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 long 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!)

HARGRAVIANA:

Members may have noticed a recent letter to the “Sydney Morning Herald”, in which Mr. W. Hudson Shaw, who is engaged on a life of Lawrence Hargrave, asked for personal reminiscences of the Hargrave family. If any readers are in a position to contribute any information, Mr. Shaw, whose address is C/- Qantas Ltd., Box 489, G.P.O., Sydney, would be very glad to hear from them.

Through Mr. Shaw’s good offices, copies of the Society’s booklet were recently posted to two of Lawrence Hargrave’s daughters, Mrs. H. A. Gray, of Walmer, Kent, and Mrs. M. Hudson, of Redlands Bay, Queensland. The former we regret to learn, died at Walmer on 2nd April, and her daughter, Miss Grizel Gray, re-
ceived the booklet after her mother's death. Both Mrs. Hudson and Miss Gray have written, giving much additional information on the Hargrave family.

First the corrigenda — Miss Gray informs us that the booklet was wrong (as was Lawrence Hargrave's death certificate) in stating that he was born at Keston near Greenwich, Kent. She says: "Lawrence Hargrave was born at 18 Marden Terrace, Greenwich, on 29th January, 1850. The Town Clerk of Greenwich says that the house was destroyed during the last war. He was christened with his younger and only sister at Greenwich on 16th November, 1853. His grandfather Joshua Hargrave had a family vault in the churchyard and some other younger children (who died young) of Judge Hargrave were buried there as well ..."

"John Fletcher Hargrave and his eldest son Ralph went to Australia in 1856 leaving his wife and three younger children in England. Ralph returned to England in 1856 and took Lawrence back with him. Mrs. Hargrave went to Australia many years later ..."

"Mrs. Hargrave and the younger children went to Keston after her husband's departure. I was there about 1½ years ago and saw the tiny house called 'Ravensbourne':"

Both ladies point out that Gilbert Hargrave was the youngest son (not, as stated in the booklet, the nephew) of John Fletcher Hargrave (Mr. Justice Hargrave) and therefore was Lawrence's younger brother. Miss Gray adds: "My mother said that Otford was land given (or left) to Gilbert by his father. The latter is supposed to have lived at Otford, Kent, between 1851 and 1856:"

Mrs. Hudson added some interesting details on the houses associated with the family at Coal Cliff and Stanwell Park:

"We lived in the house which is now known as Hill Crest, my father having inherited it from my Uncle Ralph — I understand that the latter built it. I do not know if it was on the site of one he previously lived in, or whether he lived in the cottage on a rise nearby. It had a tall monkey-puzzle tree in front of it. In our time this cottage was rented to various people. I was told my Uncle Ralph went to Hong Kong for curtains, china, etc., for the new house, and died there. Some family called Swain lived in a cottage down by the railway line which in those days ran in front of Stanwell House. Swain used to work for us, I think, or he may have been a fettler on the line ... The house at Stanwell Park was rented in later years by the Perpetual Trustee Co. to some people called Buliths, who ran it as a boarding house and named it 'Hill Crest'. I do not know about the house at Lilyvale. Coalcliff House must have been the one Aunt Alice lived in when we were at Stanwell Park. It was close to the railway line and very well built. It perhaps is still in existence. I do not know about the other one you mention which was not far from the present store at Coalcliff:"

"(it seems that the house in which Mrs. Alice Paterson (nee Hargrave) lived at Coal Cliff "near the railway line" could not have been the Judge's old home. The site of the latter, near Paterson Avenue, a little above Coal Cliff Beach, could not be described as 'near the railway', which at that end of Coal Cliff is still in its original position. Furthermore, Lawrence Hargrave did not inherit Stanwell House (later Hill Crest) from Ralph until 1888, and the "Illawarra Mercury" of 28th September, 1889, reports the sale of the Judge's house to a Mr. Tressider, of Parramatta; this would, I think, have been before Mrs. Hudson was born. — W.G.M.)"