continued to grow rapidly. In 1939, besides its stores and hotels, Bulli had two banks—E.S. and A. and Commercial, two Auctioneers, a cottage hospital, a saw mill and a large brickmaking concern—Illawarra Fire Clay and Brick Coy.

Woonona.—After the cedar was cut from the vicinity of Woonona, the land was subdivided into small farms. There must have been quite a number of these, for in 1859 a post office was opened, probably in a little store, and there were two Denominational Schools there—Church of England and Roman Catholic. The half yearly examination of the Church of England was conducted by the Rev. J. C. Ewing, Chairman of the Local Board, in December, 1859. Mr. Ewing was well satisfied. Prizes were given to the most proficient. After the examination "The children were regaled with tea, cakes and sweetmeats and innocent and harmless mirth concluded the happy day."

In 1859 a six feet seam of coal was discovered by Mr. Hale's Surveyor, near the Woonona Post Office, and this was worked in conjunction with Mr. Hale's Bellambi mine.

In 1871 Woonona had a Wesleyan and Presbyterian Church, a post office and store, a public house, a School of Arts, a Church of England Denominational School, with 56 pupils, and also a Roman Catholic School.

We are told that by 1879, owing to the closing of the Woonona Mine the population had drifted to Bulli.

BULLI AND WOONONA.

In the twentieth century, the two places, so close together that they seem the one place, spread out, for the most part
along the South Coast Road, are bracketed together for population purposes.

In 1889 the population of the two places was 2578, and in 1939 it was 6900.

**CORRIMAL.**

In 1883 a seam of coal was opened at Mount Corrimal, and soon a mining township sprang up. The railway came in 1887. Coke works were established by G. S. Youill and Co., using the slack from the Corrimal and Balgownie Mines. The town grew rapidly. In 1939 the population was 4500, and in Corrimal were besides a number of good shops, two large hotels, two banks, (Commercial and New South Wales), a large Public School of two departments, a Convent School, and five churches.

**SCARBOROUGH (Formerly CLIFTON)**

Like most parts of Illawarra, even in the fifties, there were a number of small settlers, although it is not easy to imagine farmers eking out a living, as they must have done, on the rugged, narrow strip of land at Clifton, between the mountains and the sea. Yet in 1860, these farmers established a National School there. They do not seem to have spent much in erecting a school house, for school was conducted in the teacher's kitchen, altogether inadequate.

In 1877 a township arose there, a town of miners' cottages, well built and comfortable, weatherboard, with galvanised iron roofs. Almost on the edge of the cliff was the villa residence of the mine manager, Mr. Hale. This village owed its existence to the opening of the Coal Cliff Mine.

In 1878 a school was established in a building left by the mining company, and in 1879 the Education Department erected a Public School. In 1879 also came the Telegraph Office.

From June, 1887 to October, 1888, Clifton was a very busy centre, for it was the northern terminus of the railway in Illawarra, while the tunnels between Clifton and Waterfall were being constructed. For at that time there was a busy traffic of five-horse coaches between Clifton and Waterfall, the coaches racing round the beautiful cliff road through Stanwell
Park and up the zig-zag path to the top of Bald Hill and thence through clouds of red dust to Waterfall. In these times Clifton was at its zenith, its population being over 800. It then had two good stores, four hotels and a Bank Agency (E.S. and A.C.). In 1884 it had seven smaller stores, an iron foundry and a post office, but now its population is much smaller.

The entrance to the Coal Cliff Mine is shifted from the cliff and is farther north on the railway line.

CENTRAL ILLAWARRA.

When Central Illawarra was proclaimed a Municipality on 19th August, 1859, it had two straggling townships. Dapto and Charcoal (Unanderra), and a large rural area devoted to mixed farming—dairying and cultivation of wheat, maize and potatoes. It contained the one main road and a number of branch roads. But none of these roads was metalled. A bridge over Macquarie Rivulet had just been, in 1858, constructed by the Government. But there were many more bridges to be built to make travelling convenient.

At the first election the following aldermen were chosen:—
Joseph Ritchie, Hugh Higgins, W. W. Jenkins, John Stewart, John Grant, John Lindsay, Evan Evans, Henry Hills Osborne and John Brown.

The first meeting was held at Mr. Brown's hotel on 23rd September, 1859. John Stewart was elected Mayor and tenders were called for a Council Clerk. Eventually Mr. Smith was appointed to that position at £30 a year.

Mr. John Brown built the Literary Hall at what is now Brownsville, and here the Council Meetings were held till 1900, when the Council Chambers were erected at Unanderra, on land given by Mr. Jenkins. Additions have, from time to time, been made to this building.

On 16th September, 1934, the Municipality was proclaimed a Shire.

Like other Municipalities in early days, the income from rates was small, and as much money had to be spent on bridges and roads, large endowments were granted by the Government. For instance, in 1861 the rates amounted only to £295/1/6, while the endowment was £1,062/11/2. In that year two important bridges were built by Messrs. Moore and
Vaughan for a total cost of £1,400. Mullet Creek Bridge was opened in August, 1861, in the presence of J. Stewart (Mayor) and Aldermen Gerard, Andrew Thompson, J. Ritchie and J. Lindsay.

After the opening ceremony, the contractors treated the Councillors and a few other guests (15 in all) to a sumptuous dinner. Figtree Bridge was opened soon after.

A good deal of the early road making was costly, and in places corduroy roads were necessary. Later this type of road was overcome by draining and metalling.

John Brown, one of Central Illawarra's first aldermen, acted in that capacity for 51 years, and John McPhail was alderman for 34 years. Mr. J. W. Gorrell was Mayor no less than 12 times, Mr. C. J. Cullen and Mr. F. O'Donnell 8 times. Mr. George Lindsay was Council Clerk for 45 years.

The establishment and growth of great industries at Port Kembla brought an extension of the Metropolitan water supply to that town. The Shire of Central Illawarra is supplied with electricity from Port Kembla, so that light and power are availed of, not only in the towns of Port Kembla, Unanderra, Dapto and Brownsville, but in the rural districts too.

**DAPTO.**

When George Brown transferred the Ship Inn from Wollongong to Mullet Creek Farm in 1834 he established the nucleus of Dapto. This soon became the centre of a busy farming community. In 1837 the Ship Inn was destroyed by fire, and replaced the following year by the Illawarra Inn, with George Brown, proprietor.

In 1838, Mr. W. F. Cray, holder of one of the Veteran Grants, to the west of Dapto, inspired by Bishop Polding, who was then visiting Illawarra, gave four acres of his holding for a Roman Catholic Church and cemetery. A school was built there in 1839, the first Illawarra school outside of Wollongong. In this little wooden school-chapel, the Rev. J. J. Rigney held services once a week.

In 1839 George Brown had a windmill erected, a rival to the Woodstock Mill, and two years later he established a steam flour mill near his hotel.

In 1840 the “Australian” of 1st August reports:
“Buildings and improvements are already progressing at Dapto.” It then had its post office, most likely in a little shop there, and in 1844, it was receiving a daily mail like Wollongong, while Kiama was getting only two mails a week. Mr. Brown’s hotel was the regular meeting place for the people, and there all public meetings were held. It was in a paddock near the hotel that the first ploughing matches were held in Illawarra.

In 1843 a Church of England with 2 acres of burial ground attached, was built at Dapto, and in 1848 a Wesleyan Chapel was built there, so near Mullet Creek that it was found necessary, in 1861, to transfer it to another site given by Mr. G. Brown.

In 1851 a “neat built brick school room” was erected by the Presbyterians. Like all such Denominational Schools of the time, it was used as a church. In 1856 the town consisted of about half a dozen houses, a post office store, three churches, an inn and Mr. Brown’s flour mill.

**Agricultural Society.**—In 1857 the Dapto Agricultural Society held its first Show, in what is now Brownsville. The inside exhibits were housed in the second storey of Brown’s Mill, the Hotel Saleyards were used for cattle, and a paddock at the rear of the hotel for the horses. David W. Irving was the first President and John Brown, son of George Brown, was Secretary. The Society has prospered greatly, and of late years its financial position has been greatly helped by using the grounds as a race track for dogs.

**The Seventies.**—In the seventies, Dapto continued to be a wide spread, straggling place, without being planned in any way. Then the township consisted of Mr. George Osborne’s hotel, the Council Chambers, Mr. K. McKenzie’s Post Office Stores, the Public School and four churches.

**Osborne Memorial Church.**—In 1880 a particularly beautiful church was erected on the two acres held by the Church of England. This was the Osborne Memorial Church, erected in memory of Henry Osborne, who did so much for the district.
WILLIAM BEACH, OF DAPTO
Unbeaten World Champion.
Town and Country Journal, 11 December 1886
Cheese and Butter Factories.—With the disappearance of wheat in the seventies, Mr. Brown’s Flour Mill was closed down. It was later used by Mr. John Lindsay as a cheese factory, started by him at a time when butter was low in price. But when the price of butter rose the milk supply for the cheese factory practically ceased and Mr. Lindsay was compelled to close down, although he had been making excellent cheese.

In 1887 the old mill was again used as a factory, but this time as a butter factory, and continued to be so until the turn over from butter to milk supply by the Illawarraw people.

Rowing.—In the seventies and eighties regattas were frequently held on Lake Illawarra, and quite a number of rowing matches took place also. These brought to light such oarsmen as Tom Clifford and William Beach.

WILLIAM BEACH stands out as a most remarkable oarsman. He came from England to Dapto when an infant. There he was educated and became a blacksmith. After taking part in regattas on Lake Illawarra, he went to Sydney, where, although over 30 years old, he defeated all prominent oarsmen there. Then, to the surprise of the world, he became World Champion by defeating Edward Hanlan on 16th August, 1884. After this Beach was never beaten in a World Championship race, being victorious over Hanlan three other times, on the Parramatta, the Nepean, and finally in Canada. He also defeated Clifford, Gaudier, Teemer and Matterson, retiring an undefeated champion. After his retirement he was for a time an hotel proprietor in Sydney, and then returned to Dapto where, for the rest of his life, he took a keen interest in local affairs, becoming one of the directors of the Dapto Co-Operative Dairying Company. He was right through his life a most useful and respected citizen.

Lake Illawarra Harbour Scheme.—The “Daily Telegraph” of 4th November, 1889, gives an account of the project to convert Lake Illawarra into a sea-port. It was proposed to build two training walls, 150 feet apart, with a mole from Windang Island to the southern wall and another from the beach to the north wall. A channel was to be
made through the lake, deep enough for rather large ocean steamers. The Illawarra Harbour and Land Corporation secured a large tract of land between Dapto and the Lake, and proposed to work the coal and mineral properties in the mountains west of Dapto. To do this the estimated cost was £300,000. Although there was much newspaper publicity, and a considerable amount of work was done, involving the expenditure of large sums of money, the scheme ended in failure.

Smelting Company of Australia.—Another attempt to make Dapto a commercial centre was made by the Smelting Co. of Australia. In 1897 this Company erected large works at Dapto. These works contained one 250 horse power engine, four Barker blowers, two lead blast furnaces and two copper furnaces, the latter for smelting copper from New Caledonia.

The blast furnace flue was 960 feet long to the base of a stack 160 feet high. There were also a refining plant, fusing furnaces, zinc oxide plant, assaying office, sampling house, and boiler house. The works were in operation in 1899. But they had only a short life and were superseded by the great works at Port Kembla.

The Railway.—With the coming of the railway in 1887, the centre of the township was moved south, leaving the original Dapto with its old mill, hotel and its beautiful Osborne Memorial Church as a separate entity which became known as Brownsville. Dapto, at the station, became more of a township than the long straggling town had been before, and more of a business centre, as the railway yards took the place of Wollongong Wharf, as the place from which district produce was despatched. But, long since, Dapto has ceased to be the Municipal centre, its place being taken by Unanderra (the Charcoal of olden times). Still Dapto remains, and will remain, the centre of a very rich dairying district, with a coal mine in the near vicinity.

UNANDERRA.

Charcoal.—In the thirties of last century the settlers in the vicinity of Charcoal or Allan’s Creek had for their convenience, a small shop, owned by a Mr. Beaver. There are
two origins given for the name Charcoal. One is that charcoal was burned there, and the other that the place owes its name to a blackfellow named Charcoal employed by Throsby Smith, whose cattle, under the care of this black, used to rest there after descending the mountain road.

In the late thirties the shop was taken over by a newcomer, George Lindsay, whose descendants have done so much for the district. Many of his descendants are still in Illawarra.

In the thirties, one of the settlers was Edward Hargreaves, who later discovered gold in Australia. His son, William Henry was born at Charcoal in 1839.

In 1840, two schools were opened at Charcoal, a Presbyterian School under J. McPhail, and a Roman Catholic School under J. Stapleton. Both of these buildings were also used as chapels.

Being on the main South Coast Road, it is not surprising that an hotel was there in the fifties. It was the Farmers' Inn, first under Mr. Woods, and taken over in 1856 by William Lindsay, who was for many years a very popular host.

In the fifties, too, John Richards established a tannery at Charcoal. It was in operation there for many years, and quite a big concern. The "Sydney Morning Herald" of 6th February, 1880, said that there were 28 men employed there, and the turnover was £15,000 a year.

In 1859 a National School was established there in place of another school founded some years before by the settlers. But it was called Berkeley, and owed its existence largely to the generosity of W. W. Jenkins. It was a well constructed weatherboard building.

In 1860 a post office was established in Mr. John Russell's store. The sixties and seventies were years of quiet prosperity.

Unanderra.—In March, 1881, an announcement was made in the Government Gazette that, after 7th April, Charcoal Post Office would bear the name of Unanderra.

Coke.—It was in 1888, at Unanderra, that coke making in Illawarra was established on a commercial basis, although coke had been made for years in the vicinity of Wollongong. In 1888, the Australian Coke Making Co. erected twenty coke
ovens at Unanderra, and immediately a thriving business began. The number of ovens was increased to ninety. But all of these have been replaced by more modern ovens.

Butter Factory.—In the eighties, too, a butter factory was established at Unanderra, for, although so close to the coal mining centre, Unanderra is surrounded by rich dairying country, and from the forties the surrounding dairy farms have been noted for their Ayrshire cattle.

Council Chambers.—From 1859 till the end of the century Dapto was the Headquarters of the Central Illawarra Municipality. In 1900, however, new Chambers were erected on land given by Mr. Jenkins, and, since that time it was the home of the Municipality till 1934, when the Municipality became a Shire, using the same Council Chambers, which had been added to again and again.

Railway.—When Unanderra, in 1888, was directly connected to Sydney by rail, the butter and other products were immediately transported by train instead of by the Wollongong steamer. In 1932 Unanderra was made the junction of the railway line to Moss Vale, the line making it possible to bring iron ore from the Southern Tablelands to Port Kembla.

Unanderra has many advantages from its situation. It is quite close to Flagstaff Hill, from which farmers used to be signalled that the steamer had arrived in Wollongong. It is the closest place on the Main Illawarra Line to the Australian Iron and Steel Works, to Mount Kembla Lookout, and to the Cordeaux Catchment area.

PORT KEMBLA.

In 1883 Port Kembla was opened as a new port, and as the water beside the jetty was deep, interstate liners went there to be coaled instead of waiting for the colliers in Sydney.

In 1908 the Electrolytic Smelting and Refining works were established there to deal with the ores from Mount Lyell in Tasmania. The water at the jetty side was deep enough for
this, but loading and unloading could not be done except in reasonably calm weather.

To overcome this, great breakwaters were constructed and Port Kembla, whose conversion into a harbour had been turned down by Major Mitchell, was converted into a large deep and safe harbour. The northern breakwater is about three quarters of a mile long, while the southern one is half a mile. The total area of the harbour is 334 acres, 205 acres of which are 34 feet or more in depth. The entrance between the breakwaters is 300 yards wide. During the first twelve years after construction works began, no less than 3,000,000 tons of stone were deposited to make the breakwaters. Projecting into this harbour are two great jetties with a depth of over 30 feet beside them, and, in all weather, really large ships can lay up at the wharves to be loaded.

To facilitate the loading of coal there is on one jetty a modern coal conveyor, the most up-to-date in the Southern Hemisphere, capable of loading 650 tons of coal in an hour.

In 1927 another large venture was started at Port Kembla. It was no less than the removal of Hoskins and Co.'s Iron and Steel Works from Lithgow, which meant the erection of a Blast Furnace with a capacity of 800 tons of iron per day, and also of steel furnaces and rolling mills to convert much of this into finished steel.

To do this it was necessary to increase the capital of the Company. So three other companies were brought in—Howard Smith Ltd., Dorman Long and Co. Ltd. (builders of Sydney Harbour Bridge), and Baldwin Ltd. The latter two companies stand amongst the largest iron and steel producers in Great Britain, while Howard Smith Ltd., hold very large interests in Shipping, Collieries, Cement Works, etc., in Australia. The new company is called Australian Iron and Steel.

In 1932 Port Kembla was further improved by the opening of a railway line from Unanderra to Moss Vale, thus shortening, very considerably, the haulage distance of the New South Wales iron ores.

Still another industry was started at Port Kembla, the manufacture of silica fire bricks, the silica being brought from a little port a few miles north of Ulladulla.

So, in the forties of the twentieth century Port Kembla is
not only a busy coal port, but also a busy and prosperous industrial centre with such great industries as Australian Iron and Steel, Lysaghts Ltd., Commonwealth Steel Rolling Mills, Electrolytic Smelting and Refining Company, Metal Manufacturing Co., Australian Fertilisers Proprietary Co., Newbolds Silica and Fire Brick Co., and others, giving employment to thousands. As far back as 1926 Australian Iron and Steel and its subsidiary industries alone were employing 3000 men. It is from Port Kembla that electricity is supplied to Wollongong and all parts of Illawarra.

Connected with these industries are several coke manufacturing plants.

The great and rapid growth of population brought about extremely acute housing difficulties, workmen and their families being compelled to live for some time in humpies and other dwellings, altogether inadequate from every viewpoint. Houses were erected in Port Kembla, Wollongong and suburbs, bringing about the enormous increase in population spoken of above.
CHAPTER VIII.

SOUTHERN ILLAWARRA.

Southern Illawarra, extending from Lake Illawarra and Macquarie Rivulet to the Seven Mile Beach, south of Gerringong, was made in 1859 into two municipalities, Shellharbour and Kiama. In the former are Shellharbour and Albion Park, while in the latter are Kiama, Gerringong and Jamberoo.

SHELLHARBOUR.

Shellharbour was so named long before there was any semblance of a village or township there. It was the port from which the cedar from the Wentworth, Terry's Meadows and Curramore Estates was shipped. (W. C. Wentworth had secured the right to cut the cedar on Curramore). Accordingly, even in the very early days, there were cedar tracks leading to the port, tracks marked on Major Mitchell's map, of 1834.

In 1833 Mr. Henry Osborne requested that an authorised road be made to Shellharbour for the benefit of the Settlers, and a road from Shellharbour to Jamberoo was surveyed.

The name Shellharbour is derived from the quantity of shells found there—so many that Mr. Stephen Addison and Mr. Robert Towns, sons-in-law of Mr. D'Arcy Wentworth, were able to burn large quantities of them into lime which was sent to Sydney.

In the forties, when the land was being cleared by the clearing lease system, the tenants naturally shipped their goods from Shellharbour.

In 1849 they were shipping maize, wheat, barley, bacon, potatoes, wattle bark and cabbage tree hands in such small sailing craft as the Lapwing (15 tons), Mermaid (10 tons), Lady of the Lake (23 tons) and others, the Lapwing, on one occasion taking 450 cabbage tree hats.

A private village was formed, and as it was on the Peterborough Estate, the village was called Peterborough. But folk had been used to calling it Shell Harbour (two words) and Shell Harbour it remained for some years, eventually becoming Shellharbour.

At the sale, the first lot was bought by Mr. Addison, burial
grounds were provided for the Church of England and the Presbyterian Church and a school was built by, and maintained by the people of the town.

In 1855 Shellharbour became the Headquarters of the Presbyterian charge with the Rev. Hugh McKail as minister. A manse was built that year, but no church until 1859, shortly after which time Mr. McKail left, and Shellharbour-Terry's Meadows soon ceased to exist as a separate charge.

Shellharbour soon became a prosperous port, shipping the produce of the tenants of Peterborough Estate. In 1856 there were eleven families in the village living in eleven houses. There were two stores and two hotels, but the villagers were upset because there was neither a policeman nor a magistrate. At that time the steamship "Kiama" was calling for cargoes which had to be rowed out to the steamer as there was no wharf.

In 1857 Mr. Wilson's steam flour mill was opened. The same year the Rev. P. J. Smith, the newly-appointed Anglican Clergyman of Jamberoo, held services in the newly-opened mill. Shellharbour was becoming quite an important place, although right away from the Main South Coast Road, which then passed through Jamberoo, and there was no direct communication with Kiama till the late sixties, all traffic going through Jamberoo. In 1857 Shellharbour received its first post office, housed, as such offices generally were at the time, in a store. In that year goods to the value of £4,108 were shipped from this little port, £2,408 being accounted for by butter and £1,015 by wheat. 1859 was a big year for Shellharbour. Two churches were opened—Church of England and Presbyterian, and the foundation stone of the Roman Catholic Church was laid. The National School was established there to take the place of the school started in the early fifties.

In 1859, too, Shellharbour Municipality was established, including all the land between Macquarie Rivulet and Lake Illawarra on the north and the Minnamurra on the south. The same year a new road was marked out to Jamberoo, the road used to-day.

In 1863 the fourth church was built in Shellharbour, the Wesleyan.
Municipality of Shellharbour.—This Municipality was proclaimed on 4th June, 1859. The first election was held in July, when the following Councillors were elected (they were not called aldermen for a long time): William Wilson, Andrew McGell, Patrick Collins, Ebenezer Russell, Robert Wilson, Robert Martin, Joseph Dunster, William James, William Moler. Councillor William Wilson was elected chairman (not mayor).

Mr. Richard Hall, teacher of the National School, was appointed Council Clerk, and the meetings were held at the home of Edward Graham, then a Shellharbour storekeeper, later manager of American Creek Kerosene Works.

The Council had a very heavy task ahead to provide roads for its ratepayers, much road clearing and making and a considerable amount of corduroy work to do, in addition to culverts and bridges. It was also responsible for the construction of Shellharbour's first jetty constructed in 1864. But the biggest task it undertook was to get the first bridge constructed over the lower Minnamurra in 1872. Up to the sixties the only road from Shellharbour to Kiama was via Jamberoo, a twelve mile journey, instead of six. In 1868 a private ferry over the river was provided, but there was no road to the river from either side.

In January, 1867, Councillor Fenwick of Shellharbour, moved that the co-operation of the Kiama Council be sought for the construction of a bridge over the river. The Kiama Council agreed to approach the Government. This was done, and Mr. Henry Parkes, who was then member for the district, had £600 placed on the estimates for the bridge.

In September, 1868, the Shellharbour Council authorised Mr. J. Taylor, Surveyor and Engineer for the Kiama Municipality, to prepare plans and estimates. These showed that at least £1000 would be necessary. So Shellharbour asked the Minister for Works for an additional £400. The Minister suggested that as Shellharbour was out of debt, they could raise the extra money or get Kiama Council to co-operate to raise it. But Kiama Council was heavily in debt. So a joint deputation waited on the Minister and it was arranged that the Public Works Department should build the bridge.

Tenders were called but they were too high.
The Government asked the Shellharbour Council to co-operate with Kiama to raise all costs over £1000. Kiama refused to co-operate, so Shellharbour decided to go on alone.

Eventually the tender of G. Michiel for £1,172/12/6 was accepted for the bridge alone, and a separate tender was afterwards accepted for the approach for £210.

