OUR BI-CENTENARY PLAQUE ON FLAGSTAFF HILL:

Linking with the fine contribution of Wollongong City Council in construction of Endeavour Drive at Flagstaff Hill near Wollongong Harbour, our society will install a plaque direction-finder to mark this event.

This ambitious project has been carried out under the inspiration and guidance of our secretary, Mrs. H. J. Shaw. For it A.I.S. donated the plinth; Kembla Ready Mix, the concrete; Comsteel, the plaque.

The historic monument will be unveiled on Sunday afternoon, April 26 linking with ceremonies at Brighton Beach and Flagstaff Hill. Details will be announced in the Press.

COLLINS ROCK — ATTEMPTED LANDING MARKER:

Bulli Rotary Club will place a tablet above the dressing sheds at Collins Rock baths at Woonona Beach where the attempted landing of Cook took place — first and nearly successful landing in Australia.

Details of this will be announced later. We commend it as a very worthy gesture to posterity.

BULLI PUBLIC SCHOOL — COOK MAP AND MARKER:

The site of Bulli’s first Public School will be occupied by a concrete map of Australia on which will be marked the route of Cook’s voyage. Bulli will be marked by a tablet recording Cook’s first attempted landing. The tablet, deeply cut, will be set prone in the map.

This project links with the monument donated as a centenary gesture by Austinmer Lions Club and which is now almost completed on the site.

A special ceremony will be held on the afternoon of Tuesday, April 28, when Mr. Edgar Beale, Past President, has been invited to outline the position of the attempted landing which his research has proven.

FIRST ROAD DOWN TO ILLAWARRA:

At the March meeting of the Society, Mr. W. G. McDonald (Past President) spoke on “The Oldest Road” — the first road into Illawarra, whose location has been much disputed, different authorities placing it at various points from as far north as Denmark Street, Coledale, to as far south as Mount Keira.

The speaker thought that the Mount Keira theory, and that which identified the first road with Westmacott’s Pass (partly coinciding with the modern Bulli Pass) were demonstrably unfounded, without any real evidence to support them. The theory that the road descended the range to the line of Denmark Street had apparently a good deal in its favour, had