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Black Diamonds - History of Bulli District, New South Wales

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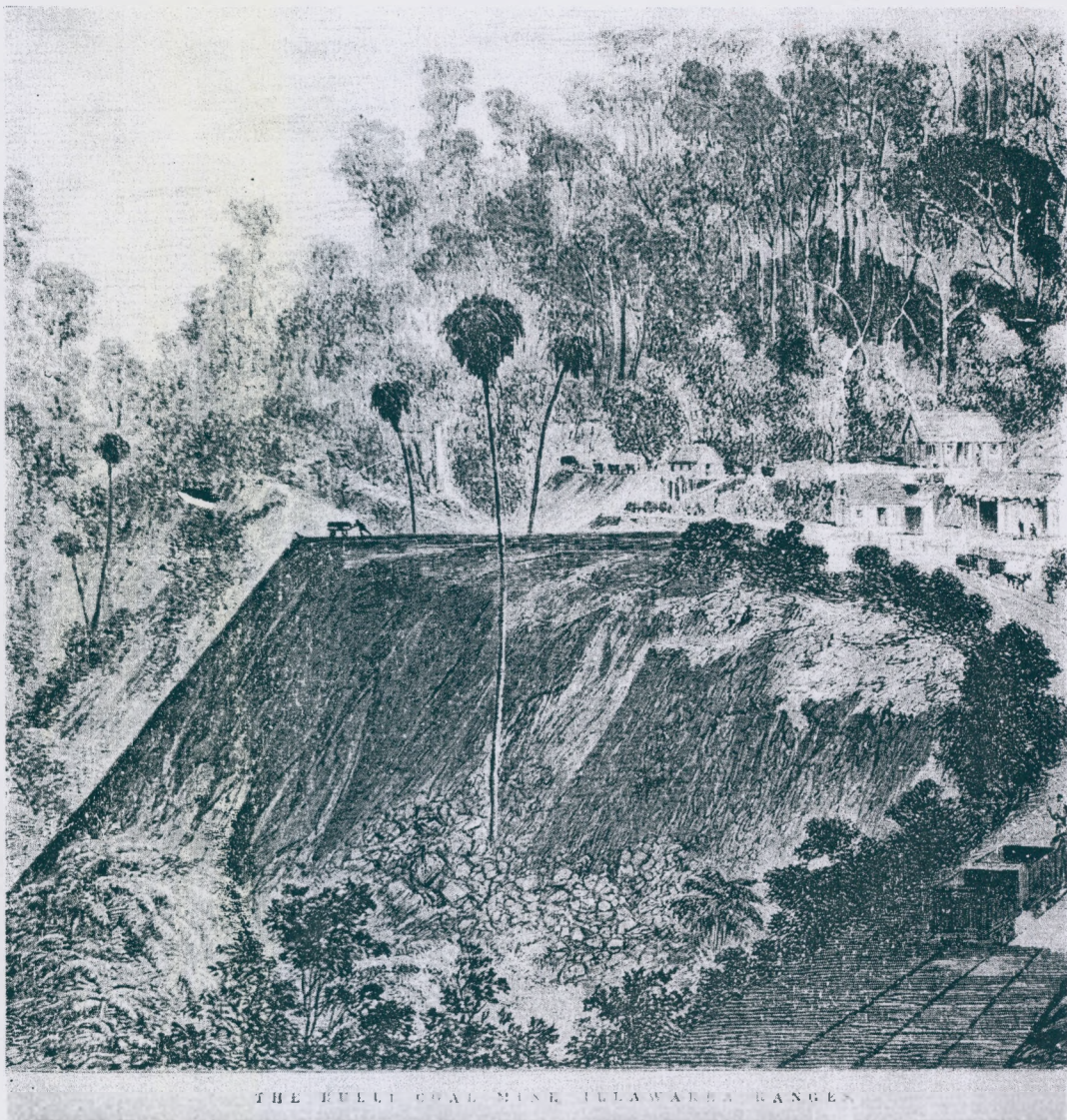
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BLACK DIAMONDS

HISTORY OF BULLI DISTRICT
NEW SOUTH WALES



THE BULLI COAL MINE, ILLAWARRA RANGES

WILLIAM A. BAYLEY

BLACK DIAMONDS

History of Bulli District

New South Wales

BY

WILLIAM A. BAYLEY

**Fellow of the Royal Australian Historical Society
Past President of the Illawarra Historical Society
Past Principal of the Bulli Public School**

**"In Bulli we have a diamond mine of our own ...
Black Diamonds."**

- "Illawarra Mercury", 28 July 1885

ILLAWARRA HISTORICAL SOCIETY INC.

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W.A.B.

June 1956

BLACK DIAMONDS

History of Bulli District New South Wales

The year 1956 would have marked the golden jubilee of the Bulli Shire Council had it remained, but after 41 years of service it was combined as part of one of the greatest city councils in Australia - that of the City of Greater Wollongong.

The Greater Council, fast approaching the centenary of municipal government in Wollongong, decided to mark the passing of 50 years since the inauguration of shire government in Bulli by the publication of the complete history of the Bulli district which comprises its northern zone and is one of the most popular tourist areas in New South Wales.

To compile the record the council commissioned William A. Bayley F.R.A.H.S., Councillor and Life Member of the Illawarra Historical Society, author of many books on country centres and himself a resident of Bulli.

The author, with the help of descendents of Bulli's early pioneers, the national archives and Wollongong newspapers, has brought into the volume a story of a unique district between Mountain and sea.

The book traces the growth of a district from a cattle run to a mining centre, and from a settlement linked by narrow bush tracks and sailing craft to the suburb of the prosperous and growing City of Wollongong.

Introduction to Fourth and Fifth Editions

This edition of W.A. Bayley's Black Diamonds is published by the Illawarra Historical Society with the kind permission of Mrs Phyllis Bayley.

Residents of the area and Illawarra historians in general have long called for this popular work to be re-issued, it being the only comprehensive history of Illawarra's northern suburbs so far compiled. It remains a fitting testimony to the author, who was both a long time resident of Bulli, and a renowned New South Wales local historian.

An index to this almost encyclopedic work has recently been compiled by Mrs Vivienne Caldwell and is included for the first time with this edition. It marks the only change from the third edition as published by Mr Bayley in 1975.

Thanks must go to Lynne Hutton who re-typed the manuscript, and to the Illawarra Historical Society for providing funds for publication.

Michael Organ
August 1989 and 2002

CHAPTER 2

SENTINEL STOCKYARD

1815-1841

DURING the first twenty years of the settlement planted at Sydney Cove in 1788 the hinterland to the foot of the Blue Mountains was occupied by sheep and cattle and on the arrival of Governor Macquarie in 1810 he found that there was not sufficient land to supply grants to all who had been promised them. To overcome the land shortage, Macquarie issued instructions that the Illawarra area was to be used for further grants. In pursuance of that policy the Government gave all the land away without retaining reservations for public purposes and has ever since been buying it back again.

Little has been recorded of south coastal exploration after Bass's examination in 1797, but in 1807 bird collectors visited the Five Islands, which term meant the mainland district as well as the islands themselves, and crews of ships wrecked at Shoalhaven in 1813 made their way back to civilization along the Illawarra coast.

Meanwhile, overland settlement reached Liverpool on the upper reaches of George's River in 1810 with the laying out of the township and moved on to Campbelltown and Appin from which overland contact was made with the Illawarra seacoast from the west. It appears that some aborigines advised Dr Charles Throsby at Liverpool that grass and water were in ample supply at the "Five Islands" and in 1815 Dr Throsby with a party of two whites and two aborigines went to check the information.

After spending the night at Appin they travelled eastwards along the plateau and reached the top of the mountain range 1000 feet above sea level. The night was spent at the top of the range, and next day they cut a track down the mountain slopes near the site of Bulli and travelled to the site of Wollongong. Although there are no rivers on the narrow Illawarra plain north of Wollongong they found an abundant supply of water in the many creeks which flow swiftly down the mountainside to the ocean and ample grass on the fertile seaside plain.

The first mob of cattle was driven to Illawarra without delay and a stockman's hut was built for Dr Throsby near Wollongong harbour where today is the corner of Smith and Harbour Streets. Squatting had begun on the coast and the news of favourable pasturage conditions was published in the "Sydney Gazette" on March 18, 1815 and again on September 28, 1816. A number of squatters had by the latter date driven cattle to pasture on the coast and Surveyor-General John Oxley was instructed in November 1816 to proceed to "the New District of Illawarra" to make a survey and mark the proposed land grants. Dr Throsby's stockman's hut was the meeting place for the settlers.

Deputy Surveyor-General Meehan went with Oxley and recorded that the descent from the plateau above the coast land was difficult. He appears to have examined the coastal strip of land from Coal Cliff southwards and said that, although the plateau soil above was sand, cedars, sassafras and cabbage palms abounded on the mountainsides. The cabbage palms and fern trees on the mountainsides impressed Governor Macquarie on his visit in January 1822.

In December 1817 Governor Macquarie reported to the British Government that the Illawarra had "some little time since been discovered" and was suitable for pasturage and agriculture. In 1822 he went to see the district for himself. He named the coastal mountain down which Throsby had gone in 1815 "Regent Mountain" and the mountain just south-west of Mount Keira, up which subsequently went O'Brien's new road "Mount Brisbane", but the names have not been preserved.

At the precipice overlooking Bulli, Macquarie noted the "very grand magnificent bird's eye view" and the "horrid steep descent". That bird's eye view continues to be enjoyed today at the Bulli Lookout at the top of Bulli Pass - a world-renowned panorama of emerald plain and azure ocean. The "horrid steep descent" today carries the famous Bulli Pass on the Prince's Highway - perhaps the busiest of the main roads climbing from the coast to the plateau.

A traveller, Peter Cunningham, wrote of the descent, "you have to crawl ... down the precipitous edge of the mountain drawing your horse gently after you for you dare not attempt to ride ..." Cunningham, too, noted the richness and beauty of the Bulli district; the tall fern, cedar and cabbage trees and the luxuriant growth of vegetation, in which abounded beautiful birds including the red-crested black cockatoos and blue pigeons.

Between Macquarie's report and his visit Oxley had laid out the earliest grants which dated from 1817 in Wollongong, though the first settlements in the Bulli district - the Parish of Wonona - seem to have been in 1821 by Cornelius O'Brien, R. Lillis, P. Lillis, Thomas Trotter, T. Brophy and D. Guiney. The first settler at Bulli was Cornelius O'Brien beside whose grant portion of the original Bulli township grew and whose house was the only one existing up to 1825, his stockyard standing sentinel-like as a landmark on the then lonely coastal strip but a few hundred yards west of Sandon Point of today.

A native of Wexford, Ireland, O'Brien arrived at Bulli at the close of 1817 and lived there twenty years. He had a variety of interests and was one of the principal shippers of cedar from Wollongong's early port. He had the contract to supply Wollongong military forces with beef. "About 1835" he moved to Yass where he died on July 4, 1869 aged 71 years. His wife was formerly Miss Broughton of Appin but they left no issue. The point on which O'Brien lived sheltered a bay which eventually became Bulli harbour but was early used by whalers who set up boiling-down works which remained to the eighties.

At the time when the first Bulli settlement was made the cedar-getters began operations in Illawarra, the trade developing from 1819. From the Bulli mountainside the cedar logs were felled, sawn into planks with pit saws and carried up to the plateau by the sawyers themselves, to be loaded on drays and carried to the yards of the Batman brothers at Parramatta. The mountainside was too steep for vehicles and only bridle tracks existed in the twenties. Cedar cutting continued through the thirties but the valuable timber had been cut out by the fifties.

By 1828 two houses, one owned by Peggy McGawley and one by the Geraghty brothers appeared at Bulli in addition to that of O'Brien. They were

between Woonona and Bellambi of today. The hut of the Geraghty brothers, James and Patrick, is described as it was about 1828 by "An Emigrant Mechanic" in his book "Settlers and Convicts". It was built of split slabs with square holes for windows and welcomed travellers to sit by its log fire on stools, benches and blocks of wood. Supper consisted of tea, corned beef and "wheaten cake baked on the hearth", the good Australian damper.

An early bushranging incident is recorded in his reminiscences by Alexander Stewart who states that four convicts who had run away from their masters at Appin made their way down Bulli mountain in 1828 and stole a fowling piece at McGawley's. From there they went to Geraghty's, where they shot Patrick in the hand, but his brother in turn shot the bushranger dead, after which the others made their escape. The incident occurred about where the Woonona bowling green was later built and the dead convict was buried at McGawley's Point, the first north of Bellambi Bay. As a result of the incident James Geraghty and Corrigan of Woonona were appointed constables, the latter subsequently being appointed chief constable for the area between Bulli and Shoalhaven.

O'Brien's grant measured 300 acres and was finally issued to him from May 1, 1833. William Bowman and George Tate also held grants on which the Old Bulli township grew. Wild cattle, probably from the Cowpastures, were said in the mid-thirties to roam the bush at Bulli according to a report in "The Colonist" of June 18, 1835, whilst the "Sydney Morning Herald" reported cattle stealing at Bulli on November 25, 1844.

The name "Bulli" appears to have been first recorded in the "Sydney Gazette" of April 22, 1815 when it reported that one of a party searching for lost cedar-getters was at a place called "Bolye", thirty-five miles south of Port Jackson. The name was again recorded on February 4, 1824 when Denis O'Brien was given permission to occupy 300 acres "on a small tract of land at Illawarra called 'Bull-Eye'". The "Sydney Gazette" of April 8, 1826 contained an advertisement which used the name "Little Bullie" for Stanwell Park, confirmed in the same paper of August 11, 1832. For many years the name Bulli was used for all the country from Wollongong as far northwards as Coal Cliff. The aboriginal meaning of Bulli is given as "two mountains".

The earliest land grants were surveyed by Surveyor James McBrien in 1825. In the previous year Moses Brennan received permission to occupy 800 acres "in a small tract of land named 'Bullambi'". Grants subsequently issued included a large grant to Miss Harriet Overington on March 3, 1827, on which the Bellambi village was laid out near Bellambi Point in 1842 when the Bellambi Estate was offered for sale. John Buckland also had a large grant there. The village at that place made little progress for a hundred years.

In a picturesque pocket surrounded by mountains which meet the sea at each end of a three-mile beach lies Stanwell Park, some eight miles north of Bulli. Under its first name "Little Bulli" it was promised to Matthew John Gibbons in 1824 for a grazing run of 1000 acres. It was in Southend Parish of the County of Cumberland and the name, Stanwell Park, possibly after a village of Stanwell in Middlesex, England, recorded on Gibbons' grant in August 1833, became fixed and remains. The valley with its mountain

boundaries was difficult to access for a dray in 1830. In the "Sydney Monitor" of August 24, 1838 William Buckness advertised his purchase of "The Bole" farm at Stanwell Park. The property later passed to Sir Thomas Mitchell and again to Judge Hargrave.

The growth of Bulli itself was described by travellers in the thirties. Rev. Dr John Dunmore Lang rode from Sydney to Wollongong via Appin and back in 1834 and described the mountain pass as the most precipitous for a road he had seen in the colony. Deputy Surveyor-General Meehan surveyed a road from Appin past King's Falls to the top of Bulli Mountain in 1815 but at the time of Botanist Allan Cunningham's visit in October 1815 the road down the mountain was merely the cedar-getters' foot track unsuitable for vehicles. In 1822 O'Brien had a bridle track cleared down the mountain a few miles south of Mount Keira with money subscribed by settlers but it was too out of the way for Bulli settlers. Governor Macquarie, on his visit in 1822, went up O'Brien's road at Mount Keira with packhorses.

However in 1828 bullock drays were using the pass down Bulli Mountain, the "Emigrant Mechanic" describing the methods used in "Settlers and Convicts". First he gives a vivid description of his arrival from Appin at the mountain top. He stated, "We came toward sundown, to the entrance of thick brush of the Illa Warri mountain above Bullie ... I suddenly became sensible of a most delicious scent of musk ... We now soon came to the edge of the mountain. At one spot we stood on the brink of a precipice of vast depth, and saw down below us the mighty sea diminished into insignificance, most like the waters of a lower world. The mountain at the spot where we went down is pretty closely timbered and the trees are lofty ..."

The description of the pass follows: "... In the midst of our descent, which was so steep as to compel us in some places to stop ourselves against the trees, I was surprised to recognise the tracks of dray wheels (drays being the common luggage conveyance of the colony) ... My fellow traveller informed me that it had been let down by ropes fixed to the dray and passed round the trees ... I was glad at length to find myself at the foot of the mountain ... We were now on that flat bordered on one side by the sea, and on the other limited by the mountain ... scarcely a gunshot across".

Another visitor, Rev. James Backhouse in 1836 wrote that the Bulli Pass was difficult for horses and impossible for carts except by the assistance of ropes passed around the trees. The pass was close to the eventual Bulli Pass for Lang wrote, "The first respectable settler fallen in with is Mr Cornelius O'Brien of Bullai, whose neat cottage, situated at the foot of the mountain, stands almost on the sea beach". That information is confirmed by T.L. Mitchell's "Map of Illawarra", 1834, which shows Bulli and Waniora Point (from 1900 called Sandon Point); O'Brien's house near the point and a track curving south from the point to meet a track from Woonona after which they pass up a mountain ridge to Appin.

The Counties of Cumberland and Camden converge at Bulli Point. Chippendale's 300 acres is along the waterfront and back of Thirroul of 1950. South of O'Brien, F. Caffé had 300 acres, then came the holdings of Elliott, Brennan, Callaghan and Kelly of 50 acres each, followed by Harriett Spearing with 2000 acres north and south of "Ballambi". Less

detail is given in Mitchell's "Map of the Colony of New South Wales" the same year. The gradual development of northern Illawarra is traced in the "Chart of New South Wales" published by J. Cross year by year from 1828 to 1839. The 1828 map shows "Coal Cliffs" on the coast and "Cataract" above the mountains. The 1839 map adds Bulli with the road marked from the top of the mountain above Bulli to Appin, Campbelltown and Liverpool to Sydney.

The large pastoral holdings about Bulli had been cleared and improved in the years prior to the forties when there began a movement by large landholders to break up their holdings into small farm lots and to offer them for sale. O'Brien himself had moved on to Yass and faded out of the history of Bulli, to be replaced in the late thirties and early forties by Captain Robert Marsh Westmacott who secured holdings at Woodlands on the ridge between the foot of the modern Bulli Pass and the sea, through which flowed Woodlands Creek which crosses the main road at the foot of the pass. He also secured land north to Austinmer where he built a home called Sidmouth. His land was granted in 1837. The estate of Bulli was offered for sale in 1841 and was later subdivided into 22 lots ranging from 25 to 165 acres. Westmacott's Woodlands Estate was sold in 1847 for £800.

By the opening forties Bulli had become settled by graziers and wheat was being grown. Settlement began to increase and Bulli grew as a centre on the road from Wollongong to Appin. But before twenty years had passed a greater impetus to growth was given by the opening of the Bulli coal mines which in their earlier years gave employment and later ensured some wealth to the township which grew around them.

CHAPTER 3

MOUNTAIN TREASURE

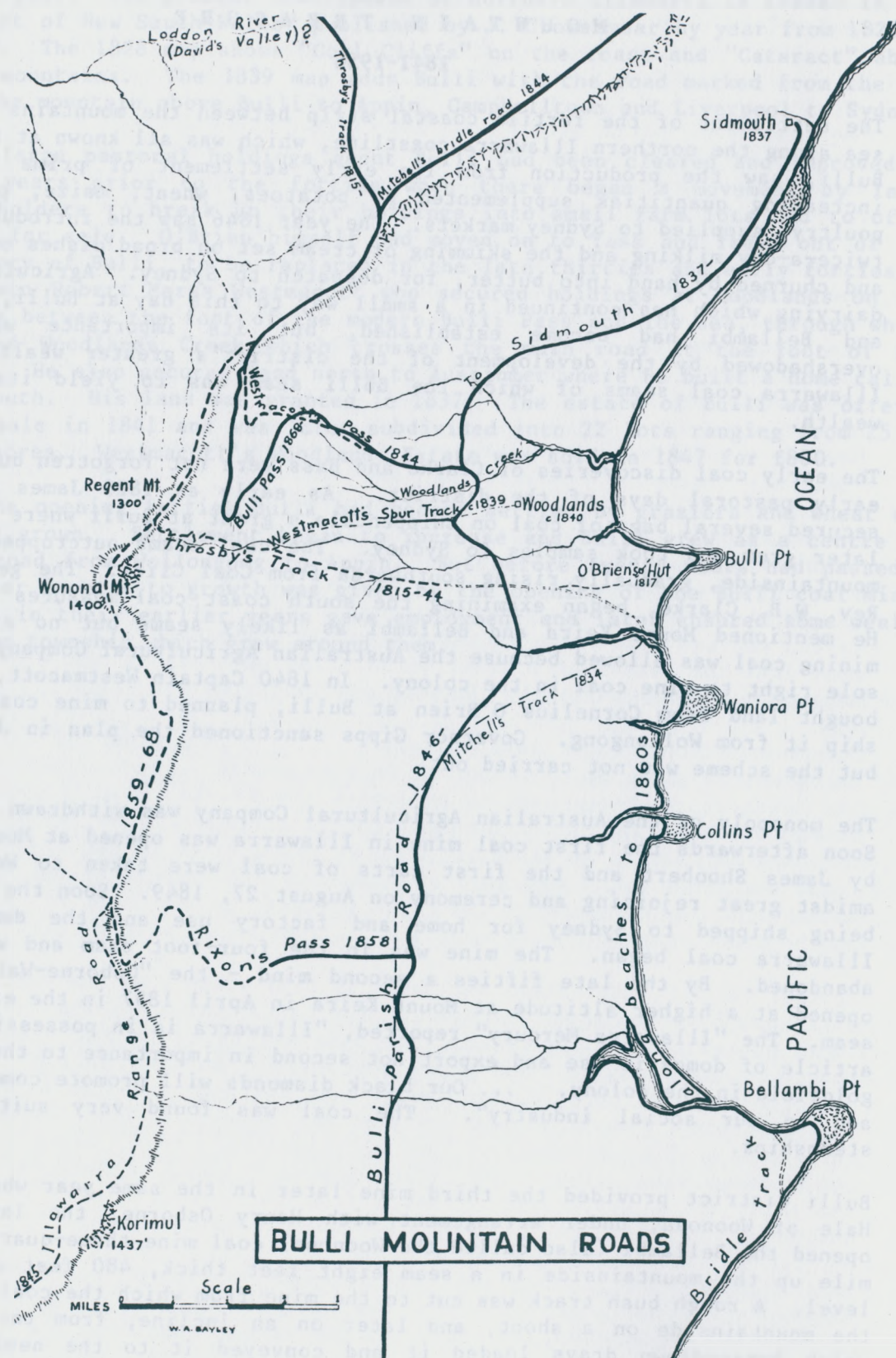
1841-1956

The settlement of the fertile coastal strip between the mountains and the sea along the northern Illawarra coastline, which was all known at first as Bulli, saw the production from its early settlement of prime beef in increasing quantities supplemented by potatoes, wheat, maize, pigs and poultry, supplied to Sydney markets. The year 1846 saw the introduction of twice-a-day milking and the skimming of cream set on broad dishes overnight and churned by hand into butter, for despatch to Sydney. Agriculture and dairying which has continued in a small way to this day at Bulli, Woonona and Bellambi had become established, but its importance was soon overshadowed by the development of the district's greater wealth - the Illawarra coal seams of which the Bulli seam was to yield its untold wealth.

The early coal discoveries of Clarke and Bass were not forgotten during the early pastoral days of the district. As early as 1828 James Shoobert secured several bags of coal on Chippendale's grant at Bulli where Thirroul later grew and took samples to Sydney. The coal seams outcropped on the mountainside, gradually rising southwards from Coal Cliff. The geologist, Rev. W.B. Clarke, began examining the south coast coal measures in 1839. He mentioned Mount Keira and Bellambi as likely seams but no effort at mining coal was allowed because the Australian Agricultural Company had the sole right to mine coal in the colony. In 1840 Captain Westmacott, who had bought land from Cornelius O'Brien at Bulli, planned to mine coal and to ship it from Wollongong. Governor Gipps sanctioned the plan in July 1840 but the scheme was not carried out.

The monopoly of the Australian Agricultural Company was withdrawn in 1848. Soon afterwards the first coal mine in Illawarra was opened at Mount Keira by James Shoobert and the first carts of coal were taken to Wollongong amidst great rejoicing and ceremony on August 27, 1849. Soon the coal was being shipped to Sydney for home and factory use and the demand for Illawarra coal began. The mine was in the four-foot seam and was later abandoned. By the late fifties a second mine - the "Osborne-Wallsend" - opened at a higher altitude at Mount Keira in April 1857 in the eight-foot seam. The "Illawarra Mercury" reported, "Illawarra is in possession of an article of domestic use and export not second in importance to the richest goldfield in the colony. ... Our black diamonds will promote commerce and add to our social industry". The coal was found very suitable for steamships.

Bulli district provided the third mine later in the same year when Thomas Hale of Woonona, under arrangement with Henry Osborne, the landholder, opened the Bellambi (also called the Woonona) coal mine three-quarters of a mile up the mountainside in a seam eight feet thick, 480 feet above sea level. A rough bush track was cut to the mine from which the coal ran down the mountainside on a shoot, and later on an incline, from the foot of which horse-drawn drays loaded it and conveyed it to the newly opened Bellambi harbour. The event was celebrated in November when Thomas Hale



tendered a luncheon to a number of citizens including Charles Throsby Smith, founder of Wollongong, F.P. MacCabe, D.W. Armstrong and their ladies in a tent erected on a temporary coal stage.

Bellambi coal was declared "little, if anything, inferior to the best Welsh coal" and it was soon being exported to Melbourne and Adelaide as well as to Sydney and later to China. Within a year a second Bellambi mine was opened by Taylor and Walker on Dr Bartholomew O'Brien's land three-quarters of a mile north of Hale's mine. Transport of coal to the harbour was improved when towards the end of 1858 Hale constructed a three-mile railway from his mine to the harbour. It was of wooden rails faced with iron except at the road crossings.

Taylor and Walker, however, after penetrating 300 feet struck a fault; mining stopped after a year's work and the land reverted to the owners. As a result of losses on the sale of coal, the wrecking of vessels and the difficulties and dangers of loading vessels in the open sea at Bellambi, Hale's mine closed in March 1863, Hale having lost the greater part of his wealth. The Bulli and Bellambi Company re-opened the mine later but it eventually merged with South Bulli.

Mount Keira led the trade for 1859 with 14,244 tons valued at £15,668, closely followed by Bellambi with 9449 tons valued at £13,393. The output of "O'Brien's Bulli" was valued at only £1136. It was explained in April 1860 that the "Bulli coal mines" were on the joint property of Dr B. O'Brien and "Mr Somerville" about a quarter of a mile north of O'Brien's and sixty feet into the 8'6" seam. A railway seven miles long skirting the beaches to Wollongong harbour was proposed but it was never constructed. The gigantic blackbutt and ironbark trees on the mountainsides were considered excellent for mining needs and were reported to be in plentiful supply. Tests revealed that "Bulli coal" was superior to any other for steaming purposes and a company was formed to operate the mines. Before the end of the seventies all British warships stationed in Australia used Illawarra coal and overseas ships bound for England, San Francisco, Torres Strait and the East used it.

Meanwhile Hale continued prospecting in Woonona which he had opened. As early as 1860 the miners in his employ threatened to strike for increased wages which he immediately conceded, thus preserving industrial peace after Newcastle Miners' Union delegates had visited Wollongong to seek miners' co-operation as members of a union.

Hale's services to the district in developing the coal trade were recognised by the citizens when a committee arranged a testimonial to him in 1863. In March the following year he was presented with a silver tea service at a dinner attended by many men of wealth and influence. His efforts made Illawarra coal known far and wide not only in the Australian colonies but also in England, China and California.

In 1861 a new mine above "Russell Vale, the seat of F.P. MacCabe" at the foot of the mountain slope was proposed, to be worked by Taylor and Walker and having a tramway to Bellambi. The construction of the tramway which crossed that of Hale near the wharf brought a riot between the men of each

proprietor. The coal trade was depressed in 1864 when a co-operative company to take over Taylor and Walker's mine was sought, but the mine closed and only in 1884 was its re-opening by MacCabe and Company further considered. It was eventually re-opened in 1887 at Russell Vale as the South Bulli Colliery, under the Osborne family, with W. Wilson as manager.

A new jetty was constructed at Bellambi Bay and a railway laid to the new colliery which was entered a mile south of the original Woonona Colliery. The jetty was 820 feet long beyond the high-water line with 26 feet of water alongside at low tide. The 150 waggons were made at the colliery works. The first shipment from the new jetty was made in November 1887. The mine was begun by Thomas Saywell of Sydney on land rented from Osbornes at ninepence per ton royalty, the coal selling at 4s 6d per ton free on boat. A public company was to be floated. The event was celebrated by a bullock roasted whole in the presence of hundreds of visitors.

The Woonona and South Bulli collieries were subsequently operated as one mine by the Bellambi Coal Company and connected underground, South Bulli having been purchased in 1901 from Ebenezer Vickery. Six locomotives with hopper waggons were used to draw coal to the wharf whilst an endless rope operated in the mine, which was then lit by electricity. The jetty extended 1630 feet from the shore, loading continued day and night and 1000 men were employed. Production continued at the "Model Colliery" above Woonona until the Great War in 1914 stopped production as the principal consumers were German shipping companies. The mine closed in 1916.

At Bulli itself the opening of mines by the Bulli Coal Company was sanctioned by Parliament in August 1862 and the mine officially opened on June 23, 1863 on the mountainside west of Bulli Point where a jetty was erected under the lee of a short reef. Coal was regularly shipped to Sydney from the beginning of 1863 and in August the overseas trade was opened by the first shipment to Shanghai, China, by the Ironside. James Shoobert who opened the first coal mine in Illawarra was secretary and later manager of the Bulli Coal Company whilst William Robson, first mine manager, was followed by William Somerville in July 1863 and he in turn by Alexander Ross in 1866. Shoobert originally traded in a sailing vessel to Wollongong where he settled and engaged in agricultural pursuits before entering upon mining. He died at Balmain at the age of seventy-one in 1876.

When coal was in demand its supply was governed by the availability of shipping and the operation of the jetty. Like Bellambi, the Bulli mine had its strike troubles. As early as 1867, when the manager put in larger coal "tubs" or skips, the men struck for pay in accordance with the extra coal they contained. James Shoobert and Alexander Ross conceded the men's demands and soon the trouble was over.

In 1867, when the purchase of a locomotive to replace the horse and bullock for drawing the waggons to the jetty was proposed, the correspondent remarked "... Who would have thought that the shrill whistle of the locomotive would be heard in the valleys of Bulli ...". The engine was built by Vale and Lacey of Sydney and was the first locomotive in the district. It arrived in May 1867 and began running when the mine re-opened

after the rebuilding of the jetty in August. A second engine was added shortly afterwards.

Trade depressions and work restricted to a varying number of days each week always adversely affected the miners. In January 1872 they asked the directors of the Bulli Coal Company for work as they faced financial difficulties, averaging only 15s to 1l per week over the previous year with 3s to be paid for rent, sixpence for doctor and eightpence for benefit society. At that time the mine was capable of producing 600 tons daily and employed eighty men. In 1871 it produced 35,253 tons. Horses were used in the pit to pull the coal trucks and young boys were employed to drive horses and open and close doors in the mine, before the 1880 Act compelled them to attend school. By 1876 the drives extended inwards about a mile in north-westerly and south-westerly directions from two entrances about 400 feet above sea level. Skips were drawn by horses to where the tunnel sloped towards the entrance and ran out by gravity to the screens. There the coal filled four-ton waggons which were lowered down an incline on the hillside from the foot of which they were drawn to the jetty a mile and a half away. The mine employed eighty miners and sixty-five labourers and boys.

Mining improvements were brought about with the coming into operation of the Collieries Regulation Act on June 1, 1876. Nevertheless small accidents in the colliery have occurred on rare occasions over the years, being mainly caused by falls of rocks. By the mid-seventies the coal measures had been surveyed and had been found to consist of several seams. The top seam six to nine feet thick rising southwards from sea level at Coal Cliff to a height of 800 feet at Mount Kembla was being worked at Bulli, "Osborne-Wallsend" (Mount Keira), and Mount Pleasant. Below it was found a four-foot seam, a 17 foot seam partly containing bands and refuse, a seven-foot seam and a 14-foot seam.