But there was no road leading to the bridge either from the Shellharbour or the Kiama Municipality. Mr. G. L. Fuller of Dunmore, on the north, and Captain Charles of Eureka, on the south, were approached and they granted the necessary land.

Now Shellharbour found itself saddled with a debt of £382/12/6—the amount over £1000. This difficulty was solved by the Public Works Department placing £400 to the credit of the Council.

The coming of the railway caused the shipping at Shellharbour to disappear. Albion Park became the centre of the butter industry and so that centre became the headquarters of the Municipality. Municipal Chambers were erected there in 1897.

In recent years a bridge has been built across the Lake Entrance, between Central Illawarra Shire and Shellharbour Municipality, and asphalt roads have been made from the lake to Shellharbour Railway Station and also from Albion Park to the top of Macquarie Pass.

The Electricity supply was instituted in December, 1928. Light and power are now available in Shellharbour, Albion Park, Lake Illawarra and the farms nearby as well as those at Marshall Mount, Tongarra and Yellow Rock.

One of the great difficulties in parts of the municipality is the water supply in dry spells. This is now being overcome by connection with a supply from the Sydney Water, Sewerage and Drainage Board.

Of the Council Clerks, Mr. Hall and Mr. Hoy each served for 20 years, and Mr. Gabriel Timbs occupied the position from 1906 to 1907.

Shellharbour Steam Navigation Co.—In 1868, the Shellharbour folk, dissatisfied with the service they received from the Illawarra S.N. Co., formed the Shellharbour S.N. Co., and had the “Dairymaid” built, a wooden vessel of 100 tons.
This steamer traded regularly from Shellharbour and Gerringong to Sydney till she was wrecked at Bulli in October, 1878. She was immediately replaced by the "Minx," which was used until the Company's new steamer, "Peterborough," was built, a steamer continuing to run until the railway eventually killed the sea-borne trade to Shellharbour.

In July, 1879, the Shellharbour residents petitioned for a Court House, the granting of which was gazetted in August, when Constable Henry Smithers was appointed C.P.S. So a Court House and a lock-up were built.

In 1883 the Shellharbour residents built a Temperance Hall in which concerts, meetings, etc., could be held instead of at the school.

Railway.—In 1887 came the railway which gave communication with Clifton on the north and Kiama on the south. Direct communication with Sydney came in 1888, and with Nowra in 1890. But the line by-passed Shellharbour, as the station was some miles from the town. This, together with the factory system of butter making introduced some years earlier, gave the farmers little need to use the port and Shellharbour, as a business centre became less and less important. It also ceased to be a Municipal centre, for the Council Chambers were removed to Albion Park, where they now are.

Recently, after an absence of over seventy years, I revisited Shellharbour, but altogether failed to find the little town I had previously known. I was holiday bent, and was delighted with the restfulness of the new Shellharbour. The old jetty where I had seen the "Dairymaid" and the "Peterborough" being loaded with butter, pigs, etc., had disappeared, and in its place was a large water area protected by a wall to provide security for the "Peterborough," but now used only by some fishing launches. Nearby, beside the old fig tree, I found a beautiful park, well provided for convenience of campers and for children's amusement. There were also several tents used by holiday makers, and a large residential hotel, altogether unlike the wooden hotels of long ago, evidently equipped for the convenience and comfort of those seeking quiet rest in a most beautiful spot.
ALBION PARK.

In the twenties and thirties of last century, Terry’s Huts formed a landmark on that rough track which served as a road leading from North to South Illawarra. In 1834, when Major Mitchell’s road was surveyed they were used as a guide in his description of the road.

Until the forties the only folk living in the vicinity were the manager and stock keeper of the Terry, Johnston and Yallah Estates, and the cedar getters. In the forties came the clearing lease tenants and, not far away such land owners as Ebenezer Russell on the one side and the Evans family on the other.

In 1857 Joseph Dunster was the agent for the Illawarra “Mercury” at the Macquarie, and in 1859, perhaps earlier, Robert Wilson had a store at Terry’s Meadows. In 1855 Terry’s Meadows and Shell Harbour constituted a Presbyterian Charge under the Rev. Hugh McKail.

In 1860 came the first division of Terry’s Meadows Estate, then the property of Samuel Terry’s nephew, John Terry Hughes, into farms varying in size from 20 to 150 acres. These realised from £3/2/6 to £43 per acre, the total sale realised £30,519/4/6. In the second sub-division 35 lots were sold, Mr. E. Russell buying 35 lots at £30 an acre, the other chief purchasers being T. Lawny, Mr. Gritton and S. Marks.

The post office came in 1861, and the Albion Hotel was built in 1863.

Growth in the Seventies.—In 1870 the chief buildings were Aitken’s Hotel, Webb’s Post Office Store and McCleary’s Wheelwright’s shop. In 1871 came a second store.

There was then a Presbyterian Church on land given by John Russell and in 1874, opposite this church, Archbishop Polding opened a Roman Catholic Church on land given by Timothy Crawley. In 1875 All Saints’ Church of England was built there.

In 1877 the village of Albion Park as it came to be called, was greatly improved by Mr. G. Timbs.

“When a portion of the Terry Estate was sold in allotments, he became the purchaser of some twelve lots. Since then his outlay in buildings has been great. A good general store, blacksmith’s shop, butcher’s and shoemaker’s
shops, and a millinery and dress-making shop have come into existence. Other buildings for residence have been put up and all occupied, and now, just completed, is a building which stands comparison with any on the South Coast, or many of the leading hotels in Sydney, a two storey building of twelve rooms.” (Kiama Independent, 1879).

In 1880 another church was opened, on land given by Mr. Alderman Armstrong.

In 1884 the E.S. and A.C. Bank was established there.

Being the centre of a rich agricultural district it is not surprising that a butter factory was established at Albion Park in 1885. In the eighties, too, came the Albion Park Agricultural Society, whose shows have always maintained a high standard of success.

When the railway came in 1887, although it did not go through the village, Albion Park gained, soon taking the place of Shellharbour as the centre of the district.

Across the Macquarie Rivulet from Albion Park lived Mr. E. H. Weston, a grandson of Major Johnston, the original grantee of Johnston’s Meadows. Mr. Weston was a great horse lover and horse breeder. In the eighties he was particularly successful with his jumping horses at all the district shows. At that time too, he was a prominent member of the Illawarra Lancers (later Illawarra Light Horse), rising to the rank of Major. From this body several volunteers went with the Australian Light Horse to the Boer War.

When the old factory system was forced to give way to the new one, a large, well equipped Central Factory was built near Albion Park Railway Station, to take the place of the several smaller factories scattered through the district.

Although not a busy commercial centre, Albion Park, in the midst of excellent dairying country, continues to be the hub of that country, the nerve centre of a very fine band of primary producers.

KIAMA.

In the very early days of Illawarra, Kiama was the cedar port of the Longbrush extending from the coast to Jamberoo Mountain. In 1826, when a military station was established at Red Point, the land about Kiama was resumed as a town site,
and on 1st June, 1829, together with Five Islands, Gerringong, Coolangatta and Shoalhaven it was proclaimed a township.

In January, 1831, a detachment of troops arrived and barracks were erected about where the Methodist Church now stands. In August, 1832, David Smith applied for, and received half an acre of land on which he built the first house in Kiama. Later this house, facing Manning Street when the township was planned, became Kiama's first inn. It was to the south of Bong Bong Street.

In 1839 the streets weresurveyed and several lots in the section bounded by Collins, Shoalhaven, Barney and Noorinan Streets were sold privately.

On 12th March, 1840, at the peak of a land fever period, Kiama's first sale was held. The upset price was £8 an acre. But in spite of the fact that not even the streets were cleared, the half acre block at the corner of Manning and Terralong Streets, opposite the Post Office, brought £400, and several lots near by brought more than £200 each.

In 1841 Kiama's first post office was opened in a building on Michael Hindmarsh's allotment in Shoalhaven Street, to the north of the present "Independent" office. The postmaster was George Hindmarsh, who was also agent for the Woodstock Mills. Mails were brought twice a week from Sydney, on horseback. The time of transport was 26 hours when not late, and the route was via Jamberoo, because there was then no means of crossing the lower Minnamurra.

Writing of Kiama of about the same time, the wife of Professor Thomas Huxley (daughter of Mr. Heathorne, of Woodstock Mills, Jamberoo), wrote:—

"The small settlement (Kiama) could only boast a few cabbage tree huts and one weatherboard and most primitive inn, kept by a delightfully motherly, elderly woman."

In 1842 came Kiama's first Magistrate's Court, presided over by Mr. James Mackay Gray, of Omega, and Dr. Robert Menzies of Jamberoo. On the day of the opening of the court, no fewer than four sailing craft were lying stormbound in the little bay opposite, two bound for Gerringong and two for Shoalhaven.

In 1848 Kiama had its second inn, "Fitzroy Inn" owned by Mr. Gard. It was built on an allotment facing Collins Street,
but the inn was erected at the rear of the allotment and faced the bay. In this, on 24th November, 1848, the Kiama Agricultural Society was established. In February, 1849, Kiama's first show was held in Mr. Gard's newly erected brewery behind the hotel.

In 1866 the Market Square was used as the Showground, and in 1871 the Society built its first pavilion where the Post Office now stands. It was necessary to move to Blow Hole Point in 1878 and to Longbrush in 1887, where the Society bought a fine site on a hill towards Saddleback with a wonderful view. But the distance from town, two miles, was a great drawback, so another move was made in 1897 to Church Point, where the Society held its Centenary Show in 1948.

Up to 1848 nothing had been done to clear Kiama's streets or to provide shipping facilities. In 1849, however, mooring chains were provided at a cost of £201114/-, and a small pier was built for £50 by James and John Colley.

On 30th November, 1849, a visitor signing himself "Viator," sent from Jamberoo, an article describing Illawarra as he then found it. He wrote:—

"When I last saw the place (Kiama in 1839) there was only one building besides the surveyors' tents that were pitched in that jungle near the sea. I counted, the other day, seventeen or eighteen houses and two inns, two stores, a wooden church, and a small jetty or wharf."

The Church was the Church of England built in Bong Bong Street in 1845.

**Fifties.**—The fifties were very important years for Kiama, owing to the rapid development of dairying, shipping increased greatly. Up to the early fifties, however, all shipping was done by small sailing vessels, without mooring chains or other facilities. In 1852 mooring chains were provided at a cost of £200. In 1854 the farmers and business people formed the Kiama S.N. Co., with Mr. D. L. Waugh of Waughope, as Chairman. Captain Charles was sent to Scotland to supervise the building of the s.s. "Kiama," which he brought to Sydney under sail. This little steamer rendered excellent service, first
with the Kiama, and later with the Illawarra S.N. Co., right up to the eighties. In 1855 a jetty was constructed, but this was destroyed by a storm from the north. In 1859 it was decided to excavate a basin similar to that in Wollongong. This was begun in 1860, and opened by the Hon. John Robertson (later Sir John) in 1876. It cost £61,700.

In 1851 Kiama’s first stone church was built, the Wesleyan chapel (now the School Hall). In 1856 Christ Church was erected by the Church of England to replace the wooden church in Bong Bong Street. The existing Presbyterian, Methodist and Roman Catholic Churches followed in the sixties.

In the fifties the business centres in Kiama were widely divided. Mr. Bullen’s shop was right on top of Pike’s Hill, before the cutting was made. To the south of this, also on the top of the hill was a windmill. In Collins Street was a blacksmith’s shop. Shoalhaven Street contained many business places.

The “Sydney Morning Herald” of 16/2/1854 refers to a show held in a “substantial building erected on the water reserve close to the beach. The large fig tree close by afforded a cool resting place for those who preferred this ease.” In the pavilion were “Potatoes nearly as large as small pumpkins—pumpkins nearly as large as the revolving globes on which aspiring youths in a circus perform such extraordinary feats.”

In 1858 Kiama’s first newspaper, “The Examiner,” was established by Robert Barr. In 1859 it published an attack by the Rev. Dr. Dunmore Lang on Alexander Berry and the land and convict systems. “The Examiner” was sued, and the costs were so heavy that the paper was forced out of circulation, being incorporated with the “Illawarra Mercury” in 1863. Later that year came the “Kiama Independent,” under Joseph Weston, who proved a tower of strength in Kiama, and helped very materially in the co-operative system of making and marketing butter. “The Independent,” together with the “Reporter,” is now run by Joseph Weston’s grandson, A. J. Weston. In the late sixties “The Pilot” was established, but had only a short existence. Kiama’s other paper, established in the eighties by Charles Watson, was later incorporated with the “Independent.”
Another event of 1858 was the building of Kiama Court House, which for years was used not only as a Court of Justice, but also a hall for concerts, dances, banquets, lectures and even for Junior and Senior University Examinations.

1859 was a particularly important year. In it Kiama became the headquarters of a large municipality, including not only Kiama township, but also the present municipalities of Gerringong, Broughton Vale and Jamberoo. In the same year two banks, Commercial and E.S. and A.C. were established. The Post Office was removed from a store to a separate building. A large store, Victoria Store, was built and opened in January 1860, by Mr. G. L. Fuller, father of Sir George, as a building converted in the eighties to the E.S. and A. Bank.

**KIAMA MUNICIPALITY.**

The first election of the Kiama Municipality was held on 13th September, 1859, when Dr. R. I. Perrott was Returning Officer. There were thirteen candidates and the following were elected: KIAMA WARD—James Colley, Joseph Pike, John Sharpe; JAMBEROO WARD—John Hukens, John Colley, John Hannahan; GERRINGONG WARD—Joseph Blow, Robert Miller, James Robertson. Two Auditors, D. L. Waugh and J. Fowler, were also elected.

At the Council's first meeting Mr. James Colley was elected Mayor, and it was decided that neither Mayor nor Auditors be paid. Mr. Taylor was appointed Engineer at £1 per day when at work. Soon after Mr. James Poulton was appointed Council Clerk.

It was not long before there was some dissatisfaction in this large Municipality. Before the end of 1859 a meeting was called at Mr. Lang's hotel, Gerringong, to consider the question of separation from Kiama. But the meeting was a fiasco.

Before the end of 1859, too, a contract was let to make a cutting on the western side of Pike's Hill, and this was followed in 1860 by a second contract, undertaken by the same man to continue the cutting through the eastern side of the hill, and still another contract was let to form Terralong Street. In 1860 Mr. McDonald defaulted in his second Pike's Hill contract. Mr. D. L. Waugh and Mr. Allen, guarantors,
were called on to complete the contract and Mr. McDonald sued the Council for money he claimed was due to him. Thus there were two Supreme Court Actions, followed by Appeal to Privy Council.

In 1861, at the commencement of these troubles, Kiama's first monument was erected—the obelisk, at the corner of Manning and Terralong Streets, which, after the coming of motor traffic had to be moved to the north side of Terralong Street. It contains the following inscription:

"This Obelisk was erected by the Municipal Corporation of Kiama to represent the point from which all distances are to be taken as ascertained by Government Survey. January, 1861. James Colley, Mayor, with Manning Street bearing South 27 degrees W. (facing Manning Street) and Terralong Street bearing N. 63 degrees W. (facing Terralong Street)."

The court costs were very heavy and the revenue was not nearly sufficient to meet this and the cost of keeping roads in order, particularly as the rates were not being paid.

Affairs became so bad that the roads were practically impassable. The government came to the aid of the district, by granting £70 to be spent on the road between Minnamurra River, Jamberoo and Kiama, and £140 to be spent between Kiama and Broughton Creek, roughly £10 a mile. But the money was not placed in the hands of the Council, but those of the local Magistrates, placing different Magistrates to control expenditure on different sections of the road.

In 1865 when the action was decided in favour of the Council, its work was once more resumed. The question of collecting rates had to be determined, and in October, 1865, it was decided to relinquish all rates up to 1st March that year. Fresh assessments were made and ratepayers notified. Many refused to pay. Defaulting ratepayers were summoned to the local court which decided in the Council's favour. Ratepayers appealed to the Supreme Court which again decided in favour of the Council.

On the revival of Kiama Municipal Council in 1865, Thomas Boyce was appointed Council Clerk. In 1867 tenders
were called to do this work. There were thirteen applicants and James Somerville was appointed, and held the position till 1901, when the separation of Kiama township from what then remained of the Municipality occurred.

Meanwhile the Council was compelled to start behind scratch and improve the roads in town and country. The length of roadway was very great and the country was difficult, much of it steep and rough, some of it swampy, many bridges and culverts to be constructed, some in places where it was difficult to secure foundations, such as the lagoon near the newly established cemetery, the bridge over Ooaree Creek at Miller's Swamp, and the bridges over Tate’s Creek, Minnamurra River and Turpentine Creek at Jamberoo. The streets in Kiama, too, were cut up very badly indeed, and the metalling of these was a serious problem. Then, too, was the big problem of bridging the Minnamurra described in the story of Shellharbour.

Breakaways.—From the beginning there had been much friction between the town and the country ratepayers, and on 24th April, 1871, the southern part of Kiama Municipality was divided by proclamation into the Municipalities of Gerringong and Broughton Vale. From that date Kiama Municipality’s southern boundary was along Mount Pleasant and Saddleback.

Still the Municipality was by no means small, and still there was a difference of opinion about money spent on rural and urban areas.

When the blue metal industry was at its height in the eighties, Terralong Street was badly cut up by the drays taking metal to the wharf. To overcome this a double line of train rails was laid the whole length of the street. But these were laid too close together and were never used, and eventually removed, although the locomotive was, for a long time, housed near the wharf. Much later other lines were laid in both Manning and Terralong Streets. These were removed after the closing of the quarries.

Up to the late seventies, no efforts were made at kerbing and guttering, but in the eighties this was done in the main streets, use being made of metal cubes, while screenings, and later, asphalt were used for pavements.
During the nineteenth century, Kiama, like other towns, depended largely on tanks at the houses. It had also a never failing spring of excellent water provided with a pump, as well as two additional pumps, one at the southern, the other near the northern end of Shoalhaven Street.

Until 1881 Kiama had no street lighting. But in that year the streets were lit by gas.

In its early years the Council met in a cottage in Terralong Street. Later the Council Chambers and Municipal Library were housed at the corner of Collins and Minnamurra Streets. In 1876 it was moved to Terralong Street, where the railway bridge crosses it. Thence it was moved to Mr. James Somerville's house in Shoalhaven Street. In 1915 the present Council Chambers were erected.

After the establishment of Gerringong and Broughton Vale Municipalities, some of the Jamberoo folk wanted a separation too, but were unsuccessful. A separation was effected, however, on 30th October, 1890, as a result of a petition from the townsfolk of Kiama. The town area became the Municipality of East Kiama, and the area outside the town retained the name Kiama, together with the Municipal records and seal.

On 31st March, 1892, another Government notice altered the names, the town becoming Kiama, and the rural area Jamberoo.

The first aldermen of the new municipality of East Kiama were: Duncan Salmon, Michael Nesbit Hindmarsh, Samuel Smith Wells, William Cocks, Alfred George Russell, William Boles, Henry Frederick Noble, William Carson, Henry Frederick Mood, and William Cocks was elected Mayor. Mr. John Holbrook was appointed Town Clerk, succeeded in 1909 by J. Cope, who held the office till November 1937, after which H. Lyons, the present Town Clerk, was appointed.

Since its separation from rural areas Kiama Municipality has provided the town with better streets.

In 1900 it secured a catchment area at Fountaindale, giving a reasonably good water supply. In 1915 the present Council Chambers were built. The Council has also been able to provide electricity from Port Kembla for its street lighting.
In the sixties the Kiama Volunteers were established with platoons from Jamberoo and Gerringong. From the seventies onward they were a picturesque body on parade, with their scarlet coats, blue trousers, white helmets, and pipe-clayed belts. They were also zealous rifle shots, winning Australian Championships as well as high positions at Bisley. Seven men from Kiama went to the Soudan War, and the district sent many men to all of the subsequent wars.

In 1860 a start was made on Kiama Basin, somewhat similar to that excavated at Wollongong. This was completed and opened by Miss Charles, daughter of Captain S. Charles, Member of Parliament for Kiama at the time. It was named after Sir John Robertson.

In 1860 a steam flour mill was established by Mr. Sharp in Terralong Street. The seventies and eighties were the heydays of Kiama, it was then a very busy centre, particularly on market days, when large numbers of cattle, horses and pigs were sold and many hundreds of farmers came to town to ship butter, calves and pigs to Sydney, the streets being thronged with spring carts, bullock drays, packhorses, and Davy Weir’s van all hurrying to the wharf with their produce.

Bathing has always been popular in Kiama. In early days lack of swimming costumes compelled bathers to use secluded natural holes, below the cliffs or unfrequented beaches. In October 1873, Mr. F. R. Read, (Leatherbag Read), with the permission of the Municipal Council, erected a “bathing establishment consisting of a dressing house of moderate dimensions” and made an enclosure, with palisades, on the rocks west of the beach near Terralong Street. Charges of 6d per bath and 20/- for the season were made. Parties obtaining a ticket were given a key and allowed to use the baths on any day except Sunday. A few years later baths were erected at Pheasant Point and also at Blowhole Point, and in later years many other facilities for bathing were made.

The railway came to North Kiama in 1887, making Kiama the headquarters of heavy coach traffic to places further south, till the opening of the line to Nowra in 1893. But the
coming of the train service meant a gradual decrease and finally a practical cessation of the steamer traffic.

Up to the end of the nineties most of Kiama's shops were of wood. On 1st October, 1899, the township paid heavy toll on account of this, for on that date half of the block in Terralong Street between Collins and Shoalhaven Streets, including the old Beehive Stores and the Royal Hotel, was completely destroyed. A few months later the rest of the block was burned down. Most of these shops have been replaced by substantial brick buildings.

The coming of the railway, the great alterations of the dairying industry and the cessation of the blue metal industry, have caused Kiama to lose the bustle it had, especially on market days. The flour mills, breweries and taverns disappeared long ago, and the basin that used to be the centre of so much shipping is now, with its metal shoots still there, the resting place of some fishing craft. The town has an air of quiet prosperity, and is a delightful centre for the holiday maker, for it is the centre of so much beauty.

GERRINGONG.

Although Gerringong had been known from the twenties as a boat harbour from which much cedar was shipped in those small sailing vessels so well known in Illawarra, and although it was one of the proposed townships gazetted in 1829, it was not till 1854 that the township and the adjoining suburban areas were planned and sold.

The purchasers of town lots were J. Emery, G. Gray, R. Miller, J. Miller, A. Armstrong, Margaret Campbell, J. Blow, C. Moffit, T. McIntyre, R. Boxsell, T. Boxsell, W. Marks, S. Timms, J. McLelland, J. Sherwood, J. Wilson, all names still known in the district.

In 1855 two wooden churches, Wesleyan and Presbyterian, were built in the suburban area. In 1856 the Church of England was built and the township had a store (J. and W. Ritchie), a butchery, a blacksmith, wheelwright and cooper, while the population is put down as 68. In 1857 a post office was established and W. Lang opened the Gerringong Inn, later called Lanterrick Hotel.
The settlers were sending butter and other products to Sydney by sailing vessels. In the late fifties the S.N. Co. sent a steamer there, but the port, without mooring chains, was found unsafe, so the steamer was withdrawn. In 1863 mooring chains were fixed and steamers again visited the port, but not regularly. To secure a regular service the Gerringong people formed a Co-Operative Company and bought the 20-ton vessel “Agenoria,” to run once a week. Shortly afterwards the Shellharbour S.N. steamer “Dairymaid” (100 tons) commenced its regular weekly service, except when strong easterlies were blowing. She anchored in the bay and was loaded and unloaded by cargo rowing boat. At last, in 1880 a jetty was built at a cost of £284, and Gerringong received a weekly service by the s.s. “Peterborough” till the coming of the railway in 1897.

