pearing along the Australian coast. For increased efficiency, larger vessels were needed and Australian shipyards, geared for wartime production, were only too happy to look for fresh markets.

Locally however we saw the complete decline of shipping on the South Coast when the I. & S.C.S.N. Co. went into voluntary liquidation in 1952.

This would seem to contradict my earlier assessment of the 6th stage, but one should remember that in terms of the whole Australian maritime scene, it was but a drop in the ocean. Incidentally, while on the subject of the I.S.N., the reasons for its demise were improved road systems and haulage methods, but most of all, the excessive undercutting by the N.S.W. Railways. It is an indisputable fact still, that the cheapest way to transport bulk cargoes, is by sea.

Although “blooded” over 2 decades before, the R.A.N. really showed its mettle in the 1939-1945 World War. We should not only remember the major war ships, but also the Volunteer Coastal Patrol vessels, the requisitioned merchantmen, the KRAIT, the Coastwatchers and indeed the whole maritime brotherhood of whom Australians are justifiably proud.

In the 60s we have seen a boom in bulk shipping in which Australia is playing its part. For the first time in decades, an Australian shipping company is engaged in overseas trade.

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A MEDICAL HISTORY OF THE WOLLONGONG DISTRICT

By H. H. Lee, M.B., Ch.M., F.R.A.C.S.,
Wollongong


(The Illawarra Historical Society does not hold itself responsible for accuracy of statements or opinions expressed).
In horseflesh were considerable. Finding the work too heavy, he built a house at Bulli and installed an assistant, Dr. Naegal, and that was the beginning of the second practice in Bulli. Dr. Naegel was succeeded by Dr. Blackall, who after a time left to go to Queanbeyan, where he practised till he retired. He was many times mayor of Queanbeyan.

In 1890 my father sold his interest in Bulli to Dr. Kane. In 1897 Dr. Cummins succeeded Dr. Kane, and Dr. O'Connor succeeded Dr. Cummins. Dr. O'Connor sold the practice to Dr. Palmer, who is still with us; he shares with me the honour of being the only original members of the South-Eastern Medical Association. Dr. Palmer started in 1890. Dr. Clifton Sturt, who succeeded his brother in the original Bulli practice, sold it to Dr. Dixon. Dr. Dixon had a very large practice extending as far as Stanwell Park; he had an assistant, Dr. Steel, to whom he eventually sold the Clifton end of his practice. He in turn sold it to Dr. Goldie. Dr. Goldie sold it to Dr. Fetherstone when he went to World War I, and on his return Dr. Goldie bought a practice at Corrimal. He later bought Dr. Kerr's practice in Wollongong, where he died quite recently.

Part of Dr. Dixon's practice was bought by Dr. Macpherson, who sold his interest to Dr. Crossle when he went to World War I. Dr. Crossle, after some years of very successful practice, transferred his interest to Dr. Cook, who is still with us.

In Corrimal, the adjoining practice, there have been innumerable changes. Dr. Park, Dr. Roper, Dr. Caselberg and Dr. Diment have stayed longest. There were others, but they stayed only a short time. I can make a personal reference to only four — three from Bulli and one from Corrimal. First and foremost comes Charles Palmer. He practised for forty-three years in Bulli, and any man who can practise for as long as that in an industrial town and get away with his life deserves congratulations.

Dr. Palmer served with the Australian Imperial Force in the First World War. His son, Dr. E. Palmer, served in the Second World War, and his two daughters as nursing sisters served with distinction in the Second World War right through the siege of Malta. If there is an Australian family with a better war record than that, I have never heard of it.

Dr. Crossle I would describe as a polished Irish gentleman — an extremely nice man. He became a brilliant surgeon and did excellent work in the Bulli-Thirroul-Clifton area. He left to go to Macquarie Street, where he died after a few years.

Dr. Cook, our former president, most of you know; he has done and is still doing excellent work as a practitioner and as our representative on the Council of the New South Wales Branch of the British Medical Association.
Dr. Diment, of Corrimal, began in this district as a house surgeon in the Wollongong Hospital. I had the pleasure of working with him for six months. He was always punctual, always helpful, and in the operating theatre never gave advice unless it was asked for — a model house surgeon.

C. C. SINGLETON ON "BLACK DIAMONDS":

Mr. C. C. Singleton, author of our "Railway History in Illawarra" writes to Mr. Bayley, author of "Black Diamonds" —

After trying hard I could only pick one item in your Black Diamonds. The horse tramway from the No. 1 North Illawarra Colliery (almost on site of the later North Bulli Colliery) could NOT have crossed the Illawarra Railway ON THE LEVEL, as its grade was six feet above it, and therefore could not have been there at the same time. There are no references in the railway timetables, instructions, working plans or sections, and G. H. Eardley has worked over every bit of the remaining formation for evidences. We must assume that the tramway had gone before the survey for the Illawarra line was made, the working plan would have been prepared in 1884 when the contract was advertised. Eardley states the colliery was only open for a short time in 1883. He estimates the No. 2 Colliery, behind Austinmer station, as 1886. That missed the working plan but the underbridge was arranged during construction and the contractor built it.

HAVE A RIDE ON A SYDNEY TRAM AT THE TRAMWAY MUSEUM, LOFTUS, ROYAL NATIONAL PARK

The tramline is situated at the Tramway Museum approximately 1 mile south of Sutherland just before the Railway Crossing for the Royal National Park Line.

A number of the 17 tramcars from Sydney and 4 from Brisbane will be running.

Fares are 10 cents Adults, and 5 cents Children (under 5 years free). A round trip takes approximately 8 minutes.

Special Party arrangements can be made. Please write to the Chief Traffic Officer Box 103, G.P.O., Sydney 2001.

The Tramway is also open normally every Sunday and public holidays between 10.00 a.m. and 5.00 p.m.