At Bulli a new pit or tunnel was opened north of the original one in 1878 and a new incline was constructed. The railway forked to serve both inclines and the village near them was called Pit Town. Coal continued to be shipped from the jetty which from time to time was wrecked by storms. "Black diamonds" grew to be an expression commonly used, not only to refer to the coal but also as a name for clubs, sporting organisations, hotels and businesses, whilst the Bulli correspondent of the "Illawarra Mercury" styled himself "Black Diamond". The first coal from the new tunnel and incline was sent away in November 1879. The tunnel continued in use for a quarter of a century until another tunnel was opened nearby for the Bulli Pass or "B" pit from which the coal was transported by road. The incline was abandoned and is now overgrown by trees. A landslide sealed the old tunnel entrance.

In the early eighties the four-foot seam was opened at Bulli but in 1885 a lock-out was caused by the inability of the men and owners to agree on the price for the "hewing and wheeling of the tubs". Early labour difficulties between miners and masters had been quickly settled but the seventies saw the establishment of unions throughout the colony. At Bulli the management faced the necessity of deciding whether to employ union men who went on strike to enforce the principle and were in turn locked out. The

"Illawarra Mercury" correspondent said in 1879, "Unions have become so general that it would appear that Bulli should be included in some association". The mine manager replied that the lock-out was not brought about because the men formed a union but because they attempted to dictate to whom the coal should be sold. The union was recognised provided it was not connected with Newcastle union (whose delegates had visited the south coast to seek and organise support) and provided that no attempt was made to interfere with the management's disposal of the coal.

The Bulli Miners' Lodge was formed in 1879 and met in Wilson's Hotel assembly room. Coal Cliff formed its miners' lodge in September the same year. A reduction of miners' rates by the owners in 1880 brought a mass meeting of miners who marched, led by the band, to Graham's paddock at Woonona where they decided to go on strike. Coal Cliff men returned to work after a week but Mount Pleasant and Bulli men held out. Unionism was still in its infancy. It lacked solidarity and Mount Pleasant men took up work at Coal Cliff. The Coal Cliff and Bulli lodges worked independently.

However in July 1886 a mass meeting decided to seek an eight-hour day from January 1887 and to amalgamate with the Hunter River district miners in a union which it requested Newcastle and Lithgow miners to form as a National Miners' Union. Disputes became slower of settlement and the miners were adamant despite the hardships involved. In 1886 the loss of wages compelled miners at Bulli to leave the mine company's houses and to live in tents. The strike started in August and in January the management decided to commence operations with free or non-union labourers brought from Sydney by the Merksworth and escorted from jetty to mine by the police. However when 40 men were brought down two weeks later the Bulli miners and their families, numbering 400 and including 150 women, mustered and blocked the tramway where the locomotive was halted with its six waggons of men as it attempted to cross the main road in the village - the "Queen's Highway" as the people called it. The free labourers were addressed by the crowd - thirty-six deserted to the crowd and four returned hastily on foot to the steamer. It was a day of excitement in Old Bulli and demonstrated the solidarity of the people. Nine men from the crowd were later found guilty at the Bulli Police Court of obstructing with violence Robert Pollock in driving his engine and were fined £2 each.

The strike collapsed soon afterwards and the men agreed to work after six months without work - the longest stoppage to that time in the district. All were impoverished and in poor circumstances and the miners gave preference in returning to work to the married men. Lots were drawn to select the order for return and within one month those who had returned - those whose families needed them sorely - were swept into eternity in the great mine explosion which left dozens of widows and fatherless children in Bulli's greatest calamity.

Work was proceeding normally on Wednesday, March 23, 1887 when at 2.30 p.m. a great explosion in the mine blew out from the pit mouth unconscious the boy Herbert Cope and scattered a heap of pit props from the tunnel. Eighty-one miners, of whom 17 were boys, and including fifty old hands who were married men with families, were entombed. Lang, Chalmers, Scott and Hope, in the absence in Wollongong of the mine manager Alexander Ross, were first to enter the mine after the explosion. Lang drawled out almost

overcome with gas and the others followed. Women and children gathered about the pit top and distressing scenes were witnessed. All the first relief parties were overpowered by gas in the tunnel. Finally a large number of volunteers, including former strikers not returned to work, were successfully led into the mine by J.O. MacCabe, manager of Mount Keira; J. Evans, manager of Mount Kembla; J.C. Jones, manager of North Illawarra and W. Williams, manager of Clifton. The bodies of the victims were recovered and carried over a mile to the tunnel mouth where identification proved extremely difficult and for many impossible.

It was reported of the killed, "The remains are in some cases burned to a cinder. The heads are smashed in, the arms and legs broken, and fearful gashes appear on the bodies. The clothes in many cases are burned to ashes. The hair is singed from heads and faces and the flesh roasted and shrivelled ..."

Eighty-one bodies were recovered. On the Friday 80 men were employed digging graves beside St. Augustine's Church of England, in the shadow of which the coffins were placed as they arrived, awaiting completion of the graves. The burial services were read at various hours of the day by Rev. H.W. Taylor to whom telegrams had been sent to Parramatta where he had been resting preparatory to going abroad and who had immediately returned to Bulli.

Some graves contained fathers and their sons; eight Roman Catholics were buried at Fairy Meadow Roman Catholic cemetery (later Corrimal); some Presbyterians at Woonona churchyard and the unidentified at Bulli.

Without delay the Mayor of Wollongong called a public meeting to plan assistance for the widows and children, £500 being found at once. Memorial services were held in all the churches on the Sunday. Fifty widows and 150 orphans remained alive to tell the tale. The inquiry held at Bulli Oddfellows' Hall by C.F. Smith assisted by G. O'Malley Clarke was the longest on record for the colony. The jury found that the men met their death by a gas explosion and added a rider reflecting on the safety measures taken by the management. A Royal Commission was appointed by the Government to enquire into the cause of the explosion. It sat in Wollongong Town Hall. Its finding reflected on the precautions exercised by the men and recommended that measures for safety be taken where gas existed in the mine.

A relief fund brought £22,000 to the Lord Mayor of Sydney within a month and eventually totally £40,000. The money proved more difficult to distribute equitably than to raise and its distribution was governed by an Act passed by Parliament the year after the disaster.

To commemorate the miners lost in the disaster the Government proposed to erect a monument in the public park at Bulli but the people strongly opposed the suggestion. Their alternative proposal to erect it near the graves of the miners in a special enclosure beside the Bulli Church of England cemetery was adopted. A brown and grey obelisk in Scottish granite was erected and it was arranged that an unveiling ceremony should be performed by the governor, Lord Carrington, on the first anniversary of the

disaster. After all arrangements were completed by the local committee Sir Henry Parkes telegraphed that the monument was not ready for unveiling and the ceremony was cancelled.

Disappointed at the turn of events the miners held a public demonstration at Bulli park on the day selected. The miners of Bulli, North Bulli and Coal Cliff mustered at Robbinsville and marched to the Oddfellows' Hall at Bulli where they were joined by the Oddfellows, and all marched to the park past the church grounds where sixty-two of those killed were buried and where the obelisk was almost completed. Twelve hundred men, women and children were present. The obelisk was enclosed in an iron railing in 1890 and there it stands today carrying the names of those lost in the disaster. The memorial was renovated by the miners in 1939 and the last surviving widow died in 1942. The "boy Cope" died aged 84 at Hurstville in 1952.

Coal production resumed at the mine in July, when repairs costing £3000 had been effected. The four-foot seam was first worked and a month later work began on the eight-foot seam. The following year saw all collieries working to capacity and in Wollongong harbour 19 ships were moored at one time in September. The new Port Kembla always saw three ships in the bay and Coal Cliff jetty was used for loading the whole time the sea permitted. Bulli jetty continued to be used despite collapses in 1907 and 1912.

At Bulli John Evans, formerly manager at Mount Kembla, became manager in 1889. In the following year naked lamps were reintroduced in place of Davy safety lamps, resulting in several miners leaving the pit. In most mines, however, the use of safety lamps continued until the opening years of the twentieth century when electric safety lamps were introduced into the mines one by one. The year following the mine disaster the Newcastle Miners' Union men visited Illawarra to assist the miners to put their union on a firm basis, to obviate any repetition of the misfortune brought about by the failure of the strike of 1887. John B. Nicholson arrived in Australia at that time and soon became secretary of the miners' union. He gained a seat as a Labour Member of Parliament in 1891 and held it until 1913.

During the decade prior to the Bulli mine disaster the demand for Illawarra coal grew rapidly. In an effort to meet it the Coal Cliff Coal Mining Company was formed in 1877 to mine coal at the coast "about six miles to the northward of Bulli Coal Company's works and Westmacott's Pass" on the very site where the first coal seam was discovered in Australia by Bass. The company appointed Thomas Hale as manager and A. De Flon as overseer. Operations began on the "magnificent black diamond seam presenting itself just above high water mark" on the southern portion of the Stanwell Park Estate originally owned by Sir Thomas Mitchell, after his death in 1855 by his son Campbell Mitchell, and subsequently purchased by Judge Hargrave who in turn sold the southern portion to Hon. Alexander Stuart, M.L.A. who also secured the mineral rights of the estate extending northwards along the headwaters of the Hacking Creek, later called Lilyvale. The company operated in "the Bight at Coal Cliff, the deepest indentation in the coast between Bulli and Port Hacking".

From the narrow bridle track running northwards from Clifton a road had been formed to a point above the site selected for the jetty and a timber slide was built down the 120 foot cliff for delivery of the materials. Turpentine timber was used in the construction of the jetty which extended into the open sea 400 feet, being sheltered only by a submerged reef. The top of the jetty, twenty feet above sea level, carried on its inner end a double line of rails which ended at the perpendicular cliff sufficiently low to enable the coal screens to be erected above at the mouth of the tunnel in the six-foot seam. Shipping was easy and possibly not easier in any part of the world. There was 1000 feet of covering over the coal.

Workmen reached the mine from the road above by rope ladders, and cottages for miners and manager were erected on a small shelf 250 feet above and to the south of the mine. The "Illawarra Mercury" of September 25, 1877 said, "This nucleus of a village is named Clifton, the object being to continue the historic name of Coal Cliff as far as possible". The need for a school at Clifton and for the improvement of the road to Bulli - a mere bush track along the sea front and over the headlands - was mentioned.

The first cargo was taken away in January 1878 on the steam collier Eagle which had landed iron and machinery for the mine and jetty. The collier took 200 tons, the first 100 tons being loaded in an hour. Alexander Stuart, Sir John Robertson and Hon. William Bede Dalley were present to witness the event, to celebrate which a day's pay was granted to every employee. The greater portion of the jetty was washed away in June and a new jetty erected four feet higher. Eighty men were employed at the mine. Two steam colliers were ordered from Glasgow. They were launched as the Hilda and the Herga in March 1879 and arrived in Australia in June. Meanwhile the Ne Oblie and Tasmania loaded coal regularly at Clifton jetty.

After successfully opening the mine Hale left for Sydney in 1880 and Charles Harper was appointed manager, in turn handing over to Charles Stuart in 1883. An average of 140 men was maintained on production to the new century. Hale died at Grafton aged 65 on March 16, 1883.

The small coal, for which there was no demand, was at first thrown into the sea. The collapse of the jetty in 1881 brought work to a standstill and miners sought work elsewhere whilst awaiting its repair. Mining operations were fraught with difficulty, landslips interfering with the work at times. In January 1879 a slip of 200 tons of earth and stones north of the tunnel mouth gave cause for alarm. Despite difficulty the progress of the mine was unequalled in the colony and achieved immediate success. Although the jetty suffered damage it was constantly repaired and continuously used for shipping.

A new Illawarra Coal Mining Company was formed in 1883 when W. Wiley at Coal Cliff turned the first sod of the first shaft in Illawarra. The shaft was in the centre of the company's land, was 100 feet deep and near the route surveyed for the proposed Illawarra railway, facing the ocean "not thirty-four miles from Sydney". The company proposed to subdivide the land for town lots.

Meanwhile a move was made in January 1878 to open a mine at North Bulli Estate "about eleven miles north of Wollongong" for which the North Bulli Coal and Iron Mining Company Limited was formed in 1876 with a capital of £20,000. The four-foot seam was opened out and it was proposed to erect a shipping jetty under the lee of Long Nose Point but little was achieved. In 1884 another company, the North Illawarra Coal Company, proposed to open two or three collieries between Billi and Clifton with a jetty on the north of Hicks' Point, also called Long Nose Point, at North Bulli.

The area known up to that time as North Bulli received a new name "Austermere" with the opening of the coal mine but that name was already in use for a place between Bowral and Moss Vale and it was changed to Austinmere by newspapers in 1887. Mines Department reports, however, used "Austermere" until 1895 when "Austinmere" was substituted, although by that time other sources had dropped the final "e".

At the North Illawarra mine the mile of railway from mine to jetty, passing beneath the Illawarra railway not far north of Austinmer station, was completed in December 1886. The jetty was 860 feet long. Production began and increased rapidly, giving employment to over 300 men for ten years. Coal loading began in January 1887, the steamer Waratah of 268 tons being chartered to carry the coal. In 1888 the production of 123,000 tons was surpassed only by Mount Kembla on the southern field. In June 1887 the vessel Waratah was washed broadside on to the rocks 300 yards north of the jetty which was just north of the later site of "Headlands". Its engine and fittings were salvaged in August and the hull left to be destroyed by storms. The boiler is still there.

In 1889 another mine was opened by the company about a mile farther north, linking by rail to the jetty, crossing the main road and Illawarra railway on the level. The two railways met at the jetty. The Austinmer colliery closed at the end of 1895 and the more northerly, North Bulli, mine in 1898. The jetty was abandoned and destroyed by fire in 1915.

The construction of the Illawarra railway in the eighties made possible development in the wild country north of Coal Cliff on the headwaters of Hacking Creek in the Parish of Heathcote. Coal was known to exist there when in 1884 at "Heathcote", later called Camp Creek and then Helensburgh, Charles Harper carrying out drilling operations. Coal was struck at a depth of 847 feet beside the 28 mile peg of the railway, on land owned by the Cumberland Coal and Iron Mining Company, which held 18,000 acres taken up in July 1883 by James Fletcher M.L.A. and John Coghlan who formed the company in November. On Camp Creek, where water was abundant, Harper failed to find coal at 726 feet and tried again $1\frac{1}{4}$ miles east when a seam six feet thick was discovered. Plans were made to sink a shaft on the same level four chains from the proposed railway line.

The opening of the mine was expected to permit coal being sent to the ship's sides in Port Jackson, thus making it unnecessary for them to sail to Newcastle to coal. The construction of the Illawarra railway south of Waterfall made it possible to get an engine to the mine in September 1886 and work began. The company had a 99 year lease. In 1887 the Metropolitan Coal Company was formed with greater capital in place of the former

company, to work the area from Madden's Plains to Heathcote. Boring operations had revealed a seam 12 feet 3 inches thick at Helensburgh at a depth of 1100 feet and the company laid out a township above the colliery. The shaft was sunk 16 feet in diameter, the first sod having been turned on March 3, 1886, by Sir Robert Wisdom. By July 1888 ten trucks of coal per week were being sent to Sydney. On August 4 the manager, Charles Harper, was killed whilst drawing an engine to an air shaft. He was to have been buried in the Presbyterian cemetery at Woonona but by an undertaker's mistake was interred at Bulli Church of England cemetery. His friends erected on his grave a memorial which may be seen there to this day near the Bulli disaster graves.

The engine and winding gear for the 1100 foot shaft were placed in operation the following year and prospecting at Otford reached coal at 661 feet. Helensburgh sent 300 tons of coal to Sydney daily in 1890, using three government trains. In 1891 it was described as "the most perfectly arranged mine in Australia" and was inspected by the Governor of New South Wales, Lord Jersey. The mine had the largest winding gear in Australia, raising a seven ton load in 28 seconds. In 1906 the New South Wales Government Railways took 200,000 tons per annum and production has continued and grown from that time, providing a valuable industry to the country and supporting the mining township of Helensburgh for the development of which it was responsible.

During the years of development of the mines of northern Illawarra the mining industry began to revive at Bellambi and Woonona after a quarter-century of idleness, during which Bulli became the centre of the coal trade of that part of the coast. The beginning of 1889 saw a revival of mining at Woonona and Bellambi or South Bulli. After Hale's early financial failure the Woonona colliery remained unworked for 25 years during which the tramway and jetty rotted away and reverted to nature. A new Bellambi Coal Company under Mitchell commenced by arrangement with the Osborne family. The new colliery was opened on the range above Woonona between two tunnels by which the former mine had been worked by Hale, the old adits being used for ventilation. A new jetty of turpentine piles was erected a little north of South Bulli jetty by A. De Flon to a length of 1300 feet. The new colliery was to supply coal to the firm of Mitchell and Woolcott-Waley. The company had £60,000 capital and rebuilt the railway to Bellambi, following the route of the previous line, with a bridge 300 feet long spanning the creek or lagoon near Bellambi harbour.

The mine was formally opened on November 9, 1889 by Sir Henry Parkes, Premier of New South Wales, who travelled from Sydney in a special train accompanied by Lady Parkes. The train was backed along the company's line across the main road at Woonona just south of Gray Street to the site of the mine and was then run down to the jetty at Bellambi for luncheon. Mitchell retired in 1892, leaving Woolcott-Waley in charge. He died in 1897.

At the same time South Bulli mine, originally Taylor and Walker's, was reopened with William Wilson as manager, bring a new Bellambi village near the intersection of the Illawarra railway and the South Bulli Company's railway. The mine employed 270 men in 1889 and has continued to employ a

like number since. It was purchased by Ebenezer Vickery in 1890 and by the Bellambi Coal Company in 1900.

The labour troubles of the 1890s with their strikes were reflected in the mines and the Woonona women blocked the coal line to free labourers as the Bulli women had done three years before. In June 1891 gas was discovered in the South Bulli mine and a light explosion resulted in the death of one miner. The new incline was built at South Bulli in 1909 to increase the output, new endless rope haulage and a new tunnel being installed. Horse transport continued in the mine itself as it does to this day but an endless belt on the hillside replaced the incline in 1956. Underground South Bulli linked with the old Woonona mine and the railway from Woonona to the jetty was abandoned early in the twentieth century. Landslides on the mountainside in 1950 wiped out the old Woonona incline and today undergrowth predominates where Thomas Hale originally began the mine.

Farther north the Illawarra Coal Company proposed in 1889 to open a mine near South Clifton railway platform and another a short distance north of North Bulli mine with a railway to North Bulli jetty $2\frac{1}{2}$ miles long. The South Clifton mine was opened opposite the Scarborough Hotel by W. Wilson with a 150-foot shaft in 1891 and production began. Electricity was installed in 1902 but the pick and shovel mining continued, the coal being despatched to Darling Harbour for ships' bunkers. The mine closed in 1920.

The new century saw the opening of new collieries and the development and modernisation of earlier ones. A new colliery was opened between Austinmer and South Clifton in 1902. It was called the North Bulli colliery and rails joined the government railway. It was the development of a former mine abandoned earlier because water impeded mining operations. As usual on the south coast it had an incline above the government railway, on which in August 1902 a new platform incorporating a post and telegraph office and called Coledale (the first appearance of the name), was opened. The mine was opened and operated by Cliff, Hyde and Cater. T. Cater was manager and 100 hands were employed. Its opening was celebrated with a banquet in November 1903. Sullivan longwall coal cutting machines were installed in 1904. Coke works to make 100 tons a day were built in 1905. Two locomotives and 150 waggons were used and 50 ovens were built. The number was increased to 100 in 1908 and coke was sent to Cobar and Eskbank (Lithgow). Coal was sent to Port Kembla for shipping from the North Bulli Company's jetty there. The coke works thrived for a number of years until the mine closed in 1926. Attempts were made to reopen the mine and coke works in the depression years of the early thirties and then they were abandoned. Little remains on a level spot near Coledale station today to mark the site where the ovens stood. The mine itself still operates on a small scale, the product being carried away by motor trucks.

At Thirroul the first Excelsior colliery was opened by J.S. Kirton in 1900. The New Excelsior colliery was opened by Thomas Ryan and P. Carroll below the Bulli Lookout in 1905 with an incline from which the coal was carted in drays at the rate of 14 tons daily to the railway station, from which it was despatched to Sydney to fill small orders. Production rose to seventy-five tons daily and a company formed. A new tunnel was opened in 1914 and production stepped up to 750 tons daily. An incline to the south

coast railway where coal screens were erected was built in 1916. An endless rope system operated in the mine and the coal continues to be used for railway purposes at Thirroul yard.

New practices in the use of coal brought the establishment of coke ovens along the coast. The sites of the majority were at first near the pit-heads but later many were closed and demolished and the coal was sent direct to Port Kembla ovens after the steelworks opened in 1927.

The Bulli coke ovens were built for George Adams and managed by William Wright near the north-east corner of the coal company's crossing of the government line, twenty being placed in service on July 20, 1889, turning the small coal into coke. The number of ovens was later increased to forty. A loopline to link the company's line with the government railway which it crossed on the level was built in 1890 and the first load of 400 tons of coke was despatched from Bulli to Broken Hill via Port Pirie. C. Plimmer was foreman, succeeded by J. Morgan.

The growth of Port Kembla with better shelter than the coastal jetties drew the coal of several of the coastal mines for shipment there. Trains travelled by a loopline from the main line at Unanderra until the Port Kembla line was built from Wollongong in 1917. The old Bulli jetty was also used for loading coal and coke for various centres. The appearance of industries at Port Kembla in the twentieth century increased the demand for Bulli coke which was used by all principal smelting companies and in San Francisco. Twenty new ovens were added at Bulli in 1908.

Coke works of 100 ovens were built in 1903 at the intersection of the Bellambi Company's line and the government railway half a mile north of Bellambi station for the Broken Hill Proprietary. They operated for a quarter of a century before abandonment, the coke being shipped to Broken Hill via Port Kembla and Port Pirie. At South Clifton 32 coke ovens were built in 1899 and operated at the mine. They continued in use until 1919 when the colliery was closed and abandoned, leaving the remaining coal to be extracted from the adjoining mine at Wombarra, which in more recent years has been operated on the endless belt principle.

The Coal Cliff Mining Estate and steamers Hilda and Herga were acquired in 1892 by Hon. Ebenezer Vickery M.L.C. and John Kerr Clarke. The steamers were let on charter and plied with other coastal cargoes as well as Clifton coal. E. Vickery and Sons took over in 1902 and Coal Cliff Collieries Limited in 1909. The collier Herga plied regularly from the Clifton jetty but in 1910 a shaft was sunk at Stoney Creek to connect with the tunnel of the original Clifton mine. This ushered in a new era in the despatch of coal by train and the decline in the despatch of coal from Clifton jetty until it was abandoned soon afterwards. It was demolished in 1924.

The original mine threatening to creep and crush the pillars was abandoned in favour of the new mine. The reconstruction also brought the construction near the entrance to the railway tunnel of the Coal Cliff coke ovens which are the only remaining examples of the early industry along the railway in the Bulli district, their glow seen from the night trains being particularly impressive.

The twentieth century saw the consolidation of existing mines and the abandonment of smaller ones, leaving a number of abandoned tunnels scattered along the seam on the mountainside. Mining continued at Helensburgh, Coal Cliff, Wombarra, Coledale, Thirroul, Bulli Pass, Bulli and South Bulli during the first half of the twentieth century, during which unionism continued to grow. The Coal Miners' Federation was formed in 1908. In 1909 a great coal miners' strike on the south coast developed when the men claimed that the conciliation board had conceded nothing during the preceding twelve months. The mine horses were taken out to grass; coal stocks became short and business became depressed. The strike became a struggle between the miners and the Government which ordered the owners to reopen the pits.

Peter Bowling, the Miners' Union leader, visited the coast to address the miners as did Hon. W.M. Hughes, whose motor car broke down en route leaving him to complete the journey by horse and sulky. Ballots of miners resulted almost evenly. The Government passed the Industrial Disputes Amendment Act and prosecuted the leaders for organising the strike. Peter Bowling spent nine months in Goulburn Gaol. After four months the miners favoured return pending a decision by the wages board which, when given six months later, reduced the hours of work and increased miners' pay, basing its decision on a selling price of 8s 7d per ton for coal. Again from March to May 1913 a strike of miners caused an industrial upheaval and there was much distress. The Miners' Federation has since played an active part in protecting and advancing the interests of the men.

The twentieth century, too, saw the development of mine rescue equipment. Bulli had seen the disaster of 1887 and the disaster at Mount Kembla in 1902 underlined the necessity for providing apparatus to enable those not killed to be brought out alive and the rescuers to enter and return through gas in times of emergency. The disaster at Bellbird on the Newcastle field in 1923 was followed by the passing of laws requiring proprietors to establish and maintain rescue stations.

The first were established at Cessnock, Cockle Creek and Lithgow. The fourth, established at Bellambi to serve the thirteen mines from Wongawilli to Helensburgh, cost £18,000 and was completed in 1927 beside the Prince's Highway near its crossing of the South Bulli coal tramline. Its equipment includes a well equipped rescue car, reviving outfits, oxygen cylinders, stretchers, safety lamps, portable telephone with 1000 yards of wire, fifteen Proto outfits and a cage of canaries. Regular drills are held by the rescue team which is well acquainted with all the mines in its area.

After the First World War the necessity for more hygienic facilities for coastal coal miners was first pressed by W. Davies, M.L.A., after a visit to Broken Hill where he saw hot and cold showers at the mines, the miners coming and going in clean clothes. Prior to that Illawarra miners and coke workers travelled to and from work sometimes up to twelve miles in trains in wet and grimy clothes covered with perspiration and coal dust. The practice was dangerous to health and caused discomfort not only to the miners themselves but also to other members of the community. Its degrading moral effect was further emphasised when the miner on arrival home had to take a bath in front of the kitchen fire. In the tiny miners' houses of those days there was neither bathroom nor place for the family to

retire whilst the miner washed. His health suffered in draughts. Some miners built bag humpies near the mines using kerosene tins for water from the boiler house to wash themselves before going home. Coal Cliff colliery led with the installation of showers and change rooms in August 1918.

In an excellent speech W. Davies, an ex-miner member of the Legislative Assembly, pressed the Mines (Amendment) Bill before the House, which passed the measure requiring mine owners to provide bathing facilities and other comforts for the men. Mid-twentieth century colliery owners in their turn are following not only the letter but the spirit of the law, possibly the outstanding example being that of the Australian Iron and Steel company which has a block of buildings at its modernised Bulli colliery where toilet facilities, if not superior, are equal to any which might be found in the homes of the men.

Miners today travel to and from work in clean attire, in comfort and health, and cannot be distinguished from other citizens who in former years shunned them in public transport in an effort to protect their own attire and self-respect. The modern miner has high morale, deserves and earns the respect of his fellow-men, and in his occupation contributes a more than ordinary share to the national economy.

Production at the mines has increased year by year to meet the great demands of the steel and allied industries and a century of mining on the south coast draws to a close with the outstanding new development of the old Bulli colliery by Australian Iron and Steel Ltd.

Back in the nineties, after the mine was re-opened following the disaster, the burnt seam and faults were struck, resulting eventually in slowing down the mine and in its closing after £10,000 had been expended in a fruitless attempt to find the coal seam. After a time the "A" and "B" pits were worked. For the latter a steam traction engine was installed in 1898 when it was feared that it would frighten the horses of the neighbourhood. George Adams, licensee of Tattersall's Hotel in Pitt Street, Sydney, bought the "A" mine for £10,000 and in 1895 reconstructed it and the jetty and boosted production. In 1909 work again languished when another basalt dyke or fault was struck, delaying work until boring behind the Bulli Mountain found the seam at 1168 feet deep. Again in 1925 cindered coal was struck and abandonment threatened, as in those days it could not be used in industry, until boring ahead found the eight-foot seam. With the mine in three miles a new ventilator shaft became necessary. It was sunk two miles south of Bulli Looking and concreted from top to bottom, being the first of its kind in Australia and the first in the world to be poured direct from the mixer to the sides of the shaft. At that time the mine was valued at £350,000. The Estate of George Adams continued to work the mine as the years passed, although it was not considered to be flourishing, having only 130 employees when in 1936, with the increasing needs of Port Kembla steel manufacture, Australian Iron and Steel Ltd bought it.

When the mine was taken over it was being worked with pick mining and horse wheeling with one-ton skips on a twenty-four inch gauge line with an endless rope $3\frac{1}{4}$ miles long, travelling at two miles per hour, skips being drawn from the working faces by pit ponies, as had been done in mining from

the earliest days. To increase and facilitate production the company decided to abandon the old tunnels which followed the coal seams and had uneven grades and rope haulage to build a new tunnel $2\frac{1}{2}$ miles long with a slight outwards down gradient to eliminate the incline and to instal 25 ton diesel locomotives on the main haulage roads. These travelled at 14 miles per hour drawing 35 to 40 axleless skips on a 3 feet 6 inches gauge railway adopted as standard in the mines, each skip carrying ten tons of coal. Ten-ton electric locomotives hauled the coal skips from the face to the main haulage road. The new tunnel was completed in 1953 and the former tunnel higher up the mountainside and the incline abandoned.

After meeting coal the main tunnel proceeded farther to reach eventually a distance of seven miles from the tunnel mouth. By a rigid time-table trains arrive every 25 minutes at the Bradford coal breaker where the trucks are automatically drawn in by a creeper, and tipped in a tippler or tumbler and transferred to a line of empties which are taken, after delivering the full train, by the locomotive and returned immediately to the mine. The mine itself is fully mechanised with electric borers, Sullivan coal cutters and Jeffrey-type mechanised loaders, water sprays being used in all operations to reduce the movement of dust so injurious to the health of miners when uncontrolled.

From the Bradford breaker the coal is automatically taken by endless belt to a 1000 ton storage bin from which it is let through a shoot into 60 ton coal waggons, the largest of their kind in Australia, and transported to the company's coke ovens at Port Kembla. Service buildings erected at the tunnel mouth include bathrooms and change house for mine employees; engineering shops and offices. Lawns and gardens surround the pit head and works. An attractive bus terminal and car park complete the picture of the surroundings from which a panorama of the broad blue waters of the vast Pacific Ocean is obtained.

From the storage bins the trucks are shunted along the embankment and steel overbridges erected over the Prince's Highway and government railway in 1953. They replaced the level crossing formerly in use. From the sidings near the jetty abandoned after the seaward end was washed away by storm in 1943 the trucks are taken on the government railway to Port Kembla where the number of coke ovens was increased from 72 to 144 in the years from 1950, the Bulli coke works being abandoned. In 1953 the mine became one of the most modern in Australia with an output of 3000 tons of coal per eight-hour day.

That achievement ensures the continuation of production which in turn, combined with the output of the coastal collieries, secures the enduring prosperity of the district which developed about the mines of Bulli during the century since the mines were opened. Today the mountainsides stand with their beauty unspoiled by evidence of the great contribution to industry which they have made.

CHAPTER 4

TWIXT CLIFF AND OCEAN

1841-1888

The years during which the coal trade grew saw the growth of the district both commercially and socially, as one by one the various villages appeared with the opening of the mines, and the roads developed to link the district overland with Sydney, with which it had been linked also for over half a century by the seaway.

Bulli was brought into prominence in the forties with the opening of the mountain passes for traffic. Surveyor Burnett in 1841 found tracks from Appin to the coast being used. In 1844 Captain Westmacott, who had secured land north from Cornelius O'Brien at Bulli where he resided, found another route up the Bulli Mountain. It began west of his own house and followed westwards up the ridge still used for Bulli Pass, but instead of turning south and proceeding to the Elbow as the pass does today, it turned slightly north-west and made almost straight up the mountainside, as is shown on the Wonona Parish Map to this day. The cost of clearing the road was paid with money collected from settlers and by August became the most favoured track used by horsemen from Wollongong to Sydney although the "Illawarra Hill", as the pass was called, was considered difficult. The bridle track was the forerunner of the famous Bulli Pass, the lower half of it remaining on much the same route after one hundred years.

In 1852 Deputy Surveyor-General Perry had a road built so that carriages could drive for the first time from Appin through Broughton's Pass down Mount Keira to Wollongong. At the same time road work was carried out on Bulli Mountain - probably on the road along the top to Mount Keira. Perry reported the road down the mountain at Bulli both difficult and dangerous. At the same time grew a demand for improved communication with settlements along the narrow plain between the mountains and the sea from Wollongong towards Bulli.