Right up to the late seventies there were many ring barked trees right up to the township. In July, 1871, a calamitous fire swept much of the town away. Starting at Mr. A. Nelson’s farm, near the road to Broughton Creek, it consumed Mr. Anderson’s barns and outhouses and then attacked the town. There it destroyed the Church of England and its school, Lanterrick Hotel, J. Perkin’s shop, J. Morrow’s blacksmith shop, J. Chin’s wheelwrights shop and cottage, Mr. Scott’s boot shop. Mr. Major’s post office store was saved by the efforts of four men, G. Davis, G. Gwynne, A. Goddard and G. Hopper. The old building still stands, very dilapidated. All Gerringong north of the Broughton Creek turn-off was destroyed, leaving the Post Office Store, a boot shop, a cooperage and Mr. Wilson’s store on the south. Shortly before this disastrous fire, Gerringong Municipality was established.

Gerringong had no National School, nor did it have a public school till 1876. So after the fire children were compelled for six years to go either to Omega or to Toolijooa.

In the eighties the Gerringong Butter Factory was established, and Mr. W. Cooke started a bacon factory.

The railway came in 1893 with the station about half a mile from the old town centre. This meant a cessation of steamship trade, and now the jetty has disappeared, and the only sign of former seaborne trade is an old iron ring on
the rocks, formerly connected with mooring chains.

The town now has its store, its post office and its banks, its churches, all stone since the seventies, its factory, where milk is collected, its hotel, near the Railway Station, which took the place of the Ocean View Hotel (successor of the Lanterrick).

The new Main Road follows the railway line from Miller's Flats, near what is strangely called Omega Railway Platform (right away from Omega Retreat). It avoids a couple of hills. It also avoids the little township or village with its bank, post office, stores, Municipal Chambers, school and Gerringong's well kept park.

Like other seaside places, Gerringong makes the best use of its beaches and bays. What used to be the little port is now a pleasure place with its baths and camping grounds. Weri Beach (which of old surely was Ooerie Beach) and Crooked River (now called Gerroa) are well provided with cottages and even shops for retired folk and holiday seekers, who find the beaches, the rocks, the quiet fields and the beautiful countryside restful and refreshing after the crush and rush of modern life.

**GERRINGONG MUNICIPALITY.**

The Municipality of Gerringong, as proclaimed on 24th April, 1871, extended from Mount Pleasant and Saddleback on the north, to the Crooked River on the south, and from the sea to the headwaters of Broughton Creek. To this was added, on 16th October, 1896, an area of 4 3/4 square miles, south of Crooked River, and including Toolijooa, apparently taken from Broughton Creek and Bombaderry (now Nowra).

The first election took place on 2nd June, 1871, when the Returning Officer was James Mackay Gray. The following aldermen were elected:—

James Blow, Robert Miller, M. E. Robson, George Tate, George J. Hindmarsh, William Williams, John Wilson, Senior, Andrew Nelson, James Campbell.

At a Special Meeting held on 5th June, Alderman M. E. Robson was elected Mayor, unanimously.

James Somerville, Town Clerk of Kiama, was appointed
Town Clerk, at £30 per annum. He retained that position till 23rd August, 1911, with, of course, increases of salary. His successor was John Cope, who retired on 17th January, 1942, and was succeeded by the present Town Clerk, A. M. Trevallion.

As stated above, the first meetings were held at the Lanterrick Hotel, which was destroyed by the great Gerringong fire of 1872. For a time the meetings were held in the rooms of the Gerringong Navigation Co.'s store, and later, for very many years, in rooms at Mrs. Scott's shop in Fern Street. It was here that the Municipal Library was housed, a very good one, containing a splendid selection of reference and other books.

After opening the Soldiers' Memorial Hall in November, 1921, the Memorial Hall room was used for Council Meetings till 1933 when an additional room and an office for the Council were built, rooms which from that time have been Gerringong Municipal Council Chambers.

Of the Civic fathers, Mr. T. A. Nelson was an alderman for 45 years, while both R. Wilson and T. Nelson were mayors for 12 years.

Works.—The Municipality being mainly rural, had not many town problems to face, nor were there any big bridges in the district until 1939/40, when the Crooked River Bridge was constructed, leading to Seven Mile Beach, whose approach from the north side, for many years, was uncertain owing to quicksands. In 1895 the bridge over Ooerie Creek was washed away in a flood. The construction of this bridge had given the Kiama Council much worry.

Other important works by the Council include the construction of the Ocean Baths at Boatharbour, 1940-41, the reconstruction of Jubilee Park and erection of pavilion in 1936, and the constructing and grading of Crooked River Road in 1941-42.

Prince's Highway, under the control of the Main Roads Board, goes through the district. The deviation made from Omega to the Railway Station has made a much better road, avoiding two awkward hills, leading to the town.
So far the Municipality has no water supply, both townspeople and farmers depending on their tanks, springs, bores and wells. But for years the town had its village pump.

**Light and Power.**—In March, 1928, Electricity Supply was extended to Gerringong, and to Gerroa (Seven Miles Beach Village) in November, 1929.

In June, 1939, the Council purchased the Electricity Undertaking from the Department, and proceeded with the extensive rural extension to most of the dairy farms in the Municipality, and now, only very few, and these mainly inaccessible, dairy farms are without light and power.

**BROUGHTON VALE.**

Like Gerringong, Broughton Vale broke away from Kiama and was proclaimed a Municipal District on 24th April, 1871. It was then, and it still is, a purely rural area. It lies to the west of Gerringong and consists of dairy lands in the Broughton Creek Valley.

The first election was held on 16th June, 1871, with Mr. William Stewart, J.P., of Broughton Creek (now Berry) as Returning Officer.

The aldermen elected were:—

Thomas Clarke, Adam Boyd, William H. Morrow, Alex Freeborn, John Davey and William Boyd. At its first meeting Adam Boyd was elected Mayor, and Mr. Boyce, a school teacher, was appointed Council Clerk. For many years, however, and up to 1907, the Council Clerk of Broughton Creek (Berry) was also Council Clerk of Broughton Vale. This position was occupied by Mr. G. Gillam from 1907 to 1937. The present Town Clerk is Mr. L. P. Higgins, Proprietor of Berry’s Newspaper, “The South Coast Register,” and he has no other Municipality than Broughton Vale to attend to.

For the seventy-three years of the existence of this Municipality the ratepayers have again and again elected members of the same families so that some of the present aldermen are grand-sons of earlier aldermen. The first Mayor was Adam Boyd, who occupied that position several times. His
son, Robert Boyd, was also Mayor for some years. In 1947 the occupant of the chair was William A. Boyd, the third generation of the Boyd family, and he has been Mayor since 1936.

The Municipality contains no great bridges.

It has no water supply nor does it control electricity supply, a service which the ratepayers get from the neighbouring Municipality of Berry. It has, however, many concrete culverts, and a very considerable length of road.

The revenue of the Municipality is not large, nor are its expenses. These are kept down by the ratepayers doing a good deal of road work themselves.

In spite of its limitations the ratepayers of Broughton Vale Municipality are extremely independent and persistently refuse to give up their independence by becoming part of a Shire.

JAMBEROO.

The nucleus of this village dates from the establishment by Michael Hyam, of the Harp Inn in 1838, the first hotel south of Dapto, and also a tannery and store. At that time Jamberoo was on the Main South Coast Road, which went through Jerrara and over Saddleback.

In September, 1841, it was announced in the Australian that “The Village of Jamberoo will be disposed of at the end of the month.” This village included not only the small village lots, but also some farmlets, from ten to fifty acres.

At that time there was very little clearing done in the locality. The country from the mountains to the sea was covered by the largest brush in Illawarra, Long Brush, a name later confined to that part of it between Saddleback and Kiama. There was a parish road between Jamberoo and Kiama, but it was narrow, unmetalled, boggy near Terragong House, and Spring Hill and Pike’s Hill were terrors to teamsters.

Mention has already been made of Mr. Hart’s Flour and Timber Mill, established in 1839, and the brewery added in 1843. This was at Woodstock, about a mile north of Jamberoo.
BULLI MINE DISASTER 1887.
(Collection Wollongong University Archives).

BULLI COAL MINERS 1886.
(Collection Wollongong University Archives).
Naturally a small settlement sprang up there, and naturally an hotel was opened—The Man of Kent.

The mill was closed in 1860, but the hotel remained up to the end of the nineteenth century. A public school, too, flourished there from 1873 to 1877. Now there is no sign of mill, hotel, school, or any of the old residences.

By the end of the forties the village had begun to take shape, as several dwellings had been erected there. By the end of the forties, Mr. Hyam sold out his property to Mr. Robert Owen (later Judge Owen), and went to Shoalhaven, while hotel, store and tannery fell into other hands. The hotel seems to have been taken over by Mr. J. Law, who erected a new hotel on a site west of The Harp, and called it Jamberoo Arms.

In 1860 there was, in Mr. John Allen's store (one of the four then in Jamberoo), a young assistant whose mind, even then, was on much more than the goods he was selling. He was Henry Kendall, whose sweet poetry was soon to attract the notice of all of Australia and far beyond. He was the nephew of Thomas Surfleet Kendall, of Burroul, Kiama.

In 1865, the foundation stone of Jamberoo's first brick church was laid. The bricks were made on Edwin Vidler's farm on Curramore Estate.

In 1870, there were no less than five churches in Jamberoo, the Church of England, just referred to, and the Presbyterian, Roman Catholic, Wesleyan and Free Gospel Churches. The last mentioned was conducted by Mr. Cullen, father of Sir William Cullen, Chief Justice and Lieutenant Governor of New South Wales.

In the seventies it was expected that the seam of coal on Mr. Sam Vidler's land on Stockyard Mountain would be developed. But, although some of this coal was used at the Jamberoo blacksmith's shop, and some was later used at Woodstock butter factory, the mine was never developed, and both Jamberoo and Kiama were disappointed.

In the seventies and eighties, the tannery, started in the thirties by Michael Hyam, was in the hands of Mr. Shepherd, who was succeeded by Mr. Chegwin, but, before the end of the century, this tannery, like so many in the country had to give
way to the more modern and speedy methods of tanning adopted by large Sydney firms.

In the mid eighties several butter factories were established about Jamberoo—Woodstock, Waughope, Clover Hill and others. The separated milk was given to pigs. Mr. Charles Barnes established a bacon factory at Minnamurra House, and he secured the separated milk from Waughope and Woodstock factories. In this century the old factories disappeared and in their place the present Waughope Factory was established. This is chiefly a milk receiving depot, provided with the most modern means of marketing milk, and also with the latest equipment for making preserved milk.

From the forties to the early seventies, Jamberoo was on the line of route for mails from Sydney to Kiama. After the bridge was built over the Lower Minnamurra in the early seventies, however, the route was changed, and passed through Shellharbour. In the early eighties the mail route was again changed, and passed through Jamberoo once more, coming via Moss Vale, down the newly opened Jamberoo Mountain Road. The opening of the railway to Kiama in 1888 changed the mail route once more, and Jamberoo was again side-tracked.

But surrounded by its mountain wall, Jamberoo is a real beauty spot, and within a short distance of the town are Minnamurra Falls, whose beauty with its romantic approach through brush of cedar, beech, tree ferns and rippling waters, attracts many visitors.

**MUNICIPALITY OF JAMBEROO.**

As mentioned before, Kiama township separated from Kiama Municipality on 3rd October, 1890, the rural area retaining the name of Kiama, which, on 21st March, 1892, was changed to Jamberoo. This municipality includes the coastal strip between Kendall’s Point and Mount Pleasant in the south, and another coastal strip between Bombo and the Minnamurra on the north. Apart from the township of Kiama it embraces all of the parish of Kiama, and also includes those portions of Jamberoo and Terragong parishes extending north
to Stockyard Mountain and its continuation, roughly as far as Dunmore.

Although most of the bridgework and road making was done when the separation was effected, much work and expense are necessary to keep these roads and bridges in order.

Mr. C. W. Craig was elected Mayor, and he continued to occupy the chair for nineteen years, when Mr. Hugh Colley succeeded him. Mr. Colley has been Mayor eight times, and has been an alderman since 1900, although he is now 88 years of age. For six years before being an alderman, Mr. Colley acted as Auditor for the Council. Other Mayors of Jamberoo include Mr. Noble and Mr. A. L. Fredericks.

At the time of the separation, Mr. James Somerville, who had been Council Clerk at Kiama since 1867, became Council Clerk of the rural Municipality of Kiama, later called Jamberoo. In 1907 he was succeeded by Gabriel Timbs, who, in 1933, was followed by the present Clerk, J. J. Barton. While Mr. Barton was on army duty his place was filled for two years by A. W. Badgery, acting as Deputy.

From 1900 to 1906 the Council met in the Protestant Hall, and then, till 1933 in the School of Arts, where the Council’s Free Library was also housed. In 1933 the Council erected its own Council Chambers and Clerk’s residence.

Besides attending to roads and bridges and health requirements, the Jamberoo Municipal Council has installed a water supply from a dam on Wallaby Hill. Both town and country residents are supplied with light and power from Port Kembla.
CHAPTER IX.

SHOALHAVEN.
NUMBA.

For well over twenty years after the arrival of Alexander Berry there was no semblance of a township or village in Shoalhaven, the nearest approach to it, during that time, being the store and mill in connection with Coolangatta, which though proclaimed a town in 1829, never rose to that status.

In 1842, when the postal system was extended to Shoalhaven, it would seem that Coolangatta was for some time the site of the little post office, which was later transferred to Numba. But the name of the post town remained Shoalhaven till 1868, when Numba became the headquarters of the Municipality of Shoalhaven.

In 1850 Numba was, under the Rev. J. H. Garven, the first Presbyterian Church in the district, the first church being a cabbage-tree building, and later one of iron. In 1852 came the first court house, presided over by Mr. Meares, of Kiama, together with Dr. Menzies (Jamberoo) and Messrs. Mackay Gray and Michael Hindmarsh (Gerringong), Mr. James Thomson, and Dr. McKenzie (Shoalhaven).

In 1855 there were in the little town, a Courthouse, church, post office, store, schoolhouse, and a few residences.

Before the end of the fifties no less than four other embryo townships sprang up within five miles of Numba. They were Terara, Worrigee (or Boston), Nowra and Bomaderry.

But for a short time Numba was the hub of Shoalhaven. Besides having the little Presbyterian Church and Manse, it held the first Church of England Parsonage, the Courthouse, several stores, coachbuilding works, municipal chambers and library, an hotel, a public hall (The Long Room), and many private buildings, including the substantial stone residence of Mr. Henry Gordon Morton. Thousands of folk came every year to the regatta held there.

For some years Numba had an advantage over the younger towns as the ferry was there before any real attempt had been made to form a south coast road beyond Gerringong,
and travellers used to cross Crooked River and go via Seven Mile Beach to Coolangatta, which for years they used as an hotel, eventually bringing a protest from Alexander Berry.

But a road was extended from Gerringong to Broughton Creek, and in 1859 Mr. Berry had it further extended to his newly formed town of Bomaderry. This led to the ferry being removed to Bomaderry, and Numba losing much of its importance. In January, 1858, it had lost some of its dignity by the Courthouse being moved to Nowra.

With the growth of Nowra and Terara, the importance of Numba continued to decrease. In 1877 the population of the township was about 50, while both Terara and Nowra had over 200, and in that year there was only one store at Numba, with a post office and money order office. Now (1945) Numba is a small village, while Nowra is a busy, prosperous township.

NUMBA MUNICIPALITY.

Like Broughton Creek and Bomaderry, Numba was proclaimed a Municipality on 26th October, 1868. At its first election held on 4th January, 1869, the following aldermen were elected:—

Henry G. Morton, James Kennedy, James Ryan, Michael Murphy, John Reid, Michael Lenehan.

Henry G. Morton was elected Mayor and John Bindon was appointed Council Clerk.

The Municipality embraced the country east of Terara, on the southern side of the Shoalhaven.

The council asked Mr. Berry for control of the roads and bridges constructed by his estate. Mr. Berry replied that all proclaimed roads of Numba were already under the charge of the Numba Council in virtue of the provisions of the Municipal Act. But he was under the impression that the only road so proclaimed in the Municipality was the one from Nowra to Greenwell Point. He advised the Council to have other roads proclaimed.

The revenue of this Municipality was very small. For the year ending 30th June, 1876, the total rates received was £179/5/3, of which only £1/5/2 was paid in the first half year.
In addition the Council received £7/10/- as a donation from the Jockey Club, £90/5/- Endowment from the Government, and £25/18/- as a grant for Jindiandy Bridge.

No wonder the Council Clerk should receive only £30 a year. With such a small income one wonders how roads and bridges could be kept even passable.

Numba remained a separate Municipality till 1895, when it combined with Central Shoalhaven to form the Municipality of South Shoalhaven.

TERARA.

The foundations of Terara were laid when Michael Hyam, in 1847, established the Sir Walter Scott Inn, and later opened a store. Other parts of the foundation were Adams’ Wharf, and the establishment of McArthur’s store and De Mestre’s flour mill.

These facts made it, in 1855, a larger place than Numba. In that year it had two hotels (Hyam’s and Thomas’s), several stores, a butcher’s shop, and a bakery, besides De Mestre’s flour mill. In 1856 a Church of England was built (the first on the river), followed by a Wesleyan Chapel in 1857, and a Church of England Denominational School in 1859, in which year there was a Commercial Bank under Mr. H. Whittingham. It was quite a thriving little township.

In January 1860, however, Terara received a dreadful setback. A tremendous flood made the river a mighty monster which altered its course and swept through part of the little town, taking with it many shops and homes.

But when the floodwaters went down Terara was rebuilt. Much capital had been sunk in the town, which had become the chief commercial centre in the district, with its wharf, flour mill, and big general store, run by Mr. John McArthur who, although the floodwaters entered his store, proved a great friend to those who had been afflicted by the flood.

Mr. McArthur was also a builder of ships, not only building a steamship for trading with Sydney, but also a sailing vessel which he gave to the Presbyterian Church for the Island Missions. He was a foundation member of the Shoalhaven Agricultural Association, and took a leading part
in all movements for the benefit of the district. Amongst the buildings erected after the 1860 flood was a fine brick store, erected by Mr. Holmes. In the sixties Terara had, besides its bank and post office, two churches, two denominational schools, four stores, two saddlers' shops, two hotels, as well as a butchery and a bakery.

In 1870, however, came another flood, not quite so disastrous as the one in 1860, but it too, encroached on the town, washing away more land, and with it, Mr. Holmes' brick store, the post office, and other buildings, and a safe from the bank which was later recovered intact.

Still, Terara remained the chief business centre. The cessation of wheat growing in the district brought about the closing of the flour mill in 1873. But in 1875, when the Agricultural Association was formed, Terara was chosen for the site of the showground, as in 1878, it was chosen as the home of the Municipality of Central Shoalhaven, established that year. In 1879 Terara had five stores, three hotels, a newspaper ("Shoalhaven News") a commercial Bank, besides its churches and its stone Public School and residence, while its population was about the same as that of Nowra.

The building of the Nowra Bridge, which was opened in 1881, gave Nowra a decided advantage over Terara. Before that time both places were served by the Bomaderry ferry.

The site of the Agricultural Society's showground was transferred to Nowra, where all of the permanent churches were eventually built. Still, in 1890, Terara had its three hotels, its stores, its Commercial Bank and its newspaper, "Shoalhaven News," and, very important indeed, its wharf.

In 1893 Terara received its knock out blow by the opening of the railway to Bomaderry. This placed Nowra at a very distinct advantage, for soon it meant the loss of shipping, and later the coming of the motor car, with greatly improved roads, put all the advantage with Nowra.

By 1900 Terara had only one hotel and two stores and as time went on Terara's importance became less and less while that of Nowra increased in every way in a manner undreamed of before the coming of the railway to Bomaderry.
As stated elsewhere, the Municipality of Numba was gazetted in October 1868.

In 1869 a petition was forwarded to have the remainder of the old Nowra Ward proclaimed a Municipality to be known as Shoalhaven. But a counter petition was made from those living outside the town area stating amongst other things:—

"The preponderating population of small holders liable to be rated would be able, should they combine for the purpose, to control the election of Aldermen for two of the proposed wards, and thereby exert an undue influence in diverting municipality revenue almost exclusively to these towns."

This counter petition prevented the proclamation of the proposed municipality. But the people of Nowra soon got to work and forwarded another petition for a municipality omitting the area from which the counter petition came, and the Proclamation for the Municipality of Nowra was made on 30th December, 1871.

The inhabitants of the remainder of Shoalhaven, south of the river, also petitioned for a municipality. But there was strong opposition to this by the other municipalities, by the Berry Estate, and by some of the inhabitants. The other municipalities objected to what they considered a small part of the Shoalhaven District using the name Shoalhaven. The Berry Estate objected having the tidal waters of Crook Haven, included in the municipality and some inhabitants objected on general grounds.

Feeling ran high. A commission was appointed to inquire into the matter. This commission sat at Nowra, and, as a result, the petition for a municipality was refused.

But the people of Terara and the rural district nearby tried again and were backed up by the "Shoalhaven News," which published figures to show the relative importance of the municipal areas and the part that desired incorporation.

The "Shoalhaven News" had been founded by Charles Isaac Watson, at Terara in 1868. The paper was later removed to Nowra. Mr. Watson began his journalistic career by establishing the "Australian" at Windsor in 1847, when he was 18. In 1859 he established Australia's first penny daily,
“The Braidwood Express.” He also started “Kiama Reporter,” “Braidwood Despatch,” “Araluan Star” and “Ulladulla Free Press.”

CENTRAL SHOALHAVEN.

Municipality of Central Shoalhaven.

After a long struggle lasting from 1869 to 1878, the Municipality of Central Shoalhaven was proclaimed on 8th November, 1878. It embraced that part of Shoalhaven between Numba and Nowra, and was divided into two Wards—Terara and Crookhaven. At its first election, held early in 1879, the Returning Officer was Mr. John McArthur, and the following Aldermen were elected:


The Council met at Terara, and at its first meeting, William Lovegrove was elected Mayor, while H. L. Lovegrove was appointed Council Clerk.

This Municipality was on 17th October, 1895, united with the Numba Municipality to form the South Shoalhaven Municipality.

Like all other Municipalities of its day, Central Shoalhaven had a small revenue and could pay its Council Clerks a mere pittance.

SOUTH SHOALHAVEN.

On 14th December, 1895, the two Municipalities of Central Shoalhaven and Numba were combined to form the Municipality of South Shoalhaven, which has an area of 361\(\frac{1}{2}\) square miles, and embraces the Parish of Numba, with parts of the Parishes of Currumbene, Nowra and Wollumboola.

Its headquarters were first at Terara, but have been moved to Brundee, and later to Pyree, its present site.

Electric light and power are supplied by Nowra Municipality.

Mayors.—The following Aldermen have filled the Mayoral Chair: William Watts (9 times), H. McKenzie (20 times), A. McLean, W. Ryan (5 times), D. V. Boyd (9 times).
SHOALHAVEN.

Council Clerks.—The Council Clerk until 1907 was R. C. Leeming. Under the Local Government Act of 1906, M. O'Keefe was appointed Clerk in 1907, and he was succeeded in 1925 by the present Council Clerk, W. G. Lackersteen.

NOWRA.

Nowra is the only Government planned town in Shoalhaven. Bernard Brown, in his diary, records the first sale of land there, on 2nd April, 1855. He says that there was some spirited bidding, one half-acre lot being bought by C. Flynn for £30/10/-, and another by Mr. Comerford for £20, while Bernard Brown himself bought the last allotment for £6, and paid Mr. McKay, Lands Commissioner, £1 deposit. One of the first to build in the new township was Mr. George Tory, the well-known hotel proprietor, first in Nowra, and then in Kiama.

