play with, or videos that they can watch (and later, when we have the money, historical video games.) We are in competition with sophisticated media today and we have to be up with technology. A subsidiary lesson for me is that people from my own age group are often dubious of technology, so we must get younger people on to our management committees.

4.4 **Lesson 3 is to get the local community involved. Donors send all their friends and relations in to see what they have donated or to see the temporary displays. Another aspect of this is to ready to help local bodies · and especially the local

4.5 **We must keep working at our potential visitors - chasing up schools, local clubs (Probus, Rotary, etc.) tour bus and coach companies, the Australian College for Seniors, and anyone who might have access to groups that might be interested in us. Above all, I believe we should concentrate a lot of our attention on the tourist trade. This is where there is likely to be grant money, it is a source of funds, and, if we really believe that our fundamental objective is to promote widely the love of history, we should be working on the ordinary visitor to our area.

4.6 And finally, I am convinced that all of us who run museums and such places need to work together much more closely. Our area is now proliferating with these - in 1988, the Pilots Cottage at Kiama and the Museum at Albion Park Rail opened, last week-end the two Port Kembla museums were briefly open; Kiama’s Family History Centre will open next month; we nearly had a tourist mine, and so on. We are not in competition with each other. We can feed off each other. We can perhaps share specialist staff that none of us individually can afford. I commend to you a 1983 publication called ”Heritage and Tourism Study” from our regional Environmental Heritage Committee which suggests the development of a “heritage trail” in the Illawarra, on which our museums would be the main points. I am sure that continuing success depends on us co-operating with each other and learning from each other.

MOUNTAIN ROADS

The Dapto Pass

We learn from Mr. Carl Weber (an unquestionable authority on the subject) that he has discovered a line up the Bong Bong Mountain from Dapto by which a road equal to the Bulli Pass could be constructed. Mr Weber was employed by the Central Illawarra Council recently to ascertain whether it was possible to obtain a better route between Dapto and the tablelands than that known as the Bong Bong or Berrima Track. By spending about a fortnight in making surveys of the locality, that gentleman discovered that a road, with a grade not exceeding 1 in 8, would be made from the bottom to the top of the mountain. That is exactly the grade of the Bulli Pass, but Mr. Weber states that the Dapto Pass, constructed according to his survey, would be a much better road, as it would include more steps or flats than the Bulli one. The Central Illawarra Council has done a good work by gaining this important information, as hitherto the general impression was that it would be impossible to make much more than a goat-track up the mountain face where referred to. Now, however, the question is settled that even a better road than the celebrated Bulli Pass can be made there. The route selected by Mr. Weber, after a careful exploration of the country, includes zig-zagging, but the whole of that necessary kind of work would not lengthen the distance from top to bottom of the mountain more than five chains per mile - a mere nothing
compared to the convenience so obtained in the grade. The road leads directly to the Dapto railway station, a fact which renders it exceptionally important. Altogether, it is an avenue for traffic between this district and the tableland that could be opened up, and now that it is a settled matter that so good a grade can be obtained there, it is to be hoped the Central Illawarra Council will do its duty farther by following the matter up until Government constructs the required road.

The Macquarie Pass

Mr. Weber informs us also that an opening discovered by inhabitants of the Macquarie River is of a most extraordinary formation. He states that it is an opening of about fourteen feet wide, with perpendicular sides of solid rock, fully sixty feet high, extending a length of about ten chains. The opening, he admits, is the most remarkable he has ever seen anywhere, and although it is rather narrow for road purposes, he says a very good track can be made along it between the towering walls on either side. At the instance of the Shellharbour Council, he inspected the Pass a short time ago, and was astonished to see the opening in the rock as here mentioned. He says a very fair grade could be obtained along the whole course of the opening, a fact which he proved by a pocket instrument he had with him when inspecting the extraordinary natural gateway. The said Council is employing him farther to define the grades from the bottom of the opening to a favorable point on the Pass-road below it. This he intends to do before long, and it is to be hoped that the road from the top to the bottom will then be improved in accordance with the present traffic, which is very considerable, and would increase enormously under favorable conditions. It may be stated that the wonderful cleft in the rock alluded to is some distance south of the top of the present road, a fact which is rather an advantage in some respects. We have always advocated very strongly that this road should be rendered as fit for traffic as possible, being (as it is) a direct connecting link between the populous and important Wingenarribee settlements on the tableland and the still more populous and important locality of Albion Park in this district.
Jan Pascoe, our speaker for September.

The speaker for this month will be Jan Pascoe. Her subject ‘Weary Dunlop’ discusses another important person in Australian history.

Jan will mention how she became interested in Dunlop after an incident. His life will be discussed especially his years as a prisoner-of-war doctor during World War II at Penang in Malaysia where he saved a large number of fellow Australians.

If you are interested or had relatives, friends or acquaintances in the services during WW II please come along. Jan Pascoe will speak on 2nd September 2010 at 10am at Illawarra Museum, 11 Market Street, Wollongong.

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The following article has some historical interest and is reprinted from November 1988 IHS Bulletin.

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An article dealing with the Public Works Department at Port Kembla reprinted from October 1987 Bulletin.

THE ROLE OF THE PUBLIC WORKS DEPARTMENT AT PORT KEMBLA

According to John Barnes Nicholson, Independent Labour M.L.A. for the area to the north of Wollongong, the Public Works Department built the deep-water harbour at Port Kembla in 1900 because they were influenced by powerful coalmining interests and the Wentworth family who owned the land.