After the visit to Wollongong of Governor Bourke in 1834 the Bulli Parish Road was laid out by Surveyor Mitchell from the intersection of Keira Street and Smith Street. A gang of convicts made the road as far northwards as Para Creek and after that it was only a bridle track to Bulli until 1846 when Fairy Meadow settlers held a meeting to elect trustees under the Parish Roads Act so that the road could be formed. The trustees elected were Captain Plunkett who had a farm at Plunkett's hill near where MacCabe had his property at Russell Vale later; Dr Cox who had a farm adjoining Plunkett's on the south where Corrimal grew; and Anderson who had a farm at Fairy Meadow. Mitchell had laid out the road along the edge of the surveyed land, which took it over hill and dale with some very steep pinches. There was much unsuccessful opposition, including that of Westmacott of Bulli, who wished the road to keep to the flats on the seaward side of the ridges. Plunkett and Cox succeeded in having the road made past their properties to avoid making by-roads for themselves.

Northwards from Plunkett's hill the road curved seawards around the top of Cawley's hill and Charlesworth's hill. Pieces of land were cut from that of Cawley, Farragher and Collaery for the passage of the road which ended at Fry's store, near where Gray Street met the main road later at Woonona. When the road was made it was not metalled, the dirt from the watertables being thrown into the middle of the road. Plunkett's and Cox's hills were very steep at first and vehicles had great difficulty in getting over them until they were cut down at some expense. From earliest times until the sixties horsemen rode by the route along the beaches.

The first rate was struck by the road trustees in 1846 at 4d per acre on all land lying within three miles of the road. Alexander Stewart was the rate collector. All creeks were forded and there were no bridges until the road was later taken over by North Illawarra Municipal Council and the tollbar established at the municipal boundary to secure a road contribution from those using it living north of the rated area. In May 1859 the "Illawarra Mercury" reported that Thomas Haywood's tender of £13 15s per mile for work on the Bulli Road was accepted. A toll-bar was established on the Bulli Parish Road about 1871 and the right to collect tolls was sold annually by North Illawarra Council by public auction. The toll-bar was always unpopular and strongly objected to and was eventually closed in April 1881.

Development of the road proceeded but the increasing horse-drawn traffic in the early seventies compelled the easing of grades and the bridging of creeks. Plunkett's hill, known in the new century as Black Cutting, south of the South Bulli tramline, was cut down in 1873 when soft coal slack which is still visible was struck near the bottom of the twenty-foot deep cutting. The road trust relinquished office in 1878 after which the Government took over.

Meanwhile Benjamin Rixon discovered a new route down the mountain. In 1847 and the following year subscriptions were collected to build a seven feet wide road which was opened in December 1848 and used by the post boy. Whilst the track down Mount Keira was used by Wollongong traffic, it did not suit Bulli residents. The new Rixon's road also compelled Bulli people to travel a few miles south before climbing the range and turning north again. The road had grades of 1 in 2½ compared with 1 in 5 on Mount Keira but was considerably used when ten years afterwards the Government called tenders for its improvement. In 1857 residents showed their appreciation of Rixon's services by presenting him with an inscribed silver salver and purse with 100 sovereigns, saying that the road, "in its designation as Rixon's Road would perpetuate that name to succeeding generations".

On completion of the road for vehicles in 1858 James Wright of Balgownie drove a cart and C.T. Smith, pioneer settler of Wollongong, a carriage on the pass which immediately became the mail road when Larkin placed a four-horse coach on it. A road along the mountain top to the road up Westmacott's Pass was made to connect with the track to Appin. When returning to Appin from a visit to Wollongong in October the Governor, Sir William Denison, followed the road accompanied by Rixon himself. On the way he inspected "Bellambi Vale" known later as F.P. MacCabe's home at Russell Vale.

The old track from the top of Bulli to Appin was rebuilt as a coach road in 1859. At the top of the pass on "Bulli Mountain" Biddulph Henning built a cottage on his 180 acre selection in 1855. His cottage was a noted landmark on his farm for some years although he sold to Henry Osborne in 1857. Whilst resident there he and his sister walked down the mountain and drove to Wollongong.

Bulli people always pressed for the construction of the road down Bulli Mountain. Whilst saving cost was always argued, undoubtedly Bulli people were actuated by private convenience and business possibilities for they always claimed that Rixon's Pass was too roundabout for Bulli and Woonona residents. In January 1857 the people pressed for construction of the road down Bulli Mountain to connect both with the road to Appin and that across Madden's Plains to George's River and Sydney.

In September 1863 it was reported that the mail contractor G. Organ and settlers had cleared and formed Westmacott's Pass and that a wheeled vehicle could then ascend. The route was shorter than Rixon's Pass. In March 1864, following Surveyor Bolton's recommendation that Bulli Mountain Road be constructed, a deputation met the Secretary for Lands and pressed for action stating, as subsequent deputations did, that the mail boy always used Westmacott's Pass in wet weather rather than Rixon's Pass, which was subject to landslides and on which the government money was spent.

Eventually, after continued agitation, an amount of £2500 was placed on the Government estimates in December 1866 and in April 1867 the tender of Andrew Turnbull was accepted for construction of the road. The new road left Westmacott's Pass half way up, ran southwards, gradually rising on the mountain shelf, swung round the Elbow and ascended the mountainside to reach the top at about the same spot as the earlier road. The "Sydney Morning Herald" of 20 June 1868 reported that the first wheeled vehicle had used the road and the "Illawarra Mercury" of 11 September stated that both the mail and day coaches had commenced travelling by it.

They, of course, travelled from Wollongong to Appin and Campbelltown to which the railway was opened on 17 May 1858. Prior to the opening of the coach road people rode on horseback or travelled in the mail cart to Campbelltown where they took train to Sydney to avoid what was popularly referred to as "the disagreeable sea voyage". The fare by "four wheeled vehicles" from Wollongong to Campbelltown was 12s in 1860.

Coaches and other vehicles travelling the Appin Road were assisted by the construction in 1873 by the Appin Road Trust of bridges at the Loddon River and Kings Fall where floods frequently held up traffic until the water passed down the streams. W. Stoddart was contractor for the work which he completed the following year. In February 1874 Henry Parkes visited Illawarra, travelling over the route after going by special train to Campbelltown and visiting the Appin and Bulli schools on the way. In April, 1880, the Government gazetted the road from Campbelltown via Wollongong and Kiama as the "main south coast road".

The growing use of the Bulli Pass brought demands for improved safety for the public and in 1878 the sum of £150 was provided by the Government for

fencing, the need for which was emphasized by a coach accident. The day coach in which were J.A. Mann and Hugh Taylor M.L.A. for Parramatta went over the side and capsized at the Elbow, flinging the passengers into the mud and smashing the top off the vehicle. The injured were conveyed to the Harp Inn at Wollongong where they were treated by the nearest medical man, Dr Lyons. They returned immediately by boat to Parramatta via Sydney but Mann died shortly afterwards as a result of the accident. That became the first of a long list of accidents to occur at the Elbow and elsewhere on the pass although fencing erected at the end of 1878 and repaired and replaced in subsequent years has contributed greatly to their prevention.

In October the same year the day coach, driven by Thomas Kelly, the driver involved in the previous accident, again capsized at the Elbow through the horses bolting. Although the coach rolled on its side the new fence saved the passengers from serious injury. Waterworth's day coach from Campbelltown capsized in September 1880 and the inside and outside passengers were all badly hurt in what was the first accident to a coach of that line. The passengers were taken to various hotels in Bulli for treatment.

Road communication with Wollongong developed in the sixties and in 1868 A. McIntyre of Woonona began a horse bus service to Wollongong at a fare of 1s each way. In 1870 two new ten-passenger "sociable" coaches, which passengers entered from the centre at the rear and sat along each side facing each other with their backs to the roadwise, were placed on the Bulli-Wollongong Road by W. Bennett and R. Barker.

The coaches had to cross unbridged creeks for many years and in 1878 the mail coach from Campbelltown was driven into floodwaters on the flat "south of the village of Bulli" from which the drift coal slack had been washed away, and the horses had to swim dragging the rocking coach after them. During their passage of 100 yards the mailbag was washed out of the coach and the hollow - Slacky Flat of today - was called "Mailbag Hollow" for the following twenty years. The mailbag was recovered on Bulli beach. As a result the construction of a bridge at each end was begun, until the completion of which coachmen were hesitant to pass when the water was up. Teams cut the road to bogs. The hill in front of the Wesleyan Church was cut down and the material used to build the road nine feet higher across the flat.

The development of roads and road transport from the fifties was necessitated by the growth of the coal mines and the villages in which the miners lived nearby. Coal mining first brought about the growth of Bellambi as a village by the sea with the opening of the mine in 1858. Life there rotated around the harbour and the mine three miles away. The development of the harbour, a crescent-shaped coastal indentation was pursued actively, favoured as it was with a reef stretching out to the Pacific to afford protection from the south-westerly winds.

At first the coal was taken out to the ships in boats but in June 1858 the first jetty for coal loading was completed by William Mills. It was probably the longest in the colony, being 500 feet long and ten feet wide, and had 12 feet of water at low tide. Fry built a store and keeper's

residence at the jetty and Hale celebrated the opening by giving a dinner to his employees in the store. In 1862 a second jetty was built for shipment of coal by Taylor and Walker. The contractor, Robert Longmore, was the first to use turpentine timber, which proved resistant to the teredo or cobra grub, after which turpentine was generally used in construction in salt water.

To protect shipping in Bellambi harbour it was proposed in 1859 to erect a breakwater on the reef on which E.O. Moriarty, Government Engineer, landed from a whale boat in calm weather. In 1861 the landowners formed a company to build a breakwater to cost £10,000 and later the same year Alick Osborne, Thomas Hale and Dr Bartholomew O'Brien presented a petition bearing 500 signatures asking the government to construct it. A further petition was presented the following year, after which the government placed £20,000 on the estimates for harbour improvement. The breakwater was not built but the harbour was improved and used for shipping for almost a hundred years.

Shipping was life to Bellambi, which saw a procession of ships float on the waters of its harbour with the passing years: first the sailing schooners and barques and then the steamers - at first paddle-wheelers assisted by sails and later screw propelled. Before the jetty had been completed the steamers were attached to the mooring cables and the coal cargo taken out to them in boats. Thomas Hale purchased the brigantine schooner Nightingale in January 1858 for the Bellambi-Sydney trade, regularly plying with her 55 ton cargo and returning in those early days with other heavy cargo such as bricks. The same year the cutter Helen plied carrying 20 tons and the Tiger carrying 112 tons.

In May, Thomas Hale bought the Victoria Packet which carried 300 tons of coal to Melbourne and Adelaide and which was the first large vessel to enter Bellambi harbour and the first vessel to take Bellambi coal elsewhere than Sydney. Hale added the schooner Prospector, carrying 76 tons, to his fleet in February 1859 and in December bought from the underwriters the Warlock which was aground on the reef, towed it ashore and added it to his fleet as the Bell Bird. He purchased the Sacramento in March 1860 and by the end of the year the Souvenir, Prospector, Nightingale, Warlock, Sacramento and Collina were all noted in the harbour at the one time. As the years passed ships loaded with coal almost daily and at times a dozen ships would be seen in harbour together.

In 1862 the Caroline left with 300 tons of Bellambi coal for the new Ballarat railway. To the list of ships loading coal at Bellambi were added the Spray, Herculean, Duke of Wellington, Vibilia and Drum of Fife. Hale added the Beautiful Star to his fleet in September 1862 and at that time H.M.S. Miranda, 15 guns, 2000 tons, drawing 17 feet of water, called at Bellambi, loaded 300 tons and sailed for Melbourne.

The Warlock was the first of a long list of ships to go aground on the reef. In September 1859 the Helen was driven ashore but was launched again. Changes in the wind were always feared by the captains. In October the Excelsior barque of 276 tons was wrecked on the reef by a sudden wind change whilst leaving the harbour. In January 1860 followed the 120 ton

brigantine Ocean Queen, built in 1846 and uninsured. Then the Colina was wrecked. A schooner not connected with the coal trade, the Reeper, with 20,000 feet of cedar, sailing from the Tweed to Sydney, failed to find Sydney lighthouse or heads in a storm in June 1864 and was wrecked on Bellambi beach.

The opening of the sixties saw a movement of interest and population first to Woonona and later extending to Bulli. Rural activities in the Bellambi and Bulli areas prior to the opening of the coal mines, small though they were, focused on Woonona which early became the social, business, educational and recreational centre and which appears to have had the district's first educational institution, the Church of England Denominational School.

The school appears to have been conducted in a building on the western side of the Woonona-Bulli Parish Road near the intersection of Gray Street today, on the site subsequently used for Woonona Church of England. It was built and supported entirely by voluntary subscriptions and was being conducted in 1856 by Mr and Mrs Jeston when the half-yearly examination was conducted as usual by the Church of England clergyman, Rev. T.C. Ewing. H. Harris of St James School, Sydney, took charge in 1863. It had 70 pupils in 1864 but by 1880 the building was considered too small for its 150 scholars.

A public school was wanted and strongly pressed for until in June 1883 the school became no longer a denominational school but a public school. A wooden schoolhouse was to have been built in 1884 when the residents protested that Woonona was worthy of as fine a school as the stone building erected at Sherbrooke shortly before. Meanwhile the Department of Public Instruction used the School of Arts for schoolrooms. A weatherboard school was erected in Gray Street at the end of 1884 at a cost of £900 for building and furniture. The new public school was "transferred from the dilapidated School of Arts to the new premises" in February 1885 without ceremony. The building was noted as unsubstantial compared with that at Sherbrooke. A.G. Chapman who later changed his name to Alanson was in charge with Misses Stronger and Waldron as teachers.

The district was fortunate that Hale was an active public man who assisted its growth in no small way by his opening of the mine in 1857 with private capital originally amassed in conducting a business in Sydney as a watchmaker, despite the fact that he had no previous experience of coal mining or trading. He was elected president when the "Bellambi and Bulli" School of Arts was originated in November 1861. He promised a block of land and £20.

Immediately a library grew with 100 volumes, of which Hale donated half, and the institution enrolled 50 members. Captain Clumo and R. Somerville were elected vice-presidents with supporters including H.S. Fry, C. Pope, J.H. and W. Collaery, Dr Cox, Dumbrell, Organ, Crane, Farragher, Garlick, Sharman, Graham, Cawley and Rev. T.C. Ewing. There was a committee of 12 with D.R. Eden as secretary and W. Somerville as treasurer.

The site was the eastern side of the parish road just north of Gray Street, which has remained the site until today. It was a quarter acre block

donated by Mackenzie and subscriptions were canvassed and matched by £100 voted by the Legislative Assembly in May 1862. The building was formally opened on 21 December 1863 with a tea meeting. It became known variously as the Bellambi and Bulli School of Arts and the School of Arts, Woonona, where it was actually situated in the heart of the original village on the hilltop where the tramline crossed the main road.

The Presbyterians of Woonona proceeded to erect their church in 1864 and in March 1870 J. Rolfe gave a block of land "near Woonona Hotel" with a right of way to it. G. Haberley was the successful tenderer at £204, the building of weatherboard, lined and ceiled, to be 43 feet by 23 feet and 15 feet high with porch and spire. The church was opened on Friday afternoon, 29 September 1871, when the School of Arts was decorated and three sittings of tea were served, after which the church was inspected and a public meeting was held in the School of Arts. Difficulties of sites, contractor and money had been met, the church of Gothic architecture finally being built to seat 150 by P. Gavine. A Sabbath School was begun in the church in November 1872 and in October 1876 the renowned Rev. Dr John Dunmore Lang preached in the church during a visit to the district. A Presbyterian cemetery was set aside in Gray Street beside the church.

The end of the sixties saw the village of Woonona the most important place in Bulli district. The village centre was on the hilltop where the mine tramway crossed the road just south of its junction with Gray Street of today. It was there that H.S. Fry, destined to become the most important townsman in Bulli district during the following half-century, opened Woonona's first store about 1857.

Fry, who was a native of Bath, England, arrived in the colony in 1854 on the Bangalore with his aunt Rhoda Wilmot Fry, who eventually became the third wife of Wollongong's founder, C.T. Smith. He worked at his trade as carpenter and joiner on the railway stations between Sydney and Parramatta and made jewellers' show cases in Sydney. His aunt, Mrs Emma Wood Lorking, who had opened a hotel at Bellambi, saw the need for a store, the nearest being at Wollongong, and asked him to come and open one.

Meanwhile the cedar trade had brought to the district the father of Elizabeth Jones, who had been on the Bellinger River from 1843 but bought a ten acre heavily timbered farm at Woonona in 1853. Elizabeth who was born at Liverpool, England, arrived in the colony as an infant on the ship "Elizabeth". Fry married Elizabeth Jones on 19 August 1862 at St Phillip's, Sydney, where she had become a parishioner to permit her being married there, as there was no church in Bulli district. Fry was described on his marriage certificate as a "Bachelor, of Wollongong".

Soon after opening his store Fry opened the first post office in the district in connection with it on 1 October 1859, his sureties being Thomas Hale and Alfred Lorking. It was named "Woonona", the aboriginal name of the mountain peak nearby although until that time the whole district had been known as Bulli. The store was said to be a central spot for "Bulli, the Chippendale and the northern end of Fairy Meadow and Bellambi". A branch of the Government Bank was opened there in 1871. Fry sold his store in 1879, his successor becoming postmaster, but Fry again became postmaster in 1881, only to be succeeded in store and post office by John Wynn in 1882.

Woonona in the sixties was noted for dairy farming and butter making although there was a steam sawmill and the coal industry was growing. Communication with Wollongong and Bulli was by horse and dray. The School of Arts was used for Congregational, Primitive Methodist and Presbyterian services whilst the Church of England denominational school was used for worship once a month. There were the Woonona and Royal Hotels. Charles Pope in 1878 built a group of cottages where Pope's Lane is today north of the School of Arts and for many years people referred to Pope's property as "The Vatican" (although Pope's memory is perpetuated to this day on a window in Bulli Methodist Church). It was formerly known as Black's Bush, James Black having lived there in the forties.

Whilst the development of Bellambi and Woonona were proceeding the farmers and timber-getters at Bulli were building the nucleus of a village on the small holdings purchased in the forties. Captain Westmacott appears to have left Bulli about 1844 when his residence was advertised to let. His estate, "Woodlands", was reported in the "Sydney Morning Herald" of 27 January 1847, to have been sold for £800, as Westmacott intended to leave for England.

Some farming was carried on in addition to the production of beef cattle, Bulli beef becoming renowned, some heavy cattle having been produced. Wheat, oats, barley, potatoes and fruit were grown in the district but by 1880 agriculture was regarded only as "nominal". William Kirton was noted as Bulli's pioneer gardener. He established a garden, orchard and vineyard. His products won prizes at many shows. Cockerton and Company opened the first store in Bulli village in 1861 as a branch of their Wollongong store. During the years following more stores appeared at Bulli.

After the passing of Sir John Robertson's Free Selection Act in 1861, 24 selectors made 39 selections of 2708 acres. Sugar growing was tried by G.S. Turnbull and W. Kirton at Bulli in the early seventies. By 1874 Bulli land was noted as rising in value, small building allotments of 50 feet frontage bringing £30. In 1877 building lots were in high demand and people requested that the coal company sell some of its land. Rapid advancement was made in 1878 when people were continually reaching the town and the 2s weekly rise in rents reflected the changing conditions of the time at Bulli.

The erection of the steam sawmill in July 1858 by Robert Somerville, and another by John Somerville in 1864, employing many hands, was indicative of industrial progress and accompanied the growth of the village at Bulli which was to become an important industrial centre. William Somerville also operated a mill at Bulli whilst in 1878 a sawmill was established on Bulli Mountain in the timber country a few miles west of the top of the pass where the village of Sherbrooke grew.

One of the most noted early advancements soon after the opening of the mine at the end of 1862 and the sawmills brought people to settle at Bulli, was the building of the Bulli Wesleyan Chapel which stands today, bearing proud witness to the craftsmanship of the stonemasons who built it as the first stone Wesleyan Chapel in Illawarra.

The Wesleyans began their worship in the home of James Black in 1846 for a time and again in the home of George Somerville about 1857 but in January 1862 they converted a large building formerly used as a barn and granary at William Somerville's "Mount Hanks" where the Bulli hospital was later built, to a temporary chapel, adding doors and windows. The opening on Monday 27 January was marked by a tea meeting at 3 p.m., attended by the largest assembly known at Bulli to that time, many riding on horseback from Wollongong. Tables to seat 72 were arranged inside the chapel and to seat 50 in a tent at the rear. There were two sittings at what was described as the first tea party every held at Bulli.

Within a year the Sunday School, commenced about 1858 with seven scholars, had ninety in attendance and a tea meeting was organised to raise funds for a Sunday School library. Church attendances grew from 25 in 1860 to 60 in 1863, the population having a "fair proportion" of Wesleyans. At a meeting in August 1863 John Somerville offered a block of land and £163 10s was subscribed to erect a new place of worship. A bequest of £50 from Miss Thompson was also available. Thackeray's tender was accepted in November and on Tuesday 26 January 1864, the foundation stone was laid by George Somerville senior. Beneath it in a cavity was placed a bottle containing a document, copies of the "Sydney Morning Herald", "Illawarra Mercury", "Illawarra Express" and other items. After the ceremony the company went to Bulli Point where a booth had been erected for tea but the canvas was torn to shreds by a southerly which blew up and the people sheltered under nearby trees.

Upon completion of the church it was said, "Its size and beauty and consequently its costliness are objects which will be a source of astonishment to all under whose observation it may come ... The building quite outshines any place of worship in Illawarra out of Wollongong and most of those even in town must rank second to it in size and architecture. The erection of so grand an edifice for such a noble purpose speaks volumes in favour of the people of Bulli." It was opened on Sunday 7 May 1865 when two services were held, followed on Monday with a tea and public meeting in a booth of saplings interwoven with boughs and evergreens, attended by 350 people.

The plan provided for a vestry standing off on the northern side and an apse in the back gable but they were never erected. A spire was added a month after the opening and a bell hung but the spire fell off in 1938. The building of Gothic architecture was built of stone outside and plastered rubble inside, had diamond-shaped leaded glass windows and was roofed with cedar covered with oak shingles. The church was reported in 1865 to have cost £900 and in 1879 to have cost £1200. A musical entertainment to raise money to buy a harmonium was conducted in March 1871.

The first wedding in the church was celebrated in May 1878 - thirteen years after its opening - when Arthur Bray of Bowral married Miss Emily Organ, eldest daughter of W.H. Organ and grand-daughter of George Organ of Wollongong. The Bulli scribe reported of it, "Our two local vehicles were engaged on the occasion and in addition to those commodious vehicles, the bride's grandfather had an equally spacious chariot in the triumphal train,

each vehicle being laden with weddingers and streaming with ribbons of purest white".

The work of Miss M.E. Rose as harmonist in the church and teacher in the Sunday School was recognised in July 1879 when a presentation was made to her.

Bulli's growth resulted in no small degree from the opening of the Bulli coal mine and the shipment of its coal. A jetty connected by a horse tramway with the mine a mile away on the mountainside was designed by William Weaver and constructed in Bulli Bight - an indentation protected, like Bellambi harbour, from the south-easterlies by a reef running out on its eastern tip. This was then called Bulli Point, sometimes marked on early maps Waniora Point and known in the twentieth century as Sandon Point. Coal shipment began early in 1863 when the schooners Moselle took 100 tons, Tiger 90 tons and George 120 tons. They were the first regular colliers to play between Bulli jetty and Port Jackson.

The first screw steamer for Illawarra, the Woniore, capable of carrying 250 tons, built at Newcastle-on-Tyne, England, to serve as tug and collier, was sailed out by Captain James Shoobert, the son of the pioneer of the coal industry, James Shoobert, manager of the Bulli Mining Company. Leaving England on 25 May 1863 it arrived about September, to ply between Bulli and Sydney. It made three voyages weekly. The Barwon also plied regularly from 1868 but was wrecked in 1871. Meanwhile the first shipment of 790 tons of the company's coal to Shanghai in the Ironside in June 1863 marked the beginning of the Bulli overseas coal trade.

Following the Woniore the company had the S.S. Bulli built by Lewis and Stockwell at Blackwall to carry 500 tons, with deck saloon space for 24 passengers. It was 186 feet long and arrived at Bulli on 22 January 1873 after 63 days from Plymouth. It was lost at the Kent Group whilst on a voyage to Tasmania with coal, when it struck a sunken rock in boisterous weather in July 1877. A new S.S. Bulli, built of steel at Yoke, Glasgow, 164 feet long for the Bulli Coal Company left England in April 1884 but was stranded near Capetown in May and became a total wreck. The S.S. Woonona, 750 tons, arrived in December 1875 for the Bulli-Melbourne-Adelaide trade, and the S.S. Merksworth, 300 tons capacity, soon afterwards. The Woonona was wrecked at Fitzroy River in 1893.

Shipment of coal at Bulli harbour met difficulty over the years through the washing away of portions of the jetty in storms and by collapse, and through the inability of sailing ships to sail out to sea when sudden storms blew up, driving them to wreckage on the nearby beach. In June 1864, 250 feet of the jetty was washed away, causing a cessation of mining until it was repaired, with a corresponding trade depression in the village which became dependant on the wages of working men and remained so as the years passed.

By 1867 new piles were needed to replace those eaten by the cobra or teredo, a marine insect which made havoc with hardwood piles until it was discovered at Bellambi in July 1867 that turpentine resisted it. In the reconstruction Longmore used turpentine but despite repairs a portion of

the pier was washed away by heavy seas on 21 June, carrying four men with it. Reconstruction on a new principle began immediately and was completed by November. Repairs were made to the jetty which was lengthened by 25 feet in 1877.

Unfortunately the exposed portion of the Bulli jetty did not provide safe anchorage for ships and the Tiger was washed ashore and totally wrecked with the loss of three lives, when a wind sprang up whilst she was waiting in the bight in January 1866. The Moselle was stranded on the beach in March 1867 and the George drifted ashore and was smashed to pieces on May 22. Thus the first three schooners to load at the jetty met their doom nearby within a short time of each other.

A sudden storm on Saturday 7 September 1867 brought the end of two more vessels which had been waiting in the bight, the Matador and Bright Planet. Although the vessels tried to put out to sea the gale blew them on to the beach north of the jetty. On several occasions the S.S. Woniore was at the wharf but was unable to help the schooners. The Woniore itself went ashore on Bondi Beach one night in June 1880 but was towed off next morning. However the ship left Bulli jetty at 5 p.m. on Saturday 28 October 1882 with 240 tons of coal. It met heavy weather and foundered off Botany Bay about 9 p.m. with the loss of seventeen lives, Hinrich Fredericksen alone saving his life by drifting ashore. The enquiry found that the ship had been driven too fast in the heavy seas.

The development of the mine brought continuous growth to Bulli, the "Illawarra Mercury" of 27 September 1864 reporting that since the opening of the mine a little village had sprung up at Bulli. A movement for the establishment of a National School was begun at a meeting at William Somerville's in March 1865 but Harris, the teacher at Woonona two miles away, opposed it. At the second meeting at Mitchell's home John Somerville offered a site of one acre on the mountain side of the main road but it was not until Wednesday afternoon 7 July 1869 that the school was opened, having been built on land given by the Bulli Coal Company.

The buildings were of weatherboard with a master's residence attached on the north side. They were formally opened "in the presence of a large concourse of residents and visitors" including the chairman of the Bulli Mining Company, Professor Smith and Rev. W. Stack of Balmain who sailed from Sydney in the S.S. Barwon to be present at the festivities. After the opening the 200 children were treated to "tea and buns" in the playground and the 300 parents and friends to tea in a tent. The school operated under the Council of Education and in December the residents met to voice objection to the high fees being charged for schooling.

The school buildings cost £500 of which the Council of Education gave two-thirds and the local people the balance, for which the Bulli Coal Company added £50 to its gift of the site. By March 1870 the enrolment reached 100. Bulli people raised the money to buy a water tank by arranging a concert attended by 250 people in the school, the desks being removed for the event. Mrs Shoobert, wife of the Bulli Coal Company secretary, made an annual gift of books and prizes and in 1873 also gave a picnic. At the end

of 1874, during the controversy of public versus denominational schools, a public meeting at Bulli pledged support for the Public Schools League.

The Primitive Methodists began to build their Bulli chapel in March 1867, meeting meanwhile in Woonona School of Arts. The chapel was built "between Bulli and Woonona" but near where the Bulli railway station was later erected and was built to the design of Fawcett on land given by G. Organ of Wollongong. It was constructed of weatherboard with iron roof and was described in 1878 as "a little cabin-like building over which we read 'Primitive Methodist Church'" whilst in 1880 it was described as "like a Jewish tabernacle, very shabby and situated in the centre of a bare paddock". It was also known as Noah's Ark and was pulled down in 1885 when the trustees began to erect a brick church.

During the Queen's Birthday week-end there was a concert in Pallier's Assembly Room on Saturday and an open air service on Sunday whilst Mrs Bright laid the foundation stone of the new church on Monday 25 May. The building was opened on Sunday 23 August. The church floor had a gradual slope towards the rostrum, a new departure for buildings in the district. It was lit by six kerosene lamps hanging from the ceiling. The building still stands opposite Dumbrell Street near the corner of the main road and Farrell Road as the Bulli Workers' Club.

On the opposite side of the main road, a short distance north, headquarters were set up by the Bulli Salvation Army Corps which was established on 4 June 1887. The "Army" continued its work there until it altered its location to Woonona in 1918.

Through all the years from its foundation until the nineties Bulli did not have a public cemetery, the nearest public burial ground being at Wollongong where funerals were conducted. In 1868 trustees for Anglican, Presbyterian and Roman Catholic portions of a cemetery to be established at Bulli were announced, whilst trustees were required for Jewish, Wesleyan and Congregational. However a meeting in 1869 condemned the site which was "near the west side of the Bulli Pass Road at a considerable distance from its junction with the North Bulli Road". The land was uneven and through it passed a creek which would be rendered unfit for use between the cemetery and the sea. The site half a mile north of Bulli was abandoned and then a plot was set aside on top of the mountain range. It, too, was never used.

Nothing was done to open a cemetery until in 1878 the Anglican authorities purchased two acres from Holden in Park Road for a burial ground for Protestants of all denominations. The first funeral was conducted by Rev. E. Anderson on Sunday 6 January 1878 when the remains of David Charlesworth were laid to rest in the north-eastern corner. His sandstone epitaph crudely carved by a mason of the time may be read to this day. The cemetery side also became the site for the Church of England building which was first mooted at a tea meeting at the Woonona School of Arts in July 1879, when it was announced that £200 was already in hand for the project and Miss Osborne promised an American organ. A further £113 was raised at the meeting. Bulli was constituted a separate parish north of Rixon's Lane in August 1881 when Rev. Hugh Walker Taylor, B.A. was appointed rector,

which he remained for 14 years. The parish included Sutherland and Heathcote and later Helensburgh and Otford when they appeared.

It was decided to build in timber as tenders received for a stone or brick building were beyond the means of the parishioners but in 1882 the tender of Orphin and Newson at £800 was accepted for a brick building to seat 230 which was designed by E.T. Blacket, architect, of Sydney. The foundation stone was laid on Wednesday 26 April by Rev. W. Cowper, M.A., Dean of Sydney, and the church opened for Divine Worship on Wednesday 13 December when the Bishop of North Queensland, Rt. Rev. G.H. Stanton, D.D., preached in the forenoon and Rev. J.F. Moran, B.A. of Picton in the evening.

The church was built on a stone foundation and was roofed with shingles. H.S. Fry, Thomas Farrell and William Dumbrell were the pioneer churchwardens. H.S. Fry was superintendent of the Sunday School. The church and burial ground were consecrated by Bishop Barry, Primate of Australia, on 22 October 1884. A prominent parishioner and district figure was F.P. MacCabe, major of the south coast forces, who resided with his wife and large family on his farm at Russell Vale and drove in his buggy to St. Augustine's on Sunday mornings.

The remains of the greater number lost in the great Bulli mine explosion in 1887, though most of them were Wesleyans, were buried in the churchyard beside the church where today they remain each simply inscribed "Bulli Disaster". The public cemetery was at last sited facing the seashore just south of Waniora Point in 1887, when the heavily timbered area of eight acres on a small knoll was selected for an all-denomination cemetery. The first interment took place there in 1896 with the burial of the youngest son of Rev. J.H. Lewin, the Methodist minister.