"In January, 1857, Mr. Henry Gordon Morton visited the new Nowra township, and, in the report to Alexander Berry (28/1/57) stated: 'There are seven (7) dwellings, with one large workshop built of slab, one weatherboarded; two weatherboarded in front, with the ends and back of slabs; the remainder built of slabs. They are all shingle roofed with verandahs in front. They are rather neatly put up, and show more taste in the erection than is usually displayed on buildings of that class. Foundations of wood. Seven (7) families, embracing a population of 43 inhabitants, old and young.'"

Mr. George Tory opened Nowra's first hotel on 1st July of that year, and on 2nd November, the National School, removed from Worrigee at a cost of £100, was re-opened at the corner of Berry and Plunkett Streets by Mr. Rose, the only pupils present at the opening day being those of Bernard Brown. In 1857, too, Mr. Owen Hewitt had built a steam mill just outside the town, and it would seem that the slab courthouse was also built in the town, for it was opened by Mr. Lovegrove, C.P.S., in January, 1858, taking the place of the Numba Court House, which had served since 1852.

"In February, 1859, there were sixteen buildings in the town, in addition to the Catholic Chapel and the flour mill, and seven other buildings were in course of erection."
In 1859 Nowra became the headquarters of the Shoalhaven Municipality, established that year. For many years there was great rivalry between the two towns of Nowra and Terara. Naturally the folk who had established themselves at Terara did not wish to move. Nowra, on the higher ground, had the disadvantage of being some distance from the wharf and from the river. There were two 100 acre farms between the new town and the river. But it was the government town. It held the courthouse and the National School. Against this Terara had the wharf and McArthur's well-established store. But Mr. McArthur had established a branch store in Nowra.

The great flood that did so much damage in Shoalhaven in January 1860, gave Nowra a pull over Terara. It was a place of safety. In 1863 Mr. Jeremiah Green bought Mr. McArthur's Nowra store. He was one of the really live wires in building up the infant town. He was Nowra's first postmaster. He was one of the first aldermen there, and was mayor for several periods. He built Nowra's first hall (Green's Hall) which later became the first home of Nowra School of Arts.

Right through the seventies, in spite of the other disastrous flood—that of 1870—Nowra continued to take second place to Terara. In 1880, the year before the opening of Nowra bridge, the two towns were much the same size. Terara had five stores against Nowra's four. Each place had a bank and a newspaper. Nowra had its Court House and four substantial churches. Terara had its showground and Municipal Chambers.

The building of the bridge which was opened in August 1881, and the loss of the ferry service, proved a strong factor in favour of Nowra, which place, in 1890, had seven stores, four hotels, three solicitors, and two medical men; its school and its churches were bigger than those of Terara. The Showground was moved to Nowra, which now had two newspapers, the "Nowra Colonist" and the "Shoalhaven Telegraph." It also had four auctioneers, two banks, livery stables, two coachbuilding establishments, and many smaller business places, including those of butchers, bakers, shoemakers and saddlers.

In 1893 came the railway which was an overwhelming
JUNCTION STREET, NOWRA
(Collection Illawarra Historical Society)
blow to Terara, for, eventually, it meant the loss of Terara’s shipping trade. The coming of the railway, too, made Nowra blow to Terara, for, eventually, it meant the loss of Terara’s shipping trade. The coming of the railway, too, made Nowra the headquarters of a large coaching traffic which has been considerably enlarged since the introduction of the motor bus and the great improvement of the roads.

Nowra is now a particularly busy and prosperous town, with all the comforts and conveniences of modern life—well kept streets, gas, electricity, good water supply, sanitary service, large churches, a large central school, under the Education Department.

There are large and well kept hotels, many shops and other business places of all kinds, saw mills, banks, doctors, dentists and solicitors, and during the second world war, a reversion has been made to the building of wooden ships. Nowra indeed is a fine town, the largest and most important in Southern Illawarra.

THE MUNICIPALITY OF SHOALHAVEN.

The Municipality of Shoalhaven was proclaimed on 22nd September, 1859. This was a very large Municipality, extending from Currumbene Creek in the south to the boundary of what was then the Municipality of Kiama, now divided into Kiama, Gerringong, Broughton Vale and Jamberoo. It extended from the sea to Cambewarra. The part of this great Municipality south of the Shoalhaven constituted the Nowra Ward, that to the north of the river, Good Dog Ward.

At the first election, held in November, the following Aldermen were elected:—Messrs. Kemp, Graham, Moss and McGuire, for Nowra Ward, and Messrs. McKenzie, Bice, Munro and McGrath for Good Dog.

The first Mayor was Mr. Kemp, and the first Council Clerk was Thomas Boyce. The Mayor for 1860 was Mr. James Graham, who was succeeded in 1861 by Mr. H. Moss.

The “Illawarra Mercury” of 24th October, 1861, reported that earlier in that year the Council had undertaken to make a reservoir for the benefit of the public in Nowra, which would have supplied plenty of water through the longest drought, but this work and all other council work had been prevented.
by a judgment in Supreme Court which “on a technical question” pronounced the constitution of the council illegal.

This trouble about the constitution of the council could have been overcome if there had been anything approaching unanimity in the large municipality.

But there was friction between the two wards and on 7th July, 1861, a petition was sent in to divide the municipality into two—Shoalhaven and Cambewarra.

The people of Cambewarra or Good Dog claimed that the river was the natural boundary, the whole business of the municipality was carried on at Nowra.

Inhabitants of Good Dog found it a matter of inconvenience and expense to attend meetings at a place seven miles away. There was an uncertainty about crossing the river. The last balance sheet shows a disadvantage under which Good Dog suffers.

Affairs were very far from happy in this big Municipality. The people of the Good Dog Ward did not like to see a large sum spent on the Reservoir for the benefit of Nowra. In the Nowra Ward there was discontent too, and people were not paying their rates. The Balance Sheets for the two half years of 1861 show that the rates paid for the year ending 31st December, 1861, were only £66/2/11 for Nowra Ward, while the ratepayers in Good Dog Ward paid £229/10/4.

The Municipal Council could not carry on. There was not only territorial division, but a considerable amount of feeling against Municipal Government.

Road construction was taken over by the Government, which placed money for this purpose in the hands of selected Justices of the Peace. Thus Messrs. Graham, Mackay and Ellyard were appointed to superintend the opening up of the new line of road from Greenwell Point to Nowra. But for all tenders the approval of the Minister for Lands was required.

During this year, Mr. Moss, the Mayor, claimed the right to preside, as Mayor, at the Bench, a claim made in accordance, as Mr. G. U. Alley said, with a decision made by the House of Lords, but not appreciated by other Shoalhaven Magistrates. In the year 1862 there was a Municipal Council in name only. In that year it went out of existence, and Shoalhaven was without any Municipal Government till 1868.
NOWRA MUNICIPALITY.

The petition to form a Shoalhaven Municipality in 1869 having failed, through the counter petition sent in by the larger landowners outside the township area, the folk of Nowra soon became busy again, forwarded another petition excluding most of the rural area included in the 1869 petition, and on 30th December, 1871, a proclamation was published in the Government Gazette, declaring Nowra a Municipality.

At the first election, held in February, 1872, Mr. McArthur was the Returning Officer, and the following Aldermen were elected:


The first council meeting was held at Mr. Coleman's Preparatory School on 11th March, and Mr. Henry Moss was elected Mayor. The first Council Clerk was Charles C. Coleman in whose school the council meetings were held. Alderman McGuire died in 1872 and Alderman Alcorn was elected to take his place.

Up to the end of the eighties the Mayoral Chair was occupied chiefly by two men, Henry Moss and Jeremiah Green, each being Mayor seven times.

From 1890 to 1931 it was only rarely that an Alderman was Mayor for two or more years in succession. Since 1930, Dr. Francis P. Ryan has been Mayor for 13 years continuously.

Of the Town Clerks, most of these held the position for relatively short periods. J. Fraser, however, was Clerk for twenty-five years, and J. W. Mills for fourteen, while W. C. Batt, appointed in 1932, is still in office.

When the Municipality was incorporated, Nowra was quite a small Government planned town, with Terara, a private town, about the same size, a couple of miles away. Although Nowra had no wharf, no bridge, no railway, it had one big advantage over Terara. It was safe in flood time. There was, however, very much work to be done, forming streets and footpaths.

But the Nowra Municipality did much more than that. It constructed a suspension bridge over Nowra Creek, for the
convenience of pedestrians, particularly school children—the first suspension bridge in New South Wales.

**Water Supply.**—In 1894 Nowra installed its first water supply, thus carrying out a scheme, somewhat like the one agreed to by the old Shoalhaven Council in 1861, a scheme which brought dissension in the old Council and helped to break it up. The 1894 scheme was a much bigger one than that of 1861, as the need was much greater. With the rapid growth of Nowra, this scheme has been added to again and again.

**Gas.**—Up to 1904, Nowra had to be satisfied with kerosene lamps and sperm candles for its lighting. But in 1904 gas was installed, providing better light, and enabling the streets to be lit. The gas installation was reconstructed in 1934.

**Electricity.**—In its descent from the Southern Tableland, to the Coast, the Shoalhaven River passes through a remarkable succession of gorges. At this stage of its course the river seems to offer a fine opportunity for hydro-electric development. This matter was examined and reported on in 1926, but the scheme was rejected. In 1928 another scheme for providing the municipality with electricity was adopted. Under the scheme, Nowra Municipality purchases its electricity from the Southern Electricity Supply, which is generated at Port Kembla, Burrinjuck and Wyangala, on a circuit. From this, Nowra supplies not only its own town and rural areas, but also the adjoining municipality of South Shoalhaven.

**Sewerage.**—Nowra is one of the very few country towns in New South Wales with a sewerage system.

This was installed in 1937 and is available to the whole township.

**Municipal Chamber.**—Nowra has not been extravagant in providing a home for its Municipal Fathers. These men have for the past seventy-four years, done a wonderful job in providing roads, bridges, water supply, sewerage, electricity for light and heat, as well as its many other duties, but the Council Chambers are a rather humble cottage. One of these
days, however, a home will be built worthy of the progressive town and Municipality.

**BERRY.**

Up to 1889 the place we now call Berry was known as Broughton’s Creek, Broughton Creek, or simply “The Crick.” It was so known long before there was any semblance of a town there, when it was a station of the great Berry Estate. But even then it had its mill and its creek. In the fifties it naturally became the centre for the farmers around, eventually being the shipping centre of a very great area including Broughton Vale, Broughton Village, Jasper’s Brush, Woodhill and even the distant Kangaroo Valley.

“The Kiama Reporter” of 27/11/58, thus describes it:—

“At Broughton Creek there is a water power mill— idle—a commodious schoolroom without an incumbent— no church— no store— no post office — shades of Shakespeare— nothing.”

**A Village Comes.**—Very shortly after this was published a store did appear, opened by James Wilson, who also founded a tannery on that part of Broughton Mill Creek that became known as Tannery Creek. Later he took James Stewart into partnership, the firm becoming Stewart & Co., for many years Broughton Creek’s leading store.

In 1861 a teacher was appointed to the school house constructed by Mr. Berry, but it was never handed over to the Council of Education. It was more than a schoolhouse. It was also a church and was in turn, right up to the eighties, used by the Church of England, Presbyterian, Wesleyan and Congregational bodies. The Congregational Church had its headquarters in Gerringong, the other churches at Terara and Nowra.

On 1st October, 1861, Donald Stewart became Broughton Creek’s first post master. His pay, like that of all other post masters in small places at the time was £12 a year plus 10% commission on the value of the stamps sold. He was obliged to provide a bond for £200, he being personally liable for £100, and his two bondsmen for £50 each. He had to exchange mails with the post master at Gerringong, and these mails were taken over that rough bush road on horseback. In 1867
BOAT HARBOUR HUSKISSON
(Cocks Collection, Wollongong University Archives).
Broughton Creek became the headquarters of the Broughton Creek and Bomaderry Municipality.

As the land was opened up first by the Berry estate tenant farmers, and in the sixties, by settlers under the Robertson Land Act, Broughton Creek became the port of a very large area where dairy farms were established. Farmers from Broughton Vale, Broughton Village, Jasper's Brush, Brother's Creek, Woodhill and even Kangaroo Valley, took their butter and other produce over the roads which were at first very rough tracks, to the wharf at Broughton Creek. The means of transport at first was largely the pack horse, then the dray, and later the spring cart. From the wharf it was taken to the ocean steamer at Greenwell Point by river steamer or drogher, till 1871, when Broughton Creek was provided by Mr. Berry with a flat bottomed steamer, the "Coolangatta." Later came the "Meeinderry" and "Coomonderry" to take her place. These continued running till the coming of the railway.

By the seventies, two little groups of business places had sprung up. On the left bank of the Creek were Stewart and Co.'s Post Office Store, the Roman Catholic Church, Court House and the Public School. On the right bank, beyond the river flat, there were the Kangaroo Inn, Hill and Co.'s Store, the Council Chambers, a saddler's shop and a bootmaker's shop.

In October, 1868, the Municipality of Broughton Creek and Bomaderry was proclaimed. Through the seventies, in spite of the fact that every square yard of the village was held under a yearly tenancy from the Berry estate, the village showed considerable progress. There were four stores, two butchers' shops and a wheelwright's shop in addition to the buildings mentioned previously.

A Town Is Planned.—In 1879, Broughton Creek was surveyed and a plan for a town was made on the higher land on the right bank of the creek. Mr. Berry gave sites for four churches, and a park. Land was resumed for a public school and a post office. The town plan put most of the existing buildings much out of alignment with the streets, and, in some cases new premises had to be erected in front of the old ones. But the tenants were given longer leases, up to 25 years, and later it was made possible to buy the land, so that, by
degrees, all the business sites were bought. Soon St. Luke's Church of England was built, and by 1885 Broughton Creek had four permanent churches. It also had two banks, and soon had a good public school, a post and telegraph office, and Municipal Chambers. It was quite a compact town, with well kept streets. By degrees all public buildings and business places disappeared from the left bank of the creek.

Agricultural Society.—In October, 1883, a Horticultural Society was formed, followed in 1884 by an Agricultural Society. The first president was Lewis McIntyre, while the secretary for many years was A. J. Colley, Manager of the E.S. and A.C. Bank, son of James Colley of Kiama. Amongst the prominent workers of the society were James Wilson, Dr. Lewers, J. McKenzie, James Boyd, John Gray, John Stewart, Alex Fraser and James Stewart. The society was materially helped by Mr. David Berry, who not only gave the land, but also did much in providing the necessary buildings.

John Stewart was the son of William Stewart (from Scotland), who was Broughton Creek's first Mayor and first J.P. James Stewart (from North of Ireland) was a member of the firm Wilson and Co, Storekeepers of Broughton Creek.

Berry.—In 1889 David Berry died. By his will £100,000 was left to build and endow the fine hospital known as the David Berry Memorial Hospital, which stands as one of the many monuments to that unassuming gentleman whose heart was so much with those who had for so long been his tenants. It contains 32 beds, 4 cots, an up-to-date operating theatre and X-ray equipment. It stands in forty acres of ground, given by Mr. Berry, in beautiful surroundings of tall gums, and is a sanctuary for birds.

After the death of David Berry in 1889, the name of the township was changed from Broughton Creek to Berry in honour of its generous benefactor.

In 1893 the railway came, providing a daily service of trains, and later several trains a day instead of the slow and irregular steamer accommodation.

In 1900 the Berry Stud Farm was established, primarily to depasture the stock recently imported by the Government, and
raise therefrom a number of young animals to be sold to dairy farmers, thereby introducing new blood into the herds. Another function of the farm was to afford information as to the merits, demerits and characteristics of the various breeds of cattle, and to teach students there, the treatment of milk and cream and the manufacture of butter.

But these high ideals were never reached. The farm was not used as a college of this sort. Later, it dealt more with local than with imported cattle, and more recently it has become a school in which young folk are trained in the different aspects of dairying. This has been done under the control of the Child Welfare Department to whom the farm was transferred. A fine brick building was erected to accommodate about 40 boys. The first Superintendent was Mr. Waller, who after doing very fine work has retired, his place being taken by Mr. Sims.

In 1946 Berry is a progressive town, well laid out, supplied with good water, modern buildings, well kept streets, and beautiful parks where trees, flowers and memorials are well cared for.

**BERRY MUNICIPALITY.**

*(Originally Broughton Creek and Bomaderry).*

This Municipality was proclaimed on 28th October, 1868. It included the township of Broughton Creek (then two villages on opposite sides of Broughton Mill Creek), and a considerable part of the Good Dog Ward of the original Shoalhaven Municipality, as far as Bomaderry, the present terminus of the Illawarra Railway.

The first election took place in December, with Mr. James Stewart as Returning Officer. The following Aldermen were elected:


William Stewart was elected Mayor and Henry Taylor was appointed Town Clerk, a position he held till 1892.

A considerable part of the Municipality was in the Berry Estate, whose management had constructed most of the roads and bridges in the district, while the Broughton Creek Cemetery was part of the Estate. So one of the first matters attended to was to communicate with Mr. Berry to have the
DAVID BERRY MEMORIAL HOSPITAL, BERRY
(Cocks Collection, Wollongong University Archives)
roads, the bridges and the cemetery transferred to the control of the Municipal Council. This was eventually done. As a matter of fact the Municipality Act provided that all proclaimed roads were, by virtue of the Act, under its control. So it was necessary to have all roads proclaimed.

In the seventies most of the attention of the Council was directed to the making and stumping of roads, and to the construction of small bridges or culverts across many of the creeks.

Much of this work had to be done on the Gerringong road and contracts were let in different sections, some at 15/-, some at 17/-, and some at 19/6 a chain, while bridges across some of the creeks were constructed, one for £23/7/6 and another for £16. (Shoalhaven News).

The rates collected for the big lot of road construction and bridge building were small. In 1871 they amounted only to £249/14/11. But this was materially helped by a grant of £444/14/9 from the Government.

The same year the ratepayers contributed, voluntarily, no less than £56/0/6 to assist in building Grigg's Creek Bridge, (now Burnett's Bridge), and in opening Kangaroo Road and Bong Bong Road. The bridge was decked with split slabs and was high in the centre like the pictures one sees of bridges in the “Ould Dart.” The road to Kangaroo Valley was highly important for Broughton Creek was the port of that place for many years, and the only means of access was an extremely difficult roadway over the mountain. As the making of a good road over the mountain was altogether beyond the means of the Council, it had to wait till a Government Subsidy was procured through the local Member of Parliament, Mr. Alex Campbell.

Another good work done in the early days was a track to the top of Jamberoo Mountain, near Drawing Room Look-Out. This led to Hoddle's Road and enabled settlers of Brogher’s Creek, Broughton Vale and Woodhill to pack their provisions from Kiama.

In 1879 the township of Broughton Creek was planned. This meant considerable expense and work for the Council, which was generously helped by Mr. David Berry. It also meant the gradual disappearance of the original village.
Berry.—In 1890 the name of the town and the Municipality were changed to Berry, as a token of respect to Mr. David Berry, recently deceased, who had been such a generous benefactor to the town and district.

The work of the Council continued to be well done. Gradually the town, streets, footpaths and parks were put into excellent order, while roads and bridges throughout the Municipality were well maintained.

With the coming of the motor car, roads and bridges were, in this century, improved in ways undreamed of by the Aldermen of the nineteenth century, particularly such roads as the Prince’s Highway, a considerable part of which passes through Berry Municipality.

Water.—In early days, Broughton Creek depended for its water supply entirely upon wells and tanks. Practically every cottage had its well of good water. These have long been filled up. On 22nd October, 1901, the Berry Catchment Area was proclaimed on Bundewallah Creek. Here a dam and pipe head were soon established.

To supply the folk of Bolong with water, an additional pipe head was established at Jasper’s Brush, about 1920, and Bomaderry Creek Dam was built to supply Bomaderry area about 1936.

Light and Power.—About 1929 it was arranged with the Department of Public Works at Port Kembla, to purchase electricity in bulk and supply the Municipality, both town and country, the reticulation being attended to by the Council.

Town Hall.—For many years, both in Broughton Creek and in Berry, the Council Chambers were rented premises. In 1912, however, the Council erected Chambers for itself. This was superseded in 1944, by the purchase of the English, Scottish and Australian Bank which then became Berry Council Chambers.

Civic Fathers.—Mr. William Stewart, Broughton Creek’s first Mayor, served in that capacity only a short time. He was followed by James Wilson, who was Mayor no less than seven (7) times. R. Shepherd was Mayor 10 times, A. T. Wilson 7, John Gray and T. A Strong 6 times each.

Council Clerks.—The first Council Clerk, H. Taylor, like all Council Clerks at the time, and for many years later,
received a very small salary, £20 a year to start with. Such men all took on other work. Mr. Taylor was also Bailiff and Poundkeeper. In 1892 he was succeeded by J. W. Wiley, who, in 1902, was followed by J. C. Timms. In 1907, under the Local Government Act, G. Gillam became Council Clerk, serving not only at Berry, but also at Broughton Vale till 1937. Then came A. E. Craig, who was succeeded in 1939 by B. S. Raines. The present Town Clerk (1945) is H. A. Stenning.

The salary of the Town Clerk at present is £628/15/4 per annum. The Council Staff also include the Engineer, Electrical Engineer, Health Officer, Dairy Inspector and some Clerks, all with whole time jobs showing how enormously the responsibilities and expenses of Municipal Government have grown since the time the staff consisted of one man on £30 a year.

CAMBEWARRA.

Cambewarra, founded in 1859, was, for a time, a village of some importance. In the eighties it had two stores, two hotels, and Mr. T. Shepherd’s large tannery, where many men were employed.

In 1899 it had only one store and one hotel. But there were two butter factories and a cheese factory.

The coming of the motor and the tar-paved road practically destroyed Cambewarra, as it has destroyed so many of the smaller country townships.

BOMADERRY.

Bomaderry, established by Mr. Berry in 1859, did not really become even a village for many years.

In 1880, the year before the bridge was opened it had one store. It also had a small school, run by Mrs. Kennedy, the mother of Mr. W. M. Kennedy, who became an Inspector of Schools.

It was the opening of the railway that really made Bomaderry, which, besides being the railway terminus, became an industrial suburb of Nowra.

KANGAROO VALLEY.

This picturesque valley with its great mountain barriers,
was discovered in 1818 by Charles Throsby in that remarkable journey when he found a way from Bong Bong country to Shoalhaven and Jervis Bay. In this journey he found rich meadow lands with grass three feet high. He found, too, cedar brush and learned from some Illawarra blacks with whom he met on his journey, that there was a route, rugged truly, joining the headwaters of the Kangaroo and Macquarie Rivers, this leading to Illawarra.

It is not to be wondered at, therefore, that a few years later Captain Brooks should locate in Kangaroo Ground, as the valley was then known, an additional grant, Barrengarry, to which he could remove his cattle to save them from the thieving then prevalent in Illawarra. Nor is it to be wondered at that cedar getters flocked down the mountain side to reap the rich cedar harvest, using the turbulent river to get the timber to Shoalhaven, and then to Sydney.

In the late thirties, Mr. Henry Osborne secured Barrengarry, and for years used it, as it had been used before, as a cattle station. In 1839 the manager of this property was James McGrath, the father of James McGrath, of Cambewarra and Henry McGrath, of Greenhills.

In 1846, Thomas McCaffrey, who later was a prominent figure in Jerrara, took charge, and commenced dairying on the shares. He sent the butter by packhorse, via Macquarie River headquarters to Illawarra, to be shipped to Sydney from Wollongong.

In the thirties, Captain Brooks' grant, Bandeela, the property adjoining Barrengarry, was secured by Mr. A. B. Sparks, a Sydney merchant, who held properties between Kiama and Jamberoo. Later the property was secured by Mr. Samuel William Grey, of Omega Retreat.

