The bus will leave the corner of Bourke and Flinders Streets at 1.30 p.m. and will proceed via Bourke Street, Kembla Street and Crown Street down the Prince's Highway to the Marshall Mount turnoff and so along that road to Calderwood. We expect to be back in Wollongong well before dusk.

**JUNE MEETING:**

Our speaker at the June meeting was Mr. Eric Shand M.A. (Cantab.), who spoke on the Channel Islands. Mr. Shand’s address covered in the first instance a general review of the geological and geographical development of the islands and then the early history leading up to the present. After his general outline he illustrated it with extremely attractive slides.

Mr. Shand demonstrated how close the islands are to the coast of France, the French coast being visible on clear days from the islands, whereas England is very much further away. The main islands are Jersey, Guernsey, Alderney and Sark and there are smaller islands such as Herm, Jethou and Lihou. Notwithstanding similarities of bland climate, the islands have different characteristics and, in common with other small communities, there is sometimes a rather strong feeling between the different communities.

The government of the islands is still essentially feudal, each island having its separate government and rigidly maintaining its independence. They also maintain their British sovereignty, but give point to their independence by referring to the kings and queens of England as their dukes and duchesses, the reason for this being that the islands originally came to England through the Duchy of Normandy. Each of the islands has a sort of Parliament and a local council. The mixture of ancient and modern in their form of government works surprisingly well.

Their languages vary, the patois resembling French.

One of the slides which particularly appealed to the large audience present was of a stone church built on the edge of a cliff where annual services are held in honour of the Saint to whom the church was erected. The building is a very ancient construction and even the roof is of stone three feet thick. This is on Jersey, but the slides covered also the other islands.

The interest of members in Mr. Shand’s lecture was shown by the fact that questions were so numerous that the gag almost had to be applied.

Whilst not on a subject of Australian history, the lecture proved to be absorbing and fascinating interest and a refreshing change.

Another unusual feature was the presence of a number of visitors who have associations with the Islands, and these included some who were brought to the meeting by Mr. and Mrs. Ross Stewart, but who were strangers to Mr. Shand. By a coincidence these visitors and Mr. and Mrs. Shand had friends in common when they were residents of Jersey, and it transpired that they are practically neighbours in their present homes in our locality without knowing of this mutual tie.

Fittingly, a vote of thanks to Mr. Shand was moved by Miss de Jersey whose family (some of whom were present at the lecture) originated in Jersey.

**COUNCIL MEMBERSHIP:**

At the June meeting of the Council of the Society, the resignation of Mr. W. G. McDonald as Honorary Curator, owing to illness, was accepted.

Mr. H. Akitt and Mr. McDonald were elected to fill the existing vacancies in the ordinary membership of the Council.

**OBITUARY:**

We regret to record the deaths of two of our members: Mr. E. H. Fowler, of 30 Market St., Wollongong, on 25th May, and Mr. A. A. Armstrong, of 34 Baan Baan St., Dapto, on 17th June. The Council and the Society extend their sympathy to Mr. Fowler’s family and to Mr. Armstrong’s surviving brothers and sisters.
Mr. Armstrong, who was a lifelong resident of Illawarra, was well known as an authority on the history of the Dapto, Albion Park and Shellharbour districts, on which he had contributed articles to the local Press over many years. He was the author of a typescript history of the Methodist Church at Dapto, which in fact amounted to a history of the Dapto district. A copy of this valuable work — how valuable only those who have worked the same ground can fully appreciate — is in the Reference Section of the Wollongong Public Library. Mr. Armstrong was always ready to share with others the memories of a lifetime and the results of his researches, and his passing is a serious loss to the Society and to all students of Illawarra history.

**BON VOYAGE:**

All members of the Society will join in the good wishes expressed by the President at the June Meeting when presenting to Mr. A. P. Fleming, before the latter’s departure on a world tour, a small gift in recognition of “twenty-one years’ hard labour” for the Society. In this time Mr. Fleming has been President, Secretary, Treasurer, has held practically every other office in the Society, has served continuously on the Council — a unique record — and in general has been the most reliable and faithful worker the Society could desire. We wish him a most enjoyable trip and a safe return — and a reasonably speedy one, because the Society (and especially his locum tenens as Bulletin Editor) cannot spare him for too long.

**“ILLAWARRA TOLL-BARS” — By A. P. Fleming.**

Mr. Fleming’s departure happens to coincide with the publication by the Society of his booklet “Illawarra Toll-Bars” (price 30c, posted 35c, available at meetings or from Mr. W. A. Bayley, 17 Point St., Bulli). Based on a talk given by Mr. Fleming to the Society on 3rd November, 1960, it gives a thorough and detailed account of those little-known features of old Illawarra life, the toll-bars on the Kioma-Jambrero road on the outskirts of Kiama, and on the Bulli Road (now Prince’s Highway) at Russell Vale.

Now that history is repeating itself and this supposedly discredited method of financing roads seems to be coming into favour again, it is interesting to explore this old byway of local history. The builders of modern expressways will hardly need to provide in their lists of tolls for goats and pigs on the hoof, or for such unlikely vehicles as wains and chariots, but they will need to make a better thing financially out of their tolls. It is a remarkable indication of how thinly-populated Illawarra was, and how little people moved about, that, with vehicle tolls ranging from 6d. to 1s. 6d., plus the charges for livestock, the Russell Vale toll-bar in its best year (1880) produced only £170.

The sidelights on local government finances, and local government attitudes, are of more than passing interest; parochialism, it seems, we have had always with us, and likewise the eagerness of public bodies to have it both ways.

Mr. Fleming is to be congratulated on another sound and conscientious contribution to the records of Illawarra history.

(P.S.: A special good mark to Mr. Fleming for resurrecting from a “Mercury” letter of 1870, the magnificent designation “Bullillian”. W.A.B. please copy!)