About the same time as the Church of England was being built the first Bulli Roman Catholic Church-school was also built although a small school had been conducted for a few years from 1863 in a small slab building. The actual site "on the north side of the main road, on the Woonona side of Mailbag Hollow" was just south of Slacky Flat bowling green site of today and was purchased from William Campbell by Very Rev. Dr Flanagan, parish priest, in 1880.

Materials were soon on the ground and on Sunday 11 July Mass was celebrated within the half finished walls by Dean Flanagan in the presence of His Grace Archbishop Vaughan and priests of surrounding parishes. The building of brick costing about £400 to seat 100 people was built by Cavanagh. The church of St. Joseph was opened and blessed by Very Rev. Mons. Lynch of Campbelltown assisted by visiting priests on Sunday 11 September 1881. In it the Sisters of St. Joseph opened the Roman Catholic School on Monday 13 February 1882 with 50 scholars. It served for a quarter of a century before the site was abandoned for a more prominent and spacious one in Park Road.

The sacred duties of the churches were supplemented from earliest times at Bulli by the friendly societies which were originally begun to provide for the needs of working men and their families in case of lack of work and in times of sickness and want. The first society was the Bulli and Bellambi

Benefit Society inaugurated at a meeting of 28 people in Ziems' Royal Hotel in 1865 when the district was burdened with subscription lists seeking aid for the destitute and distressed. At the time there was no society nearer than Sydney. Each member paid 2s per month to draw 15s per week sick pay after a certain time. Revised rules met the challenge of imposition on the funds and annual anniversary dinners were held until 1874 after which they became irregular.

The Sons of Temperance Lodge soon followed with the Star of Freedom Lodge and for the ladies the Lily of the Valley. The Belmore Band of Hope was formed in 1870. The Forresters' Court opened in 1874 and the Marquis of Argyle Lodge of the Protestant Alliance Friendly Society the same year. The Good Templars' Lodge was formed at the Primitive Methodist Church in 1876. Lodges were life to the district in those days before picture shows, surfing, cars and radio.

Annual picnics at Bulli Point and athletic gatherings, on the old Bulli brick paddock towards the mountain from the public school, when bands played were attended by hundreds of people. New Year's Day, Anniversary Day and Boxing Day were always marked by a picnic attended by almost all the residents of the district whilst the Prince of Wales' Birthday in November was the Wesleyan Sunday School picnic attended by a similar number.

The need for a hall for the activities of the various lodges was met in 1885 when the Oddfellows' Hall was built. It was erected under contract by J. McIntosh for £474 using bricks and stone supplied under supervision of H.S. Fry. It occupied "a central position in the scattered localities that go to make up the township of Bulli, being not far from the site of the railway station". It was actually on the northern side of the main road just south of Organ's Road and subsequently became the Masonic Temple. The foundation stone was laid by William Wiley for the Grand United Order of Foresters and a document was placed in a bottle under the stone. The hall was used for the first time for a concert after the Boxing Day picnic in December. It cost £1000 with furnishings and had an ante-room at the rear.

The bricks for the construction of the Oddfellows' Hall and for building in Bulli and Woonona were made "on an elevation at the rear of the court house south of and overlooking the proposed station at Bulli". Bulli's first brick works were abandoned with the building of the railway which passed across their site and where the goods yard was constructed. The production of bricks then began at Woonona where Pendlebury's works were opened.

Bulli pioneers, when they required medical aid, had to travel the six miles to Wollongong in the early days but when trade was depressed in the early seventies doctors began to visit Bulli from Wollongong. Dr Hall is recorded as first, then Dr Sedgwick who left the Grenfell diggings in the sixties, and Dr Lyons who drove out every Friday in the seventies. The friendly societies did much to ensure the availability of a doctor and assisted him financially. Dr Lyons' offer to visit once a week and open a druggish shop at Bulli where he would place an assistant was accepted in 1878. However Dr Lyons resigned in September 1879 and 18 applications were received for another doctor in response to an advertisement. Dr James Shaw

of the Great Cobar Copper Mine was selected by colliery employees but it was two months before he arrived via the Darling River and Melbourne. Dr Lyons was accorded a presentation in January 1880. In April Dr Shaw resigned and left his assistant, Dr Gould, to complete his term of office. He was succeeded by Dr Heinemann who left in 1881. Dr T.J. Sturt took up practice and was active at the time of the explosion in 1887. He retired in 1889 when his son Dr Clifton Sturt took up the practice. Both died at the end of 1901.

The rapid advancement of Bulli in the seventies brought an increase in the number of shops and commercial houses as well as improvements to those existing, particularly to hotels which had assembly rooms where meetings and concerts were held from time to time. Dudley conducted the Star of the Sea Hotel whilst the Black Diamond Hotel built in Bulli's earliest years was doubled in size by Wilson in 1878 when Bulli had three hotels whilst Woonona had two.

South of Bulli village on the hilltop J.P. Orvad rebuilt the two-storeyed Denmark Hotel in brick front in 1886. Later P. D'Arcy conducted the Railway Hotel where the coal tramway crossed the main road and S. Kirton took over the Black Diamond which finally closed in 1893. Banking needs were met with the opening of a branch of the E.S. and A. Bank in Fry's store in 1878 with Pile, formerly of Moss Vale, as manager.

The Post Office at Bulli was first opened on 1 October 1869 by G.S. Turnbull in the store which he opened during the time he was constructing the Bulli Pass road. Mails from Sydney to Wollongong were first carried on packhorse down the Bulli Mountain and later via Broughton's Pass and Mount Keira. With the construction of Rixon's Pass in 1859 the mails were carried by that route in a two-horse cart. However the route was too roundabout and when George Organ took the mail contract he cleared and used Westmacott's Pass which he made passable for a wheeled vehicle.

Bulli grew to have five stores by 1879. Turnbull built a large room beside his store for use as a post office when the telegraph office which had been operated at the jetty was removed to the new office in the village and J.H. Miller was appointed post and telegraph master. The telegraph line, originally opened between Wollongong and Bellambi when the first message was sent on 28 August 1862, was extended to Bulli in 1877 and operated at the jetty. There were immediate complaints that the office was too far away from the township and business centre and demands that post and telegraph business should be done at the same office centrally situated. People had to walk down the coal tramway to reach the office. A public meeting in March 1879 resolved to petition the Government to establish the post and telegraph office at Bulli and succeeded.

Turnbull's services to the community were recognised when he was presented with an address at Wilson's Assembly Room in 1879. With the growth of Bulli proper there arose in the seventies a demand for a school of arts, the Bellambi and Bulli School of Arts at Woonona being two miles away from the settlement which by that time had centred on Bulli near the mine.

The coal company offered a good site on its land north of the Wesleyan Church but subscriptions to enable construction were slow to be offered in

1878. Various entertainments were organised to augment the funds during the few years but in July 1880 a meeting decided to leave the funds at interest for another six months. In March 1881 it was reported that the project had collapsed, after which Bulli used the building at Woonona and various hotel, lodge and church premises for functions and entertainments.

The people had more success in their efforts to secure a police station and court house facilities at Bulli. The lock-up of two cells was built in 1880 and used for the first time in 11 August when an unfortunate spent 48 hours in it for drunkenness. Agitation for the establishment of a court of petty sessions and court house at Bulli was furthered by a public meeting in Orvard's Denmark Hotel in September 1879 when the inconvenience and expense of travelling to Wollongong was emphasised. As a result a deputation waited upon the Minister for Justice. In 1881 at a public meeting demands for a court house were linked with those for a recreation ground and cemetery. In October that year £1500 was placed on the parliamentary estimates for a court house at Bulli. It was built soon afterwards on the eastern side of the main road between Farrell Road and Hopetoun Street of later years and remains in use to this day.

From its earliest times the Bulli district progress had been reported and fostered by the "Illawarra Mercury" established at Wollongong on 8 October 1855 from the files of which, preserved almost completely in the Mitchell and Public Libraries at Sydney, the greater part of this story has been compiled. It was followed by the establishment of the "Illawarra Express" in 1860 and in 1863 by the "Illawarra Banner" which became the "Wollongong Argus" in 1876.

Few only of the issues of the two former papers appear to survive but files of the "Argus" from 1878 until it became the "South Coast Times" in January 1900 contain news of Bulli and its district. However Bulli was brought into better focus for local people when the "Bulli and Clifton Times" appeared on Saturday 3 July 1886 under the proprietorship of F.W. Wilson, late of Kiama. It was published twice weekly but only few of its files remain in existence.

Sporting news did not occupy a noticeable part in the papers of the time but recreation was established early in the history of the district. Cricket was the principal sport of the early days. Bellambi had a club in 1861 and Bulli and Appin soon followed. Bulli had the "Black Diamond" club in 1878 when Clifton formed a club. Footracing was popular and was featured at all the picnics which were features of Bulli life. Under the title "pedestrianism" it grew in popularity at Bulli in 1879 and many local matches were supplemented by professional challenges. Robert Crompton became Bulli's champion footrunner, the usual racing length of the time being 150 yards with stakes of £10 and £50 a side.

The most thrilling event of the eighties was, perhaps, the great footrace between Gardiner of Woonona and Toland of Appin at the Bulli Company's brick paddock in May 1880. Six hundred people attended and freely laid bets on their favourite. The 150 yards was measured and roped off with a rope between the runners. James Maher of Figtree was starter and Andrew Lysaght of Wollongong was judge. Gardiner won by four or five yards after

which Toland's friends deserted him. His trainer and backer left at once for Appin. Toland sat down and wept bitterly and was lent £1 and a pair of boots to go back to Appin and thence to Wagga, his home town.

All forms of sport at Bulli were difficult to organise in the absence of a proper recreation ground. The Bulli Point near the jetty and the brick paddock near the foot of the mountain behind the school were always made available by the mining company but it was felt that a public ground was preferable. It was stated that most young men spent their spare time in the billiard rooms or public houses for want of outdoor facilities. The need for more recreation grounds was emphasised when Bulli half-holiday movement began in December 1880. Prior to that there was no half holiday, shops being open six days a week from 8 a.m. to 11 p.m. Wednesday was sought as the half holiday at the time.

Floyd's Point, by which name Waniora Point was known, was used for sports meetings but in April 1886 Bulli public park was taken in trust by Archibald Campbell of Wollongong as trustee. After successful efforts by H.S. Fry 25 acres between the railway station and the sea, of which Farrell had been the lessee, were purchased from G. Croft at £45 per acre for public purposes. Croft gave the land for the extension of Park Road to the seaside at Trinity Row. It was pointed out that park land would be needed from Bulli to Coal Cliff as none was available at that time and a movement was started to acquire parkland for the people.

In 1879 a move was made for the dedication of a great national park for the people between the northern boundaries of the Bulli district and Port Hacking, including the Wattamolla boat harbour. The trustees first met in September. The following year it was extended to include 35,000 acres and roads were formed through it. In 1885 the Government constructed a branch railway to it from Sutherland on its northern boundary. After the construction of the railway near the western boundary the land on the western side of the line was made available for building in 1902.

The development of the district caused the leading citizens to desire the formation of a municipality to care for its roads and bridges in a local way rather than depend on the smaller work done by the road superintendents with government grants. Positive action in 1879 in petitioning the Government to incorporate Bulli as a municipality was negated by a much more largely signed counter-petition which seemed to have given the death-blow to proposals at the time, although progressive citizens continued to recognise the need for a municipality if progress was to be made.

The tireless H.S. Fry chaired a meeting in Orvard's rooms in 1886 when a committee was formed to seek to arrange a meeting of the residents of Bulli, Woonona, Robbinsville and North Bulli. The meeting in the Oddfellows' Hall sought a municipality bounded by a line from the north-east corner of the North Illawarra municipality at Bellambi along the coast to the northern boundary of James Hicks' 300 acres, thence to the road on top of the mountain and along its western side to the boundary of North Illawarra. It had an area of less than 50 square miles and a population of 500. An amendment that the meeting did not favour incorporation was

carried. Another attempt the following year to secure incorporation was defeated by the people.

From the days of the settlement of the district the first road was the Bulli Parish Road from Wollongong to the scattered settlements of the pioneers. It was administered by a trust until 1878. The tollbar on the road at South Bulli yielded a small amount which was spent on road maintenance. Stumping of the road between Bulli and Woonona was carried out in 1880 when "black metal" was spread on the road and it was reported "We have too much slack about Bulli without having ourselves blinded and blackened with it on a public road". The following year the hollow near the Bulli public school was filled in and the road improved through the township which at the time centred between the school and the Wesleyan Church on the first hilltop south of it.

Demands began for the cutting down of the hills on the road which crossed spur after spur. In 1881 the demand was for cutting into the first hill south of the foot of Bulli Pass - Smedley's Hill - and into the hills to the southward. Hungry Hill was that south of the "slack flat" but the worst of all was Charlesworth's Hill at the foot of Rixon's Pass where a deep cutting and a high and wide embankment on the north side remain to bear witness to the work done.

Meanwhile the Free Selection Act of 1861 opened up selections at "North Bulli" - the area from the Bulli of today to Coal Cliff, eventually localised as Austinmer. The road was eventually opened by the removal of obstructing fences along its line and the gift of most of the land upon which the road was formed from the foot of Bulli Pass to the Coal Cliff. Surveyor Arnheim opened the road in October 1868.

That road followed the coastline but the through road to Sydney, at first by way of Appin, was eventually replaced by a road from the top of the Bulli Pass along the high country northwards to George's River, crossing first at Lugarno and later at Tom Ugly's Point. The few settlers in the early years of Illawarra found an overland route from Sydney shorter than that via Appin. It crossed George's River where a punt was installed, followed a ridge through Menai, dropped down and crossed the Woronora near its headwaters at Heathcote then known as Bottle Forest, and then along a ridge and the tableland to the top of the Bulli Pass.

In the forties Surveyor Sir Thomas Mitchell had a road constructed along that route and the remains still exist around the Woronora River near the military road. It was reported in 1841 a party of horsemen including a constable were surrounded by a bushfire in which the constable lost his life. Bushfire danger caused people to look upon the route with disfavour for 25 years. Little traffic used the road and efforts in the fifties failed to induce people to use it.

The old track became overgrown until in about 1865 John Biggar of Wollongong drew attention to the route, induced the Government to place it on the estimates as a third-class road and then with R.T. Hayles drove the first four-horse coach through to J.P. Orvad's at George's River.

In 1870 the Legislative Assembly voted £400 for the formation of the road from George's River to the top of the Bulli Mountain where it joined the road from Appin. It was one rod wide to allow a vehicle to be taken from Sydney to Wollongong in six hours and to open a direct approach to Illawarra. Along it were to be seen magnificent views as well as native game, wallabies and kangaroos and a plenteous variety of bird life. No settlers had established themselves along the route south of Sir Thomas Holt near the ferry at George's River. Bottle Forest had been laid out and settled previously but had been abandoned as there was no route to market.

The road was in use by 1871 with a few boggy patches at Madden's Plains. The eighteen-mile section between the Bulli Pass and Bottle Forest had for trustees John Biggar and R.T. Hayles of Wollongong and W. Campbell of Bulli. John Payne was added in 1872. In the seventies and early eighties horsemen rode from Wollongong to Tempe, left their horses at the hotel paddock and took the Arncliffe bus to Sydney. A toll was charged for crossing George's River punt which commenced running in 1864.

At a point where the road from George's River met the road from Appin on the top of the Bulli Mountain grew a new settlement at the time the George's River Road was opened. One of the earliest selectors on the hills and dales on Bulli Mountain a few miles south-west of the road junction was William Brown of Dapto who selected Ferndale in 1873 for orchard purposes. It was found that English fruit trees would thrive on the mountain top which was 1000 feet above the sea, with a plenteous rainfall. He cleared the bush, planted 75 acres and tried many varieties of fruits, finally concentrating on apples. The varieties he grew were Carpenter, Five Crown, Pippin, Winter Permain, Fanny and English Russet. They averaged 7s per case in Sydney in 1902 when 9321 cases were sent away. Access to the Bulli Mountain settlement was gained by a forest road which branched west from the main road at the top of Bulli Pass, the track, shut by a locked gate, being there almost disused today.

In May 1878 Knight erected a sawmill there and built a dam to supply water for his steam engine. Sawn timber had been used as early as 1870 for the building of a public school which had been established the year before the children of the few earliest inhabitants. In 1878 the school had an enrolment of 46. The people remained all through the history of the settlement a united community and their spiritual and social life centred around the Union Church. This was built of sawn slabs and roofed with shingles and was opened in May 1882 in the presence of 200 people. It faced Cataract Road $1\frac{1}{2}$ miles from the main road on a site given by J. Loveday who built it on contract. The isolated settlement variously known as Bulli Mountain and Upper Bulli was served by a road fairly straight but up and down the mountain spurs for four or five miles to Cataract River where Ferndale boarding house was established as a tourist and honeymoon resort for Bulli and Wollongong people. This was supplemented later by Mrs Wilson's Glen Isle boarding house.

At the time the church opened, postal facilities were being sought and a suitable name to localise it as distinct from all the names incorporating "Bulli". Beaconsfield was suggested but it was said to have been taken for a locality on the railway near Sydney. The name Sherbrooke was then

selected in honour of Lord Sherbrooke, who as Robert Lowe had played an active part in public matters in the early days of the colony.

In the year 1883, shortly after the settlement was re-named Sherbrooke, the original wooden school was replaced by a school with master's residence attached, built of stone, the masonry of which was of the highest order and which was an outstanding example of educational architecture of the time. It was built by Wilson and Walker beside the former building and faced a road south of the Cataract Road $1\frac{1}{2}$ miles from the top of Bulli Pass. It was opened on Friday 21 September and cost £2000, being the most costly in the district and unequalled by any place of equal population in the colony. It caused considerable protest by the people of Woonona when they were offered a school incomparable with it.

Industrial progress at Sherbrooke continued with the opening of a new sawmill in 1884 by H. and A. Knight at the head of Cataract River a mile west of their earlier mill, which had been situated at "Knight's Bridge" near the Union Church. It stood amidst a forest of excellent timber and would handle 6000 feet per day in addition to the 2000 feet handled by the earlier mill which continued in operation. To assist timber haulage a tramway was built from the mill to the hilltop.

Sherbrooke also had apiarists working the bees on the wild flowers for which the forests became famous. An unusual feature of life which grew in the eighties was the wildflower shows held in the spring, bringing visitors from far and near to see the blooms and yielding funds for the church work. In the mid-eighties a wildflower show staged by Sherbrooke people was taken to Bulli where funds were raised by it for the Wollongong hospital and the Sherbrooke church. For the following 20 years and until the passing of the village in the early twentieth century and the Wild Flowers Protection Act in 1927, wild-flower pickers and admirers combed the Sherbrooke forests every spring. And with the passing years the orchards yielded of their plenty.

At the time Sherbrooke was settled as Bulli Mountain the people along the coastal strip were also opening up what they called North Bulli as a small rural settlement. The residents by their united efforts and without aid from the Council for Education built the North Bulli school about 1865 but almost immediately it became too small for the number of children offering and the people let a contract to J.R. Rawnsley of Wollongong to build a school and residence. The Bulli North Public school board appointed on 6 April 1867 comprised James Kennedy, James Hicks, Charles Powell and Donald Macphee.

It was reported in the "Illawarra Mercury" of 9 May 1871, "The end of the school and the front of the master's residence faces the sea". The schoolroom was 30 feet long and 16 feet wide and was lighted by four windows, one on each end and two on the south side. The school was formally opened on Saturday 6 May 1871 by John Huffer, Inspector of Schools, who travelled by boat from Sydney. The opening was followed by a picnic on the point "just before Mr J. Hicks' premises" and the entertainment was supplied by Hicks Brothers.

The school served the population of North Bulli which grew quickly in the mid-eighties with the opening of the North Illawarra Coal Company's mine. It was suggested in 1884 that a new name might be applied to the area and it appears that the name "Austinmer" was first applied in 1887 when the newly-completed jetty began shipping coal. Provision for social life was made with the opening of the Centennial Hall with seating for 250 people between the main road and the south coast railway line in March 1888. A grand concert marked its opening and the reporter noted that the landowners had built cottages near the mine for the 200 employees and reserved the land near the main road for allotments. As in all mining settlements the friendly societies soon began to appear and the same month the Good Templars' Lodge was formed.

During the time North Bulli grew as a rural hamlet, to emerge as Austinmer the coal village, another rural area was growing between there and Bulli around the home of Frederick Robbins. The tract of country up to that time had been known as Chippendale and eventually became Thirroul. A large tract of its coast had been taken up in 1843 by Samuel Macauley who had arrived in Sydney in 1838 and spent five years at Berkeley. He died in 1899. Robbins' home was between Macauley's land and the mountainside. The village first called Newtown by Bulli people grew from the opening seventies and to it, in keeping with the south coast practice of naming settlements as "ville", the name of Robbinsville gradually came to be commonly applied.

In 1879 the people met to oppose the application for a public house licence which was shortly afterwards granted. Early in 1880 a meeting was held to endeavour to urge the Minister for Works to order the removal of fences encroaching on the road from Bulli. Robbins, as leading citizen and storekeeper of that area, chaired the meeting which considered the naming of the village. "Southend", "Roseville" and "Newtown" were proposed but defeated by "Robbinsville", whilst "Mudmire" was flippantly suggested. Growth of the village continued, a large brickworks operated and home building increased as the eighties wore on. Robbinsville was looked upon as a village with a future.

Farther north where the mountains touch the sea at Coal Cliff the aptly named important village of Clifton, which had 24 counterparts in England, developed with the opening of the Coal Cliff mine in 1878 on the southern portion of what was originally Sir Thomas Mitchell's Stanwell Park Estate. His son, Campbell Mitchell, sold it to Judge Hargrave who in turn sold the southern portion to Hon. Alexander Stuart, M.P.. On the small flat barely a half mile wide the cottages for the miners were built and the main street laid out in the form of a crescent from which other streets radiated with the school site in the centre.

The telegraph line was brought from Bulli and a water supply laid on by the coal company. In June 1879 the post office was opened with Miss De Flon in charge. The school and residence were erected in 1879. W.J. McLaren was the teacher. A School of Arts was established in November 1880 when A. Stuart gave the use of a room and £30. The cordial relations between Mr and Mrs Stuart and the mine employees were marked by a banquet tendered them by the people of Clifton soon afterwards. The post office savings bank and money order office opened at Clifton in 1881.

As with all coastal jetties, a storm carried away a large portion in 1879. It was replaced by a new one four feet higher and again in June 1881 a portion of that one was carried away. As was usual when jetties were damaged, shipments of coal and mining ceased leaving the people without income until repairs were completed. In 1884 several stores and two hotels, the Clifton Inn and the Imperial, had been established in the village and additions were made to the public school. A public hall built of galvanised iron on land given by the colliery manager was opened with a concert in October 1885, and in 1886 the first court of petty sessions was held at Clifton.

The Emmanuel Church of England was built of weatherboard by Carrick in 1884 and a weatherboard Roman Catholic Church was built in the same year. Up to the time the settling of Clifton had followed the opening of the mine, there had been only a narrow bridle track around the cliff face linking Bulli with Coal Cliff and Stanwell Park, which had been the holiday home of Judge Hargrave for many years, the actual site of his home being near the creek on the north of Coal Cliff. However in 1878 the Government placed a sum of £1500 on the estimates for the construction of a road from Bulli to Coal Cliff and Stanwell Park. It was to join the road up the hillside and continue on to Bottle Forest and George's River, which had been surveyed by Parkinson in 1865 from the Tom Ugly's punt installed the year before.

No sooner had the work at Clifton been proposed than the first of the great landslips hurled 200 tons of earth and stones across the bridle track. Men and machines were landed at the jetty for the road work in August 1879 and it was forecast, "When a good road shall have been made ... it will be one of the most romantic and interesting pieces of highway along the whole southern coast". The road was completed during the succeeding years but falls of stones and rocks, together with landslips, have continued to this day. The road was not fenced until July 1886 when it was found that there were two routes in use from the top of what became known as "the Bald Hill" north of Stanwell Park. There was one route via Bulgo - a peak just north of Bald Hill - and Camp Creek, which became Helensburgh, to Westmacott, which became Waterfall. The other from the top of Bald Hill went via the Blue Gum Forest which was where the south coast road joined the road to Bulli Pass just west of Camp Creek.

At Coal Cliff Judge Hargrave was succeeded after his death in 1885 by his son, Lawrence Hargrave, destined to become the aeronautical pioneer, who in 1887 built his house at Stanwell Park proper, a short distance up the hill from the site of the first railway station.

The development of the northern portion of the Bulli district took place during the time the people of Wollongong were pressing for the construction of the Illawarra railway linking Sydney to the south coast to provide better transport service than would the coastal colliers and traders from the jetties. As early as 1861 the "Illawarra Express" suggested a tramway from Bulli to the Macquarie River, whilst a railway committee was formed in 1866. James Manning, Henry Parkes M.P., and Rev. J.D. Lang were staunch advocates. The construction of a railway connecting Sydney and Illawarra was first seriously urged in a paper read by James Manning to the Royal Society in August 1873. It was quickly followed by an advertisement

inserted in the "Illawarra Mercury" of 9 September the same year calling a meeting at Wollongong to press for its construction.

Manning suggested a route with a steady gradient up the mountainside from Wollongong to reach a height of 1010 feet at the summit at the junction of the Appin and Bottle Forest Roads, and then along the tableland to George's River. He later suggested an alternative route under the mountain at Coal Cliff, again through the Bulgo Range north of Stanwell Park along Port Hacking Creek to the western side of Bottle Forest. That proposal was eventually adopted. John Biggar immediately took up the task of urging the authorities to construct the line.

Public meetings, letters to the press and deputations were used to bring public opinion to press Parliament to sanction the building of the line. In 1874 Surveyors Stephens and Carver surveyed the route and set up camp at "Little Bulli or Stanwell Park". Bulli, as well as Wollongong, formed a railway construction committee in 1874 and deputations became regular until their objects had been achieved. The surveys included routes which may have connected with Campbelltown via the Broker's Nose.

The need for a railway to connect Illawarra with Port Jackson to carry coal for bunkers right to the ship's side was early recognised and in March 1881 the Government placed over £1 million on the estimates for the construction of the line, which was approved by Act of Parliament on 6 April. The siting of the line was placed in hand but the Garden Palace fire in 1882 resulted in the destruction of all the plans and the surveys had to be done again. The work between Bottle Forest and Stanwell Park took considerable time because the country was wild, rugged and most difficult. For a time it was suggested that the route might branch off south of George's River and traverse Port Hacking River valley to Otford but that route was found impracticable.

The Illawarra or third section of the single-line construction contract of 28 miles from Coal Cliff to Macquarie River at Albion Park was let in July 1883 and work began at Bulli near where the mine tramway was to be crossed by the railway. The first sod was turned in January 1884 by G. Vollbrecht who provided a gallon of beer and ham and tongue sandwiches to mark the occasion. Canvas tents dotted the route through the Bulli district for three years and the progress of the work was watched with interest and frequently recorded in the newspapers. The main camp was at Robbinsville and the greatest work on the section was the Coal Cliff single-line tunnel 46 chains long which took three million bricks to line it. Proudfoot, Logan and Company had the contract.

In 1884 tenders were called for the second section of 21 miles from George's River to Coal Cliff tunnel, and in July of that year the first passenger train ran from Sydney to George's River. The railway was officially opened to Hurstville in October. The second section was said to traverse country as rough as any railway in New South Wales. The Bulgo Range known as Bald Hill was to be pierced by the longest single line tunnel in Australia with the Hawkesbury River tunnel in double line the only one longer. A settlement at Bulgo Range in the valley where Port Hacking Creek rises was immediately established for workmen and a

brickworks was established to make bricks to line the tunnel from the clay excavated from the mountain. The contractors were Rowe and Smith and there were to be seven tunnels in seven miles. The work was to cost £48,000 per mile. The horse and dray played a big part in the work. At Clifton the railway was planned to travel along the main road necessitating the construction of a new road between it and the sea. The heavy work entailed ended at Bulli from which the country opened southwards and became more level.

On the second section the main camp was established at the 26 mile peg where the village of Cawley was laid out including quarters, stores and school of 50 pupils, only to vanish again when the work was completed. The railway was opened to National Park in December 1885 and to "the Waterfall" on 1 March the following year. Coaches then began running from Wollongong to connect with the trains at Waterfall. Bloomfield of Clifton ran a line of four-horse coaches each way daily via Clifton, Stanwell Park, "Otford Hill", and Blue Gum to Waterfall. The coaches left Wollongong at 5 a.m. Breakfast was taken at Clifton and the coach reached Waterfall to catch the 10.15 a.m. train to Sydney. Waterfall which was said to have been a solitary wilderness a few years previously became a flourishing community. The Heathcote Hotel was located there. It was reported that travellers could not realise how quickly they reached Sydney by that route!

Despite the prevalence of landslips on the new work the third section of railway between Clifton and Wollongong was opened on Queen Victoria's Jubilee Day, 21 June 1887. The line was formally opened by F. Woodward, M.P., and five trains ran each way. All were packed with people standing in the carriages of which too few were available. Only four carriages had been ready until two more were landed from the S.S. Kurrara at Wollongong wharf. The one engine delivered by boat was found in need of adjustment and the contractor and the Mount Kembla Coal Company lent one each.

Stations were built at Clifton, Bulli and Wollongong and soon a station was requested for Robbinsville and another for North Bulli. Clifton and Bulli had weatherboard station buildings, that at Bulli being on the eastern side of the line with the population on the west. Fares were threepence a mile.

The construction of the second section of the railway was delayed by engineering difficulties, high ridges and deep gorges. The railway brought with it the development of two villages - Camp Creek which became Helensburgh and Bulgo which became Otford. The latter is a mountain peak from which a magnificent view of the south coast overlooking Stanwell Park and beyond is obtained and it was in the valley behind it that the village of Otford grew. Bulgo appears to have been first marked on Robert Dixon's "Map of the Colony of New South Wales" in 1842 and the name continued in use for the locality.

The construction of the railway brought the appearance of a village when in the early days of 1885 four houses and a public house appeared and a post office was sought. Residents cleared a road from Bald Hill. A public school was granted for Bulgo in March. The name of the village was changed to Otford in May. It was probably named after the historic village of Otford in West Kent, England, 24 miles by rail south-east of London where

the population of the one-street hamlet was 857 in 1950. The English village in the Darent River valley was much like the Australian Otford valley and was the scene in ancient times of a battle between King Edmund and the Danes in 1016.

It was reported that coaching traffic had begun to "Otford formerly Bulgo - a dreary uncomfortable place" where "for the want of something better to do the public house is the usual place of resort of Otfordians when there's no work". The place immediately became renowned for drunkenness and disorder. Old residents, of whom T.A. James was noted as the veteran pioneer, unsuccessfully objected to calling the district Otford. An Anglican catechist and a Roman Catholic priest began visiting and sought to erect churches. It was reported, "The gentlemen who have been here lately holding religious services will, it is thought, soon reduce things into some order amongst us".

The tradespeople from Clifton at first sought the trade of Otford and built stores there. In 1887 it was reported that the village had Welch's Grenadier Hotel, together with butchers, bakers, tailors, jewellers, storekeepers, billiard room and skittle alley. The children at first attended school at Clifton but in 1885 James Moore built a school by tender for £310. A meeting at the hotel in 1886 formed the Otford cricket club. The following year an athletic sports meeting attended by 250 was held on a running track formed for the occasion, when a £20 handicap was run. All Hallows Church of England was built of brick with seating for 200 but was demolished a few years later whilst a post office and police station were also established. Sawmills operated in the surrounding bush. The completion of the major railway construction work saw the removal of many of the people some going to Broken Hill which was being developed at the time.

Meanwhile at Camp Creek the coal mines were being opened in 1884 in readiness for the opening of the railway which would permit the coal being taken direct to Port Jackson. The first settlement was largely a tent town of railway construction workers among which the Clifton clergy preached on Sundays. The building of a church was suggested in 1886 when a public school had also been promised. A road was cut for about a mile westward from the settlement to the Bulli Pass to George's River road. The "splended" school of weatherboard to accommodate 150 children was completed in May 1887 when it was reported that Camp Creek "enjoys a more dignified title in the old Caledonian designation of Helensburgh". The name had been given by Charles Harper in honour of a relative and was adopted by the postal authorities.

The town was laid out above the mine on a tableland in August 1887, with streets one chain wide named after directors and officials of the coal company, with a reserve for permanent water along the watercourse of Camp Creek. A post office had been established in 1886 and the school had 100 pupils on the roll with two teachers. During the railway construction period the settlement was noted for "shanty keepers" and sly grog sellers who were fined in Clifton police court and Sundays after pay days were noted for the intoxication which prevailed. A hotel licence was granted in 1887. By 1888, although the village was said to have been of primitive

architecture, the school was described as the best building, with an enrolment up to 140. Edwin Byrnes was the first teacher.