In the sixties Henry Osborne's sons, Alexander and Ben, were cattle breeding there on a large scale, and the fine homestead of Barrengarry was built. In the sixties, too, came the free selectors who took up much valuable land and cleared it, establishing dairy farms.

For many years the outlet for these dairymen was exceedingly rough and difficult, a bridle track over the rugged mountain to Broughton Creek.

In 1879 a beautiful suspension bridge was built over
Kangaroo River at a cost of £3,000. This took the place of a pile bridge that had done good service. But a year after the bridge was opened the village of Kangaroo Valley had only one hotel and two stores.

A good road was formed and fenced over Cambewarra Mountain. This road made a direct connection between Moss Vale and Nowra, a road used by mail coaches for many years.

In 1887 Kangaroo Valley had developed more into a township, with one hotel, a bank, and five stores. It also had a courthouse and acting C.P.S., and was visited regularly by the Police Magistrate of Nowra.

When butter factories were established Kangaroo Valley did not lag behind, with such men as Messrs. Tate, Chittock, Nelson and others to lead them. But in 1889 there were seven stores, the bank, hotel, and the Agricultural and Horticultural Association had been formed.

A few years later this township had 6 stores, a tinsmith, a tailor, a wheelwright, two hotels, bank and a newspaper had been established—the "Kangaroo Valley Times." There were, too, in the district, three butter factories—Barrengarry, Kangaroo Valley, and Kangaroo River Dairy Companies.

The coming of the motor car and the making of good roads, brought the township more popularity, while retaining its reputation as a dairying district. It has become a tourist centre to which folk are attracted not only by its beauty and restfulness, but also by the trout with which the river teems. So now, besides having shops, auctioneer, saw mill, it has a fine hotel built in 1933 with deluxe furnishings, a motor garage to take the place of the wheelwright's shop, and its camping grounds prepared for the tourists.

CAMBEWARRA SHIRE.

Cambewarra Shire embraces the greater part of the valley of the Kangaroo River, and some of the Good Dog Ward of the original Shoalhaven Municipality. The only considerable town in the Shire is its Headquarters, Kangaroo Valley. It contains a considerable area of rich dairy land, as well as the difficult, wild country on the mountain side.

The Shire was proclaimed in May, 1916, and the following Councillors were temporarily appointed:
William Brown (Cambewarra), William Graham (Barrengarry), Robert Lumsden (Beaumont), John Randall (Kangaroo Valley), John Wilson (Bandeela).

At the first election the following Aldermen were chosen:­
Duncan Austin, John Nelson, Robert Lumsden, Henry Graham, William Brown, William Thorburn. Duncan Austin was elected President and three others of the six were later Presidents at different times: J. Nelson (11 times), H. Graham (4 times), R. Lumsden.

Shire Clerks.—J. F. Cullen was Shire Clerk from 1906 to 1932, since which time R. L. Campbell and C. A. Green have occupied the position.

SHOALHAVEN SHIRE.

While this book was in press a great change came over the local government of Shoalhaven. The Shire of Shoalhaven was proclaimed, including the Municipalities of Nowra, Berry, Broughton Vale, Milton and South Shoalhaven, and the Cambewarra and Clyde Shires. This includes a great area stretching from the southern borders of Gerringong and Jamberoo Municipalities to the Clyde River, far beyond the Shoalhaven.

The Shire has been divided into two ridings. “A” Riding includes Nowra, Berry and Broughton Vale Municipalities, while “B” Riding embraces South Shoalhaven and Milton Municipalities and Cambewarra and Clyde Shires.

The following Provisional Council was appointed:

For “A” Riding.—Messrs W. P. McDonnell, P. M. O’Keeffe, F. P. Ryan, P. S. West, D. J. Glass, of Nowra; P. H. E. Chittick, S. H. McDonald, of Berry; W. A. Boyd, of Broughton Vale.


The first meeting of the Council was held at Nowra School of Arts on 29th June, 1948. It was presided over by Mr. W. A. Boyd of Broughton Vale, and Mr. H. O. Cox, of Kangaroo Valley, was appointed President.
CHAPTER X.

CHURCHES.

CHURCH OF ENGLAND.

In the early years of the settlement of Illawarra there was only one recognised church in New South Wales, the Church of England, whose ministers were attached to the detachments of soldiers in the different districts and were called Chaplains.

There was, in Illawarra, no such detachment of soldiers until 1826, and no Chaplain was appointed till 1833.

Long before this, however, the Rev. Thomas Kendall, who was engaged in the cedar trade, had baptised several children, and conducted some burial services and at least one marriage ceremony, that of his son Thomas Surfleet Kendall, who was married to Miss Rutter at Alne Bank, Gerringong, in 1829, at the home of Michael Hindmarsh, whose wife was Miss Rutter's sister. Mr. Kendall’s diary shows that on 3rd February, 1827, he baptised at the house of John Fitzgerald Butler, Esq., Commandant James, son of Herbert and Ann Green, born 27th December, 1826. This house was a cottage on Mr. David Allan's Illawarra Farm, on the present site of Port Kembla.

On 12th February, 1827, he baptised, at the house of Messrs. Berry and Wollstonecraft (Coolangatta), Margaret, the daughter of Thomas and Jane May.

On 2nd March, 1828, he baptised Maria, the daughter of Charles Throsby and Sarah Smith, born 11th January, 1828. Baptised at their house (Bustle Cottage) in Wollongong.

On 30th May, 1831, he baptised at Burroul, Kiama, Jane Caroline, daughter of Thomas Surfleet Kendall and Caroline Blake Kendall, born 11th April, 1831.

He also buried a Government servant of Mr. Ritchie (apparently John Ritchie of Jamberoo) on 25th December, 1827, and George Bates, of Illawarra, on 5th February, 1831.

His records also show the following marriages:

31st October, 1825, John Martin and Sarah Ann Jarrett; 5th June, 1826, Charles William Wooster and Mary Ann Wilkinson; 2nd September, 1826, Moses Glover and Emma Hills; 29th January, 1827, Thomas Leighton, Surgeon, and Angola Martha Fredericks.
Until the appointment of a Chaplain in Illawarra, the nearest chaplaincy headquarters were at Campbelltown.

It was from this place that the Rev. Thomas Reddall travelled to Wollongong to conduct the first regular religious service in Illawarra. The Sydney Gazette of 28th July, 1831, reports:

"The Rev. Thomas Reddall performed divine service here (Wollongong) on Sunday, 17th inst., in the Military Barracks, to a congregation of 60 individuals. This is the first instance of a clergyman of the Established Church paying this hitherto neglected district a visit for so laudable a purpose."

During this visit Mr. Reddall baptised five children.

The correspondent who wrote the above goes on thus:

"It is very much to be wished that Mr. Reddall (Chaplain at Campbelltown) could devote at least one Sabbath every three months to visit us till a clergyman is appointed."

But very little seems to have been done, and at least some Illawarra folk were discontented. On 8th September, 1832, a correspondent sent to the Sydney Gazette a series of "Questions and Answers," complaining of neglect, especially in church matters (see Chapter III).

Strange to say, a week before that letter appeared, 2nd September, the Rev. Thomas conducted a service in Wollongong and baptised six children, leaving, according to another correspondent "not an unbaptised child within 20 miles of Wollongong."

In 1833 a chaplain, the Rev. F. Wilkinson, was appointed to the district—and a school was also established the same year. These appointments were soon followed by the appointment of a Police Magistrate, the building of a courthouse, the planning of the town and the fencing of the glebe land.

When the town was planned in 1834 the excellent site for a church was provided for, where St. Michael's now stands. But it took many years to have the beautiful building constructed.

At first Mr. Throsby Smith's barn was used as a church, and school. Mr. Backhouse who visited Illawarra in 1836,
wrote:—

"A barn is also fitted up for an Episcopal place of worship."

In 1839 the Governor approved of the appointment of the trustees proposed by the Bishop—Messrs. John Osborne, Henry Osborne, Robert M. Westmacott and C. T. Smith—in connection with the building of a new church. In the same year the Rev. M. D. Meares had been able to state that a substantial school had been erected with funds provided by the people of Wollongong.

Preparations for the building of the church were made at once, collections received, plans prepared and a contract let to erect a brick building.

On 14th October, 1840, "The foundation stone of St. Michael's Church was laid by the Lord Bishop of Australia in the presence of a large congregation, immediately after the performance of Divine service, during which the rite of confirmation was administered by the Right Rev. Prelate to 77 persons."

Wollongong was certainly en fete. On the previous day, the foundation stone of St. Francis Xavier's Roman Catholic Church had been laid by Bishop Polding.

After the foundation stone of St. Michael's had been laid "His Lordship, with the Rev. Mr. Alwood and the Rev. Mr. Wild, partook of a cold collation at the Wollongong Hotel." The trustees must have been there too, for it was suggested and unanimously agreed that the church should be of stone instead of brick, and considerably larger, all present agreeing to double their subscriptions, to which the bishop added the sum of £50.

This laudable proposal to have a better church was, in a way, unfortunate, for it led to a costly law suit with the contractors, a suit which ate away not only all the subscribed money, but also all the moneys from the Government subsidy, thus delaying the erection of the church on the hill for many years.

The First St. Michael's Church*.—But the good folk of Wollongong were determined to have a proper place of worship. So they erected in Corrimal Street, a stone church which was in use in 1847. A correspondent to the Sydney press in that year wrote that a new Episcopal church had

* See Illustration, Wollongong, 1855, Chapter VII
lately “sprung out of the ground” in the vicinity of the clergyman’s residence:—

“I use the term ‘sprung up’ advisedly because of the manner in which it has been built, whilst the foundation of the said church still remains in another place shunned and disgraced.”

“Viator,” writing from Jamberoo on 30th November, 1849, in an article published in the “Sydney Morning Herald” of 3rd December, thus describes this church:—

“A very pretty specimen of ecclesiastical architecture, but the roof is too high for the walls, and the position is bad, since it causes the roof of the church to be the chief part of it, seen from many commanding points of view.”

The church above referred to was called St. Michael’s. It was the second permanent church to be opened in Wollongong, the first being the Presbyterian Church in Crown Street (now demolished). St. Michael’s in Corrimal Street, served its purpose for twelve years, when it was replaced by the present St. Michael’s.

The Second St. Michael’s Church.—On 19th November, 1857, shortly after the Rev. T. C. Ewing had taken charge of the parish, a meeting of the members of St. Michael’s was called to consider the building of a larger church. This meeting was presided over by Mr. W. W. Jenkins, J.P., and was “Numerously and respectably attended.” Mr. Ewing pointed out that the existing church was too small and urged that immediate steps be taken to remedy the evil. He stated that “there were 1000 members of the Church of England within four miles of Wollongong.”

The meeting decided to erect a new church and £710 was shortly in hand or promised for that purpose. Plans were drawn by Mr. Blacket, the most famous Sydney Architect of his day. The new church was to consist of Nave, transept, chancel, porch, vestry and spire. It was designed to accommodate 350 persons, and could be enlarged to hold 800. It was to be of stone, two feet in thickness, of best hammered work on both sides.
At first it was decided not to remove the existing building in Corrimal Street, but to use it as "a Grammar School where Illawarra youths could be prepared for the University."

The Wollongong people lost no time. The foundation stone was laid on 8th September, 1858, by Dr. Barker, Bishop of Sydney, assisted by the Rev. T. C. Ewing (Wollongong), W. W. Simpson (Dapto), F. Ashwin (Kiama), J. P. Smith (Jamberoo) and E. Synge (Sydney).

A service was first held in the old church, and the Bishop, accompanied by the Incumbent, and the other clergy mentioned above, proceeded to the site of the intended church. "The Rev. T. C. Ewing gave an address, after which he handed to Mr. W. W. Jenkins a bottle containing copies of the 'Sydney Morning Herald,' 'The Church of England Chronicle' and the 'Illawarra Mercury,' to be deposited within the foundation stone, and also a scroll containing the following inscription: 'The Foundation stone of this church was laid by Frederick Barker, D.D., Bishop of Sydney and Metropolitan on September 8th, 1858. Governor of the Colony, Sir William Denison, Knight; Incumbent, Rev. Thomas Campbell Ewing.' The names of the Trustees and churchwardens of the Church were also added." Mr. Lahiff, the contractor, undertook to erect the building in twelve months for £1400, and offered £300 for the material in the old church. This offer was accepted, and so the first St. Michael's building was not used as a Grammar School.

On 14th April, 1859, old St. Michael's, in Corrimal Street was pulled down. Permission to raze the old church was granted by the Bishop, on condition that the stone of the old building be used in the new church.

From the demolition of the old building to the opening of the new one, services were held in a building in Market Street, owned by Mr. Howarth, who repaired and repainted it for this purpose, and allowed it to be used rent free till the new church was opened.

The new church was completed in a little over twelve months, and was consecrated on 15th December, 1859, by Dr. Barker, Bishop of Sydney, assisted by the Dean of Sydney, the Very Rev. William Macquarie Cowper, M.A., and the Rev. T. C. Ewing, T. Hassall, W. W. Simpson (Dapto), J. P. Smith
ST. MICHAEL'S CHURCH, WOLLONGONG.
Opened 15th December, 1859.
On the following Sunday, "31 young persons of both sexes were confirmed in the new church."

On the same visit Bishop Barker consecrated a chapel built at Fairy Meadow.

St. Michael's Church, standing on the hill in such a commanding position is a church of which all Illawarra folk may well be proud, a much finer building than the proposed brick church whose foundation stone was laid in 1840. It is a great tribute to the faith and foresight of the Rev. T. C. Ewing, who was so largely responsible for its building, and who ministered there for so many years.

The first St. Michael's Church was built while the Rev. M. D. Meares was chaplain. He succeeded the Rev. F. Wilkinson in 1836 and was in charge of the parish till 1857. Until 1850, when Kiama became a separate parish, he had control of all Illawarra and Shoalhaven, and holding services in private houses, except in Jamberoo, where a wooden church was built in 1842, Kiama, where one was erected in Bong Bong Street in 1843, and Dapto, whose first church was built in 1845. At the time all travelling was done on horseback over poor roads and bridletracks and across many unbridged creeks. Before his departure, parishes were established not only at Kiama (1850), but also at Dapto (1852), Ulladulla and Shoalhaven (1855) and Jamberoo (1857). Before his retirement too, the term chaplain was changed to rector.

His successor, the Rev. T. C. Ewing, also rendered long service in Wollongong, from 1857 to 1892. It was he who was responsible for the erection of the second St. Michael's. During his long ministry, new churches were erected at Fairy Meadow, Bulli, and other centres. He was created Rural Dean and many Illawarra folk of to-day remember the fine work he did. Two of his sons achieved high places in the public life of Australia, Sir Thomas Ewing and Mr. Justice Norman Kirkwood Ewing.

The extensive grounds, given over 120 years ago by Mr. Throsby Smith, as a church site, are now well filled. They contain not only the magnificent St. Michael's Church, but also a large and comfortable rectory, as well as two separate
halls, one of which is used as a kindergarten school and the other as a Parish Hall.

All the successors of Dean Ewing, including the Revs. F. R. Elder, B.A.; G. A. D'Arcy Irvine; E. Lampard and the others up to the present incumbent, the Rev. R. Long, have done great and faithful work for Wollongong and the surrounding district.

Kiama was made a separate parish in 1850, its first minister being the Rev. J. Barnier, M.A., (later D.D.). Before the arrival of Mr. Barnier, a wooden church had been built in Kiama, in Bong Bong Street, about where the cattle sheds of the Agricultural Society now stand. During his ministry a new site (the present one) was secured on the point that came to be called Church Point, and in 1856 arrangements were made for the building of Christ Church, “not close enough to the sea for the noise of the surf to interfere with the service.” While building operations were in progress, Mr. Barnier was removed from Kiama. Besides being an able minister, he was a fine citizen, and helped in educational matters, particularly in the Kiama Debating Society.

Mr. Barnier was succeeded by the Rev. Forster Ashwin, B.A., under whose ministry Christ Church was opened in January 1859. The church was consecrated by Bishop Barker, assisted by the Rev. T. C. Ewing (Wollongong), P. J. Smith (Jamberoo) and F. Ashwin (Kiama).

The new building, like so many churches and schools in Southern Illawarra, was built of rubble stone, but the interior walls were plastered “in imitation of cut stone,” and after some years the exterior was plastered too. The new harmonium cost £50, and the reading desk with its velvet curtains were the gift of Mr. and Mrs. T. S. Kendall.

From 1850 to 1857, the Kiama parish included Jamberoo, Shellharbour and Gerringong. In 1857, however, Jamberoo and Shellharbour became a separate parish.

In 1856 a wooden church, costing £200 was built at Gerringong. This was used until destroyed by the great Gerringong fire of 1871.

The foundation stone of the new church was laid by the Rev. J. H. L. Zillman, of Kiama, on 23rd April, 1873, and was named St. George’s Church. The contractors were Peter
GARDEN OF NEW SOUTH WALES.

Walker and Sons of Kiama. During the building of this church, services were held in the Congregational Church by permission of the Rev. R. Wilson and his deacons.

**Dapto and Albion Park.**—This parish was established in 1852, under the Rev. W. W. Simpson, who remained there till 1870. A small church, known as St. Luke's had been built in 1845, and this was later followed by a brick church. In 1882 was built the beautiful and imposing "Osborne Memorial Church" erected to the memory of Mr. Henry Osborne, who had done so much for Illawarra. It is a fine building of red brick roofed with red tiles, and when new, was a most striking feature in the landscape, and now, mellowed by age, with the loss of its vivid colouring, it has attained a noble dignity. It stands in the original Dapto, now known as Brownsville, some distance north of the modern township.

On 8th December, 1875, the Lord Bishop of Sydney opened All Saints' Church at Macquarie River (Albion Park). The Bishop was accompanied by the Rev. J. Vaughan (Penrith), Dean Ewing (Wollongong), J. H. Rowsell (Dapto), J. Stack (Broughton Creek), R. C. Willis, M.A. (Campbelltown), J. C. Corlette (Ashfield, formerly of Jamberoo). The minister of Dapto at the time was the Rev. J. Rowsell.

**Shoalhaven.**—Up till 1851 Shoalhaven was an outpost of the Wollongong Parish, visited once in two months, first by the Rev. F. Wilkinson, and later by the Rev. M. D. Meares. From 1851 to 1855 it was an outpost of Kiama Parish and was visited periodically by the Rev. J. Barnier, of Kiama. Services were usually held at Terara House.

In September 1855, the Parish of Ulladulla and Shoalhaven was established under the Rev. E. B. Proctor. On 26th July, 1856, St. John's Church was opened at Terara. It cost £700, the greater part of which was given by Mrs. Prosper De Mestre, who also gave the site for the building. Another generous giver was Mr. Ratnett "the senior inhabitant," who, according to Bernard Brown, contributed £100.

Shortly before the opening of the church, Bishop Barker visited Shoalhaven. Mr. Bernard Brown, in his diary, tells us that on 27th April, 1856, the service was held in McArthur...
Co.'s receiving store. Mr. Brown records: "A fine discourse he gave us. The text was 'Martha has chosen the better part which shall not be taken from her." (Surely the Bishop said "Mary.")"

In 1857 the Rev. Abraham King succeeded Mr. Proctor, and in that year another church was built at Nowra. But the rectory remained at Terara until 1878 when the Nowra rectory was built, with the the exception of a short period after 1860, when the Rev. Mr. King was compelled to go to a rectory provided by Mr. Berry, in Numba, after the Terara rectory had been swept away by the terrible Shoalhaven flood of that year.

The Shoalhaven parish was an extensive one, including Ulladulla, Terara, Nowra, Numba, Broughton Creek and other centres. In the sixties the ministers were the Rev. Thomas Wilson and Richard Young, followed by the Rev. Robert Speir Willis, during whose ministry, in the seventies, the Rev. John O'Connor (father of Mr. B. B. O'Connor, M.L.A.) was catechist. Amongst the other Shoalhaven ministers were the Rev. William Hough, Robert Earl, Joshua Hargrave, Frank R. Elder, Luke Parr, Joseph Best, J. Elkin, F. J. Dillon, Ed. Owen, E. Wootton, Herbert M. Trickett and others.

During Mr. Trickett's ministry, on 22nd August, 1899, the foundation stone of the large and beautiful All Saints' Church at Nowra was laid by Earl Beauchamp, Governor of New South Wales. Nowra had become the headquarters of the Church of England in Shoalhaven, a position it has continued to hold.

For many years Broughton Creek remained an out-post of Shoalhaven, but not till the eighties was there a church in the town, services being held in the school. For some years it was ministered to by a catechist, but later it became a separate parish, and, in 1885, the existing church was built there in the recently planned town, whose name in 1889 was changed to Berry. Under its new name, instead of being an outpost, St. John's Church at Berry became the centre of a prosperous district with many outposts of its own.

Jamberoo and Shellharbour.—As early as 1842, a wooden building was erected at Jamberoo to serve as a church and school. This was visited regularly by the Rev. M. D. Meares until 1851, when it became part of the parish of
Kiama under the charge of the Rev. J. Barnier. In 1857, however, it became a separate charge under the Rev. P. J. Smith, who was also minister of Shellharbour. At the latter place services were held for a time in Mr. Wilson's Mill. But no time was lost in building a church at Shellharbour, which was opened on 13th March, 1859.

In Jamberoo the wooden church served until 1865, when, with the intense enthusiasm of the Rector, the Rev. J. C. Corlette, M.A., a beautiful Norman Church was built with bricks locally made by Mr. E. Vidler. Visitors are struck with the fine carving in this little church. After the time of Mr. Corlette, the parish was under the ministry of the Revs. P. R. S. Bailey and E. A. Colvin.

In 1882 parishes were established at Bulli and Kangaroo Valley. Bulli was a separation from the Wollongong Parish. Its first rector was the Rev. H. Walker Taylor, B.A. For many years the Rev. H. Tate, an old Jamberoo boy, was rector of this parish. The first minister of Kangaroo Valley was the Rev. G. H. May. In 1892 Helensburgh parish was opened by the Rev. J. L. Boswell, while more recently parishes have been established at Corrimal, Kembla and North Wollongong.

**ROMAN CATHOLIC CHURCH.**

The first recorded public worship conducted by a Roman Catholic Priest in Illawarra was on 17th April, 1833, when the Rev. Father Therry celebrated Mass at the Barrack Room at Wollongong. On this visit several children were baptised and a wedding ceremony was performed.

At that time Father Therry's headquarters were at Campbelltown, and his parish included Parramatta, Liverpool, Wollongong, the Hawkesbury and Penrith, an immense area to cover, especially when one considers the absence of roads and bridges, the shocking tracks, and the fact that the saddle horse was the only means of transport. Yet such men as Father Therry never spared themselves when duty called.

Cardinal Moran, in his History of Australia, when speaking of Father Therry's ministry, records that on one occasion he had just returned from visiting a sick person in Illawarra when he was sent for to visit another sick person, supposed to be dying. "It was a Sunday and a very wet day. He
immediately prepared and proceeded to Wollongong, distant seventy miles, on horseback, and by an exceedingly bad road."

Such unselfishness and untiring devotion was simply part of the ordinary work of men like Father Therry.

It is certain that besides using the Barracks at Wollongong, Father Therry conducted services in private homes, and it was not long before he had a simple chapel built in Wollongong.

This is referred to by Mr. Backhouse, who travelled through Illawarra in 1836. He writes:—

"We went to Wollongong, which is on a small boat harbour. The buildings at present erected are a police office, two stores, two public houses, a Roman Catholic Chapel, a few dwelling houses, a barn is also fitted up for an Episcopal place of worship."

Birt's "Benedictine Pioneers in Australia," tells us that in 1836 there was, in Wollongong, a church capable of holding a congregation of 250, but no chaplain.