The school had a teacher's cottage. There were several stores, butchers, bakers and business places and a post and money order office with Thomas Horan as first postmaster. He opened the post office in his store in 1886 at the corner of Lukin and Parkes Streets. The Centennial Hotel of W. Hanley was said to have been a mile out of the township which had been subdivided for building sites on the land owned by Sir John Robertson. The weatherboard hotel stood on the east of Parkes Street and east of Walker Street to which the town was soon extended.

The growth of Helensburgh continued as the construction of the railway proceeded with the seven tunnels in seven miles and the immense cuttings and embankments on the second section. Farther south the Coal Cliff tunnel was pierced and a sweeping embankment built through Clifton, but it immediately began to subside as a forerunner to the continuing trouble caused on that section of the line. John Whitton, the engineer-in-chief of the government railways, paid a visit to the site in 1887 and directed that the railway should follow the contour of the land surface slightly westward instead of using the embankment, to avoid the possibility of it slipping down the mountainside.

Trains began running from Clifton through the tunnel to Coal Cliff on 25 July 1888 a station there being called North Clifton. The first through train after the completion of the second section ran from Sydney to Wollongong on Monday 17 September 1888 carrying the Minister for Works and railway officials. The line was officially opened on Wednesday 3 October by the Governor, Lord Carrington, in the presence of Members of Parliament and distinguished visitors at Wollongong station which was gaily decorated for the occasion. Woonona and Bellambi people requested the erection of stations as soon as the railway was opened. The latter secured one at "South Bulli" (Bellambi) but that at Woonona was not built for 20 years. Trains took in water at Otford in those days, when engines had only small tanks and used much steam on steep grades, and Otford became a small railway and sawmill centre at the mouth of what was to become the dreaded Otford tunnel.

The villages at Otford and Helensburgh were the newest in the old district of Bulli when the railway opened to serve both Old Bulli itself and the villages between the mountain precipices and the seacoast which had grown with the opening of the mines. Woonona village, which had shown early promise of developing as the social and commercial centre, languished with the closing of the mines there and Bulli grew to be the pivotal centre of the district, serving the villages along the coast to the north and on the mountain top at Sherbrooke. The narrow coastal strip, with the opening of the railway, stood on the threshold of great changes which its pioneers had not foreseen.

CHAPTER 5

SEAWAY TO RAILWAY

1888-1906

The opening of the Illawarra railway, linking the coastal villages and townships and connecting all with Sydney, opened a new era of life in the northern Illawarra district, providing speedy transport for goods and passengers and changing the methods of conveyance of coal which had been carried by sea since the opening of the earliest coastal mines. At Helensburgh the effect of the railway was immediate, providing as it did for the carriage of coal direct to the wharves at Sydney. The general effect on coal transport along the coastal strip was more gradual, as established jetties gave access to cheaper sea transport and continued to be used, although the passing years saw the opening of "Kembla Bay" or "Five Islands Point" as Port Kembla in 1881 after which coal from North Illawarra began to be railed southwards for shipment there.

The general effect on life was to change the isolation of the coastal people and to provide more and speedier transport than that provided by horse and coach or by vessels carrying passengers mainly from Wollongong harbour but occasionally and by arrangement from the jetties at Bellambi, Bulli, North Bulli and Coal Cliff. The railway altered the sites of some of the older established villages, notably Bulli itself, and brought the growth of new ones.

One of the early effects of the railway was the ease with which people could reach Wollongong for shopping. The running of Saturday night trains began the movement which ultimately brought the commercial superiority of Wollongong and the decline in the trade of Old Bulli, which was adversely affected from the outset by the placing of the railway station more than half a mile south of the original village. Shortly after the railway opened platforms were erected at Clifton and at "South Bulli or Bellambi". Sidings were built at Bellambi and despatch of coal to Sydney by rail began as soon as the railway opened.

Duplication of the line from Sydney to Hurstville was begun in 1889; to Oatley in 1890, and except for Como bridge, to Waterfall where it ended in 1891 but the single line to the south coast continued into the new century. Bulli station was a railway centre where coal trains were made up and despatched to Sydney and was a passing loop for trains.

Landslips frequently blocked the line. In 1889 thousands of tons blocked the line south of Stanwell Park station and coaching from Clifton to Waterfall was re-commenced. To make more difficulty, a passenger train collided with a pilot engine in "the big tunnel", derailing a carriage. At Clifton the railway had no solid foundation, landslips were frequent and the Railway Department dug deep drains under the line to discharge into the sea. Gangs were always at work to clear landslips. In 1900 the line was moved four feet nearer the mountain between Clifton and South Clifton and the cutting at the tunnel mouth widened to stop slips. It has been recorded that the Clifton tunnel needed more attention than any other and continued to do so as the years passed.

Soon after the railway was opened complaints were made about the passenger trains. At first long American coaches were used, then shorter carriages, unpainted and dirty, and finally old original third class carriages (although called second) with no windows or shelter at sides and no cushioned seats. People used umbrellas and sunshades and were covered with smoke and soot, especially in the long tunnels. No lights were lit in the carriages whilst going through the tunnels and as the traffic improved and longer and heavier trains were placed into the service in the nineties trains began to stick in the tunnels. In October 1890 a twelve-car picnic train stuck in Otford tunnel. Although the windows were shut the carriages filled with smoke and steam. Women fainted and children screamed until the train backed out to Stanwell Park and was taken through to Otford by halves. The tunnels militated against tourist traffic, the slow passage through the Otford tunnel with its choking fumes being feared by travellers and anticipated with alarm.

Coal trains from Helensburgh were assisted by a bank engine the five miles to Waterfall where sidings were frequently enlarged and bigger trains made up for Darling Harbour. Drivers and firemen were scalded and overcome by smoke in the tunnels whilst driving heavy coal trains. In 1906 the Railway Department moved to seek a new route to eliminate the tunnels, whilst the same year electrification was urged as the solution. The growth of passenger and coal traffic in the new century brought the construction of larger sidings at Waterfall, which became a railway depot at the height of the climb from the coast.

Despite unfavourable conditions for travel, more and more tourists from Sydney began to visit the scenic attractions of the coast which were known only to very few before the days of the railway. A platform was early secured at Robbinsville at which visitors alighted to walk or take coach to view the scenery from the top of Bulli Mountain. The view, which is world renowned today, was early appreciated by travellers who passed that way and became from the time the first road was opened to the mountain top one of Australia's most famous tourist resorts. As early as 1828 the "Emigrant Mechanic" described the scene as one of remarkable beauty. Opportunity to view the panorama was improved in 1881 when Carl Weber, the road superintendent, erected a platform at the junction of the Appin and George's River roads, overhanging the perpendicular cliff.

At Clifton in the nineties publicity was used to draw tourists and walkers to ascend the bridle track to Cowper's Lookout, which was 150 feet higher than Weber's Lookout above Bulli, with an expansive panorama to the south as far as Jervis Bay, to Robertson's View a little farther north and with a sweeping view northwards as far as Botany Bay.

Although a well-established village Clifton formed a Progress Association in 1888, whilst in 1890 the public hall company declared a dividend of 15s on each £5 share. A new public school was built on a former cricket ground a quarter of a mile north of the original school erected in 1879, the site of which was always a damp quagmire. John Wogoman was contractor for the building which comprised a brick residence and school of two rooms, 75 feet long and 24 feet wide, similar to those at Balgownie and Fairy Meadow. It was opened by Hon. F.B. Suttor, Minister for Public Instruction, on 31 July

1893. Trees planted by the distinguished visitors to mark the occasion may still be seen beside the residence near the railway tunnel but the school has long since been demolished. The centre of population moved to South Clifton.

The portion of Clifton north of the tunnel was known as North Clifton in the nineties and the narrow strip of high land along the sea bank to Stanwell Park was called Cliftonville. South Clifton grew steadily as a mining village and in 1890 residents began a move to change its name because of the confusion caused by having places with north and south names. The growth of population brought the dedication of a cemetery site in 1890. It was known as Clifton cemetery but was some distance south of the village on a coastal headland between it and Austinmer. Coledale and Wombarra had not then been named.

At that time between the original Clifton station, re-named South Clifton, and the sea, the hotel opened in July 1887 was named Scarborough Hotel. The move to change the name continued and when a progress association was formed at South Clifton in 1903 it suggested the name change. The name Scarborough was painted on the railway station in October 1903 after which the use of the name South Clifton was discontinued. The name Scarborough, meaning "Fort on the Rock" from its English counterpart 42 miles north-east of York by rail, was adopted. Saywell gave the land for a Presbyterian Church there in 1903.

Farther south the growing importance of Robbinsville after the opening of the railway was marked by the opening of a post office. Residents had petitioned for an office as early as 1882 and again in 1885 but until the railway was opened the petitions did not succeed. The office was opened on 1 May 1888 with F. Robbins as postmaster at a salary of £10 per year. The need for a school was met when the Department of Public Instruction in 1888 purchased one acre from Robbins on the north-east corner of his land. The site was elevated and well situated, being in the centre of population. A brick building 70 feet long and 24 feet wide, similar to that at Balgownie, was erected and opened on 24 May 1889 - Queen Victoria's Birthday - with a picnic attended by 250 children and an equal number of adults. H.T. Hicks J.P. presided. A residence of six rooms was provided for the teacher.

Macauley Park land was sold in 1888 and by 1890 the village which had originally grown as Newtown on the western side of the railway line had begun to grow on the eastern side. The village had a church, school, hall, post office and hotel, all situated on the western side, in 1890.

In 1891 the Department of Railways was asked to change the name of the station to Thirroul. This was the aboriginal name for the cabbage palm which was alleged to have been first seen by travellers to Illawarra in the district around Robbinsville where it grew to perfection. It was also pointed out that the Department had already preserved native names when naming Illawarra stations and that the idea of perpetuating euphonious aboriginal names seemed worthy of adoption. Robbinsville was not considered a particularly appropriate name as it was not suggestive of any feature of the locality, and the Railway Department desired to avoid personal names. In October the postal department was advised of the

proposed change and the name Thirroul was adopted from 1 November 1891, notwithstanding opposition by some residents to the change. Immediately requests were made by J.G. Hutton for a change back to the former name but the name of Thirroul was considered suitable and distinctive and was retained.

The post office was transferred to the railway station in 1892 when money order facilities were introduced and in the following year a tiny office was built at the level crossing. In 1900 it was decided to remove the post office from the railway and premises on the main south coast road were rented by D.J. Webb. In 1904 a branch of the Government Savings Bank was opened at the Bulli Post Office to serve Thirroul! In 1907 there were 112 householders at Thirroul and 200 letters a day were received from Sydney. A letter delivery on horseback began that year. The postal department ceased to rent premises from 1907 and the postmaster received an extra allowance to provide them. As the new century opened postal business began to increase at Thirroul which had originally been the popular tourist centre for Bulli Pass and was developing into a seaside resort. The summer saw Thirroul crowded with holiday makers.

The great storm of February 1898 drove the brig "Amy" ashore at the north end of the beach at Macauley's Point near the mouth of Flanagan's Creek. The entire crew drowned before the eyes of the onlookers and the beach as far as Bulli jetty was strewn with wreckage. Thirroul residents erected to the memory of the crew a marble memorial which was unveiled by Mrs George Adams. It was removed to the centre of the beach reserve in 1952.

At Stanwell Park during the eighties and nineties lived Lawrence Hargrave in his cottage above the railway station, built after the sale of his father's house near the creek where Coal Cliff village grew. Hargrave, who was born in 1850, became a pioneer research worker with engines, monoplanes and the box kite, his observations playing a vital part in the development of the aeroplane. He read his first paper on the subject before the Royal Society in 1884 and succeeded in arranging a set of kites which lifted him from the ground. He experimented in many aspects of aeronautics and in 1899 visited Europe where much attention was given to his findings. He died on 5 July 1915 and a memorial to his work was subsequently erected on Bald Hill and unveiled by the Governor of New South Wales, Lord Wakehurst, on Saturday 3 August 1940.

The vast natural seaside amphitheatre where Hargrave had lived became a favoured seaside resort with the passing years. The railway platform was moved in 1901 from the eastern to the western side of the line which had a passing loop for trains. An additional platform was built later on the eastern side. At the time of the change it was feared that passengers might fall from the trains when alighting as in those days lighting at night consisted of only a few oil lamps. It was necessary to resume land to provide a road of access to the beach in 1900 as all the land had been a grant.

Austinmer began to progress after the railway opening and celebrated the colony's centenary in 1888 by building the Centennial Hall. A progress committee was elected which was designed to play a major part in developing

the village to the high ranking seaside resort it eventually became. In 1891 tenders were called for new brick public school buildings at "North Bulli" and Fairy Meadow. The school building, which stands today at the former village, was completed by J. Wynn and G. Craddock in 1892 and its name changed to Austinmer in 1895.

In 1893 salt works were built on a quarter-acre site 100 yards from the sea for the Illawarra Salt Company. They were behind the first beach north of Austinmer's main beach of today. Two years later works were built "on the point near the jetty" for the Sydney Salt Company. The works stood on two acres of land. A.A. Lysaght was manager. Salt was marketed by the Austral Salt Company in 1896 and the salt industry continued to the new century when it declined, as had the coal industry there in a former decade.

By that time postal communication had been established at Austinmer. A post office was first requested in 1887 when a coal mine and sawmill were operating and it was opened at "North Bulli" on 1 May 1887 when it was proposed to change the name to "Priena". The office was near the jetty on land owned by the coal company and shortly afterwards a request that it be moved to "Austinmer" one mile south where freehold land was subdivided, was granted.

The office which was attached to Anthony Cram's store in the main street was opened on 1 March 1888. In 1889 Austinmer was prosperous with 300 men working at the mine but the following year slackness of business reduced trade so that the store closed and the office passed to Jones, the colliery manager and owner of the premises, and was then moved to the railway station. In 1892 it was again moved to the main street but in 1897 the postmaster at Bulli reported that Austinmer was fast becoming deserted and the post averaged only one letter daily.

However the new century saw the beginning of the growth of Austinmer as the premier surfing resort of the south coast. The beach was cleared in 1899, the stone being used in ballasting the road to Wollongong. The "Wollongong Argus" reported, "The road has been rendered almost impassable and horses have been maimed, vehicles broken, harness destroyed and lives endangered".

By 1906 the Bulli postmaster reported that Austinmer consisted of about 20 houses but that a large estate had been subdivided and sold by auction. It was the Kennedy Estate sold by Slade and Brown, 70 lots being sold between the railway and the beach. Land was quickly built upon and Austinmer was on the way to its future prosperity. In the opening years of the new century social institutions began to appear. The St John's weatherboard Church of England was opened by Rev. G D'Arcy Irvine on 12 March 1904 on land in Moore Street between the station and the beach given by J C Jones and J Kirton.

Woonona, where the original commercial centre had been established in the district had, with the failure of Taylor and Walker's and Hale's mines, receded and was for 25 years overshadowed by Bulli, which became the centre of social and commercial life in the district. With the re-opening of the mines in 1889 Woonona began to regain its position and grew to equal Bulli, from which time the two became twin centres usually linked in the name as "Woonona-Bulli".

The new Woonona grew with the sale of Hale's estate immediately south of and close to the mine originally worked by Hale. Houses and stores sprang up on every hand - Ball's cordial factory began operating, Davidson's store opened in 1887 and the School of Arts reopened after years of inactivity as people flocked to settle in Woonona. H S Fry was president of the School of Arts and H W Hayman librarian. A room was added in 1890, A G Alanson, schoolmaster, contributing in no small way to the successful operation of the institution. Proposals in 1895 for further extensions brought the need for the original records which could not be found to disprove a mortgage claim. Eventually in 1901 the receipt for repayment of the money was found in a Wollongong bank and the hall renovated. It was reopened with a banquet by the Minister for Lands, Hon W P Crick MLA, on Wednesday 15 January 1902, the membership then being 76. The hall was lit with acetylene gas for the first time in 1904.

Entertainment was promoted by the rebuilding of the skating rink as J Pritchard's music hall in 1899, acetylene gas being used for footlights. The hall would accommodate 1000 people and had cutlery and crockery. It was situated on the main road just south of Russell Street. The weatherboard hall was destroyed by fire on Sunday 16 December 1906 when a "bucket brigade" saved adjoining premises.

The new century saw magic lantern shows added to the social attractions of the former years and the friendly societies continued their charitable work and provided social functions. In 1905 the friendly societies built a large brick hall on the eastern side of the main road on the hilltop where Bulli and Woonona meet. It was opened on Friday 8 September and lit with acetylene gas, the light of the early years of the twentieth century. The hall cost £700 and was used by three lodges, the Ancient Order of Foresters, United Ancient Order of Druids and the Free Gardeners. The hall served until the incursion of moving pictures. After a quarter-century of use the hall was sold and became a large motor garage.

The Woonona Workmen's Club and Mutual Improvement Society which opened in March 1902 leased a cottage on the north-east corner of Russell Street and the main road. Its membership of 80 rapidly grew.

The school accommodation was increased by the erection of a brick building of two large rooms for infants at a cost of £650 in 1890 and the addition of a large classroom in 1902. The old Church of England school-room originally used for the public school was pressed into service again and also continued in use for religious services. The Baptists began operations with a baptismal service on the Bellambi beach in October 1905 when two ladies and two clergymen were immersed in the presence of 1000 people. The Salvation Army arrived in 1887 and used a building on the main road near the Primitive Methodist Church.

The reorganisation of postal facilities was suggested in 1896 when a meeting urged the erection of a post office building midway between Bulli and Woonona, a block of land being reserved beside the police station for the purpose. However land was resumed in 1901 for a post office at Woonona opposite Campbell Street and the proposal for a central post office was abandoned. The Woonona post office had been conducted in the two storeyed

brick building on the south-east corner of Campbell Street and the main road but the new official post office was erected of brick almost opposite it in 1903 and was opened by Hon G W Fuller MHR, on 30 September.

Woonona's industrial growth in the nineties brought the development of co-operation with the establishment of the Woonona Industrial Co-operative Society Limited in 1896. It opened new premises in December 1900 with a public tea meeting whilst a large store for its expanding business was erected the following year. Shops of all kinds developed and the village became the commercial centre of the district.

In March 1906 a great fire destroyed Davidson's Polytechnic store and Molloy's timber yard beside it. Across the street Ball's shop was only saved by being saturated with water. Other buildings beside those burning caught fire but were saved by water being splashed over them by willing workers until the fire burned itself out.

Brickmaking became an important industry. It was founded by Thomas Pendelbury in the early days of Woonona and works opened in 1901 beside the main road near Gray Street remain an important industry to this day. Terra cotta hollow bricks were made by Leon Jaubert. Typical buildings in which they were used are Bulli Parish Hall and Queen Victoria Markets at Sydney. The works closed in 1903.

Woonona formed the thirteenth bowling club in New South Wales in 1894 as a result of representations of William Rees. Having seen the game in England, Rees established it on the coast, remaining a member of Woonona Club for 55 years until his death in 1949. J S Kirton was first president of the club which had a membership of 20 in 1898.

Large estates were subdivided as the new century opened, typical among them being Hale's, Campbell's and Ziems'. Woonona's growth at the turn of the century brought a demand for the building of a railway station there in 1902 but that was not achieved until some years later.

In 1889 mining revival brought a new Bellambi where the railway from Woonona crossed the creek on a bridge 500 feet long and where two jetties operated at the one time to load the colliers. Wilson's jetty stood outside Mitchell's at Bellambi. The latter, newly rebuilt at a cost of £10,000, was washed away in a storm in June 1889. It was rebuilt and stood until 1955. The toll of ships wrecked on the reef continued with S.S. Laldinga, the fastest collier on the coast, being wrecked and breaking up in 1896, the Saxonia in 1898, the Resolute in 1907 and in 1911 the Marjorie. The gale of February 1898 swept away half of the model jetty of the Bellambi Coal Company together with 20 trucks. The jetty was not rebuilt.

Toward the end of 1889 the Bellambi or Cawley estate north of Bellambi Hotel and the South Bulli coal line and west of the Illawarra railway line - today known as Russell Vale - was offered for sale. Of 100 lots offered 37 were sold for a total of £805. W Wilson, the mine manager, who built the hotel also built the brick Bellambi Music Hall to accommodate 600 people in 1890, with running grounds with cinder tracks beside it. A

bullock roast was held to celebrate the opening in April. Life was enlivened by the Bellambi Brass Band formed in 1889 and the music hall connection with the Bellambi Hotel continued until July 1904 when it was severely damaged during a wind storm which unroofed it whilst crowded with dancers.

At supper time the brick end of the building was blown in and the hall was filled with cement and dust. The roof was blown to pieces, rafters, beams and corrugated iron being whirled into the air. The dancers were terrified and panic stricken. The "Illawarra Mercury" reported, "Men fought like tigers to get to the door ... chaotic confusion reigned supreme".

Meanwhile Russell Vale continued as a farming community. F P MacCabe's 250 acre dairy of "mixed dairy cattle" being noted. On it the Woronora Creamery Company in 1894 erected its separating station, supplying cream to Berry butter factory but it did not operate many years. In 1904, after MacCabe's death, the largest land sale in the district was held on his estate when 116 lots were sold, followed soon afterwards by 96 more. Building soon followed.

During the development of the coastal strip Sherbrooke prospered on the Bulli Mountain. Its spring wild flower shows, begun in the eighties, continued to be staged at Sherbrooke and Bulli for both the Union Church and charitable purposes. A cemetery was dedicated in Sherbrooke in 1870 but was never used except to provide timber for government purposes. Knight Brothers' mill continued to cut timber from the forests and in 1894 Franklin Knight converted seven acres of blackberry-infested land to potato growing with William Loveday, Thomas Knight and William Dumbrell working on shares and selling the crop in Bulli. Knight's corn crop drew visitors from Bulli who went to husk the crop. Ferndale orchard apples became renowned and all crops became prolific.

Sherbrooke's annual rainfall of 57 inches was the same as Sublime Point, although Woonona on the coast only a few miles away averaged only 43 inches annually. Brown Brothers' Sherbrooke orchard was enlarged in the nineties and Sherbrooke's renowned fruits - apples and peaches - in their season were carried away every day on waggonettes, carts and bullock drays and on horse and bullock waggons down Bulli Pass to Bulli railway station for despatch.

Prosperity and goodwill saw the building in 1896 of a new Union Church after the earlier one had been damaged by bushfires. Around it life actively centred, providing an outstanding example of a community with undivided loyalties united by a common church. At the summit of its prosperity and happiness in 1902 Sherbrooke was included in the catchment area of the Cataract Dam built for the Sydney water supply. The whole village was resumed early in 1903 and construction of the dam began.

Workmen travelled to "Cataract City" by the Bulli Pass and the settlement was down the river from Sherbrooke. It had a road one chain wide with business offices, married and bachelor quarters, post office, three stores, seven boarding houses, butchers, billiards, private assembly hall and a public school with 100 pupils, together with Anglican and Roman Catholic churches.

A two-foot gauge tramline was built the seven miles from the wall site to Gallagher's quarry at Sherbrooke where the rock was cut. During the construction period the people of Sherbrooke moved away to the coast and many to the Richmond River on the north coast which was being opened up by pioneers. At Sherbrooke rabbits and hares moved in after making their first appearance in the district on the Appin Road in 1901, and caused a boom industry in trapping until they were brought under control in 1910.

All buildings were moved away from Sherbrooke except the stone public school which was placed into service for the ranger's cottage. It stands today on the lonely hilltop amidst the forest giants and the beautiful wildflowers in the spring, silent sentinel of the days of a bygone century. It is a monument to the skill of the stonemasons who built it and a museum-piece of the educational system of the day with its floors unworn by children's shoes and the raised tiers still on the floors as they were placed in those far-off days of educational experiment and progress. Sherbrooke is forbidden land today with its bridges long since burnt by bushfires and the forest in which dwell the spirits of a grand community, gradually creeping over the road which led to it and over which its rich produce was carried in the days long past. The Cataract Dam, first of the four great Sydney water supply dams in the mountains behind Bulli was completed in 1907.

On the coast the opening of the railway brought additional postal facilities, a post office being opened on Bulli railway station in 1887. The post office was a state instrumentality in those days before Australian Federation. The post office in the village continued with G S Turnbull in charge, whilst a small separate post office building was erected at the railway station as an official post and telegraph office. The telephone exchange was opened at Bulli railway post office in 1906. It was not until some years later that the two offices ceased operating.

The placing of the railway station south of the township brought an immediate move of business houses and from that time the original Bulli became known as Old Bulli, its importance gradually waning as the years passed. The opening eighties had seen the appearance of home building where the station was eventually built and the area was known at first as Bulli's Newtown.

The first business houses of considerable size in the village near the railway station was George Croft's hotel at "Hungry Hill", said to have been the best and finest building in Bulli district when completed, a place it occupied for half a century and remains today one of the district's largest hotels. It was of three storeys, cost £4000 to build and was leased to William Dickson at £7 per week for its first five years.

At that time the Black Diamond Hotel closed. It was reopened as a boarding house and its assembly hall became the skating rink, beginning a pastime which retained great popularity over 20 years. The Denmark Hotel ceased liquor sales in 1894 and the Star of the Sea and the Railway Hotel, built beside the mine line, about the same time. The company's flat not far from the hotels had gradually been covered with slack until in 1890 the rains washed five feet more over it.

The move to establish a public hospital began in April 1888 after being proposed by the "Bulli Times". In 1890 Mrs G Organ of Wollongong gave a 33 feet wide access road and half an acre of land, whilst McKinnon gave an area beside it for a hospital site. H S Fry became president of the hospital committee. A six-bed ward for men and one of two beds for women, with a central office, was planned. The foundation stone was laid by F Woodward of Wollongong, former Member of Parliament for the district, on 11 June 1892. The Government gave £500 and the colliery proprietors subsidized donations made. In a cavity beneath the stone were placed copies of the "Sydney Morning Herald", "Daily Telegraph", "Illawarra Mercury", "Bulli Times" and a document.

John Myles of Bulli built the hospital for £740. The building of red brick on concrete foundation in modified Gothic architecture was opened by Lady Darley, accompanied by the Governor, Sir Frederick Darley, on Saturday 20 May 1893 after a procession led by the Bulli band, followed by the Governor and his lady in a "four-in-hand".

The sterling work of H S Fry over 40 years as "Father of Bulli" and its most prominent townsman and civic leader was recognised in 1898 when he was presented by the people of the district with a testimonial preserved today by his son Harold and daughter Miss L R Fry. A purse of sovereigns accompanied the address.

Fry was an active churchman of St Augustine's Church of England which continued as a house of worship. On Wednesday 9 August 1899 the foundation stone of the parish hall of terra cotta hollow brick construction with shingle roof was laid by the Archbishop of Sydney. It was 53 feet long and 20 feet wide, built by Molloy and opened by Rev H W Taylor MA, on Wednesday 22 November.

Bulli's new St Joseph's Roman Catholic Church was built in Park Road in 1900 on land bought two years before. The foundation stone was laid on New Year's Day by Cardinal Moran. The church of Gothic design to seat 400 was built of Hurstville bricks and cost £1600. It was opened by Cardinal Moran on 26 August the same year. A brick convent was built beside it in 1903 after which the original convent on the main road near Slacky Flat was sold. The new convent costing £725 was opened by Cardinal Moran on 17 January 1904.

The "Bulli Times" and the Wollongong newspapers continued to record the progress of the district. On 6 January 1900 the "Wollongong Argus" became the "South Coast Times", published by Little and Company. H F Cotterell took over the "Bulli Times" in the early nineties. When the state electorate was named "Woronora", incorporating the country from Bulli to Botany Bay in 1893 he changed its name to the "Woronora Times" although he changed it back to "Bulli Times" on 17 June 1899. The electorate continued as Woronora, despite protests that it should have been Northern Illawarra, until 1904, J B Nicholson representing it in Parliament. Cotterell relinquished the paper in December 1899 when Edwin James Welch took over and published in Main Road, Bulli. It passed to William James Bourke in September 1901 and to E C Brown in 1905. Shortly afterwards he re-sold to W J Bourke who sold to the "Illawarra Mercury" in 1919.

Bulli in the years at the turn of the century provided many opportunities for sport. The Bulli Rifle Club was formed in May 1889 and soon had 40 members. The club sought the rifle range but George Adams refused to allow the use of the old range when he took over. Floyd asked too much for the land near Floyd's Point (Waniora Point) and a site at Bellambi was considered too far away. The range closed in 1900 but was eventually reopened and continues in use.

A cricket ground was pegged out in Woonona on the former Ziems' paddock in 1889 and at the close of 1890 tennis courts were put down opposite the court house. The bicycle club held its first annual meeting in 1896. Athletic sports continued and when the Public Schools' Amateur Athletic Association was formed in 1889 the Bulli brick paddock was used for its first annual sports.

The turn of the century saw the development of swimming along the coast and facilities were provided with the construction of rock baths. The building of public baths was first urged in 1897 and the first rock baths to be built in the district were on Collins' Rocks at Woonona in 1900. They were 60 feet by 30 feet and cost £90. Sand continued to settle in them and has caused difficulty since they were built. The Bulli baths at Floyd's Rocks were built in 1903, certain hours being set aside for ladies and others for gentlemen in the early years.

The opening twentieth century saw the district attracting a growing number of tourists who travelled by train to admire the coastal scenery in those days before surfing had commenced. Among them was Australia's famous poet Henry Lawson who spent a holiday at Bulli in 1899. To preserve tourist attractions the Government took measures to resume lands at the top of Bulli Pass. Action in 1887 failed because the landowners asked too high a price and in 1894 moves were continued until a quarter-acre was secured and the lookout was cleared. It was dedicated as Hopetoun Park in 1901.

The nineties saw the beginning of the blackberry harvest for which Bulli became renowned. Blackberries appear to have been introduced to Bathurst in the forties and were first shown from T S Mort's garden in Sydney in 1851. They were introduced to Sherbrooke as hedge plants by Dumbrell in the seventies and in the eighties spread by birds and creeks thrived in northern Illawarra where the "Sydney Mail" of 12 February 1887 said they were ruining "acre after acre of agricultural and pastoral lands" and that "the popular and profitable English pastime of blackberrying is now indulged in to the full, the neighbouring mountains and vales literally teeming with fruit of fine size and flavour".

The vines continued to spread rapidly through the district and Sherbrooke was first to feature blackberry picking and home made blackberry jam in 1891 when the spreading vines gave concern to the Department of Agriculture. In 1893 picking absorbed the attention of all residents in the season. By 1894 the kerosene tin became and remained the popular blackberry container and Sherbrooke, Thirroul and Bulli became picking areas, extending along the hillsides from Woonona to Clifton as the years passed. G S Turnbull, storekeeper of Bulli contracted to supply Sydney jam factories and bought from local pickers. Landowners charged 2s per hundredweight for the right to pick on their land.

Turnbull encouraged the trade; miners, their wives and children picked and added to their income in those days when money was scarce. Newcastle proved the best market for blackberry jam. From a despatch of four tons in 1894 the trade rose to 35 tons in 1898 and moved upwards to 100 tons during succeeding years. The 9.00 pm milk train from Bulli in summer months became "practically a blackberry train". In the new century the vines became a pest and the need for their eradication became pressing.

Agricultural production in the Bulli-Woonona district was brought to public notice by the establishment of the Poultry, Pig, Canary and Dog Society which held its first show in the Oddfellows' Hall on October 1897. The following year George Adams had the Bulli Point cleared of trees and stumps for a model farm and had the railway bridge built to carry the road leading to the point from Slacky Flat. The land at the point became six-acre farms after Adams' death and a large housing area half a century after that.

Home building began with the opening of a new mine in 1903 at "North Bulli" which received the name of Coledale. A township was laid out and allotments sold on 7 November. A receiving post office was established in 1904 with Mrs G Walker as postmistress whilst a railway station was planned near the cokeworks. The weatherboard St Oswald's Church of England on the main road and the Methodist Church in Young Street were built in 1908.

Farther up the coast the completion of the railway brought the closing of the camp at Otford and it was reported in 1889: "With the departure of the genial Welch (Publican) from Otford the place breathes its last". The village became a quiet railway watering place. A new school site was selected in 1898 and a new building costing £200 opened in August. James Brothers' sawmill which had operated from 1875 continued into the new century. A direct road linking Helensburgh and Otford was built in 1905 but it was too steep and was abandoned a few years afterwards. An alternative route existed via Bald Hill.