Bishop Polding.—In 1837, Dr. Polding visited Illawarra, apparently more than once, and in December, he sent Mr. and Mrs. Fowler to establish a Roman Catholic School there, which was opened in January, 1838.

In 1838, the bishop visited the district at least three times. While there in January, he wrote an interesting letter to Dr. Brown. In this Dr. Polding wrote:—

"I was called here to attend a dying man, about 15 miles distant, just 85 miles from Sydney—a comfortable ride for a day and a half. The man had fallen from his horse, half drunk, and more than half frightened ... He had not been to his confession for 17 years, and this good work we set out to do without further delay. I must return in two or three weeks to perfect it ... I live, when I travel, entirely on bread and tea, now and then an egg, nothing more; no wine, nor anything inebriating; and here is the secret—keep the body cool, and you may endure great fatigue without feeling it ... The last time I came here, to my dismay, for I had always had a good opinion of the Illawarese, I believe more than half of the people were drunk. This
has not happened again . . . A subscription for the erection of a school and £46 were put down. The Master and Mistress I sent down at Christmas time have established their school."

The above letter shows what a zealous, energetic, tough and patient man Dr. Polding was, and how much he thought of the people of Illawarra, as he must also have done of those portions of his flock in other districts.

The Rev. Father J. Rigney.—In 1838 the Rev. Father J. Rigney was appointed to establish a mission in Illawarra, which then extended from Coalcliff to Jervis Bay. There were then no real roads, and no bridges in this extensive district.

All travelling was done on horseback, and the tracks were generally very rugged, many through the dense cedar brush, and some over steep, stony, rugged mountains. Such streams as Mullet Creek, Allan’s Creek, Macquarie Rivulet, Turpentine Creek, Minnamurra River and many others, had to be forded. Still this indomitable sincere pastor averaged, during his eight years’ ministry, no less than 3252 miles a year.

In November, 1838, the Rev. Dr. Polding again visited Illawarra. At Wollongong 50 persons were confirmed by him before a congregation of 200 or upwards. The cemetery at Wollongong was then consecrated. Later another cemetery was consecrated at Dapto, the land being a gift from Mr. Cray. Travelling further south the Bishop proceeded to Jamberoo where he consecrated a third cemetery, the land being given by Mr. O’Meara.

Leaving Jamberoo the Bishop rode through the heavily timbered Long Brush, then over Saddleback Mountain, through Gerringong (17 years before there was any town there), and along Seven Mile Beach to Shoalhaven, where he administered confirmation to a number of persons, some of whom crossed the mountains from a distance of 16 miles for this purpose. ("Sydney Monitor" 28/11/1839).

Father Rigney continued his mission till 1846, his chief preaching places, with their simple wooden chapels, being Wollongong (attendance 200), Dapto (120), Jamberoo (80), Shoalhaven (80). He held services at Wollongong and Dapto
ST. FRANCIS XAVIER'S ROMAN CATHOLIC CHURCH, WOLLONGONG
Foundation Stone laid 13th October, 1840. Opened 1849.
(Collection Illawarra Historical Society)
once a week, at Jamberoo and Shoalhaven once a month.

Under Father Rigney the Roman Catholic Church in Illawarra certainly prospered. This is shown by a paragraph in the "Australian Chronicle" of 11/2/1840.

"In the Town of Wollongong the trustees of the Catholic Church have purchased two acres, the most convenient and eligible in the whole town, for the site of a new church, for which subscriptions to the amount of £300 and upwards have been collected.

"In Dapto Mr. Cray has made us a present of four acres for a church and cemetery. A brisk subscription is in progress here also, and will amount to the necessary £300, it is hoped, before the end of this year.

"In Jamberoo, two acres have been presented to us for a like purpose, where it is estimated to enter on a subscription early in the year 1841.

"There is a well attended and well conducted school at each of the above places, and it is in contemplation to establish schools in two other places in the district."

Before the end of the year, one of these schools, Charcoal Creek (Unanderra) was established, and the children of that school as well as those of Dapto were advertised, in the "Australian Chronicle" of 10th September, 1840, "to attend in uniform" at the laying of the foundation stone of St. Francis Xavier's Church by the Right Rev. Bishop Polding.

The Wollongong correspondent to the "Australian Chronicle" of 20th October, 1840, describes this ceremony. He says:

"At 7 o'clock, Monday evening, his Lordship reached Wollongong on horseback, accompanied by six clergymen.

"Long before the hour appointed, the square was thronged with persons of every age and station from all parts of Illawarra—Wollongong, Dapto, Jamberoo and Shoalhaven."

Another writer says that there were also visitors from Sydney and the total number present was about 2000. Other visitors intending to come from Sydney were disappointed because the steamer by which they were coming did not leave Sydney at the usual hour.
Wollongong had never seen so many people assembled, not even on the occasion of Governor Bourke's visit four years earlier. At 10 o'clock the band played "Adeste Fideles" and the great procession started, led by 200 children, the boys dressed in "white frocks and trousers, black belts and blue caps, each with a green rosette, and the girls in white frocks, green bonnets with curtains and green sashes," then came the committee with cedar rods, the acolytes in surplices, the standard bearer, the resident clergy in albs and stoles and finally the Bishop with a deacon on his right and a sub-deacon on his left.

The discourse was given by the Rev. Mr. Brennan, after which the choir sang "Gloria in excelsis Deo." Then the procession moved out of the old chapel and formed a circle round the new church.

"After the usual lustrations and benedictions, various coins of Great Britain, Rome, Holland and South America were placed under the foundation stone. The Bishop addressed the people at length and blessed all present."

At the ceremony £65 was added to the funds and, before the end of October, the total subscription amounted to £972/2/3112, including £50 from Mr. John Lynch, £50 from Mrs. Lynch, £50 from the Rev. J. Rigney, £35 from Mr. Cornelius O'Brien, £22 from Mr. Alex Elliott and £22 from Mr. Matthew Ryan.

It took nine years to erect this fine building. In the latter part of 1845, while Father Rigney was watching the progress of the work, a large stone slipped on to the scaffold, which collapsed. One of Father Rigney's hands was badly damaged, and one of the workmen had a leg and an arm broken. Father Rigney left Wollongong in 1847.

Two years later while the Rev. Father Luckie was Parish Priest there, St. Francis Xavier's Church was opened.

In a letter written from Jamberoo on 30th November, 1849, a writer signing himself "Viator," referring to St. Francis Xavier's in an article appearing in the "Sydney Morning Herald" on 3rd December, says: "The Church is unfinished, the floors being unfinished, and the building unfurnished only the walls are complete." Perhaps he was referring to the church as he may have seen it some short time
before writing. Perhaps this church was opened before it was actually complete. For it is a fact that on the very day the article appeared in the “Herald” (3rd December) Archbishop Polding left Sydney to open the church.

An account of this happening was published in The Journal of St. Mary’s Monastery which announced:—

“His Grace, the Archbishop, and the Vicar-General (Dr. Gregory) set out in the forenoon of 3rd December for Wollongong with the intention of opening the new church next Sunday” (9th December).

This is confirmed in an unpublished Benedictine Journal in the hands of the Rev. J. J. McGovern, of Granville, which further states:—

“A large painting of St. Francis Xavier hung in the church on that occasion has an interesting history; it was painted in England by the well known writer and convert of the Oxford movement, Kenneth Digby; it was brought to Australia by Judge Therry, who presented the frame for the picture.”

Judge Therry had a special interest in Illawarra, for before being elevated to the Judiciary he was Illawarra’s first elected member of the Legislative Council.

St. Francis Xavier’s now stands the oldest church building in Illawarra, a monument to the faith and generosity of those early pioneers who, over a century ago gave, without stint, the money to build it.

Like Bishop Polding and the Rev. J. Rigney, Father Luckie was an apostle of temperance, even total abstinence, and, in November 1850, founded St. Patrick’s Total Abstinence Society in Wollongong. He became its first president, with Matthew Ryan, Vice-President and J. H. Willis, Secretary and Treasurer.

It was not long before other small chapels were built in Illawarra to serve the settlers in more remote centres. These were small wooden buildings which served both as schools and places of worship. One such building was erected at Dapto in 1839. Another was built at Jamberoo in the same year. In the early forties another school chapel was built in what was to become the site of Nowra, in a paddock opposite to where the presbytery now stands. In 1846 the Governor approved of the granting of two acres for a church at Kiama, in Manning...
Street, where the present church stands. But right up to 1852 the Wollongong Parish included Southern Illawarra and Shoalhaven.

In that year Kiama and Shoalhaven were formed into a separate parish under the Rev. P. Young, leaving the Wollongong Parish to extend only to Terry's Meadows (Albion Park). This was followed in 1870 by the establishment of a parish at Dapto under the Rev. C. D. Coghlan, relieving Wollongong of the dairying district of Central Illawarra.

The rapid growth of the coal mining areas in the eighties caused another new Parish, Bulli, to be created. This was cut away from Wollongong in 1886 and placed under the charge of the Very Rev. Dean Flanagan, who had rendered such valuable service in Kiama and Wollongong.

So, in the course of about half a century the area of the Wollongong Parish had decreased from the great district of Illawarra and Shoalhaven to the township of Wollongong and its immediate outskirts. But the development of Port Kembla and the consequent growth of Wollongong itself caused further clippings to be made in the twentieth century, new parishes being established at Port Kembla and West Wollongong.

Although the church of St. Francis Xavier's still serves as the chief place of worship for the Roman Catholics of Wollongong, there has been, in the twentieth century much building done. In 1814 a new presbytery, in charge of the Very Reverend J. P. Dunn, P.P., V.P., was opened by His Grace the Archbishop. This fine building took the place of the old presbytery that had served for over sixty years. The other buildings erected by the church in Wollongong were the fine schools and colleges for the boys and girls of the district.

In 1914, Illawarra lost, through failing health, the services of the Rev. Father Walsh, who had served his church in Wollongong for twenty-five years. The "Illawarra Mercury," in recording the farewell function given to him, says:

"He loved the people so much that nothing would induce him to leave them till his health broke down.

"He was a distinguished scholar, linguist and theologian, and he was so highly esteemed that people of all denominations were present to express their high esteem of this godly man."
Kiama.—When the Kiama Parish was established by the Rev. P. Young, in 1852, it included all of Southern Illawarra and Shoalhaven. At the time he took charge he had a wooden chapel at Jamberoo and one at Shoalhaven, and the site for church buildings at Kiama, where, it appears, a Presbytery was built and some temporary place of worship established. But it was not till 1858 that a church was built at Kiama. This fact is thus recorded in the “Illawarra Mercury” of 12th April, that year:—

“The new substantial and handsome building the Roman Catholics have recently erected, as a place of worship was opened, though not quite finished, on last Sabbath, when the Rev. Father Young led the worship of an unusually numerous congregation of worshippers.”

In October, 1858, another Roman Catholic Church was opened in the district. This was at Shellharbour, then a new township, accessible to Kiama only by road through Jamberoo, as there was no means of crossing the lower Minnamurra.

After serving in Kiama till 1861, Father Walsh was succeeded by the Rev. Father Flanagan, who served in Kiama as a priest and a public man till 1865, when he went to Wollongong to serve there and at Bulli, being created a dean while at Wollongong. Altogether he ministered about a quarter of a century in Illawarra.

Shoalhaven became a separate parish in 1863. This meant that the Kiama parish then extended only as far south as Gerringong, and included preaching places at Kiama, Jamberoo, Shellharbour, and Gerringong, those at Jamberoo and Gerringong being temporary wooden structures.

In November, 1875, Archbishop Vaughan laid the foundation stone of the new stone church, St. Matthew’s at Jamberoo. This fine building cost £1648 and took nearly four years to build, being opened by Archbishop Vaughan on 7th September, 1879.

In August, 1882, the old wooden chapel at Gerringong which had served since 1864, was replaced by a stone building, opened by Archbishop Vaughan and named “St. Mary’s Star of the Sea.” This opening is reported in “Kiama Independent” of 8/8/1882, which states that after holding a
service at St. Peter's, Kiama, early on Sunday morning, the Archbishop and party arrived at Gerringong about 11 a.m., and were met by about 400 members of the church. The Archbishop was assisted at the consecration by Dean Flanagan of Sydney (in whose ministry at Kiama the wooden chapel was built), and the Rev. Fathers Athy (Wollongong), Keogan (Berrima) and Riordan (Kiama). Those present contributed £200 to the church funds.

Shoalhaven.—The Shoalhaven Parish was separated from Kiama in 1863, the minister in charge being the Rev. Father D. D'Arcy. His successor in the early days of Shoalhaven were the Revs. J. McAuliffe, H. McDevitt, M. Cunningham and others. For several years the only Roman Catholic places of worship in Shoalhaven were wooden structures, such as that built in the forties in what was to become the site of Nowra. In the time of Father Cunningham a presbytery at Numba was given to the church by Mr. Alexander Berry, and here the priests lived for some years. It was at Numba, too, that the first permanent church was built in Shoalhaven, the foundation stone being laid for it in 1869.

But, as in all other matters, Numba was not destined to remain for long the headquarters of Roman Catholic Church life in Shoalhaven, which soon moved to Nowra. In November, 1875, Archbishop Vaughan laid the foundation stone of St. Michael's Church, Nowra. The Archbishop arrived at Greenwell Point by the s.s. "Illalong" and was driven to Nowra by Father D'Arcy, escorted by a band of horsemen. Amongst those present were: Dean Flanagan (Wollongong), and Fathers Hayes (Kiama) and O'Reilly (Dapto). Many folk came from remote corners of the parish, such as Ulladulla and Kangaroo Valley, and also from Gerringong and Kiama. On his return journey, the Archbishop was driven through Coolangatta to Gerringong and Kiama, whence he proceeded to Jamberoo to lay the foundation stone of the new church there. This church was opened by Dr. Vaughan on 30th September, 1877. It is a fine building erected by Mr. McArthur at a cost of £1200.

For years this parish was a very extensive one, including such distant places as Ulladulla, Kangaroo Valley and
Broughton Creek. In the seventies the wooden church on the hill near the post office, on the eastern side of the creek was the only church building of any kind in Broughton Creek. But after the town was properly planned in 1879, like every other denomination, the Roman Catholic Church secured land for a church. It did more. It secured land for a presbytery and for school purposes, and in the eighties a handsome stone church, St. Patrick’s, was built to replace the old wooden place on the hill. Until the early eighties, access to Kangaroo Valley from Shoalhaven was difficult. Broughton Creek was its shipping centre, and approach to that river port was very difficult. But bad roads and steep mountains did not prevent the development of its church, and as access became better by good roads and motor service, Kangaroo Valley came into its own. First a fine church, St. Joseph’s, was built, and then Kangaroo Valley, like Broughton Creek or Berry became the centres of flourishing parishes.

Dapto became a separate parish under the Rev. Father C. D. Coghlan, in 1870. It was the first place in Illawarra, outside Wollongong in which a temporary place of worship was built. A school church was established there in 1839, and it became one of the centres regularly visited by the Rev. Father Rigney, who conducted services there once a week, his congregation numbering 120. Eventually a permanent church took the place of the temporary wooden chapel, and the fine brick church was opened.

Other early priests at Dapto besides Father Coghlan, were Fathers A. W. Petrie and P. Ryan.

The principal centre of this parish outside Dapto is Albion Park. Here a church was opened on 24th November. This is recorded as follows by the “Illawarra Mercury”:—

“The Most Reverend Archbishop Polding, accompanied by Coadjutor Archbishop, Dr. Vaughan, arrived in Wollongong from Sydney via Campbelltown, escorted into town by 70 or 80 horsemen.” The next day, again escorted by horsemen, they proceeded to Albion Park where the Archbishop opened “a substantial stone building, 46 feet by 20 feet, as a church with chastely designed windows and a good shingle roof on Tongarra Road, exactly opposite the Presbyterian Church.”
The two Archbishops were accompanied by the Rev. Dean Flanagan, and Fathers O'Reilly, Keoghan and D'Arcy. “Although the day was inauspicious there were between 300 and 400 present,” and “several members of St. Francis Xavier’s Church choir rendered anthems.”

PRESBYTERIAN CHURCH.

The Rev. John Tait, M.A.—In September, 1837, the Rev. John Tait, M.A., arrived in Sydney from Scotland, and was sent immediately to Wollongong to establish a charge there. The parish under his ministry extended from Stanwell Park to the Shoalhaven district. The so called roads were merely bush tracks, many through dense and dark brushes, and some through swamp land, while the numerous streams were bridgeless. These difficulties did not deter the young Scot. He immediately arranged to hold services in the Court House in Wollongong, and started canvassing the district for support. On horseback he set out southwards.

He conducted a service in the barn of Dr. R. Menzies of Minnamurra House, Jamberoo, and then at Mr. Michael Hindmarsh's home, Alne Bank, Gerringong, where he stayed two days and then proceeded to Coolangatta. One purpose of his visit was to enrol 100 persons, the number required to secure the £100 salary grant from the Government.

Mr. Tait found considerably more than the required 100 hearers. He also secured a church site in Crown Street, Wollongong, where Woolworth’s Building now stands. The Wollongong people soon raised the necessary money to erect a stone church on this site, the first permanent church building to be erected in Illawarra.

The church was designed by Mr. Howe, and was completed, except for the tower, in 1839. “The Herald” of 7th August, 1839 described it as—

“A neat edifice in Gothic style, large enough to accommodate 300 people . . . when the tower is completed it will be an ornament to the village.”

This fine church, whose tower was erected during the ministry of Mr. Tait's successor, the Rev. C. Atchison, was an ornament and a landmark in Crown Street, until 1937, when,
after 98 years' service, it was demolished, and in its place was built the beautiful church in Kembla Street.

Mr. Tait continued his ministry in Illawarra till 1841, and preached at Wollongong and Dapto, where, as the “Sydney Morning Herald” of 22nd August, 1841, says—a neatly built schoolroom had been built for the Presbyterians at a cost of £86/6/2—a school room that was certainly used as a church. He also preached regularly in Dr. Menzies’ barn at Jamberoo on Michael Hindmarsh’s verandah in Gerringong, and at Coolangatta.

The Rev. Cunningham Atchison ministered in Illawarra, with headquarters at Wollongong, from 1841 to 1864. In 1842 a slab school church* was built in Jamberoo. This was enlarged in 1862, and it was adorned with a wooden tower. An idea of what this looked like may be had from a painting by Miss Ann Waugh, now in the possession of the Rev. J. Waugh, B.A., of Neutral Bay. It was enclosed by a four rail fence, and nearby were for years, the remnants of the brush. Like all such churches, its grounds, for years, served as a cemetery. Another school church was established at Charcoal Creek (Unanderra). Up to 1849 Mr. Atchison’s parish was the extensive one over which Mr. Tait had ministered. Besides using the church in Crown Street, Wollongong, and the small wooden churches referred to, he also used the verandahs, large rooms, and barns of private homes. In 1851 the wooden church at Dapto was replaced by one of brick.

During the later years of his Ministry, Mr. Atchison’s parish, instead of including all of Illawarra and Shoalhaven, extended only as far south as Lake Illawarra and Macquarie Rivulet. Shoalhaven became the parishes of two branches of the Presbyterian Church, while the southern part of Illawarra was divided into three Free Church Parishes.

The Rev. J. N. Garven, in 1850, was called to the newly established Shoalhaven charge, with its headquarters

* See illustration in Jamberoo section of Chapter VIII.
PRESBYTERIAN CHURCH, CROWN STREET, WOLLONGONG.
Erected 1839. Demolished 1937.
(Collection Illawarra Historical Society).
at Numba. Here for a time his chief preaching centre was a cabbage tree church, which was replaced some years later by an iron building. Mr. Berry saw that a manse was erected for him. His ministry at Numba continued till 1862 when he was succeeded by the Rev. William Mitchell, who, in turn served at Numba till his transfer to Wollongong in 1864.

THE FREE CHURCH IN ILLAWARRA.

Up to the mid-forties of the nineteenth century, Presbyterianism in Australia was connected with the Church of Scotland. But the “Disruption” in that church in 1843 had early repercussions in Australia. In 1845 there came to Illawarra a Divinity Student of the newly established Church of Scotland, Mr. Robert Taylor. He organised congregations in Jamberoo and Kiama in connection with the Free Church.

The Rev. George Mackie, recently arrived from Scotland, was inducted in 1849 at Jamberoo under the Synod of Eastern Australia, or Free Church (which had been constituted in Sydney in 1846). At the start of his ministry the only church in the parish was the slab one at Jamberoo. At Kiama Mr. James Colley’s barn was used, at Gerringong, Mr. Michael Hindmarsh’s verandah, and other private homes in other centres were the regular places of worship.

In Kiama a manse was built, and for many years services were held in a wooden shed close to the beach.

During Mr. Mackie’s ministry at Kiama, three other Free Church charges were founded, Shoalhaven in 1851, Shellharbour and Gerringong in 1854.

The Rev. William Grant, M.A. (later D.D.).—In 1851 a session of the Free Church was established at Terara with the Rev. G. Mackie of Kiama as Moderator. To this charge the congregation called the Rev. William Grant, M.A., in 1853. The charge was a large one, extending from the mouth of the Shoalhaven to Burrier, and reaching as far south as Wandandian. Mr. Grant also visited, for a time, both Gerringong and Broughton Creek. At first Terara was his headquarters. In 1857, however, a wooden school church was erected at Nowra, which eventually became the chief centre.
In 1873, a stone church, designed by Mr. Horbury Hunt was erected there.

Dr. Grant continued his ministry in Shoalhaven till 1897, when he died at the advanced age of 92. But during the last six years of his ministry he had, ministering with him, his colleague and successor-elect, the Rev. John Kemp Bruce.

In 1878 he was also relieved of a considerable part of his work by the appointment of the Rev. John Waugh Dymock to the newly made charge of Broughton Creek.

Shell Harbour.—In 1854 the parish of Terry's Meadows and Shell Harbour was established under the charge of the Rev. H. McKail. The name of the parish was soon changed to Shellharbour and Albion Park. It was at Shellharbour that the manse was built in 1855, and at Shellharbour that the first stone Presbyterian church in South Illawarra was built. This church was opened on 27th November, 1859, by the Rev. Simon F. Mackenzie, M.A., of Hartley. Another service was held on the following Wednesday at 11 a.m., the preacher being the Rev. Dr. Mackay of St. George's Church, Sydney. This service was followed at 1 p.m. by a public tea, a function popular at church gatherings for many years.

After the departure of Mr. McKail in 1859, the parish was for some years under the charge of a catechist, Mr. Daniel Blue, affectionately known as Pastor Blue. In 1870 he became a pioneer minister on the Richmond River.

Gerringong.—In 1854 still another branch of the Free Church was established, this time at Gerringong to which the Rev. Charles Ogg was appointed as its first minister. Mr. Ogg "had completed the curriculum of study for the ministry in the Free Church of Scotland, and had, through the breaking down of his health, to leave before obtaining licence." After recovering his health in Australia, and being taken on trial by the Free Church, he was licensed and appointed to Gerringong. In 1855 he reported to the Illawarra Presbytery that "Mr. Hindmarsh, J.P., of Olive Bank (evidently Alne Bank) had granted a portion of ground as site for the church and manse and headed the list with a handsome donation." (History of the N.S.W. Church). Both buildings were complete by the end of 1855, Kiama congregation assisting Gerringong by collecting for the necessary funds. But Mr. Ogg's stay at
Gerringong was not long. In 1856 he was remitted to the charge of Ann Street, Brisbane, where he rendered good service.

In March, 1858, Mr. Robert Wilson, a student in Theology of the United Presbyterian Church of Scotland, who had recently arrived in Australia, was appointed to the parish, which included Broughton Creek and Foxground, at a salary of £100 a year. But there was considerable delay in his ordination. In 1861, when Shellharbour charge became vacant through the departure of the Rev. H. McKail, the people of that parish invited Mr. Wilson to succeed him. But Mr. Wilson had made himself exceedingly popular in all parts of his parish, and his congregation were so anxious not to lose him that they not only gave him a call, but, rather than wait any longer to have him ordained by the Free Church, took the extraordinary step of having the ordination performed by two Congregational and one Baptist Minister.