The growth of Helensburgh continued with the passing years and in 1899 Helensburgh railway station was third on the Illawarra line for earnings with £8540, surpassed only by Wollongong with £18000 and Dapto with £16,000. The development of Helensburgh brought also the development of Lilyvale which first appeared in 1889, the name signifying the valley of the giant gynea lilies. George Welch bought the Metropolitan Hotel at Lilyvale in July and in 1899 transferred from Otford himself to the Paragon where he remained until 1902. The hotel stood on the east of Walker Street near the creek and was soon afterwards called the Paragon Hotel, being opposite the Paragon Hall.

The railway station was extended tunnel to tunnel in 1891 when a new goods siding and shed were built. A new road to the station was built in 1898. The school required a more substantial building for the 150 children. The new school of brick, of design similar to that at Corrimal and Balgownie to accommodate 250 pupils, was opened in January 1891 on the hilltop above the railway station. Medical services continued. Dr Trindall moved to Parramatta and Dr Nash succeeded him, he in turn moving to Blayney in 1891. A School of Arts committee was formed in 1890, Horan being the organiser and books secured from the public library were made available.

Debates were also held. A Good Templars' Lodge was formed. A cemetery site was set aside in 1891 but it had not sufficient depth and another site was selected south-west of the village where the cemetery stands today surrounded by bushland.

The town of Helensburgh was more populous than Waterfall and in 1890 trains for Sydney began at Helensburgh instead of Waterfall. The progress association was active with A Horan as organiser. The Church of England was built in 1891 by Ricketts at Lilyvale, the more southerly portion subsequently part of Helensburgh where he had already built the Paragon Hall, 100 feet by 32 feet with a stage for entertainments. Houses were built on the Metropolitan Coal Company's property and on freehold land at Lilyvale. The Roman Catholic Church of the Holy Cross was opened soon afterwards. The buildings were of weatherboard. Lilyvale had a wide extent and eventually the name was officially confined to the bush country where sawmills operated for a time in the nineties over the ridge east from the colliery. Although Helensburgh people still refer to the settlement on the south-east of the township as Lilyvale it is all within the Helensburgh postal area.

The government village of Helensburgh West was proclaimed on 13 February 1892, sites being reserved for public school, town hall, Mechanics' Institute, hospital, post office, police station and court house. A recreation ground was gazetted on 29 March. The government land sale was held on 6 August. The village had been surveyed in 1891 by S R Dobbie, licensed surveyor. Some streets were named after political figures of the time, one of them, Robertson, duplicating a name already given to a street on the company's subdivision, named after the company's manager.

The new School of Arts building of weatherboard was formally opened on Monday 10 September 1894 with a dinner, concert and ball. The School of Arts was first established in 1890 in premises leased from the coal company and had lectures and debating club but disbanded. The new building on a grant in the subdivision at Helensburgh West in Walker Street. The opening ceremony was performed by J B Nicholson MLA. The Court of Petty Sessions and police station were established on 29 April 1895. A Roman Catholic School was opened by Miss Spellman in connection with the church in May 1896. The Helensburgh Workmen's Social and Literary Club was established on 9 November 1896 through the efforts of Robinson, Dowson and Thomas Hall. In 1898 it purchased land in Main Street and erected buildings at a cost of £300. It had 500 members in 1901 when a new wing was added at a cost of £200. The Methodist Church was built of timber in Parkes Street in the early nineties.

The Presbyterians first held church services in the School of Arts from 1901. The timber church on a freehold site in Robertson Street given by T Saywell was opened in May 1904. The new post office building was opened by Hon John See MLA, on 25 February 1901, having been built at the corner of Cowper and Parkes Streets by G Ricketts for £615. The former post office was some distance away from the site eventually selected although Thomas Horan had been postmaster since the office was established in 1886.

The new century saw Helensburgh well established as a colliery township at the northern end on the Bulli district with which it was firmly bound by

kindred activities. The common interests of the coal centres of northern Illawarra, where the railway had in twenty years of operation played an increasing part in the transport of coal, merchandise and passengers, were bound more closely by the railway itself. Coaching along the routes served by the railway had become purely local in the early days of the twentieth century before the days of the motor car, and although the coastal jetties at Bulli and Bellambi continued for some years more for coal loading, the others were gradually abandoned in favour of the railway.

As early as 1889 a movement began to secure the incorporation of Bulli as a municipality. Austinmer and Robbinsville objected to inclusion and at first sought incorporation with Clifton, though some opposed incorporation at all, as the majority consistently did at Bulli. In 1891 a meeting sought incorporation as Bulli and not as Bulli-Woonona, whilst in 1895 the subject was again raised but virile opponents packed the meeting and compelled its adjournment. In 1900 a meeting resolved to seek the incorporation of Bulli, Woonona and Thirroul and circulated a petition but a meeting in 1903 defeated the proposal. The Government saved the situation by introducing the Shires Bill in 1905 and the Bulli Shire proclaimed by it on 15 May 1906 included the area north of North Illawarra Municipality at Bellambi to National Park, Waterfall and the Cataract River.

The institution of shire government brought forward a new group of men anxious to serve their community in an honorary capacity as had many before them. The new day saw the passing of a citizen to whom was due, more than to any other, credit for his persistent efforts to secure local government for the area and for his work for many institutions including the hospital, School of Arts, and for acting as magistrate for many years. That citizen was Henry Strange Fry who was laid to rest after his death on 30 May 1907 at the age of 77 years in the churchyard of St Augustine's which he had also served during a long and active life in which he promoted the progress of the Bulli District.

CHAPTER 6

COASTAL RIBBON

1906-1947

As the twentieth century dawned, townships dotted the narrow coastal plain on the northern Illawarra where the mountains meet the seashore, which half a century before had been known as Bulli from end to end. Each settlement had been brought into being by the opening of a new tunnel into the mountainside for the production of the middle treasure of the earth - the black diamonds which brought a living to the workers and prosperity to the district. To foster the development of the string of villages destined in the following half century to become a ribbon of towns meeting one another along the coastal highway, the Bulli Shire Council began to face the new needs of the changing world.

The establishment of shire government occurred when the motor car had appeared on the roads as an innovation in transport, the effects of which could not be foreseen. Railway duplication throughout the district was becoming necessary to handle the increasing traffic and surf bathing was about to commence, bringing the coastal beaches into prominence previously unimagined. At that time the Government was still attempting to keep the roads metalled sufficiently to provide a firm surface for the horse-drawn vehicles of the day and bitumen surface had not appeared on the country roads. The mountain lands had at that time been reserved for water catchment and the cliff-top lookouts had yet to feel the impact of motor tourist traffic.

The councillors quickly settled down to work. To their energy and foresight, combined with the co-operation of the citizens of the shire and government instrumentalities, can today be attributed the provision of the facilities and benefits enjoyed in modern living by residents and tourists alike. There was always plenty of business to demand the attention of the council which first met on 13 June 1906 at the Oddfellows' Hall, later to become the Masonic Temple, on the main road near Organ's Road; and later in the building on the north eastern corner of Park Road and Main Road in Bulli township. The provisional council appointed by the Government to organise the first election consisted of Councillors H F Cotterell, D Ritchie, J S Kirton, D A W Robertson and H Craiger. There were three ridings: "A" including the country from Waterfall to Stockyard Creek near Coledale; "B" from Stockyard Creek to the south side of Russell Street at Woonona and "C" from Russell Street to the South Bulli tramline at Russell Vale.

W J Richardson was appointed council clerk at £2 10s per week. He retained the position until his retirement in 1922. The first council elected comprised P Spiller, W P Mitchell, G C Youll, J S Kirton, J Davidson and J S Nicholson. The first meeting of the council was held on Saturday 8 December 1906. After even voting Cr Mitchell was elected president by drawing lots. The first general rate levied on 21 October 1907 was 2d in the pound. John Richards was appointed valuer and D L Wilson engineer. J J Hiles was appointed health inspector and was elected a member of the council in 1926. A E Lemaire was appointed electrical engineer in 1918.

Council purchased for £160 the former Primitive Methodist Church building in Main Road near Farrell Road in 1908 and held its first meeting there in May 1909, after which its former premises became the post office, which was moved from the railway station and absorbed the Old Bulli Post Office in 1911. Income of council for its first year was £1000 which rose to £60,000 by 1928. In 1911 additions were made to the front of the council building and their completion was celebrated by a banquet at which Sutherland Shire Councillors were guests.

Bulli built its new council chambers in 1928. The president, Cr A H Fackender JP placed a tablet on the building at a ceremony on 3 November. The chambers were built opposite the end of Farrell Road and were opened by A A Lysaght MLA on Saturday 1 June 1929. The two-storey building of brick was built by W J Williams at a cost of £5303. It had a frontage to Prince's Highway of 60 feet and a depth of 50 feet. The counter and offices occupied the ground floor and an elaborate council chamber on the upper floor featured a semi-circular table for councillors. The last meeting in the former building was held on 27 May 1929. The old council chambers were bought by Bulli Miners' Lodge for £360 in 1930 and became a workers' club.

From its establishment the shire council gave considerable attention to roads and streets in the shire which it found badly designed. The main road wound up and over hills as it does today and required much stone and blue metal to give it a firm surface. In 1911 "Bulli and Woonona (were) noted for streets with dead ends". Streets only led off the main road at irregular intervals and being generally only half a chain wide, needed widening work which still continues. Council moved with the times in 1910 when it installed a steam road roller. It set out to straighten streets and to have encroaching buildings removed from streets and main roads. The council took over care of public parks and gardens and the trust of the lookout at Hopetoun Park and Bulli Park resigned in favour of the council in its early days.

The crossings over the mine railways became a source of danger with increasing traffic. As early as 1893 William Bennett's coach was struck on the Woonona crossing by the engine and mine trucks, passengers being badly shaken, the horses injured and the coach badly damaged. In 1908 the daily horse coach which plied between Bulli and Wollongong was smashed by the coal train, the driver, Thomson Bennett being killed, the passengers injured and the vehicle smashed to pieces. Following the accident the company erected gates on the road, worked from a two-storey brick signal box which operates today. Thirroul main road level crossing also proved a danger and with the opening of the railway yards there in 1914 it was replaced by an overhead bridge.

At Clifton falling stones had to be anticipated where it was reported, "the road at this point skirts the edge of the sea with the cliffs towering hundreds of feet in an almost perpendicular wall on the western side of the road. The road itself is only wide enough to admit of vehicles passing comfortably".

To provide adequate transport facilities the Railway Department developed plans at the time shires were formed for the improvement and duplication

from Sydney of the railway lines through the shire. Duplication was carried to Waterfall where it ended in 1891, except for Como bridge. Single track tunnels militated against extension. At Otford ventilating fans were installed at a cost of £7000 at the northern entrance to the 77 chain tunnel in 1908 when 51 feet was added and a boiler room built to drive a blast of air through. The line between Otford and Waterfall with its grade of one in 40, including seven tunnels, was re-surveyed for a grade of one in 80 with duplication in 1908. It was over two miles longer but eliminated four tunnels and the three new ones were double width. The estimated cost of the work was £231,000.

An immediate move to eliminate Otford tunnel was urged but in 1909 a new railway station, residence and sidings were built at Stanwell Park at a cost of £5000 to meet growing tourist traffic. In 1910 Bulli Shire Council supported the proposal of the Railway Department to duplicate the line from Clifton to Wollongong in view of increasing trade to Port Kembla harbour. Deviation and duplication from Waterfall to Lilyvale began in 1912 and, as with the first construction of the line, a railway camp was built at Cawley with married and single quarters and shops of all kinds. Twelve hundred men were employed, using horses and tip drays for the work. The deviation was put into use on 30 May 1915, after which the old tunnels were used for mushroom growing.

At Coledale a new island platform was built in 1912 200 yards south of the original platform which it replaced. Duplication southwards from Scarborough began in 1915. On 15 August that year Clifton and Scarborough platforms were cut out and a new station between the two was opened having a double platform with brick buildings and overhead foot and vehicular bridges. It was called Clifton but re-named Scarborough in January 1916. The site of the former South Clifton or Scarborough station was used for sidings which remain in use. The double line was opened as far as Thirroul in November 1915, the new platform there being opened on the western side and the level crossing being replaced by an overhead bridge in 1916.

When a new station was opened on 7 December 1916 it was reported: "The new platform at Brown's Bridge has been named Wombarra" and thus a station a mile south of Scarborough came into being. With the duplication from Thirroul to Wollongong insistent demands brought the opening of a railway station at Woonona, work beginning to complete the partly duplicated Bulli-Wollongong section in 1921. At Woonona a platform served from September 1919, the Woonona station being opened on 9 January 1922.

Meanwhile work on the deviation and duplication from Otford to Coal Cliff to eliminate the Otford tunnel began in 1916 and the first Sydney-bound train used the new line in 1920. The length of journey was three miles greater but the grade easier and the times taken by the trains the same, the railway skirting the rim of the vast amphitheatre of Stanwell Park to reduce the grade from 1 in 40 to 1 in 80. On it is Stanwell Park viaduct 127 feet high containing over five million bricks. The new station at Stanwell Park is 289 feet above sea level and 191 feet above the former station. The new Bald Hill tunnel is only 20 chains long and travellers in south-bound trains emerging from it see one of Australia's most renowned views. The southern end of the old Otford tunnel was blown in during demolition practice in the Second World War in April 1942.

Between Thirroul and Wollongong additional road services were needed to supplement the railway and a survey for a steam tramway along the main road with branches to Balgownie and Corrimal station, first pressed by the North Illawarra Municipal Council in 1901 was made in 1912 by Surveyor McGowan of the Public Works Department. Mud inches deep made the main road a quagmire in rain. The tramway scheme was abandoned and in 1913 the motor car began its first service carrying 12 passengers from Thirroul to Wollongong and Port Kembla.

The jetties at Bulli and Bellambi continued to provide for coal transport until the days of the Second World War in the 1940s. The collier steamship Governor Blackall plied regularly. Clifton was eliminated earlier a few years after the opening of the shaft near Coal Cliff station but Bulli and Bellambi jetties remained until the opening fifties. Bulli jetty was rebuilt after collapse in 1907 when 15 waggons fell into the sea, only to collapse again in a severe storm in 1912 after which it took 16 months to rebuild.

It went to ruin after 1943 when it was damaged by heavy seas and the sea end was washed away, the large centre part collapsing in 1949. The Bellambi jetty, disused about the same time, remained until the greater portion of it collapsed in August 1955. On the reef nearby S.S. Murmorah was wrecked in 1949, remaining for some years until smashed up by the seas.

The motor car appeared on the roads of Bulli early in the new century and in 1906 a party made news by travelling from Woonona to Cataract and back, a distance of 32 miles in five hours. In the first decade a journey by motor car or the appearance of one was news in the papers. At first breakdowns were common and cars bogged in the mud at times. Following the First World War the use of motor cars became more common and reliability improved. Lorries developed and as they became larger they became known as trucks. They began the carriage of coal in the district and the semi-trailer appeared in the thirties for the carriage of larger loads. Following the Second World War they carried outsize loads through the district and diesel trucks were placed into use for heavy transport.

Holiday times saw trainloads of tourists from the city pour into Stanwell Park and Clifton, and with the passing of the years to all points south, gradually increasing until great crowds filled more and more trains at holiday times bound for Sydney's great southern coastal playground.

From the twenties the motor car also added its quota to the beaches and sights and opened up a still greater field of opportunity for sight-seeing. Motor camping with car-hauled caravan trailers appeared more and more until each season today sees the camping areas crammed with camps along the seashore. Tourist hotels also appeared; the Hotel Panorama, perched on the top of the precipice above Thirroul with "unequalled panoramic views" was built in 1928.

The new era brought the beginning of highway construction in New South Wales and on 19 October 1920 the road linking Sydney with Melbourne by the coast was named Prince's Highway, after the Prince of Wales who had visited the State shortly before, at a ceremony at the Bulli Lookout by the

Minister for Local Government, Hon T D Mutch MLA. The suggestion for so naming the highway was made by the National Roads Association to the Bulli Shire Council.

The highway from the shire boundary along the tableland to Bulli Lookout was improved to take motor traffic soon after the shire was formed, by the shire council using government subsidy and in 1910 Madden's Plains in wet weather presented the only hazard to motorists. The year 1922 saw further improvement by Bulli Shire Council but the macadamised road from Sydney ended at Sutherland, after which it was a red gravel road noted for its fine red dust. At the time a motorist reported: "The needle creeps up to forty and ... with the throb of power we speed on ... to Bulli Pass". The Bulli-Wollongong road was blue metal at the time.

Changing conditions brought about by the introduction of motor transport on a large and growing scale saw the formation of the Main Roads Board in 1925 to work in co-operation with the local councils. It lost no time in beginning operations and in 1925 began to convert the former railway track at Stanwell Park to a road and to reconstruct the road from Bulli Pass to Bulli. The bitumen surface was placed on the road in 1926, when the bridges over historic Slacky Flat or Mailbag Hollow of earlier days were replaced, one in timber and one in concrete.

The development of the motor car at the end of the First War brought the opening of tourist resorts away from the railways, the principal being Sublime Point named in 1911. It received notice in 1917 as being reached by a steep walk from Austinmer, above which it stood 1300 feet above the sea. The foot track was first cut in 1916. Once again it was found necessary to resume the land for public recreation and the Bulli Shire Council pressed in 1920 for the resumption of both the Bulli Pass and Sublime Point lands. The Sublime Point Park of 13 acres from the estate of Wigram Allen was acquired by the Government and handed over to trustees, including several Bulli Shire Councillors and residents, at a ceremony on Saturday 13 June 1925.

The point was said to offer the finest panoramic view in the world and was visited at that time by 6000 tourists annually from the tourist bureau. It was named Lady Fuller Park. By 1930 several cars, all empty, had run over the cliff but in that year a car dropped among a party of schoolgirls at the bottom, killing one of them. The National Roads and Motorists' Association then erected a safety fence which has prevented any cars from going over since.

The Automobile Club of Australia and the Tourist Bureau visited Cowper's Lookout above Clifton in 1924 to explore the possibility of opening up a road to it but none has yet been built. Many centres not linked by road or rail began to be visited more from 1930, when bush walking or hiking became popular. By that time the Garrawarra Park between the southern boundary of National Park and the railway line and sea coast had been dedicated and it was combed by hikers, whilst other parts of the Bulli Shire were also visited. Bush walking continues today.

Bulli Pass remained a renowned showplace with its semi-tropical jungle and continued representations were made by the shire and progress associations

to the Government to resume it and preserve foliage, trees, palms, ferns, vines and creepers as a national as distinct from a local park. Wildflowers, so long a tourist attraction of the northern Illawarra, were assured of preservation when an Act of Parliament in 1927 prevented them being picked. Waratahs, Christmas bush and bells and a thousand colourful native flowers, which in the former century were displayed at the annual Sherbrooke and Bulli wildflower shows and which in spring drew visitors from far and near, now flourish unmolested on the mountainsides and plateau. The area around the original Weber's platform lookout, named Hopetoun Park in 1901, was improved in 1928 with the replacement of its kiosk for tourists by a modern one.

The Bulli Pass was early noted as a trying mountain climb of upwards of two miles. Its steepness is exceeded by only four other mountain climbs in New South Wales in percentage grade and by only the Nundle-Hanging Rock Road in having a steeper grade of the same length. The pass also remained a dangerous descent. Bolting horses and failing motor brakes caused appalling accidents, many of which had disastrous results. A five-horse team bolted in 1910, safely rounding the Elbow in its descent but throwing out the passengers as it went. The coach was smashed but all providentially escaped serious injury.

Growing motor traffic in its early days drew an instruction from Bulli Shire Council that Bulli Pass was impassable to motors which found the ascent and descent a severe strain on their mechanism. Cars and lorries caught fire from excessive use of brakes, whilst from time to time others crashed off the road, capsized and somersaulted, occupants being killed or injured. In the twenties a safety siding was built at the Elbow for cars out of control and is still maintained.

From the foot of the Bulli Pass the villages grew and expanded along the coastal strip. The twentieth century village of Coledale grew rapidly with houses and shops. In December 1907 Coledale Progress Association was formed with Frank Cater as president. The Roman Catholic Church was built of weatherboard in Young Street and the first Mass was celebrated in it by Rev Fr Dunne on Sunday 14 June 1908. The Methodist Church Hall of weatherboard, also in Young Street, was officially opened on Saturday 8 August 1908. It was blown off its piers in a gale in 1921. The Coledale public school for which agitation began in 1909 was opened on 30 March 1912 with an official luncheon, by McKenzie, Inspector of Schools. Children previously attended Austinmer school but teaching at Coledale did not commence until July. The school of brick cost £900 and occupied a large site overlooking the ocean. By 1917 it had an enrolment of 260 and additions costing £763 were made. Another room was added in 1923. In 1925 a two-acre site was obtained from the Allen estate in addition to two acres from Grills for a recreation ground.

Scarborough attracted tourists early in the century but grew mainly with the homes of coal miners. The school at Clifton was abandoned and a new timber school built between Clifton and Scarborough villages to serve both was opened in January 1914 by the Minister for Education. It cost £4000 and continues to serve to this day. The new school first named Clifton was renamed Scarborough in 1916. A new court house was opened by A Elliott SM in July 1911.

Despite the tendency to move southwards a new brick School of Arts with two-storeyed front was built at Clifton in 1911. A new Anglican Church of St Paul was built of timber in 1922 at the foot of the hill south of Scarborough. The foundation stone was laid by Ven Archdeacon Martin MA. The Scarborough swimming baths were built below the Presbyterian Church in 1926 by voluntary labour. With the opening thirties Scarborough and Wombarra merged along the main road, and farther south met Coledale.

At Stanwell Park building lots were sold in 1907 and 1914 and the settlement opened as a tourist and surfing resort. The Helensburgh-Stanwell Park Life Saving Club was formed on 11 February 1908, one of the first outside the Sydney area. In its first year it had 120 members. The area became a famous holiday, surfing and camping resort. The St George's Church of England foundation stone was laid by Rev W Newmarch on 20 December 1913 and the church built of timber. A timber public school was built beside it and opened on Saturday 21 April 1928.

Outstanding in the development of Bulli Shire was the growth of Austinmer as a surfing, swimming and holiday resort. To meet the growing patronage the railway station was lengthened and buildings and appointments brought up to date in 1907. The post office was erected on the end of the platform and buildings rapidly appeared in the town which was becoming noted for its mountain and seaside air. It was reported in 1907 that it "satisfies the modern craze for surf bathing" and correctly prophesied: "That Austinmer is destined to become the Brighton of New South Wales has been publicly acknowledged by the city press". The twenties saw it termed the "Riviera of New South Wales".

The end of the first decade of the twentieth century saw the growing popularity of the township over the summer months, continuing over half a century to make it the outstanding guest house and surfing resort of the coast. Buildings were quickly erected for all purposes and an active progress association formed in 1914 played a major part in its civic development. As with all recreation areas in northern Illawarra, the land along the beach front had to be bought back again from holders - a sad repercussion from the system of a century before when all the land was unwisely given away or sold in large areas.

Soon after the first land subdivision in 1908 the first furnished house for tourists, jocularly called the "Butterbox", was built and became the modern Outlook Guest House. Home building on the western side of the railway line began when traffic and footbridges were erected in 1917. At the beach new baths were built in 1917 on the rocks near the south headland, replacing the former baths opened in 1914. At the same time the seawall was erected and the creek piped from the centre of the beach to the southern headland.

In 1919 it was found that improvements, drains, seawall and dressing sheds had been built by the Progress Association on alienated lands and the Government surveyor was called to assist resolve the tangle. By the thirties Austinmer had become one of the state's premier seaside resorts and in 1938 the Bulli Shire Council built a new kiosk to replace the former one. During the ten years prior to that £10,590 had been spent on beach improvements.

A returned soldiers' concert party, the Black Diamonds, provided popular entertainment on the beach in 1919. Austinmer's growing popularity necessitated building of new dressing sheds and surf club rooms in 1930. They were opened by the Governor of New South Wales, Sir Philip Game, electric light being switched on at the beach for night surfing at the same time. The surf club was formed in 1910.

Austinmer's progress was marked by the provision of new buildings and public institutions. The All Saints' Church of England was extended in 1908 and a school hall built in 1926. The foundation stone of the Methodist Church in Moore Street was laid by Mrs P N Slade on 3 December 1921. The church built in brick at a cost of £850 was opened on Saturday 7 January 1922 by Rev C J Prescott. A memorial fence and gates to Flt/Lt Ivor H Meggitt RAF, killed on service on 27 December 1940 were later erected.

The Austinmer School of Arts was begun in 1920 and had a library in the surf club hall until it was officially opened in a cottage in Moore Street in October 1924. H S Young worked for the institution. In 1933 it was bought by the Austinmer RSL and renamed Austinmer Returned Sailors and Soldiers' Memorial Institute with facilities for the general public also.

The new brick post office was built in 1919 also in Moore Street and the Boy Scouts' and Girl Guides' Club in 1926. The War Memorial fountain was unveiled by Mrs Cheadle on 19 January 1922. The public school was improved when in 1928 a new classroom, staff and storerooms built on the southern end of the earlier building were officially opened by J W Dunlop, Inspector of Schools. The Parents and Citizens' Association of the school had been formed in 1921, J Clowes being president. Austinmer had reached the stage of being an attractive tourist resort by that time and had several guest houses and many tourist facilities.

Just south was the growing township of Thirroul, the eastern side of which, under the title of Thirroul Park was sold at auction on 1 October 1906 by H F Cotterell of Bulli. Home building began quickly and continued rapidly, the advent of surf bathing making it for some years the premier surfing and holiday resort prior to the installation of the railway engine yards. The passing years were marked by the erection of many public buildings. The weatherboard post office was burned down in 1912 and an official post office established in 1913. The new brick building was built beside the overbridge in 1916 and the brick building erected in 1923 continues in use.

The historic Bulli Pass Hotel which stood on the north-western corner of George and Phillip Streets was demolished in 1914 and a new two-storeyed brick hotel built on the site. From that time, however, the shopping centre began to move to the eastern side of the railway line though business also continued on the west. The Military Hall, also called the Artillery Hall, built of weatherboard in the eighties on the eastern side of the main road just south of its junction with George Street, continued to serve for social gatherings until the School of Arts was opened on Tuesday 27 May 1913. It was built near the site of the western railway platform and had a two-storey brick front with a weatherboard hall to seat 600 behind it. It was extended in 1924.

The former Military Hall was demolished in 1919 and erected at Bulli as a Methodist Hall. The Thirroul Soldiers' Memorial was built on the corner near the School of Arts on land given by Bulli Shire Council, as a result of the work begun by Mrs Arnold Higgins and completed by Mrs W Riach who unveiled it on Anzac Day 1920. A literary touch was added when D H Lawrence, English novelist, resided at Thirroul at "Wyewurk" between Craig Street and the sea on the slope of Macauley's Hill in 1922 and wrote his novel "Kangaroo".

The churches at Thirroul built and extended. St David's Church of England Hall was built in 1909 near Raymond Road and moved in the early twenties to Roxborough Avenue. The Methodist Church was built on the northern side of the bend in the main road east of the railway and opened on Sunday 9 April 1911. A verandah was erected at the rear in 1919 and replaced by the church hall in 1923. The Presbyterian Church was opened on Wednesday 31 May 1911 by the Moderator, Rt Rev Robert Kay MA. It stood on the western side of the main road at the southern entrance to the village. The three churches were of weatherboard and were lit by acetylene gas.

The Roman Catholic Church of St Molua was built in brick near the post office in 1921, the foundation stone being laid by Archbishop Kelly on 8 May. The Baptist church was built on the main road farther north in fibro cement and weatherboard, the foundation stone being laid on 17 December 1938 by Rev Cleugh Black.

The Thirroul public school was found to be taxed with 350 pupils in 1915 and improvements were made again and again until in 1927 a new two-storeyed brick building costing £6875 was built and opened by the Minister for Education, Hon W Davies, MLA. The enrolment had risen from 106 pupils in 1900 to 600 in 1927.

The installation of railway shunting yards and locomotive depot in 1915 brought about a big change at Thirroul and the completion of the work in 1917 with 15 steam engines brought 160 railwaymen to reside in the town. The railway institute was opened in 1920. The loss for a time of tourist favour because of the smoke, steam and noise of the engines was made up by the arrival of permanent workers to live in the town.

At the beach the development of facilities, as at Austinmer, involved the resumption of foreshore lands. The new dressing sheds were opened in 1922 and surfing grew in popularity with the passing years. Thousands of visitors streamed through the railway station at holiday times.

A diversion occurred in 1936 when a Holyman airliner off course in mist landed on the beach, aided by the headlights of cars arranged for the purpose by citizens. The two passengers and mails went on to Sydney by train and the plane took off the following morning for Mascot aerodrome at Sydney.

The merging of coastal villages continued south from Thirroul where Bulli township had met Woonona forming a continuous settlement along the main road which, south from the foot of Bulli Pass became known as Prince's Highway. Although the original village centres were almost two miles apart

the commercial and civic centres moved towards one another and, together with homes, strung out as one continuous settlement with side streets reaching towards both sea and mountain.

The Early Closing Act began on 1 January 1900 but applied only to municipalities. In February 1901 Bulli and Helensburgh were gazetted country shopping areas with Bulli shops closed Wednesday afternoons and open Saturdays to 10 pm and Helensburgh closed Saturday afternoons and open Fridays to 10 pm. In September 1910 the Universal Saturday Half Holiday Act was applied to the County of Cumberland which includes the area north of Bulli jetty, resulting in shops in Thirroul and northwards closing on Saturday afternoons whilst those in Bulli and Woonona remained open. Six o'clock closing of hotels began on 21 July 1916 following which the halls which had served for evening use gradually gave place to other accommodation.

The installation of a town water supply for the northern Illawarra coastal strip, originally investigated in 1892, was planned with the building of Cataract Dam in 1907 at the back of Bulli Mountain. The pipes for the mains arrived at Bulli station in 1909 and were laid soon afterwards. Water supply extended along the coast during the three years following.

The telephone exchange was installed at Bulli with 28 subscribers in 1907 and the official post office building in 1926 at a cost of £1760 on the main road beside the former office on the corner of Park Road. The telephone exchange was removed to Thirroul in 1923 when the new brick post office was built there.

The "Bulli Times" continued to serve the district, adopting the title "Bulli Times and Shire Advocate" on 5 October 1907 when W J Bourke again took over the paper. In 1928 it passed to the "Illawarra Mercury" as publisher.

At Bulli the new police station was built beside the court house in 1918, the former station being demolished. The new convent school foundation stone was laid by Archbishop Kelly next to the Roman Catholic church buildings on Sunday 7 October 1923 and the school blessed and opened on Sunday 10 February 1924 by Most Rev Dr Sheehan. The school was a brick building with a 32 feet frontage to Park Road and a depth of 90 feet, with four classrooms. The former school property on the main road opposite Park Road was then disposed of. A new School of Arts project in 1924 lapsed as had a former one half a century before. The Bulli-Woonona fire station on the main road beside the police station was opened by the Board of Fire Commissioners on 7 November 1924 when a new motor fire engine was also installed. Later the same day the new fire station at Thirroul was also opened.

At St Augustine's Church of England the building of the chancel on the eastern end of the church was undertaken. The shingles had been replaced by a slate roof in 1912. The work necessitated the removal of the original foundation stone under which were found copies of the "Sydney Morning Herald", "Illawarra Mercury" and "Australian Churchman" damaged by moisture which had entered the bottle in which they had been placed in 1882. The

document had entirely decayed. The foundation stone was re-laid on the south-eastern corner of the sanctuary on 25 July 1925 and under it were placed the papers of 1882 and additional documents and coins. The new chancel was dedicated on Saturday 29 August 1925 by Very Rev A E Tabbot, Dean of Sydney. At the time of the church jubilee in 1932 Hamilton Gibson completed 30 years as Sunday School Superintendent and continued his work to complete 50 years in office, also serving as a licensed lay reader for a similar period.

The Seventh Day Adventist Church of weatherboard was originally at Prospect and subsequently at Liverpool but was removed and re-erected on the hilltop just south of the foot of Bulli Pass in 1943 for the congregation first gathered at Wollongong in 1939.

The Oddfellows' Hall on the main road was taken over in 1918 by the newly formed Masonic Lodge Bulli which purchased it for £825, remodelled it, removed the porch from the front and consecrated it for use on 7 October 1918, the charter having been granted on 1 February. From Lodge Bulli, Lodge Thirroul was formed in 1925 and Lodge Woonona in 1951.

At Woonona the Baptists began services in the School of Arts in 1905. The Baptist Church of weatherboard was opened next to the School of Arts on Sunday 2 August 1908. Foundation stones were laid on 14 May by Hugh Dixon and Mrs W Buckingham. The Methodists purchased a site in Woonona for their new church in 1908 and the new brick building was erected by G H Waters. The foundation stones were laid on 6 February 1909 by Mrs John Wynn and C Plimmer.

After Methodist Union in 1902 there was the original stone church at Old Bulli and the former Primitive Methodist Church near Farrell Road, with none farther south until Corrimal was reached. The population increased at Woonona and the new church was situated in the heart of population with 100 feet frontage to the main road south of the post office. The church was opened on 28 May 1909 by George Woods. A school hall and kitchen were added at the rear in 1923. The former Primitive Methodist Church was sold to Bulli Shire Council.

The Salvation Army bought its Woonona Hall and quarters on the main road just south of Russell Street from Mrs Pritchard for £700 in 1918. The name of the corps was changed from Bulli to Woonona in 1922. A band room was built at the rear of the hall by voluntary labour in 1949.

The original School of Arts was again renovated in 1911 and after earlier attempts to rebuild, a new brick building was erected on the same site in 1935 at a cost of £2000, thus replacing the weatherboard structure which had served for 70 years. Difficulties of finance for 20 years were overcome and foundation stones were laid on Saturday 17 August by James Davidson who with H S Fry had assisted its revival in 1889 and A E O Sellers, superintendent of the Bellambi Coal Company. The new building was opened on Friday 6 December by H A Bott, general manager of the Bellambi Coal Company when a tribute was paid to the assistance given by the company and by Sir Frederick Waley over the preceding 20 years. The building with a red brick front was approached by wide red steps and

contained library, games and committee rooms, cloak room, billiard room and public hall to seat 300, with supper room and kitchenette.

The original Church of England opposite the School of Arts replaced in 1926 by a brick church of St Paul fronting Prince's Highway. The foundation stone was laid by Archbishop Wright on Saturday 28 August. The church in which Divine Worship was formerly conducted in Woonona still stands at the rear of the church.

The former Presbyterian Church in Gray Street was replaced by a brick church built between it and the cemetery in 1915. The foundation stone was laid by Mrs John McMeekin on 8 September. A brick hall was built beside the church in 1929 on the site first occupied by the original Presbyterian Church demolished to provide the site for it. James Davidson laid the foundation stone on 7 September. A weatherboard manse was built in 1956.

The public school building erected in 1884 fronting Gray Street was demolished in 1928 after the new two-storeyed infants school had been built, the foundation stone for which had been laid by Hon W Davies, Minister for Education, on 24 September. The building cost £10,350 and followed on additions made between 1914 and 1923. The building was opened on Saturday 5 May 1928.

The Woonona Industrial Co-operative Society Limited by 1928 had six branches and 3000 members. It began bread baking in 1904 and in 1928 a new two storeyed brick bakery in Ball's Lane erected at a cost of £27,000 was opened by F Greenhalgh who had been treasurer of the society since its inception 32 years previously. The bakery behind the building used when the society was first established had a frontage of 100 feet and a depth of 200 feet and made 17,000 loaves per week. The society recognised the services of William Lindsay as secretary for 38 years when, following his death on 23 March, a tablet was affixed to the refreshment room building. Woonona advanced rapidly as a commercial centre and a white way was installed through the business centre in 1946.

Woonona and Bulli built a memorial to the men of the First World War with a freestone column on a trachyte base on the north-eastern corner of the main road and Hopetoun Street at a cost of £400. It was unveiled in 1924 by J S Kirton. Previously, in 1923, a memorial had been erected by voluntary labour on the beach, incorporating a captured German gun. At Bellambi the war memorial was built on the railway station and was unveiled on 30 March by the Premier, Sir George Fuller, who was accompanied by several important personages.

The development of Bulli brought the installation in 1912 of electricity by its progressive council, supply being obtained from the South Bulli Colliery and was laid along the main road from Bellambi coal tramline to Austinmer. From the earliest times the district had been lit both in homes and business and public places by oil lamps and candles, until in 1900 acetylene gas was introduced in shops and halls, though homes relied on kerosene lamps until the introduction of electricity.

On the first section to be lighted electricity was switched on by the Bulli Shire President, Cr J S Kirton at 6.30 pm on 3 June 1913 at Bellambi. A

procession followed the lights to Bulli Shire Chambers which were illuminated. A halt was made there for a ceremony and the procession continued to Austinmer and returned to Thirroul for supper. The system was three-phase with 60 candle-power lights in the main streets and 40 candlepower in the side streets. At the ceremony the Mayor of Wollongong foeshadowed amalgamation of local governing bodies in Illawarra, giving better service to ratepayers, reducing administrative costs and providing up-to-date machinery for construction work.

Extension of electricity to Clifton was switched on at Austinmer in June 1914 by Mrs James Davidson, wife of the shire president. A procession from Austinmer to Clifton followed and a banquet was held. Supply was extended to Helensburgh, the ceremony of erecting the first pole in July 1924 being followed by a banquet attended by shire councillors and citizens. Electricity was switched on there in July 1925 by Mrs Freeman, wife of the electrical engineer on Bulli Shire Council and a banquet followed at the Empress Theatre. The Bulli Shire charge of 5d per unit and 2½d for power compared favourably with other shires in 1926. Otford secured electricity in 1945.

Helensburgh continued to develop and the Workmen's Club sponsored the inaugural show and exhibition held in the Paragon Theatre on 3 July 1915 and the eisteddfod in 1916. The band room was built in 1915 at a cost of £200 and extended in 1924. The band was first established in 1897. The Empress Theatre, later the Empire, was built of brick in Parkes Street near Walker Street in the early twenties. The Centennial Picture Hall and Paragon Hall were both burnt down in 1922 and were not replaced. The Parents and Citizens' Association was formed in August 1907 with Rev J Macauley as president. Alterations and additions costing £950 were made to the school in 1912.

In 1909 Thomas Horan who had been postmaster for 22 years moved to Woonona as postmaster and subsequently secured a seat on Bulli Shire Council which he was obliged by the Postal Department to vacate.

Links with Scotland were forged in 1911 when 1000 people at Helensburgh School witnessed the unfurling of three flags brought from the school at Helensburgh, Scotland, by Sir William McMillan in return for the Australian flags sent in greeting. Helensburgh, Scotland, is a coastal town with station, quay and pier on the north shore of the Firth of Clyde at the entrance to Gare Loch opposite Greenock, 24 miles north-west of Glasgow in Dumbartonshire.

The Helensburgh and Lilyvale Workmen's Social and Literary Club continued its activities and replaced its original building with a well-appointed brick building officially opened on Saturday 7 November 1925 by John Cuthbert, one of the first trustees. It contained bar, kitchen amenities, billiard room, library, assembly room and cost £4700.

The Masonic Temple was built in brick in Robertson Street in 1929. The foundation stone was laid by John Goulston on 27 April. It stands opposite the timber Presbyterian Church. The Masonic Lodge Helensburgh had been formed on 2 October 1925 and first met in the band hall.

The Helensburgh miners, who had known co-operative stores back in Scotland, formed a co-operative store in 1892, renting a small cottage in Walker Street and later larger premises at the corner of Stuart and Lilyvale Streets where they conducted a general store. The premises were burnt down in 1906 at about the time the North Helensburgh branch store was opened. The society then rented and later purchased the building in Walker Street which was replaced by a modern brick store officially opened on 9 June 1956.

Industry in Helensburgh features Helensburgh Manufacturing Company, established in June 1945 under sponsorship of the Government, which with 70 employees produces many types of clothing, some of which is used to fill government contracts. Another firm manufactures handkerchiefs.

At the southern end of Bulli Shire grew Russell Vale near the coal line with a cluster of residences on the land formerly held by its earliest settlers MacCabe and Michael Cawley, who took up land there about 1850. Russell Vale was the state of MacCabe, one of whose sons, Russell, died from an accident. The two-storey building "Russell Vale" had the coat of arms of the family on a window over the stairway. The Cawley Park of 5½ acres given by John Cawley of Keerong near Lismore was opened by J F Sweeney MLA on Saturday 1 June 1940 as a cricket, football and recreation ground. The levelling and fencing were carried out by Bulli Shire Council at a cost of £1600, assisted by a government grant.

Health and recreational facilities throughout the shire were supplemented by improved hospitals. The growth of Scarborough and Coledale brought the demand for a hospital north of Bulli. Dr Dixon of Bulli donated portion of the Bluff and Linbridge Estates on the main road north of Coledale in 1910 and Dr Colleton, schoolmaster and public man of Clifton, led the public movement to establish a hospital. The building, known as the Illawarra Cottage Hospital, was begun in 1915 and officially opened by G M Burns MHR, on Saturday 17 March 1917. It was described as being on a bold eminence on the coastline with a view as far as Port Kembla. H Midgley served as the first honorary secretary.

At Bulli a new hospital ward was officially opened on the southern side of the former building on Saturday 21 March 1925, increasing accommodation from eleven to 24 beds. The finances had been assisted from 1901 by colliery employees contributing 1d per week and from 1923 by railway and colliery employees contributing 4d per week. The isolation block was opened by the Minister for Health in 1934, bringing accommodation to 39 beds. X-ray plants were installed in 1930 at a cost of £1400 with assistance of the Bellambi Coal Company which donated £1200. The plant was opened by Sir Frederick Waley. The hospital was one of the few which originally introduced its own motor ambulance and led the state in the introduction of a weekly contribution scheme which was eventually adopted throughout the country. The active ladies' auxiliary raised a considerable amount for comforts. New nurses' quarters were opened by the Minister for Health on 2 November 1935.

The Bulli ambulance service instituted in 1925 was operated by a private motorist and then centred on the hospital itself. In November 1934 a

branch station of the Illawarra Ambulance opened at Bulli with an old waggon. A new vehicle was handed over on 11 July 1936 by Superintendent J Brown, officer-in-charge at Wollongong and a new ambulance presented in 1942 by the Illawarra Greyhound Racing Club.

In the district which the hospitals served perhaps the greatest tourist attraction is the glorious and sparking surf beaches, the most popular on the south coast. To mid-twentieth century surfers the early rules seem quaint. In 1908 bathing ordinances were brought into force with the growth of surf bathing. They prescribed that all persons over eight years of age must wear neck to knee costume; no male should trespass on the part of the beach reserved for females nor should any female trespass on any part of the beach reserved for men and no person was allowed to use soap in the baths! Rock baths continued to be used, those at Bulli being enlarged in 1916.

Surf clubs soon began to appear, that at Bulli being formed at a meeting at Stokes' Hotel in September 1908 with W Walters president and C Clarke secretary. Thirroul followed soon after and Woonona Club was formed in February 1909 with Cr J Davidson as president, R Champion treasurer and P D Edmondson secretary. Scarborough formed a club in 1914. Austinmer formed its first club in 1909 with T Ainsley president, F H Vernon secretary and A Hines treasurer. In 1914 the club first met as a body separate from the progress association and early in 1919 a club room was built.

The clubs were the first of a long succession of clubs formed and re-formed over half a century until the present day. They worked for the safety of the people on the beaches and did patrol duty each surfing season. Surf carnivals became annual features and the swimming prowess of the members and the surf boat races entertained large crowds on carnival days. Surfboats carried apt names and some were named in honour of people or surroundings. Thirroul named its boat Francis Crossle after its doctor supporter in 1938.

In 1939 Bulli honoured W H Mitchell as its first life member, to mark his long work for the club at the first function in the new clubrooms. They were erected at a cost of £700 given by Bulli Shire Council. Thirroul opened a brick kiosk and dressing sheds, together with an olympic pool, along the beach front on 16 December 1939. Every summer saw a growing number of tourists and surfers visiting the beaches, improved and supervised by the Bulli Shire Council which spent more, perhaps, than any other on the coast for surfing equipment and facilities.

Entertainment changed with the new century and in the early twenties moving picture theatres built included the Royal at Bulli; King's and Palais at Thirroul and the Empress at Helensburgh. The Bulli and Thirroul theatres were operated first by Wollongong Theatres then by Union Theatres but they reverted in 1931. Talking pictures were introduced about that time. Thirroul Palais Theatre closed and passed to the Hardie Rubber Company later for industrial use.

In addition to revenue from entertainment and the coal industry the Bulli district had the blackberry harvest which continued from the first years of

the new century, pickers using billy cans, buckets and kerosene tins and despatching the harvest in the early months of the year by every train to Sydney. Pickers received 1d per pound and 1907 saw over 120 tons despatched, valued at £1120. By that time the blackberry bushes had gained a hold from Bulli to Otford and Lilyvale and "Bulli berries" were well known on Sydney markets.

Blackberry jam, jelly and pies remained common throughout the shire. Sydney jam factories pressed for supplies to 100 tons yearly, growing to 200 tons in 1912, valued at £1800. Many pickers camped out during the six weeks' season and in 1910 Mrs Mott of Woonona had the contract. The blackberry industry continued with W H Newman as buyer from Clifton to Robertson until the years of the Second World War when the vines became scarcer with stern eradication methods used to eliminate them from the mountainsides. The blackberry trade is small today. Waratah picking was common in the days before the wild flowers were protected by the law. In 1907 the growing of fruit on the mountain slopes was proposed but the planting of orchards did not become popular.

A new brick and tile company cleared a site on the south of Charlesworth's Hil in 1907 and Pendlebury's works at Woonona have continued to expand to the present day. In 1907 brickworks which still operate were built at Bellambi. At Thirroul land between the railway and seashore on Macauley Estate was opened up for brickworks in 1919 and continues in operation. The brick industry contributed supplies of building materials used in the development of the shire.

Eventually, after almost half a century of development, the Bulli Shire became a shining example of successful local government administration of a large area singularly situated for the greater part between the mountain and the sea on a narrow coastal plain unique in New South Wales. However another age was dawning in the mid-twentieth century and as early as 1934 proposals had been considered for the amalgamation of the ten local government areas on the south coast between Helensburgh and Shoalhaven.

The Government appointed a commissioner to enquire into the proposals. His report recommended the amalgamation of Bulli Shire, North Illawarra Municipality, Wollongong City and Central Illawarra Shire. Bulli Shire at first favoured two amalgamated bodies and then three but the four areas were amalgamated by notice in the "Government Gazette" of 12 September 1947 which brought the City of Greater Wollongong into being. Of that city the former Bulli Shire was a large and important part and made a noteworthy contribution to the development of the new area, embracing one of the greatest and most important industrial areas of New South Wales.

CHAPTER 7

CITY SATELLITE

1947-1956

The new great city by the sea created to encompass the heart of Illawarra with historic Wollongong as its centre, had for its northern gateway a district no less historic which had over its years of development contributed its wealth and labour to the city's growth and prosperity. The mountains and beaches were already noted tourist resorts approached by comfortable rail and roadways. The mountains in their unspoiled beauty gave of their hidden wealth through their miles of mines.

If conditions in the mines were step by step being improved in safety, efficiency and production, so too were the living, social and recreational conditions of the miners housed along the coastal fringe and of the steelworkers of the rapidly growing industrial centre of Port Kembla for whom the northern Illawarra became a dormitory suburb, whilst facilities for tourists along the seashore suburbs grew to be unsurpassed.

Amalgamation brought increased civic services both centralised and decentralised under the administration of the Greater Wollongong City Council. The city was divided into 15 wards and after a period of reorganisation was subdivided into three zones, of which the former Bulli Shire area became the northern zone with nine aldermen, a zone clerk and other administrative officers and clerical staff centred on the former Bulli Shire Council Chambers.

The former Bulli Shire Clerk, W H Mitchell, after a noteworthy term of many years' service to the council became the first clerk of the City of Greater Wollongong whilst R Sheppard, who had entered the service of Bulli Shire Council in 1910, became its assistant shire clerk and served as shire clerk during both First and Second World War periods, became clerk of the northern zone.

Arterial highways and main roads through the length of the shire had been bitumen surfaced 22 feet wide by the Department of Main Roads whilst many offshoots, kerbed, guttered and bitumen surfaced, were scattered along the coastal strip. Electricity services passed to the Greater City which was linked with power supplies at Port Kembla and the inter-connected service of New South Wales. Water supplies were administered by the Metropolitan Water, Sewerage and Drainage Board. Parks and beach development had reached various stages in different centres and drew tourists, surfers, campers and local residents.

A major factor in encouraging the development of the district was the constitution of the Joint Coal Board, financed by a levy on each ton of coal produced, to provide monetary assistance in the educational, social and recreational facilities available to those engaged in the coal mining industry and indirectly to the citizens of and visitors to the district. Assistance was given from its welfare funds for the construction of parks, playing areas, recreation areas and sports grounds in all centres. The

installation of the water supply at Helensburgh was also assisted, whilst the Joint Coal Board played a major part in furthering the public library facilities in the district. It provided caravan library transport so that libraries could move from centre to centre. At Bulli a branch of the Wollongong City Council library was installed in the Council Chambers and was opened by K A Cameron, chairman of the Joint Coal Board, in September 1948.

An active force in developing good fellowship and social service in the Bulli district is the Bulli Rotary Club formed in August 1948 under the sponsorship of Wollongong Rotary Club. The charter was presented on 18 December 1948 in the Woonona RSL Hall at a dinner prepared by the RSL Ladies' Auxiliary, after which the club met weekly. The first president was H B Campbell and secretary R V McIntosh. Among its community service activities have been support for the Crippled Children's Association, formation of Bulli Spastic Council and assistance in building the Scout and Guide clubrooms and the Bulli hospital laundry. The club provided a resuscitator for Bulli ambulance and members are working individually in every sphere of public and community service. The club was one of the first to entertain Asian university students in private homes as part of its policy to foster international understanding, goodwill and peace. Each Christmas morning members visit Coledale and Bulli hospitals and give each patient a present whilst Legacy children are entertained at a Christmas party.

The growth of Illawarra as a self-contained steel centre with ever-rising steel production at Port Kembla in the era after the Second World War placed the coal market of the coastal belt, except for Helensburgh which sent its coal to Sydney, at Port Kembla which used the greater portion and shipped some to Whyalla in South Australia. The need for coastal shipping from the jetties declined to such a degree that their use became uneconomical and they were abandoned. Collapse of the seaward end of Bulli jetty in 1943 caused its final abandonment after which it soon began to break up. Bellambi jetty, with its large iron shed which had been a landmark for many years, was offered to the Army for demolition but collapsed on 19 August 1955.

The need for improved railway facilities to serve the growing southern industrial centre led councils from Sutherland to Port Kembla in 1945 to urge the Railway Commissioners to electrify the railway. In 1948 an electrification league was formed to press its representations. Meanwhile the State's heaviest locomotives, the D58 of 227 tons, began operating between Sydney and Thirroul on heavy steel and coal trains in 1950 although D57s of almost the same weight had operated during the previous 20 years.

The year 1950, however, with its torrential rains saw tremendous damage to the railway track and reduced it with landslides and ooze to a single track between Thirroul and Scarborough. In the same area homes tilted, were cracked and wrecked on the mountainsides. The potential danger to the railway at Clifton, combined with ever-increasing goods traffic, increased the need for the construction of a new double-line tunnel with a rock foundation on the single-line section between Coal Cliff and Scarborough stations, which had not been duplicated in 1920.

Plans were made for a tunnel $1\frac{1}{2}$ miles long to be built at a cost of £3 million about 1958 to replace the 46 chain tunnel in use since 1888 and the spongy railway track which skirted the mountainside and was subject to landslips from the day of its construction. It was examined by the Minister for Railways and Railway Commissioner Winsor in 1955, just as it had been by Engineer Whitton in 1888. From the time of its opening that section of railway where the mountain top is barely a quarter of a mile from the seashore has always caused concern.

The restoration of double line working in 1950 took nine months and cost £100,000. The Alco diesel electric locomotives newly installed on the railways began running between Sydney and Thirroul in 1952. Their advent threatened to change all plans for overhead wire electrification. They showed a capacity for hauling greater loads more speedily than steam locomotives, than which they are considerably lighter and require less maintenance and track attention.

The old coastal main road between Helensburgh and the foot of Bulli Pass was named Lawrence Hargrave Drive. The Prince's Highway between Bulli and Wollongong reached traffic saturation point in post-war years. The city council provided bitumen sides from the bitumen centre to the kerbs in the town centres in the early fifties and the Main Roads Department planned a new highway 100 feet wide between the highway and the mountain. In the fifties the highway began carrying huge and outsize loads of industrial equipment prefabricated in Sydney and America for Port Kembla.

As with the railway, so was the road damaged by the 1950 rains. Around the cliffs at Clifton it subsided in many places and was entirely wiped out on the hill north of the village. Falling stones for which the section was always noted, provided a regular hazard at the time after the road was rebuilt until the coast dried out.

In 1954 the construction of a scenic seaside drive from Thirroul to Wollongong instead of a through highway was proposed. The scheme was first mooted in 1935 by Bulli Shire Council and the shire clerk W H Mitchell. It was pressed again in 1939 when the war prevented any further progress with the plan which is still being considered.

The end of the Second World War in 1945 brought the need for providing the homes which would normally have been built in the war years and also to provide for a projected migration programme to build the national population. The projected growth of industry at Port Kembla and the rising commercial importance of Wollongong, combined with the development of the mines at Bulli, focused the need for building new homes along the northern Illawarra coast.

The first series of 1000 homes for the Commonwealth of Australia was begun in 1944. New South Wales was allocated 478 under the Commonwealth-State Housing plan and the New South Wales Housing Commission, formed at the time, inspected sites at Bulli where the shire population was 16,230 living in 3000 dwellings. Bulli Council pressed for the erection of homes within its territory. The first group of commission houses were built in Farrell Road between the railway and the sea in 1949, followed by whole suburbs at

Woonona station, Sandon Point Bulli and Helensburgh. More and more private homes were built at the same time and the residential area has begun to move up the mountainsides and to occupy a large portion of the coastal plain.

Provision of housing materials brought about the opening of the Bulli Brick and Tile Company works and pit on ground south of Slacky Flat in 1948 at "Woods' Farm" paddock. A hillside is being removed in supplementing the brick supplies of Pendelbury's at Woonona, augmented by Newbold's at Thirroul and the Illawarra Brick and Fireclay Company at Bellambi.

The growing population of the post-war years in northern Illawarra brought the need for increased educational facilities. During the previous three-quarter century primary schools had been dotted along the main road of the coastal strip at Scarborough, Coledale, Austinmer and Bulli, with Woonona not far removed and Thirroul on the hillside. Growing arterial motor traffic brought to the children crossing the highways dangers unknown and unforeseen by the people of the former century.

Decentralisation of education saw the appointment of Frank Cowburn B Ec as Director of Education Southern Area with headquarters at Wollongong. His implementation of a new policy of a school every mile, with schools placed away from the highways on sites selected for suitability for education, places an emphasis on the physical development of the child overlooked by the originators of the system during the century before. The new schools built in 1955 on the changed principle operate in the district - Waniora at Bulli East and Russell Vale. Both are timber buildings of construction superior to that of the original Bulli school built in 1869 of weatherboard, from which the residence was dismantled in the early thirties and which still provides classroom accommodation supplemented by two additional buildings erected in the twentieth century.

Secondary education centred on Wollongong until the end of the Second World War when there was a growing desire by residents for facilities in the northern districts. The earliest move was made at a public meeting at Thirroul in June 1944, followed by suggestions for sites at Corrimal, Woonona and Bulli. In response to an invitation issued through Bulli Shire Council by the Progressive Education Committee the Director of Education, J G Mackenzie, inspected sites at Thirroul, Bulli and Woonona the same year. A high school was established at Corrimal soon afterwards, quickly filled and the Bulli High School was established in 1956, using classrooms at Wollongong during the construction of prefabricated aluminium buildings at Bulli beside Waniora school near Waniora Point. The school has spacious grounds and is opposite Bulli Park with its sporting field and close to the rock pool at Waniora Point, providing facilities for physical education.

The health needs of Bulli were advanced when the original Bulli Cottage Hospital was demolished in December 1945 and the foundation stone of a new building incorporating children's ward and nurses' quarters was laid by the Minister for Health, Hon C A Kelly, on Saturday 16 February 1946. The newspapers, all dated 11 June 1892 and the document in the bottle under the foundation stone were found in a state of preservation and were placed under the new foundation stone.

The pioneer doctor of Bulli, Dr C R Palmer, laid the foundation stone of the maternity ward on 24 August the same year and opened the new two-storeyed brick nurses' home erected at the south end of the former home at a cost of £24,000 in 1951. Dr Palmer commenced practice at Bulli in 1910 and was Government Medical Officer for 45 years until his retirement in 1955, when he was presented with a testimonial by the citizens. He died the same year.

An advance in hospital construction was made when on 8 November 1947 the new additions including air conditioning were opened. The new maternity unit was opened on 9 May the following year. Modern and post-war health developments brought the planning of baby health centres at Bulli, Coledale and Helensburgh in 1945, each being established shortly afterwards and proving an asset to mothers and babies in the district. Special buildings were erected at Main Road, Coledale and Lilyvale Street, Helensburgh and Ball's Lane, Woonona.

Provision of rest parks is being made in the district. Pendlebury Park at the corner of Gray Street and Princes' Highway was opened by Cr Quilkey, President of Bulli Shire Council, in December 1945. A memorial fountain to Joseph Pendlebury, who arrived in 1878 and founded the silica brick industry in Australia, proves an asset at Woonona opposite the spot where the village was first established and almost opposite the brickworks.

In Woonona shopping centre the former Princess Theatre, used for picture screenings in the twenties, converted to modern standards in 1922 at a cost of £5000, was again converted for dancing to the Palais Regent in 1930. The war years saw its demolition leaving only the facade which was dismantled in 1956 and the area converted to a modern rest park named Strachan Park in honour of a local alderman.

Slacky Flat - historic Mailbag Hollow of the seventies - was purchased by Bulli Shire Council in 1939, comprising 66½ acres at £10 per acre, with an additional six acres fronting the Prince's Highway for bowling greens in 1946. The area was a wasteland of blackberries and lantana when the Woonona-Bulli Wartime Evacuation Committee transferred its activities to clearing and developing it. Work began with week-end working bees using horse-drawn implements, to be followed later by bulldozers. A galvanised iron pavilion used originally for testing Owen guns at Lysaght's Port Kembla works was brought and erected as a pavilion. A modern cricket oval with turf wicket was soon completed; trotting and greyhound tracks being installed with electric lights in 1950. The development of the bushland backing on to the mountain and the Bulli mine is proceeding and the park with its modern facilities has become known in other parts of the state, growing in popularity and drawing big crowds. The Bulli Bowling Club was formed in 1950 and the preparation of the first green at Slacky Flat was pressed ahead and opened for play the following year.

The Bulli Show Society, known as Northern Illawarra Agricultural and Horticultural Society, was formed in 1952 with Alderman L Strachan as president. It became the successor to Woonona Agricultural Bureau which held its first annual exhibition in June 1917 and continued actively in the School of Arts and later in the Princess Theatre to the opening of the

Second War. Bulli's first annual show was held at Slacky Flat on 2 and 3 January 1953. Aldermen Strachan and Squires and Mr Gordon Hutton were credited with the success of the show which had indoor and outdoor exhibitions and events, and which continued successfully from that time.

The pioneer work of the energetic committee was richly rewarded when in February 1954 Queen Elizabeth II and the Duke of Edinburgh visited the ground to receive the greetings of the people of North Illawarra prior to their departure from the City of Greater Wollongong by the Royal Train diesel-electric hauled from Bulli station.

The beautification of large reserves is being carried out and efforts are being made to plant Illawarra Flame Trees for which, with the cabbage tree palms, the district was formerly famous. Bulli Council raised the seedlings and in 1948 two thousand trees were planted by voluntary labour in Lady Fuller Park along the mountainside between Bulli Pass and Coledale.

The advances in production requiring the provision of large and expensive equipment in printing a newspaper caused the removal of the "Bulli Times" printing and publication to Wollongong. Later the paper was amalgamated with the "Illawarra Mercury" on 3 February 1949 after more than half a century of publication. Today the interests of northern Illawarra are served by the "Illawarra Mercury" which became a daily on 9 June 1950 and the "South Coast times" the latter having developed from the "Illawarra Banner" founded in 1863, later absorbed by the "Wollongong Argus" and named "South Coast Times" on 6 January 1900. The latter is a twice-weekly publication.

The coastal strip became the suburbs of Wollongong in the fifties, linked by regular train and bus services. Each centre has its own shopping block, its churches and public buildings with Wollongong as focal centre. Suburban development continues. At Thirroul the new brick Roman Catholic School of St Michael was built at a cost of £13,000. The foundation stone was laid by Rev Dr Eris O'Brien, Auxiliary Bishop of Sydney, on Sunday 30 April 1950. It was opened by Cardinal N Gilroy on Sunday 11 February 1951. The foundation stone of the new brick St David's Church of England in Roxborough Avenue was laid by Archbishop Mowll on Saturday 11 August 1956.

Thirroul Public School suffered in the rains of 1950 when the two-storeyed brick library, sewing and two classrooms attached to the east of the original building cracked through land subsidence and were demolished. The surf clubhouse costing £20,000 was erected in 1954 and the women made surf history by staging the first South Coast women's surf carnival in 1955 as a supplement to the regular men's carnivals held annually on all the beaches.

Helensburgh secured its water supply in 1951 when the Minister for Works and Local Government, Hon J J Cahill, opened the supply and Mrs E C Harper, pioneer resident, turned on the water. The bowling green was officially opened by Norman Noss, president of the New South Wales Bowling Association on Sunday 13 December 1953. The green, planned by James Floyd and William Sloper, was built on a 4½ acre lease which included the former town rubbish tip, with assistance from the Joint Coal Board and the management of the

Metropolitan Colliery. The clubhouse was of stained timber. The modern timber Roman Catholic School in Parkes Street was opened in 1955.

Provision of tourist hotel accommodation was made with the construction of the Thirroul Rex Hotel with a licence transferred from Curlewis. The ultra-modern building was set off by lawns and gardens and cost £160,000. In 1952 Headlands Guest House at Austinmer was granted the transfer of a liquor licence from Moonbi Hotel of the old coaching days at Fairholme near Forbes. The introduction of ten o'clock closing in February 1954 brought further changes in old-established hotels in the district, many of which were renovated. In 1956 the Royal on the hilltop where Bulli and Woonona meet was almost rebuilt.

The inauguration of the City of Greater Wollongong took place during the period of post-war reconstruction following the Second World War when tributes and memorials to the gallant servicemen and women of its northern zone were being planned. Restrictions to conserve materials for home building prevented memorial construction for the five years following the war and inflation then caused difficulty in financing them.

The returned soldiers' league in the various centres concentrated on building club premises as opportunity allowed. At Woonona the first section of the Bulli-Woonona RSL Club was opened in Nicholson Street near the main road on 27 September 1947. The Coledale RSL was formed in 1944 and its Memorial Hall of timber with brick facade was built in 1948 on the main road. At Thirroul the RSL re-formed in 1936, took over the former School of Arts from the Education Department in 1939 and cleared the overdraft of £1200 by 1943. A new two-storeyed front was built on it at a cost of £14,000. The extensions were opened by A S Hoskins on Saturday 28 January 1950. The Austinmer clubroom of concrete and brick costing £9500, replacing the former weatherboard building in Moore Street, was opened by W Yeo, RSL State President, in 1953.

Public halls and memorials continued to appear. A new and thriving community grew at Russell Vale after the Second World War with an active Progress Association. The association instituted a local rate in 1944 to pay for the hall which cost £9000, half being donated by the Joint Coal Board Welfare Fund. The brick hall in Keerong Avenue was officially opened by F S Cochrane, chairman of the Board, on Saturday 10 April 1954, when memorial tablets were unveiled to those who fell in World War II.

At Scarborough-Wombarra the community hall of red brick, built with contributions by the Joint Coal Board of £4000, Council £3000 and local residents £1000, was opened by F S Cochrane in December 1954. It overlooks the rock pool and wading pool and forms the pivot of the community centre.

The old-established industries of coal mining and brickmaking continued in the district and were supplemented in 1951 by the rayon mill opened near Bulli station by John Vicars and Company, giving employment to 200 girls and becoming Bulli Spinners Pty Ltd in 1955. In 1953 a beginning was made in mining zircon, a vital material for nuclear reactors; rutile and ilmenite, used for making heat-resistant steel alloys, including titanium for jet aircraft parts, from the sands of Bulli beach.