The congregation then decided that their church should join the Congregational body. So the Presbyterian Church, as a body, ceased in Gerringong in 1861. Recently the church site was sold.

The Rev. John Kinross, B.A. (later D.D.), succeeded Mr. Mackie in 1857. The church committee soon got to work to secure a site for a church. It was not satisfied with the site next to the Wesleyan Church in Manning Street. After considering several places, the site of the present church was selected, and in 1859 it was secured as a grant from the Government. Steps were immediately taken to have the new church built. Plans were prepared and tenders called;

The "Kiama Examiner" of 30th April, 1859, referred to this project thus:

"NEW CHURCH. It is the intention of the members of the Free Church in Kiama to erect a suitable building for their worship. We are glad to hear they have at last determined to move from the old tumble down shanty in which they at present meet, and which, from its smallness and close proximity to the noisy and restless deep, makes a most uncomfortable place for the holding of divine service."
We understand that at a meeting lately held for the above purpose, the sum of £707 was subscribed by a comparatively small number of members."

Owing to extremely wet weather the building of the church was much delayed. But eventually it was opened in March, 1863.

Besides having this beautiful church erected in Kiama, the Rev. Dr. Kinross was largely responsible for the erection of the fine stone church at Jamberoo which was opened by him in 1876, shortly after he had left Kiama to take over his new duties as Principal of St. Andrew's College, Sydney. Dr. Kinross was assisted at the opening ceremony by his successor, the Rev. J. Wilson, M.A. This fine edifice took the place of the old wooden church erected in 1842, and enlarged during the ministry of Mr. Kinross, in 1862.

Dr. Kinross, in addition to being an outstanding divine, was a first class citizen and helped Kiama very much indeed, particularly in the matter of education.

The Union.—From about 1860 both clergy and congregation in Illawarra, as elsewhere in the colony, earnestly set to work to bring about a union of the different branches of the Presbyterian Church. This was accomplished in 1865.

With the exception of Shoalhaven, no change was made in the parish boundaries; and in Shoalhaven the change was made easier by the fact that in 1864 the Rev. William Mitchell had accepted a call to Wollongong, leaving the Numba Church vacant. So it was not difficult to incorporate that parish into the one ministered to by the Rev. William Grant. After the Union of 1865, the parishes were: Wollongong (Rev. William Mitchell), Kiama (Rev. John Kinross, B.A.), Shoalhaven (Rev. William Grant, M.A.), Shellharbour-Albion Park (Mr D. Blue, Catechist).

Illawarra Presbytery.—In 1862 the Free Church congregation formed the Illawarra Presbytery, consisting of the following charges: Bombala, Eden-Pambula, Kiama and Jamberoo, Shellharbour, and Shoalhaven. To these was added Wollongong on the Union of the Presbyterian Churches.

Albion Park and Shellharbour.—On the departure of Mr. Blue in 1868 this parish ceased to exist as a parish. In
that year direct communication with Shellharbour was made by the establishment of a punt across the Minnamurra, and three years later by a bridge. Before, folk had to travel via Jamberoo. Shellharbour came under the charge of the Rev. J. Kinross of Kiama, while Albion Park was added to Wollongong.

**Wollongong After the Union.**—The Rev. William Mitchell’s ministry in Wollongong was a short one— from 1864 to 1866—when he died suddenly in Corrimal Street. During his ministry, Woonona is mentioned as being a preaching centre, and a church was opened there in 1871 in the ministry of the Rev. Roger McKinnon. It was in Mr. McKinnon’s time, too, that Albion Park was added to the Wollongong parish. Mr. McKinnon was succeeded by the Rev. J. A. Stuart, in 1874, and he, in turn, was followed by the Rev. R. H. Waugh, M.A., in 1879. Mr. Waugh was a native of Jamberoo, where his old home, “Waughope” is still a landmark. He did excellent service in Wollongong, and was the means of establishing there two new parishes—one at Albion Park in 1888, the other at Woonona in 1890. He served in Wollongong till 1893 when he accepted a call to Neutral Bay, his second and last charge, ministering there for over 25 years, when failing health caused him to retire.

During the remainder of the nineteenth century the ministers of Wollongong were the Revs. Simpson Millar, B.A., and Andrew Mackay.

**Broughton Creek (Berry).**—From 1854 to 1861, Broughton Creek was part of the Gerringong Parish, under the ministry, first of Mr. Ogg, and then Mr. Walsh. After the Gerringong breakaway in 1861, Broughton Creek became part of the great Shoalhaven Parish, under the Rev. William Grant. In 1878, the year before Broughton Creek was planned as a township, the Rev. John W. Dymock was called there to establish a new parish from what had been part of the immense Shoalhaven Parish. Even the new charge included Broughton Creek, Meroo, Coolangatta, Kangaroo Valley, Kangaroo Mountain, Wattamolla and Cambewarra. In this big charge there was not one church. In Broughton Creek itself Mr. Dymock had access to the Public School when that building was not required by other denominations. At that time the only church in the place was the Roman Catholic
chapel. Nor was there a manse at Broughton Creek. So, for some time, Mr. and Mrs. Dymock lived in Gerringong. To enable the parish work to be done, the parishioners presented Mr. and Mrs. Dymock with saddles, and bridles, for on account of the condition of the roads the visiting had to be done on horseback. A church was built in the newly formed town in the late eighties, and it was replaced by the existing church on 9th May, 1934.

After the retirement of Mr. Dymock, in 1888, the ministry at Berry, as the place soon came to be called, was carried out by the Rev. Robert Jackson, R. N. Maclean, Donald McLennan and others.

Albion Park, as established under the Rev. Richard Miller, B.A., in 1888, included Dapto and Mount Kembla. A brick manse was built at Albion Park on 5 acres of land given by Mr. John Russell, of Croom, who also gave 2 acres and £400 towards the construction of a church there. In recent years, however, Albion Park ceased to be the headquarters of a parish, and has been attached to Kiama.

Woonona was made a separate parish in 1890, the first minister being the Rev. W. G. Fraser. The chief centres outside of Woonona were Corrimal and Robbinsville.

Kiama.—After the departure of the Rev. Dr. Kinross in 1875, the Rev. John Wilson, M.A., was minister, till 1889, when he was succeeded by the Rev. John Burgess, M.A. (later D.D.), who was minister there till 1905.


Albion Park parish ceased to exist in 1940. Albion Park being added to Kiama charge, while Dapto and Mount Kembla were added to Wollongong.

In 1901 a new charge was established at Thirroul (formerly called Robbinsville) and at Kembla, while a Home Mission Station was formed at Helensburgh.

With the growth of Wollongong, the church in Crown Street came right into the heart of the business centre, and it
was decided to build a new church on a site given by Mr. William Lang. Part of the old site, with a frontage to Church Street, was sold to Woolworth Ltd., while the back part of the allotment containing the School Hall was retained. In 1938 the plans of the new church were adopted by the Trustees, and a commodious, magnificent and beautiful church, of high quality brick, was erected on the new site in Kembla Street.

The Presbyterian clergy in Illawarra and Shoalhaven have always been of a high standard. Several of them became moderators. Dr. William Grant, Dr. John Kinross, Dr. John Burgess, Rev. J. K. G. Auld, B.A., G. M. Torbutt, M.A., received this honour, while ministering in the district, the Revs. J. Tait, M.A., R. H. Waugh, M.A., D. McK. Barnet, B.A., C. A. White, B.A., C. E. Turnbull, while ministering elsewhere.

THE METHODIST CHURCH.

The Methodist Church as it now is in Australia, is the result of the union of the Wesleyan Methodist, Primitive Methodists and some other smaller denominations founded on the teaching of John Wesley.

Although for some years there was a branch of the Primitive Methodists in Wollongong, most of the Methodists in Illawarra were Wesleyans.

The pioneer in this movement in Illawarra was not a minister, but a local preacher—John Vidler.

He arrived in Sydney by the emigrant ship “Maitland,” on 6th November, 1838, and proceeded to Terry’s Meadows, where he worked for Mr. Terry Hughes. On Christmas Day, 1838, he held his first service in his own hut, built of blankets on a rough framework, his congregation being his wife, his brother James and himself. Later, he held services at Dapto, where he rented a farm and preached also at Marshall Mount and Jamberoo, and also went to Coolangatta at the request of Mr. Berry. Eventually he went to live in Jamberoo, where he and his four brothers were towers of strength to the Wesleyan cause. His brother Stephen led in the music and Stephen’s house was for many years a regular preaching centre.

In 1839 the Rev. W. Schofield was induced by Mr. Black, a prominent Wesleyan of Illawarra, to visit the district. There he found at Dapto, a society of 16 members, and a Sunday
School, both under the control of John Vidler, while at Wollongong Mr. Schofield found a class under the charge of Mr. Robinson, who had been a local preacher in Ireland. Mr. Schofield visited Illawarra several times and he pressed upon the Committee in Sydney the urgent necessity of providing a Minister for the district, as had been applied for by the Wesleyans there. In 1839, a fine National School was erected in Wollongong, and it is recorded that the Wesleyans applied for permission to use it for their church services, but this was not granted.

In 1840 the District Meeting reported that at Wollongong “Mr. Thomas Osborne, a zealous member of our society from Ireland, has presented sufficient land for a chapel and dwelling-house”. “Our prospects are very flattering. We have three classes and very attentive congregations.”

In 1842 the first Wesleyan Chapel was built in Wollongong, “a strong slab building capable of seating 200 persons. The remains of that building are still at the back of what used to be the Manse, in Keira Street.”

In the early forties, Wesleyan services were held at the Presbyterian Church in Jamberoo.

The first minister to hold regular services in Illawarra was the Rev. Jonathan Innes of the Camden-Wollongong Circuit, with headquarters at Camden. In 1847 in response to an urgent appeal, an additional minister was sent to the Camden-Wollongong Circuit— the Rev. J. C. Thrum—to reside in Wollongong. In 1849 Mr. Thrum was succeeded by the Rev. John Bowes who remained till 1850. In 1850 there were in Illawarra (apparently including Shoalhaven) three chapels and nine preaching places.

**Wollongong A Separate Circuit.**—In 1851 Wollongong became a separate circuit under the charge of the Rev. George Pickering. Like the parishes of other churches at the time, his circuit included all of Illawarra and the Shoalhaven. In his first report Mr. Pickering said that “most of his time was spent on horseback. A commodious chapel had been opened at Kiama, with a congregation of 50 persons.” This seems to have been what is now the School Hall or Sunday School, with the exception of the front portion that was later added. It would appear that this Sunday School was the first permanent Wesleyan Chapel built in Illawarra, and the first permanent church of any kind in Southern Illawarra.
In 1855 Mr. Pickering was succeeded by the Rev. Samuel Wilkinson, but the name of the circuit was changed from Wollongong to Wollongong-Kiama. In 1857 the Rev. Hans Mack was sent to assist Mr. Wilkinson in his growing parish, and in 1858 the parish became Wollongong, Kiama and Shoalhaven, under the charge of the Revs. James Watkins, James Somerville and Hans Mack. The same three men were in charge during 1859 when the large district was divided into three circuits—Wollongong, Kiama and Shoalhaven.

In 1855 a wooden Wesleyan Chapel was built in Gerringong, and the “Illawarra Mercury” of 7/1/1856 says that it was “attended with numerous audiences.”

Wollongong.—After the division of Illawarra and Shoalhaven into three circuits in 1859, Wollongong was still a large circuit, extending from Helensburgh to Albion Park, and the work could not have been done effectively without the generous aid of a large body of local preachers, for services were regularly held, not only in towns and villages, but in remote farming centres.

There were no further divisions in Northern Illawarra till 1903, when Helensburgh was made a separate circuit. In the meantime, from 1859 to 1885 one minister with the local preachers did all of the preaching. But in 1885, it was found necessary to have two ministers, and three in 1902, an arrangement that continued till 1914, when a separate circuit was established at Bulli. From that time Wollongong has had two ministers, although another circuit was created at Corrimal in 1926.

In 1861 the original wooden church in Keira Street was replaced by one of a more permanent character.

The main part of the present church was built in 1882 during the ministry of the Rev. H. W. Pincombe, at a cost of £2,700, most of which was provided by the late Mr. John Bright, from whose Wollongong estate the whole Methodist Church in New South Wales has materially benefited for many years. Another stalwart amongst the laity of Wollongong was the late Mr. W. J. Wiseman, who was church steward for well over 40 years, and who died in 1944.

The Wollongong Church was further extended in September 1930, when the Rev. R. H. Doust was minister. At
that time a beautiful Memorial Porch was added, as well as the Minister's Vestry, the Transepts, the Choir, Vestry and improvements to the Sunday School. In addition to these, the Pulpit and other furnishings have beautified a noble and dignified place of worship.

For many years the two main posts outside the town of Wollongong were Dapto and Bulli. But there were many preaching centres—Charcoal (Unanderra), Avondale, Fairy Meadow, Bellambi and others. To minister to all of these places, for many years, the clergyman had the assistance of a zealous band of local preachers, who were largely responsible for the excellent service done by the church in the nineteenth century.

All of the outstations had to be satisfied for many years with small wooden chapels or even rooms in the houses of members of the church.

Dapto.—As early as 1848, Dapto had such a wooden chapel, but it was built so close to Mullet Creek that in 1861, it was necessary to remove it to a safer site, given by Mr. Brown. This building was replaced by a brick church which served till 1904, when the present church was built.

Dapto remained part of the Wollongong Circuit till 1938, when it became a separate circuit under the Rev. J. Willson, B.A.

Bulli.—When, in 1857, Bulli began to be shaped into a village, Mr. George Somerville held services in his home there. In 1861, Mr. Salter and Mr. Somerville were conducting a Sunday School in Mr. Salter's house. These men gathered around them so many people that in 1862, it was necessary to provide a chapel. This was done with the help of a barn. The "Illawarra Mercury" of 22/1/1862 thus records this fact:—

“A place erected for a barn was chosen and altered for church purposes.”

By 1871 the Wesleyan cause at Bulli had so prospered that a fine stone church was erected in the town. With the continued growth of the mining centres north of Wollongong, Bulli eventually became the headquarters of a new circuit in 1914, under the charge of the Rev. W. N. Lock, B.A. This circuit included such places as Woonona, Thirroul, Austinmer
and Coledale.

**Helensburgh.—**But in 1903, eleven years before the separation of Bulli from Wollongong, another circuit, Helensburgh, had been created, in the extreme north of the coal area, under the ministry of the Rev. Thomas Jenkins. Helensburgh had been for years an outpost of Wollongong. This new circuit stretched far north, and included Sutherland till 1913, when that place in its turn, became the headquarters of another new circuit.

**Corrimal.—**In 1926 still another circuit was cut away from Wollongong. This was Corrimal, established by the Rev. G. Ingram Pearson. The other preaching centres besides Corrimal included Fairy Meadow, Balgownie and Bellambi.

**Wollongong After 1938.—**When Dapto was separated from the Wollongong Circuit, the Wollongong ministers still had many problems. Wollongong became a city with a very large industrial centre at Port Kembla, as well as several thickly populated suburbs. The problem now is not one of transport on horseback, as it was a century ago, but how to contact and minister to the great, densely packed throng, residing in the circuit, a problem that demands from Wollongong’s two ministers and their lay helpers, much grace, much guidance and continued thought and labour.

**Kiama.—**When Kiama became a separate circuit under the Rev. Hans Mack, in 1859, he secured the services of a fine body of local preachers to assist him to conduct services in remote places for which the farmers would have found it very difficult at a time when roads were bad, and means of transport few and slow to attend services in towns and villages. There is, in the Mitchell Library a Preachers’ Plan for 1859, when the Rev. Hans Mack was minister. This plan shows how the work of the circuit was divided among no less than 14 men—the minister, 9 local preachers of the district, two local preachers of Wollongong circuit, and two local preachers on trial. The circuit local preachers of the district were Messrs. John Vidler, Morris, Cullen, Brook, Steadman, Black, Boxsell, Boyd, Finlayson, the two Wollongong men were
TERRALONG STREET, KIAMAL
(Cocks Collection, Wollongong University Archives)
Messrs. John Graham and Wilson. Only the initials of the men on trial were given. The old inhabitants of Kiama will easily recognise the names. In most cases some descendants of these men are still in the district. The John Graham referred to was a particularly ardent church worker. One of his sons, John Graham, became a Commission Agent in Sydney and found most of the money to establish the Kerosene Shale Works at American Creek, works that were managed by another son, Edward Graham, who had previously been a storekeeper in Shellharbour. The Mr. Cullen referred to was the father of Sir William P. Cullen, who became Chief Justice and Lieutenant-Governor of New South Wales.

With this fine body of men to help, Mr. Mack had no less than thirteen preaching places in his parish—Kiama, Jamberoo, Gerringong, Gerringong House, Crawley Forest, Jerrara Vale, Jerrara, Old Place (Stephen Vidler’s home), Shell Harbour, Fern Hill, Fox Ground, Fountain Dale, Shoalhaven, Broughton Creek (The names are spelt as in the plan). In 1860 in the three separate parishes—Wollongong was under the Rev. James Watkins, Kiama under the Rev. Walter J. Davis, Shoalhaven under the Rev. James Somerville.

At the Kiama Parsonage, there is a record of baptisms in the time of the Rev. W. J. Davis, and his successor the Rev. J. G. Turner. In 1862 the present church at Kiama was built. It opened on 7th December that year by the Rev. W. Martin, of York Street Chapel, Sydney, then the headquarters of the Wesleyan Church in New South Wales. Other ministers present at the opening were the Revs. J. Watkins (President of the Conference), J. G. Turner (Kiama) and J. Nolan (Shoalhaven). The building is of rubble stone, plastered inside and outside, and it cost £1300. The pulpit was donated by Mr. Cowlishaw, of Sydney, the communion table by Mr. T. S. Kendall, and the altar carpet by Mr. Kingsborough of Sydney.

The principal places outside of Kiama for the holding of services were Jamberoo, Gerringong and Shellharbour, where wooden chapels served for some years. In other centres private houses were used. Old Place, the home of Mr. Stephen Vidler, was used regularly for church services for about half a century.

In October, 1863, the tender of J. and I. Dinning, of Kiama, was accepted for the building of a stone church at
Shellharbour on a quarter acre lot, the gift of Mr. T. Reddall. As in many other churches, built in the sixties and seventies, the architect was Mr. Rowe, of Sydney, and the design was Gothic.

The "Kiama Independent" of 27th October, 1863, which announced the above fact, also stated that Mr. D. Beetson had given half an acre at The Meadows (Terry's Meadows or Albion Park) as a site for a church, and it also mentions the purchase of Mr. Irving's home in Shoalhaven Street for a parsonage. After being used for that purpose for many years, a new parsonage was built in Bong Bong Street, on the top of the hill, and the old parsonage became the home of Mr. James Somerville, to whose family it still belongs.

In July 1869, Mr. James Dinning was the successful tenderer for the stone work of the present church at Gerringong, built on the same design as that of the Shellharbour church.

In Jamberoo the wooden chapel sufficed till 1878. In December 1877, the tender of Mr. George Bigg, of Shellharbour, was accepted to erect for £927 the existing stone church similar in design to those of Shellharbour and Gerringong.

From 1885 to 1914 it was necessary to have two ministers to attend to the needs of the circuit—one with headquarters at Kiama, the other at Jamberoo. But since 1914 the one Kiama minister has had to attend to Kiama, Jamberoo, Shellharbour and Gerringong, the only preaching places now in the circuit.

One feature of the work in the Kiama circuit is deserving of special notice, the number of young men who became clergymen during the seventies and eighties. These include such men as the Revs. Dr. J. E. Carruthers, W. H. Beale, Joseph Beale, Richard East, W. Dinning and B. Dinning, as well as the Rev. John Dinning, of the Congregational Church. This was very largely due to the splendid work of Mr. John Crooks, the town carrier, who, for very many years, conducted a most successful Bible Class in connection with the Sunday School of Kiama Wesleyan Church.

**Shoalhaven.**—In Shoalhaven, as in Illawarra, the Wesleyan Church was started by the laity. "Back to Shoalhaven" records that two women, Mrs. Hawken and Mrs. Coates, started a class meeting on the hillside at Coolangatta,
in the fifties.

In 1857, a small church was erected at Terara, and in the following year the Rev. James Somerville, an unmarried man at the time, was sent to establish a church there under the wing of the Wollongong-Kiama circuit. Like all other pioneer clergymen, he did all of his travelling on horseback, and his stipend was only £1 a week. But the good folk of Shoalhaven must have attended to his accommodation.

In 1859 Shoalhaven became a separate circuit under the charge of Mr. Somerville, whose district extended as far north as Broughton Village, and as far south as he cared to go.

In 1861 he was succeeded by the Rev. J. A. Nolan, Shoalhaven's first married minister. A parsonage was built at Terara. This building and the church at Terara served until 1st January, 1878, when the new church was opened at Nowra. The foundation stone of this Nowra Church was laid by the Rev. H. J. Fletcher, Principal of Newington College, on 1st January, 1877. The contractor was Mr. Alex McArthur, and the cost of the construction was £900. The opening was followed by a public tea and “Bruce Auction,” conducted by Mr. Bernard Brown, and a steamer, lent by Mr. David Berry, brought a large number of people from Broughton Creek to the celebration. With the opening of the new church at Nowra that town became the headquarters of the Shoalhaven circuit, a position it has continued to hold.

In the late seventies and early eighties Shoalhaven grew apace. This growth was very marked at Broughton Creek, where a township was planned in 1879. Up to this time the whole of the village of Broughton Creek was part of the Berry Estate, and the only church there was the wooden Roman Catholic Chapel, built across the creek from where the town was planned. All other denominations used the National School, and later, the Court House, for worship. In 1884, however, the Church of England, Roman Catholic, Presbyterian and Wesleyan denominations each received a site for a church, and in each case a church was built almost immediately.
Berry.—In 1880 it was necessary to have a second minister in Shoalhaven, and in 1887 a new circuit was established at Broughton Creek, around which many preaching centres grew. The first minister there was the Rev. C. E. James. In 1893, after the death of Mr. David Berry, the name of the place was changed to Berry.

In recent years the church has not had nearly as much assistance from laymen as of yore. Many of the smaller preaching centres have ceased to exist. This, in a measure, has been compensated for by greater accessibility through excellent roads and rapid transport. In the old days of poor roads and horse transport it was considered a rather heavy day for a minister to conduct three services a day at places six or seven miles apart. Now he finds it necessary to conduct four or more services a day, and he must, too, cut most of his services short. For example, in Kiama circuit on Sunday, 17th June, 1945, the minister conducted a service at Kiama at 10.15 a.m., Gerringong 11.15 a.m., Jamberoo 12.45 p.m., Kiama 7 p.m. The Church of England and Presbyterian ministers found it necessary to do the same sort of thing, the former holding five services. An old timer misses the names of such places as Foxground, Old Place and many other places. He also misses the names of any local preachers. This seems a pity, for, although some local preachers left much to be desired, many of them did excellent work, and, with the improved education of this century, there are surely some who could help the ministers upon whom so many calls are made.

PRIMITIVE METHODISTS.

The Primitive Methodists were established in Wollongong in 1863, and their first Minister, the Rev. T. E. Mell, went there in 1864. Other Primitive Methodist Ministers in Wollongong were the Rev. William Kingdon, J. Williams, H. R. Preacher, J. Spalding, J. Blanksby, T. Davies, P. S. Young and S. Kassell. They secured a site in Market Street. Here their first chapel was opened on 12th December, 1869, by the Rev. J. Foggan, of Newtown, an afternoon service was also conducted by the Rev. B. Kenny of Camden. But the congregations were not large. The opening services were
continued on the following Sunday by the Rev. C. Pritchard, of Newcastle, and the Rev. T. E. Mell, Wollongong’s first minister.

The building was not a large one, 30 feet by 20 feet, a wooden structure on a brick foundation, and the roof was of iron bark shingles. This was erected by Mr. John Brown, who also supplied the fittings.

Many years later this building was superseded by a brick church. In 1902 the different branches of the Wesleyan Church united to form the Methodist Church of Australia.

The brick church built by the Primitive Methodists has part of the Sunday School of the Wollongong Methodist Church.

**CONGREGATIONAL.**

**Wollongong.**—On 24th October, 1855, a meeting was held at the residence of Mr. George Waring to consider the opening of a Congregational Church in Wollongong. There were only ten present. Dr. Ross addressed the meeting which, small though it was, undertook the responsibility of establishing a church, and, after a prayer by Mr. Waring, decided to invite the Rev. George Charter to be their pastor. This invitation was accepted, and Mr. Charter at once began his ministry, using a small building erected and used for a time by the Baptist Church. Within six months this building proved too small for the congregation which decided to erect a brick church, large enough for the growing congregation.

First a site was necessary. This was given by Henry Gilbert Smith, Esq. Generous help was given by Messrs. Jones and Fairfax on behalf of the Congregational Church Society, undertaking to forward £300 as a free gift. Plans were drawn and tenders called. The foundation stone was laid on 23rd October, 1856, by Dr. Ross, and the church was built. The building is of brick and it is thus described by the “Illawarra Mercury” of 10th August, 1857. Its dimensions are 54 feet by 30 feet and is capable of seating 200 people. It is fitted with cedar. The style is Gothic, with an open roof (unceiled). It is entered by an ornamental portico, approached by a flight of stone steps. The ground is enclosed by a neat paling fence. The cost of the building was £1459/17/10.

At the opening in August, 1857, besides a large number of
people from Wollongong and the surrounding country there were present several ladies and gentlemen from Sydney connected with the Congregational body.

Every one was particularly delighted to know, at the completion of this function, that the whole debt on the new church, except £15/11/11, was paid when the opening ceremonies were over.

The Rev. George Charters did magnificent work in Wollongong. A few years after the erection of the church, the attendance increased so much that it was necessary to erect a gallery.

Mr. Charters continued his ministry in Wollongong till 28th July, 1885, when, on account of his age, he tendered his resignation of the pastorate, much to the regret of all members of his congregation. He preached his farewell sermon in September, 1885, having thus served at Wollongong for thirty years.

Messrs. George and William Hewlett were appointed "to spy out the land" in search of a suitable successor, with the result that the Rev. E. T. Miles was called to the church in Market Street, where he served faithfully for fifteen years.

There was then a rapid succession of Ministers—the Revs. R. B. Reynolds, M.A., E. Hutchinson and C. S. Olver. During Mr. Olver's ministry, the First World War occurred, and Mr. Olver served in it. Returning to Wollongong in 1919, he ministered there till 1924, when he went to Rockdale. While Mr. Olver was at the war, the Pastor at Wollongong was the Rev. E. W. Weymouth.

After Mr. Olver, came the Revs. R. M. Riley, T. G. Robertson, and the present pastor, the Rev. F. G. Searle, all of whom have rendered faithful service.

Other centres served by the Wollongong Congregational Church are Coniston (Mount Drummond) and Keiraville. Mount Drummond Church was opened on Sunday, 7th October, 1917, by the Rev. F. Duesbury, assisted by the Minister, the Rev. E. W. Weymouth, and the choir of Wollongong Congregational Church. At the tea meeting held the following Tuesday evening, the pastor was assisted by the Revs. W. L. Paterson (Chairman of the Congregational Union),
F. Duesbury and S. Fleming. Mention was made of the Rev. S. Olver, who was then at the front. This Church is now worked under a United Service Scheme in which Methodists and Presbyterians share.

The Keiraville Church is a small wooden structure, built by the voluntary labour during the 1890 strike, on a piece of land donated by Mr. John Shipp.

**Gerringong.**—As before stated the Presbyterians of Gerringong, after unsuccessful requests to the Assembly to have Mr. Wilson ordained, after some years’ faithful service as Home Missionary, proceeded to have him ordained in some way. Accordingly, they arranged for the ordination to be performed by two Congregational Ministers (the Revs. W. Cuthbertson, of Pitt St., Sydney, and G. Charters, of Wollongong), and one Baptist (the Rev. G. Whitfield, of Kiama). The service took place in the Gerringong Free Presbyterian Church on 12th August, 1861. The address was read by Mr. Robert Miller, and after the congregation had pledged themselves to support Mr. Wilson, the ordination charge was delivered by the Rev. W. Cuthbertson, who informed the congregation that it would be for them to decide the denomination with which they would worship.

On 2nd September they decided unanimously to attach themselves to the Congregational Church. Mr. Michael Hindmarsh gave a piece of land for a church and manse, both of which wooden buildings were soon erected. Mr. Wilson remained as pastor till 1881, faithfully serving his people in Gerringong, Broughton Creek and Foxground, and loved and respected by all.

He was succeeded by the Rev. W. Riding, in whose ministry the present church was built of rubble stone, plastered within and without. It was opened by the Rev. Dr. Jeffries, of Pitt Street Congregational Church, on 9th January, 1884, the total cost of church and fittings being £1200. After Mr. Riding came the Rev. G. Heighway, who was minister for many years.

Since then Gerringong has had a succession of faithful, zealous workers, the present one being the Rev. H. Lawson.
BAPTIST CHURCH.

In the forties the Baptists conducted services in Northern and Southern Illawarra. At Wollongong they secured a site in Market Street and erected a wooden chapel where services were conducted by laymen. In Jamberoo laymen conducted services in the Presbyterian Church, while in Kiama a site was granted them at the corner of Manning and Barney Streets, next to the Roman Catholic Church.

In the fifties services were conducted by laymen in Kiama Courthouse and baptisms were conducted on Blow Hole Point by Messrs. J. Poulton and W. Marks.

The Rev. George Whitfield was appointed minister to Kiama in 1861, where he regularly conducted services in the Courthouse from April 1861 to April 1862. On his departure his congregation presented him with £40 in recognition of his excellent work.

For many years the Baptist Church disappeared from Illawarra. In 1906, however, it was re-established at Woonona by the Rev. F. Robinson. Since that time the Woonona Church has been served by a succession of faithful ministers.

Other centres in Illawarra have been established under the Home Mission Branch of the Church, and Churches have been erected at Wollongong (1937), Thirroul and Nowra (1938) and Port Kembla (1944).
CHAPTER XI.

SCHOOLS.

DENOMINATIONAL SCHOOLS.

Up to 1848 the only schools recognised by the Government were the church schools, and up to the late thirties the only church recognised was the Church of England. For some years there were no children in Illawarra and as late as 1829 there were, Mr. Alexander Stewart tells us, only 16 children between Bulli and Jamberoo. Yet, Mr. J. Jervis tells us that in 1828 Mr. Stark opened a school in Mr. Throsby Smith's barn. There was an enrolment of 11 and an average attendance of 7, quite a good average, considering the distances and the absence of roads and bridges.

In less than a year the school was abandoned, and it was not till 1833 that the school was re-opened, this time by Mr. W. Davies, whose salary was £30 a year. The school was again housed in Mr. Smith's barn, which was also used then as a church. Mr. Davies was succeeded by Mr. and Mrs. Gregory.

Church of England Schools were maintained until 1880, when State aid for such schools ceased.

In 1842 another Church of England school was established at Jamberoo. Later such schools were founded at Dapto, West Dapto, Fairy Meadow, Gerringong, Woonona, Foxground and Terara. Gerringong school was burned down in the great Gerringong fire of 1871, and was not rebuilt. There was no other school in the town, so children were compelled to walk either to Omega Retreat or to Toolijooa, over two miles in each case. At the end of the seventies all of these but Dapto, Foxground, Jamberoo, Woonona and Terara were closed and they had all disappeared in the early eighties when State aid to church schools was withdrawn.

In addition to the above schools there was established in Wollongong, by Mr. A. G. Bagot, T.C.D., The Wollongong Academy for "respectable young gentlemen of the Church of England as boarders or day pupils." There was accommodation for 12 boarders and 12 day pupils to whom a sound Scriptural, Scientific, Classical and English Education was offered. "In
SCHOOL.

addition to the lectures and instruction in Scripture which Mr. Bagot gives daily, the Rev. Mr. Meares, the chaplain of the district, has a select class for the same subjects every day at his own house, which Mr. Bagot's pupils attend."

Presbyterian.—A Presbyterian school was opened in Jamberoo* in 1842 by John Cormack, and another in the same year at Charcoal by John McPhail. Later such schools were all established at Dapto, Nowra, Terara and Numba. In the late seventies the only ones remaining were Charcoal and Numba.

*See Illustration, Wollongong, 1855, Chapter VIII.

Roman Catholic.—As a result of the visit of Bishop Polding to Illawarra in 1837 enough money was collected to establish a school there and the bishop arranged for teachers to be sent. They were Mr. and Mrs. Fowler, who opened the school in January, 1838. They were succeeded in 1840 by Michael O'Donnell, who soon gave up teaching to become, with David Shea the teacher of Jamberoo R. C. School, manager of Mr. Wentworth's Five Islands Estate. Some of his descendants are still in the district, where they are noted for their excellent Ayrshire cattle.

In 1839, another Roman Catholic School was opened in Jamberoo, followed by one at Charcoal Creek in 1840, and another at Dapto in 1841, followed by schools at Terara, Kiama and Bulli. At the end of the seventies there were in Illawarra four Roman Catholic schools. Unlike other denominations they did not close their schools when State aid was withdrawn, but continued to open and maintain new ones. They instruct the pupils up to modern standards of education and provide for all from the infant stage to the Leaving Certificate standard.

In Wollongong there are two colleges registered as Secondary Schools under the Bursary Endowment Act. These are Christian Brothers' College and St. Mary's College.

Besides these, there are in Illawarra now the following: St. Therese R.C. school at Wollongong West, for pupils to 11 years old, St. Francis Xavier's Girls' and Infants' School, Wollongong, for boys to 9 years and girls to full primary standard, as well as the following primary schools connected with Convents: St. Patrick's, Berry; St. Joseph's, Bulli; St.
PRIVATE SCHOOLS.

A number of private schools sprang up in Illawarra, particularly during the fifties, while the struggle was going on between the supporters of National Schools and those of the Church.

In Wollongong, Mrs. and Miss Herbert had a school in Kembla Street, Miss Randall at Bellevue House, Mr. Blackett on the Stewart estate. Illawarra College was on Market Square. Madam Zlotkowski had a private school and Denison House was a boarding school. Later, Mr. Gordon conducted a well patronised school for boys.

In Kiama Miss Hindmarsh had an “Establishment for the Education of Young Ladies” at Rosebank, which attracted young ladies from far away, including two daughters of Mr. Throsby Smith, of Wollongong, and three of Mr. Newnham Tooth, of Sydney. Mr. Hustler had Illawarra Academy, which was the popular school for boys. Mr. Hustler, in 1861 became the first teacher of Kiama National School. Other private schools in Kiama were conducted by Miss Hustler, Miss Harrison, Miss Cadden and Mrs. McGilvray.

Mr. Thistledown conducted a private school in Broughton Creek when that place was in its infancy. There were also private schools in places far removed from townships. Mr. Spiller had one at Stony Creek near Albion Park, Mr. J. C. Fisher (later Superintendent of Music in New South Wales and author of two good school song books) had a private school at Spring Hill, near Kiama. Mr. Alexander Bowie had one at Eureka, the estate of Captain Charles. The first school in the vicinity of Gerringong was conducted by a lady from 1855, but closed when Omega Retreat National School was opened.

NATIONAL SCHOOLS.

Before the first school was established, education in New South Wales was under the control of The Trustees for the Church and School Lands. This worked so badly that Governor
MICKEY JOHNSON, KING OF ILLAWARRA 1896
(Cocks Collection, Wollongong University Archives)
Bourke and his Council took matters out of their hands and decided to establish a National System of Education based on the system then existing in Ireland. To this the churches strongly objected, sending in protests from all parts of New South Wales. But the Council went on with its project and built a brick school in Crown Street, Wollongong, where the Town Hall now stands.

Against this a strongly worded petition, signed by the Rev. M. D. Meares and 126 parishioners, was sent to the Council expressing:—

"Great alarm and dissatisfaction about the proposal of the N.S.W. Council to establish a system of Education which will either abolish that which has existed in this colony since its foundation or will impose upon your petitioners a charge for the support of which they are not able to afford."

The petition goes on to say that the people of Wollongong were satisfied with existing conditions, and had cheerfully contributed to the erection of a new and substantial school house which is already occupied. (Evidently a school to take the place of Mr. Smith's barn, a school then under the control of Mr. and Mrs. Gregory.)

Owing to this protest, the school, which cost, £2618/9/4 was not occupied till 1851, nor was the National School system introduced in the colony till 1848.

When the system was introduced patrons were appointed in each district to organise the movement and to give the teachers as much help and encouragement as they could. They had to arrange also for a supply of teachers. Some of these were brought out from Ireland and Model Schools were established to give some training to those who passed the entrance examination, which was so simple that ordinary primary school boys and girls of to-day would have no difficulty to pass. The training given was largely to teach the keeping of records, and only lasted a month.

Some of the new teachers were, however, of a much higher standard than required and became very successful teachers.

Wollongong opened in 1851 as a Model School under the charge of Mr. Jabez Clark, a very good teacher. On 5th
November, 1857, the school was examined by W. Wilkins, Esq., Inspector. "The school was tastefully decorated with flowers and shrubs for the occasion and the tout ensemble was very pleasing. The number of boys present was 62, and the girls 35, but owing to the races many were unavoidably absent.—The proficiency displayed reflects the greatest credit on the master, Mr. Clark." (Illawarra Mercury).

One part of the business of the patrons was to induce the residents to see about the providing of a school building, one third of the cost of which they had to provide. Side by side with the National Schools were the Denominational Schools which also received Government aid.

Throughout the district there were meetings and much controversy, some preferring one type of school, others the other type. The procedure was to petition for a school when the residents believed they could raise the money, and a teacher would be provided when the building was secured. In some cases buildings were rented when the residents would pay one third of the rent.

The first National School erected in the district was that at Worragee, near Nowra. This was opened by Mr. Rose on 12th June, 1855. It was a slab building and at the request of the Patrons whose Secretary was Mr. Bernard Brown, it was moved into Nowra at a cost of £100 and re-opened by Mr. Rose on 2nd November, 1857.

In 1858 the school at Jerrara was opened by Mr. Tibby. It was a weatherboard building with accommodation for 100 pupils with a neat class room. At that time the class room would measure about 15 feet by 15 feet. The residence also contained two rooms. The total cost was £500.

In 1858 also came Fairy Meadow school whose teacher was Mr. S. K. Miller, whose son, Sir Denison Miller, became Governor of the Commonwealth Bank.

In 1859 came Cambewarra, Marshall Mount, Shellharbour, Violet Hill (American Creek), Berkeley (Unanderra). Then came Avondale, Omega Retreat, Broughton Creek, Mount Keira, Pyree, Kiama, Five Islands, Peterborough, Stoney Creek and Croom Park.

In 1866 all of these schools became Public Schools.
Jamberoo, Gerringong, Dapto and Terara never had National Schools.

Amongst the text books used by the National Schools were the Irish National Readers and the Irish National Scripture Books; Old Testament I (Genesis); Old Testament II (Exodus); New Testament I (St. Luke); New Testament II (Acts). These were later used in the Public Schools.

**Penny Banks.**—In 1861 Penny Banks were established in many schools in Illawarra, both National and Denominational. They were under the control of trustees. Such banks were formed at the National Schools at Wollongong, Fairy Meadow, Berkeley, Marshall Mount, American Creek, Avondale and Kiama. They were also in the Church of England Schools at Wollongong, Dapto, West Dapto, Bulli, Fairy Meadow and in the Roman Catholic schools at Wollongong, Charcoal, Dapto, West Dapto, as well as the Presbyterian schools at Charcoal and Dapto. They were open from 7 to 9 each evening for deposits, and on Saturday night for withdrawals. They lasted through the sixties.

When the Education Bill was before Parliament, meetings were held at Dapto and Wollongong, attended by representatives of both National and Denominational schools. They urged on compulsory attendance between 7 and 13 years; that State schools should be non-sectarian, but one hour a day should be set apart for religious instruction by clergymen; Inspectors to be appointed only from among teachers; the minimum salary to be £150 per annum.

**PUBLIC SCHOOLS.**

The National Schools became Public Schools in 1866. There was really not much change in systems. The same readers and scripture books were used. Schools still had the same long desks and forms, the same small class rooms without desks, the same slates and pencils—most unhygienic, the same school fees, the same inadequate provision of light and air, the same long school rooms where 3, 4 or 5 classes were taught side by side, one teacher competing with another while giving lessons. It is wonderful that under such
WASHING TIME, KIAMA DISTRICT 1890s
(Cocks Collection, Wollongong University Archives)
conditions such excellent work was done in so many cases.

One National School that did not become a Public School was Kiama. Its National School was a rented building that had fallen into such bad repair that the Council of Education would not use it. The people of Kiama got together, and after years of strenuous endeavour, raised £466/4/2, one third of the cost of the stone school building and the allotment of land with the cottage that became a school residence. The school was opened on 4th April, 1871 by John Marks, Esq., Mayor. The official party—John Stewart, M.L.A., Mr. Wilkins, Secretary of the Council of Education, Mr. Huffer, Inspector were carried past the town, the sea being too rough for the steamer to enter the harbour. Kiama’s first teacher was Mr. J. G. Stewart, who was succeeded by Mr. S. Bent and then by Mr. H. McLelland.

Both Kiama and Wollongong schools and some others prepared pupils for the Junior and Senior University Examinations, whose places are now taken by the Intermediate and Leaving Certificate Exams.

Gerringong got its Public School in 1876, Jamberoo in 1877, though Department records regarded Jerrara as Jamberoo National and Public School from 1858 to 1876. The residents, however, were not called upon to pay one third of the cost of these schools as that practice ceased soon after the building of Kiama Public School.

Public Schools were also established at Dapto and Terara as well as at all farming centres where an attendance of 20 could be assured. In addition to these were Provisional Schools, where attendances could not be guaranteed, the residents being called upon to pay part of the expense. In some places, too, half time schools were established, the teacher devoting half his time to one school and half to the other. By degrees school fees were reduced from 6d to 3d per week and finally abolished.

In 1880 when State aid was withdrawn from Denominational Schools, most teachers of those schools became Public School teachers.

Among the early pupils of Kiama Public School were Sir William Cullen, Sir George Fuller and Sir Joseph Carruthers.

Sir Denison Miller, Governor of the Commonwealth Bank, was a son of S. K. Miller, the first teacher at Fairy Meadow.
Mr. Herbert Moffit, B.A., LL.B., a pupil of Cambewarra Public School, became a District Court Judge.

Amongst the teachers of Wollongong were Mr. Walter Edmunds, B.A., LL.B., who became District Court Judge and later Judge of the Arbitration Court. There was also S. H. Smith, Esq., C.M.G., Director of Education in New South Wales.

The New Syllabus.—In 1905 a great change came over the Public Schools in New South Wales. Messrs. Turner and Knibbs had travelled through Europe and America, under instructions of the Government, to inquire into and report upon the best educational systems in the world. They wrote two voluminous reports, one dealing with Primary, the other with Secondary Schools. Mr. Peter Board, M.A., an Inspector of Schools in New South Wales, visited the same countries privately, and made a digest of what he saw.

As a result of these reports the Government introduced a new system of education, the control of which was placed in the hands of Mr. Peter Board as Director. The scheme provided for the better education and training of teachers, a great extension of superprimary education, and a greater amount of freedom given to teachers who were expected to encourage pupils to more self-help. The scheme provided for a considerable increase in the number of High Schools, and, as an intermediary stage, most of the Superior Public Schools became either Commercial, Junior Technical, or Domestic Science Schools, while wherever convenient, District Schools were established, at which the children of the District could be gathered. Such a District School was established at Wollongong. To it came children from the whole of the Illawarra district, and from as far south as Nowra. The scheme was so successful that in 1916 it became necessary to erect at Wollongong a separate High School which cost £10,000. This school was opened in 1919.

Wollongong High School grew apace, and in 1924 it was relieved by the establishment of a District School at Nowra which was able to cater for boys and girls up to the Intermediate Examination standard. This movement was so successful that in 1932 Nowra was made an Intermediate
High School.

At Kiama, too, secondary work to Intermediate standard has been done for some years, and Kiama is now a Central School.

The industrial development in the vicinity of Wollongong has caused many of the schools to increase very much in size. This is particularly the case at Wollongong, Port Kembla and Woonona. But the abandonment of farms in different parts of Illawarra, together with the fact that most families are smaller than they were seventy or eighty years ago, has caused many of the smaller schools to close down, and to reduce so considerably the size of others.

A Trade School was started in a humble way in Wollongong in 1892, when Mr. Jonathan May took charge of a mining class. Dressmaking classes were established in 1902. In 1924 the present site of a Trade School was purchased, and on it a building was erected at a cost of £24,000. So now, not only children, but also adolescents and adults are well catered for by the N.S.W. Department of Education.

L'ENVOY.

The brush and most of the forests have disappeared from Illawarra as have immense numbers and varieties of beautiful birds as well as the kangaroos that grazed on its meadows and also its aborigines. But its mountain walls, in the main, are as impassable as of yore, with their abundance of beautiful trees and ferns, with here and there a flame tree and here and there a charming waterfall. Engineers have made several attractive paths leading into the beautiful garden below. From many vantage points, such as Sublime Point, Bald Hill, Saddleback, Macquarie Pass, Mount Pleasant and Cambewarrra Mountain, vistas may be had rivalling those of any part of the world. Travellers through the district are charmed with its beauty, and surprised at its wonderful prosperity, particularly the prosperity of the northern section—a beauty and prosperity
that promises to increase rather than diminish with the passing of time. Holiday seekers too, from one end of the district to the other, find a continuous succession of excellent surfing beaches, whose beautiful bathers would have given Captain James Cook a much greater surprise than did those aborigines on the beach of North Illawarra.

... "Walking in exalted woods
Of naked glory, in the green and gold
Of forest sunshine, I have paused like one
With all the life transfigured; and a flood
Of light ineffable has made me feel
As felt the grand old prophets caught away
By flames of inspiration; but the words
Sufficient for the story of my dream
Are far too splendid for poor human life."

—Henry Kendall.
1. [p10] On a number of occasions Arthur Cousins refers to Captain Cook's Hat Hill as Mount Keira, however following a spirited local debate during the late 1940s and early 1950s it is now accepted that Cook was referring to Mount Kembla. Refer W.G. McDonald, The First Footers - Bass and Flinders in Illawarra, 1796-1797, Illawarra Historical Society, 1975, page 15.

2. [p34] Throsby and his party entered Illawarra by an old mountain track at Bulli, long used by the Aborigines. See W.G. McDonald, The Oldest Road, Illawarra Historical Society, Wollongong, 1979, page 25.

3. [p45] Bustle Hall and Bustle Farm refer to Charles Throsby Smith's residence and property on Smith's Hill, to the north of the township of Wollongong. Bustle Cottage was the later home of C.T. Smith's son, Charles Frederick Smith.


5. [p126] Primary Producers' Union.

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NB: References to illustrations within the Index are to illustrations used in the original 1948 edition of The Garden of New South Wales. Illustrations within the current edition of the work are indexed but are not indicated as such within the index.

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