Despite the appearance of new and minor industries in the district and the trial in earlier times of agriculture in a relatively small way, nothing surpassed or is likely to surpass the importance of the great coal mining industry upon which the district has depended for the past century, after the earlier years of cattle grazing and agriculture, whaling and timber getting. In its earlier years of dependence on mining there were times of hardship, when the miners might only work one or two days a week when the weather did not permit loading at the jetties or when industry was depressed and did not seek supplies. And there was the time of the great tragedy which left its ineradicable mark on the homes of the people. Those days forged links of human kindness which resulted in the formation of the early benefit societies and the trade unions which strove to build for the workers who comprised the greater part of the district's population security and certainty of income and freedom from the fear of want.

Along the sparkling seashore rose the tiny miners' cottages which came to be replaced by dwellings equipped with water and electricity and the appliances which were developed in the electrical age. Among those homes were built the civic and commercial centres of the villages, which as time went by linked themselves together along the highroad and provided a continuous settlement along the coastline between the Pacific Ocean and the coastal mountain range which towered a thousand feet above.

Amidst the great beauty seen from the world-famed lookouts along the mountain tops the Bulli district, which became the Bulli Shire, gave place to the northern zone of the City of Greater Wollongong. After night has fallen the lights of the lower world seen from the lookouts stretch along the highway, revealing even more brightly the development of a century which has brought life and love and laughter from the earlier adversity of the pioneers who strove and succeeded in building a city great and prosperous.

And when the sun comes up from the eastern horizon and throws its beams on the forest-clad mountainside it reveals the portals of the tunnels leading deeply into the hidden wealth which ensures for all time prosperity to the Bulli district - proud partner in the City of Greater Wollongong.

CHAPTER 8

SUBURBS BY THE SEA

1956-1970

The opening second half of the twentieth century in northern Illawarra has been marked by steady development in home building, recreation, community services and the modernization of industry and transport despite drawbacks of bushfires which culminated in the largest and most destructive holocaust yet known.

Mining as the major industry of the region has undergone changes to bring mechanisation to the pits scattered along the mountainsides. Coal Cliff mine passing westward beneath Darkes Forest received improved ventilation with the sinking there of a shaft 1500 feet deep in 1957. The colliery installed a coal cutting machine of German make at a cost of \$150,000 in 1963. It supported the roof as it cut the coal and loaded it on to conveyors. In November 1964 the same colliery installed a longwall mining unit but abandoned it the following year and stored the machinery.

The colliery drilled at Stanwell Tops to determine the position of coal seams in 1965 and the same year secured four continuous miners in place of longwall mining. Orders for the supply of coal to Japan brought added activity and production of the coal which was railed to Port Kembla for shipment. Road trucks also carried coal to the port.

The Illawarra Coke Company's works operated at Coal Cliff, coke being despatched by rail and road, often as far as Melbourne.

Bellambi Colliery modernisation involved the erection of two large buildings costing £400,000 in 1961. It won coal orders for delivery to Japan and concluded mechanisation from plans laid in 1954, coal being carried out on conveyor belts whilst underground rails of two feet gauge were replaced by 3'6", the standard gauge adopted for mining. A coal washery was installed as part of the programme to ensure the best quality coal being supplied. Mechanisation was completed in 1962.

The Excelsior Colliery at Thirroul, after serving many years, found itself redundant after the passing of steam locomotives on the railways and closed in 1961.

Appin, formerly a rural village some 35 miles inland, began to assume importance with the installation of a water supply on 23 September 1961. Work had begun on the development of mining the coal seam 1600 feet below the surface. Production began with 200 tons daily in 1962 when a modern continuous miner, shuttle car and ten ton cars were operating 1600 feet below the surface and emptying on a belt for delivery to the surface. A conveyor belt line was driven underground to enable Appin coal to be conveyed underground to Kemeira and so below surface all the way to Mt Kembla for delivery to the Port Kembla steelworks. Longwall mining is being developed.

At the Bulli mine an air ventilator was drilled on Bulli Mountain to a depth of 1000 feet in 1964. In the same year a small explosion three miles underground was set off by an oxy-acetylene torch resulting in burns to a miner. Four hundred miners are employed working three shifts daily.

The Bulli mine suffered a major disaster on 9 November 1965 when a fire occurred in a section of the mine. Two hundred miners reached safety and one man, Barry Kent, ran through the flames to escape badly burnt but three following were burnt to death whilst another, cut off by the fire, died of suffocation due to lack of fresh air. The Minister for Mines, Hon T L Lewis, flew by helicopter from Sydney to visit the colliery and call on the relatives of the dead men whose names were later inscribed on the Bulli Disaster Memorial monument near the Bulli Railway Station.

The mechanisation of the Metropolitan Colliery at Helensburgh, taken over by Australian Iron and Steel Ltd, was completed in 1966 whilst the town made considerable progress. The colliery at Wombarra, known as Bulli Main Colliery, continued production.

The Bellambi Mine Rescue Station was converted to become the most efficient of its kind in the southern hemisphere with a £40,000 programme of extensions incorporating overseas experience to provide full continuous training under all conditions. John Hammond was superintendent of the service at the time.

The Joint Coal Board set up in 1947 in conjunction with the industry benefitted all who worked in the district, grants of £2½ million being made in its first ten years over the four coal mining districts of New South Wales. It helped the construction of roads, baby health centres, community halls, recreational facilities, libraries and school equipment.

Newbold's brickworks which opened at Lithgow in 1908, removed to Waratah in 1918 and later to Thirroul, occupied 98 acres there in 1956. Meanwhile in 1934 Newbolds purchased the Thirroul works of the Vulcan Firebrick Company and has developed a highly efficient factory supplying bricks capable of withstanding the great heat of blast furnaces.

The works of the Bulli Brick and Tile Company in 1959 became the first works to be mechanized on the south coast and the fourth in Australia, at a cost of £30,000. Four brick fork-lift trucks were installed and under the management of J W Thorne, production was raised from 250,000 to 350,000 bricks per week.

Pendleburys and the Illawarra Brick and Tile Company continued production.

The Bulli Spinners in Ursula Road and Franklin Avenue became the most modern in Australia, working three shifts daily. At Helensburgh Thomas Heaney and Sons' handkerchief factory closed and Anvil Industries Pty Ltd began the manufacture of men's clothing.

Agricultural production has long since disappeared from the coastal plain and dairy and grazing paddocks are quickly vanishing to give way to suburban housing development. On the plateau, however, Darke's Forest is

renowned for production of cold climate fruit in its orchards whilst small farms exist there. At Helensburgh Ron Shead's nursery, opened on the Princes Highway in 1958, has become one of the largest in the state, producing plants of all kinds. The old railway tunnels, disused after deviation, were given over to mushroom growing, making the largest mushroom industry in the southern hemisphere, employing 48 men and continuing to expand. Tunnels at Helensburgh and Lilyvale have long been producing whilst in more recent years the old Otford tunnel has been developed by the industry. However many young people living at Helensburgh travel daily to Sydney to work.

The Bulli show continued but the date was altered from January to December in 1959. It experienced rain for eight consecutive years until the 1962 and 1963 shows were not affected by rain. Len Worthington served as secretary of the committee.

Growing traffic density indicated a need for additional arterial roads, town planning in the fifties seeking an express or motor way from the foot of Bulli Pass to Wollongong which has been master planned between the Princes Highway and the railway line from Bulli. Resumption and clearing of the site has begun.

Wollongong City Council also adopted a scheme for a foreshore road from Thirroul to Wollongong following the route of the first road through the district, but not using the beaches as the first horsemen did; and the foothills road from Mount Ousley along the mountain shelf, crossing Rixon's Pass to the Bulli Pass above Green's Pinch with extensions northward to Buttenshaw Drive leading to Wombarra. Buttenshaw Drive was bitumen surfaced in 1965 but the section south from it is merely planned.

A link by the existing roads from Bulli to Wollongong, using York Road from Bulli to Bellambi and then crossing to the eastern side of the railway line, construction of Pioneer Road and of Squires Way from the south end of Carter's Lane at Fairy Meadow and the bridge over Fairy Creek relieved the Princes Highway of much traffic. The bridge was completed in June 1962 and traffic flows steadily on the alternative route pending the construction of the seashore route in years to come.

Bus services continued to serve local needs along the highway and spur routes developed. Express buses began plying from Stanwell Park and Clifton to Wollongong in 1959, considerably reducing travelling times.

The Lawrence Hargrave Drive around the cliffs between Coal Cliff and Clifton was always difficult to maintain, strong fences being built above the road to hold back falling shale and stones but nothing was strong enough to withstand the large rocks rolling down above the site of the former Clifton jetty. Rainy weather always caused slipping and in May 1963 large rocks blocked the road. From time to time falling stones have damaged cars.

Between the narrow road perched along the cliffs and the sea strong wooden fences of earlier times gave way to cyclone wire fences. In the sixties cars drove through them into the sea, one driver being killed, whilst a

truck went over the cliff and fell 125 feet in 1964, the driver having a miraculous escape. The cyclone wire fences were replaced in 1964 with heavy duty iron guards which are strong enough to deflect cars back on to the road. Widening of the road and removal of rocks high up was undertaken in 1968 by the Department of Main Roads.

Between Scarborough and Clifton in 1962 a pedestrian footpath was built between the road and the sea and fenced both sides for protection of school children as a result of representations made by Ald R Hargrave. However the path continually fell away into the sea and needed considerable maintenance.

At Loddon River on the Appin Road above the Bulli mountain the single lane bridge which had been the scene of many fatal accidents was replaced in 1964 by a modern concrete bridge and the road re-aligned.

The Princes Highway work between Bulli Pass and Helensburgh saw the elimination of two bad bends near the Stanwell Park turn-off, together with widening and straightening of the road in 1965. Work continues in various places from time to time.

Coal trucks were placed into use for road haulage of coal to Port Kembla and began damaging roads in the sixties.

Bulli experienced the strange phenomenon of floods in November 1961. The monsoon rains sent water racing across the Princes Highway one foot deep between the public school and Methodist Church hill and across Slacky Flat, holding up vehicular traffic in long queues and making footpaths impassable for almost 24 hours. Other sections of road throughout the district were damaged.

From 1963 the bottle neck bridges over Wharton's and Collin's Creeks were replaced in concrete making a full width road, followed by the widening of two bridges over Slacky Creek and adjusting the curve with a new bridge at the foot of Bulli Pass. The highway was widened between Bellambi and Woonona in 1964 to 42 feet and re-aligned. At the Bellambi Coal Company's crossing the gates were widened to allow four lanes of traffic on the Princes Highway in 1964. Lanes were painted in 1968 from the Bulli Public School to Wollongong, allowing traffic to move faster.

Bulli Pass was regarded as a "death trap" by Thirroul Progress Association in 1958. Time had brought increased traffic and widening began with the removal of trees on Green's Pinch for an additional climbing lane along the mountain shelf to the Elbow. In January 1959 a car brake failure at Green's Pinch resulted in 14 being taken to hospital. Later a car ascending caught fire and was destroyed.

At the lower end of Bulli Pass two lofty gum trees were cut down in 1960 to allow widening to provide a climbing lane, at the same time removing the renowned avenue that protected homes burnt during the previous half century in the horse and buggy era against runaway vehicles in the days of larger motor transport vehicles. The mid-sixties saw trucks running out of control, scattering their loads and diving through safety fences at Green's Pinch, causing the Department of Main Roads to consider introduction of measures to deal with vehicles descending out of control.

Steel safety guards replaced the cyclone wire fences on the side of the upper arm of the pass in 1965 and were extended in the following year. Cars and trucks ran away from Green's Pinch and in several instances raced across the intersection at the Thirroul turn-off into the paddock opposite the pass, sometimes finishing upside down, loads scattered and drivers having miraculous escapes, although some drivers and passengers were killed. In 1966 a runaway truck left the road on the slight curve and smashed the home of Frank Brown just up from the Pass Avenue intersection, Brown himself being trapped under the kitchen cabinet in his own home.

The greatest accident occurred when in June 1968 a semi-trailer loaded with potatoes raced out of control smashing cars, three homes and killing three in the vehicle. The result was continual protests by residents against trucks using the pass and for safety measures. Flashing lights were installed at warning signs below Green's Pinch and in April 1969 compulsory low gear was introduced by a huge sign erected at the top of the pass, advising drivers that the grades are 1 in 7, 1 in 6 and 1 in 8 respectively on the three arms of the descent.

The railway continued to serve both passenger and freight traffic, the latter originating principally at the coal mines at Bellambi, Bulli, Wombarra, Coal Cliff and Helensburgh.

The air-conditioned train for south coast long distance service was withdrawn in September 1956 to be used for the Sydney-Melbourne Daylight Express. South Coast railway electrification was sought in parliament in 1956 after which various groups sought electrification of the line. After full electrification of the Blue Mountains railway large 38 class Pacific locomotives were transferred to run regularly between Sydney and Thirroul but did not speed the service due to time taken changing at Thirroul and the sharp curves on the line.

In 1958 the South Coast Daylight Express was diesel hauled. A new diesel air-conditioned express of stainless steel carriages with a buffet meal car began operating on 21 November 1960, and drew good patronage, running Wollongong to Sutherland non-stop, often being overcrowded. The Budd diesel air-conditioned four car stainless steel train, becoming known as "The Silver", entered the Sydney-Wollongong-Nowra service on 20 March 1961, running daily on a fast schedule as the South Coast Daylight Express. It proved the fastest train ever on the Illawarra line, doing the journey between Sydney and Wollongong in one hour 32 minutes and had a buffet light refreshment service. It also provided an early morning and late afternoon business trip between Sydney and Wollongong. However, people of north Illawarra were not satisfied until their demand that it stop at Thirroul was met shortly afterwards.

However, local trains were the old steam-hauled carriages plying all stations between Coal Cliff and Port Kembla. Dieselisation gradually took place and resulted in the closing of the Thirroul locomotive depot and the opening of the new one at Port Kembla in 1967. The last steam train in Illawarra ran on 20 February 1967 on the Moss Vale-Unanderra line.

The electrification of the line from Sydney to Campbelltown released diesel rail car sets which were transferred to the Illawarra line, making possible faster services, a complete new speedy time table being introduced in 1968.

A further development in the local train services was the introduction in April 1969 of the "skip-stop" system whereby some trains went through the less important stations: all recieved an adequate service but passengers from farther away had their travelling time reduced.

The increasing loads resulting from rapidly developing Port Kembla industries saw strengthening of the railway tracks in 1962.

The first rail strike since 1917, to press claims for £2 per week industry allowance, was held from Helensburgh to Nowra in September 1960. One day strikes continued periodically, sometimes extended to two or three days over the ensuing years. Suburban people devised emergency transport in efforts to reach their places of employment.

The commerce of the district continued to be carried on by the old-established business houses, banks and post offices. Additional drive-in motor service and petrol filling stations selling one brand petrol were built, particularly along the Princes Highway. No major chain store has appeared in any part of the district. At Helensburgh the Lilyvale Co-operative Society opened a new building costing £10,000 on the site of the former building in April 1956 but it ceased operations in 1967.

Helensburgh is the commercial centre for Otford, Hargrave Heights, Stanwell Tops and Darke's Forest. The latter however, dropped to a population of 32 in 1966 census. The Helensburgh Chamber of Commerce was formed on 8 December 1967 at a meeting in the RSL Hall, aiming basically to urge progressive development of Helensburgh commercially, industrially and including provision of a swimming pool. The population at the 1966 census was 2334. A great number of new homes has been erected, some intermingling with others dating back to the early mining days. The Chamber of Commerce inaugurated the monthly Helensburgh News, first roneod and then printed. Its first year saw improvement of Walker Street, assistance to swimming pool funds and general progress.

Changes in merchandising methods brought the end in 1964 of the Woonona, Corrimal and Balgownie Co-operative stores when an instand closing order on the afternoon of 23 September saw the doors closed on the business because "business was falling away in recent years". Only Coledale of the four remained open. Woonona store was demolished and its site taken by a service station and Chamber of Commerce car park.

At Bulli the area on Slacky Flat, once a sportsground and then a home area between the highway and railway was acquired in 1967 for a Woolworth chain store. All homes have been removed pending development.

In common with all parts of Australia the district changed over to the use of decimal currency on 14 February 1966, the new dollar being half of the previous £ Australian.

The closing fifties saw a trend for the building of homes on the heights, new estates being opened. Buttenshaw Drive along the foothills from above Austinmer to Wombarra had old houses built in the early mining days but a new housing development began at Austinmer Heights in 1958, whilst new homes appeared along the drive. At Stanwell Tops on the tableland overlooking Stanwell Park additional homes appeared whilst above Woonona and above Thirroul estates opened and saw whole blocks of new homes erected. New homes were also built among the earlier homes on the coastal plain.

The New South Wales Housing Commission up to 1968 had completed 211 cottages at Bulli, 301 at Woonona (mainly at Woonona East), 117 at Bellambi and 41 at Helensburgh.

Emergency housing was erected at Helensburgh by the Commonwealth Government in the form of Nissen Huts (commonly nicknamed "igloos") of galvanised iron. The government proposed to sell 42 of them in 1961 but the Wollongong City Council Health Department and Illawarra Planning Authorities strongly objected to their continued use and a move was made to eliminate them. Almost all have now been replaced with modern cottages.

The area is served by the Coledale and Bulli hospitals. At Coledale hospital the new driveway was opened as Rotary Avenue as a result of service efforts by the Bulli Rotary Club.

The Bulli hospital opened its first maternity ward on Mothers' Day 1948 and in 1956 the nurses' home was opened with 45 bedrooms. The new administrative block in front of the main entrance was officially opened by Rex Jackson MLA in August 1957. The hospital was given a humidicrib by Towradgi Park Ladies' Bowling Club in 1960.

The centenary of nursing was marked in December 1960 by the Bulli Hospital nurses staging a Pageant of Nursing for which the script was compiled by William A Bayley FRAHS, Bulli Police Boys' Club was filled for the ceremony which included the nurses' graduation.

The 15 bed female ward at Bulli Hospital - Sid Wearne Block - built at a cost of \$57,000, was opened by the Minister for Health, Hon A H Jago MLA on Sunday 16 February 1969 bringing to 101 beds the hospital he described as one of the best examples of a hospital prepared to help itself. Prior to that the hospital X-ray unit, the most advanced in Australia costing \$30,000, processing the film in 90 seconds was installed under supervision of Gordon Ryan, the hospital radiographer.

Care of the aged and infirm in the district was promoted by the purchase by the Church of England committee of "Woodlands", former home of A R Bevan in Alice Street at Woonona East for £12,500. Refitted at a total cost of £57,000 the home for 30 aged people was opened on Saturday 27 October 1962 by Lady Hoskins in the presence of 3000 people. Matron Dorothy Garner was in charge.

For aged and infirm people in their own homes the Meals on Wheels service in northern Illawarra, the first on the south coast, was sponsored by

Thirroul Apex Club under president Dal Hutton on 8 June 1964 when on Mondays to Fridays hot midday meals prepared by Thirroul Leagues club were delivered ready to eat by a rostered committee of lady drivers and helpers. Ald (Mrs) R Hargrave became president of the committee. Gordon Ryan was first roster secretary. The service continues with meals prepared by Bulli and Coledale hospitals, a new departure sanctioned by the NSW Hospitals Commission as a result of representations made by the committee.

For retired people the Thirrou Senior Citizens' Centre - the first major centre of its kind on the south coast - was built by Austinmer Lions Club assisted by the Joint Coal Board donation of £1000 and was officially opened by the Past President of Lions International on Saturday 6 May 1961. It was fully equipped and furnished.

The use of a Seeing Eye Dog is a common sight in the district when blinded soldier Ron Cordin walks about Bulli and Woonona with the dog presented to him. His first dog, received in 1957, unfortunately went blind and died in 1964. Another was soon secured for him by the efforts of the Woonona RSL Club.

The Bulli station of the Illawarra District Ambulance served the people of the district, James Tobin serving 17 years in charge until appointed Deputy Superintendent at headquarters station in Wollongong in 1965. He had earlier organized the Queen's visit to Bulli, was a foundation member of Bulli Rotary Club in 1948 and president in 1952/53. He was followed as station officer by E Wynn in 1965 and J Oyston in 1968. Thomas Medlyn is remembered as a worker for 20 years for which he was made a life member in 1961. A humidicrib was presented to the ambulance by Bulli Greyhound Racing Club in 1958.

At Helensburgh a meeting of citizens, attended by Swann, chairman of the ambulance board and Stell, superintendent-secretary of St George-Sutherland Shire Ambulance, at the Centennial Hotel on 10 October 1951 decided to form an ambulance committee. The first president was John Watson; secretary Dr Ian Gardiner and treasurer R G C Floyd. A committee included many men and Sister Beaumont, Mrs Finney (now Mrs Platt) and Mrs Chadwick. The ambulance was acquired and Samuel Nelson appointed first station officer in 1953. The station consists of a house and garage on the corner of Lilyvale Street and Club Lane. It was a branch of St George-Sutherland Shire Ambulance from which Nelson came, previously being an ambulance officer of Blue Mountains District Ambulance at Katoomba.

The district included Stanwell Park, Madden's Plains and Darke's Forest to Waterfall, taking patients to hospitals at Wollongong and the metropolitan area of Sydney. Nelson was succeeded in February 1960 by F J Morton who had been an ambulance man at Lithgow District in 1950, transferring to St George in 1957. The ambulance was absorbed into Central District Ambulance on 10 January 1962. Helpers too numerous to mention have played a part in assisting the ambulance work.

Baby Health Centres were provided in various centres in the district. At Helensburgh the Baby Health Centre was officially opened on 18 February 1956 by the Mayor of the City of Greater Wollongong, Ald A Squires at the corner of Walker and Lilyvale Streets. The brick building cost £4000.

Woonona Baby Health Centre was officially opened in what became Strachan Park in the shopping centre on 24 November 1956. It cost £9000 and was built on the site of the former Princess Theatre demolished the previous year. The Thirroul Baby Health Centre and library branch building was officially opened by the Minister for Health, Hon W P Sheahan, on Saturday 21 May 1960. It cost £11,000. Beside it the Austinmer Lions Club built the Senior Citizens' Centre.

The churches of the district saw many changes both by restoration and improvements. The restoration of the Bulli Methodist Church interior was completed in 1957 when replacement of the fibro tiled roof with cement tiles enabled the work to be done. The memorial electronic carillon was dedicated as the first in the district in memory of the Welford family in December 1958. Prior to the centenary in 1962 of the opening of the first church in Bulli a complete set of pews from a former church at Lindfield was installed and the spire which fell off in a wind storm in 1938 replaced by a copper sheathed one of matching design. The centenary of opening the stone church was celebrated in 1965. Lowering of the Princes Highway saw removal of the imitation stone fence, grading down of the grounds and erection of the new low fence in 1966. In November 1968 a new church hall built in brick was opened using the former hall as an extension.

At Thirroul the new St David's Church of England in brick overlooking the town was opened by the Primate, Archbishop Mowll, in May 1957. The Thirroul Presbyterian Church received a £15,000 benefaction at the end of 1962 and in May 1963 the foundation stone of a new church of rare design was laid by the four Webb sisters who were instrumental in building the original church in 1911. The Williams Memorial Church was completed in brick at a cost of £22,000 and opened and dedicated on Saturday 7 September 1963 at the corner of Lawrence Hargrave Drive and Lachlan Street by Rev Hector Harrison of Canberra.

Anglican churchman Harold S Fry served as churchwarden at St Augustine's at Bulli for 40 years and in other high offices in the church. He died aged 80 years in November 1958. Another stalwart was Hamilton Gibson of Bulli; postmaster for many years, lay reader at St Augustine's from 1904; Sunday School superintendent 25 years; member of the Bulli hospital board for 25 years; who died aged 84 in November 1961.

Bulli Church of England received improvements to the west wall and the bell tower was rebuilt using the same bricks, due to the crumbling of the mortar in 1965.

Woonona Salvation Army Hall was moved from the main street shopping block to Hillcrest Avenue and opened in 1960 with a brick venner in front in its new position. The Woonona Baptist Church, to accommodate Christian Education and the all-age Sunday School begun in 1961 opened a three storey brick building costing \$27,000 in 1968. New church halls were built at the Church of England, Presbyterian and Methodist Churches. At Woonona East a Church of England hall was opened.

At Coledale the foundation stone of the new Methodist Church Hall was laid by Mrs L Day who assisted the church for 45 years. The church was opened

on 25 March 1961, having been financed by the Bulli Methodist Circuit under a stewardship scheme. The £3000 timber building was opened during flood rains.

The Bellambi Methodist Church of apricot brick, built at the corner of Wardell and Gladstone Roads replacing a 60 year old timber church, was opened by Rev Alan Brand on 25 March 1961 in the flooding rains. The church cost £7500.

At Wombarra the new Roman Catholic Church of Our Lady of Lourdes replaced the small weatherboard Church of St Patrick and convent school of the Sisters of St Joseph, closed in 1932, built 80 years previously at Clifton from which most of the population had long since removed. It was built in brick.

The Bushland Chapel opened as the new Methodist Church at Helensburgh in 1967 replaced the former timber church. It was a quaint departure in church design and building surrounded by the untouched trees and scrub. Its foundation stone was laid on 26 November 1966 and it was constructed of clinker bricks and glass. The new Church of England was built beside the hall using face bricks whilst the Presbyterian Church was given a brick veneer in 1968.

In education the time had come for jubilees and centenaries to be celebrated. Coledale Public School celebrated its jubilee in 1962, having opened on 25 June 1912 with 147 pupils. It reached its peak enrolment in 1921 with 293 pupils when the old mine was at its height of production. At the jubilee it had 212 pupils and six teachers.

The jubilee of Scarborough Public School, built to replace the Clifton Public School opened in 1878, officially opened on 17 January 1914, was celebrated on 30 November 1963. The date of opening was a reminder of the days when schools re-opened for lessons in mid-January. The Scarborough School was a mile south of the Clifton School which was closed. It had six classrooms but the population which had drifted south from Clifton has now drifted south from Scarborough and only three rooms are needed for normal classes, the others serving for additional functions such as library, very necessary in every school.

Austinmer Public School celebrated its centenary in April 1967 as the first in northern Illawarra to reach its hundredth anniversary. A three day programme was carried out and a booklet containing the history of the school and the township, edited by N S King, was published to coincide with it. The school grew to have six teachers but, as with the coastal strip, the room for building of cottages was restricted and growth of population has not been rapid. However new brick classrooms, library and canteen were built in the sixties.

At Bulli a new dual classroom block built in timber at a cost of £8000 was officially opened by Hon R J Heffron, Minister for Education, on Friday 5 December 1958 beside the oldest school building north of Wollongong. The development of the playground from the old creek beds was carried out by the Bulli Colliery of Australian Iron and Steel Ltd, together with the

Departments of Education and Public Works to create a park-like area surrounded by homes on the hillsides as an amphitheatre, thus removing an eyesore existing from the earliest days of the school.

The Minister for Education, Hon E Wetherell MLA approved the building of five classrooms and administrative centre at Bulli Public School in January 1965 but later lack of finance resulted in only three rooms being built in modern brick veneer making an attractive addition to the group of buildings in 1968. In 1969, the year of the school's centenary, the Department of Education acquired for demolition the old shop and bank buildings dating from Bulli's earliest days when the town and business centre was beside the school. Thus the school became a unit bounded by the Princes Highway, William, Haig and Hobart Streets.

The centenary of the school was celebrated in July 1969 with a programme of a week's activities - educational, physical and social, concluding with the return of pupils up to the age of 93 years at the grand celebration one hundred years after the school opened for lessons. The centenary classroom block was officially opened and the original building closed for demolition.

At Bellambi the public school of timber was placed into use at the beginning of the 1956 school year. Built at a cost of £30,000 it was officially opened by the Minister for Education, Hon R J Heffron MLA in March 1957. The Russell Vale Public School was officially opened by the Minister on 10 March 1956. T S Nairns was the first headmaster. The school of timber cost £14,000. A further two room unit was added in 1957 and officially opened by Rex Jackson MLA in November 1961. The school became noted in the sixties for exchange visits for aboriginal children from Wreck Bay School.

The old established Woonona Public School lost a classroom block by fire and was replaced in 1964 by a brick veneer block facing Gray Street and containing three classrooms, store and office, opened by Rex Jackson MLA on 30 October 1964. Three further classrooms are under construction. Housing development at Woonona East, between the railway line and the sea, saw the establishment of the Woonona East Public School, commencing as an infants' school in 1964 with Miss S Williams as mistress-in-charge. The school became a primary school in 1968 when N M Gardiner was appointed first headmaster. The school consisted of a brick unit containing three classrooms. Two additional classrooms were added in 1967 and one in 1969.

At Thirroul Public School, built on creeping ground, constant vigilance was necessary regarding safety of buildings. In 1965 the infants' block of two storeyed brick developed cracks causing expense in strengthening the building.

Helensburgh Public School of the nineties with a two room block added in the fifties, was supplemented with a modern brick classroom block in the early 1960s and another in 1966. The enrolment now stands at 410 pupils in two departments with 12 teachers. Some 16,000 yards of filling have been placed in the playground to provide a level playing area.

Secondary education in Bulli district is provided by the Bulli and Woonona High Schools. The Bulli High School transferred to its own aluminium prefabricated buildings supplied by the Hawker-Siddeley Group at Bulli in 1957. They were erected at a cost of £250,000. A G Neil was first principal. The buildings were officially opened on Friday 27 September 1957 by the Minister for Education, Hon R J Heffron MLA, the enrolment at the time being 570 pupils with a staff of 26. The brick assembly hall was added in 1963 at a cost of £72,000. There are now 900 pupils with a staff of 50.

A site for a proposed high school north of George Street Thirroul was investigated in 1959 but not acquired due to the difficulty of providing adequate foundations - a condition found to exist along the remaining northern coastal strip. In 1960 the proposal was changed to a high school at Woonona and in 1964 the school was planned to be built in brick on three levels, stage by stage. The school opened in 1965 with an enrolment of 420 with a staff of 21. The first principal was J Webster. The enrolment now stands at 817 with a staff of 42 and a final stage and assembly hall remains to be constructed.

Independent schools also expanded in the district. At the St Joseph's Roman Catholic Convent School at Bulli facing Hutton Avenue the new six room school was erected at a cost of £37,000, and was opened and blessed by the Bishop of Wollongong, Dr T McCabe on Sunday 11 February 1962. The parish priest was Rt Rev Mons Matthew O'Reilly and the architects T and M Maloney of Sydney.

St Paul's Roman Catholic College at Bellambi built at a cost of £80,000 on a 65 acre site near the beach and conducted by the Marish Fathers was planned to be officially opened in its first stage by Bishop T McCabe of Wollongong on Sunday 13 May 1962. A gale caused the postponement and it was opened on Sunday 26 August. It took 62 boys in the first year. Between it and the railway line the Holy Cross College for girls was built.

News of the district continued to be recorded in local newspapers. The sixties saw the free newspaper "The Express" published and distributed in Illawarra. The "South Coast Times" was incorporated in the "Illawarra Mercury" by a merger, its final issue appearing on 9 May 1968.

The need for local news at Helensburgh is being met by the publication monthly by the Chamber of Commerce of the "Helensburgh News" for free distribution. It first appeared as an attractive printed paper on 2 September 1968.

Local government of the City of Greater Wollongong after the amalgamation was operated on the zone system, cited by A W Hunt, inspector of local government accounts, as a "costly failure". The immediate abolition of the zone system was recommended and carried out in May 1957. Administration was then centred on Wollongong.

The Wollongong City Council operated a library with branch libraries in various centres. The new city library was established in 1959 with a branch library at Bulli. Thirroul branch library was opened on 21 May 1960

and after six months operation was second to Wollongong in book issue. A bookmobile served other centres at a distance from the branch libraries.

Control of dogs, which had become more important throughout New South Wales, was vested in local councils by the act which came into operation on 1 October 1966. In northern Illawarra stray and uncontrolled dogs were a special menace at the schools, parks and surf beaches as well as in the streets. The operations of council officers has proven that thousands of allegedly unowned dogs were at large in the area, their numbers already having been reduced to a minimum.

A new departure in local government was the Act of Parliament in 1967 by which local councils took over control of public cemeteries in their area. The three in northern Illawarra - Bulli, Coledale and Helensburgh, have been given quick attention and brought to a standard where maintenance will become less difficult whilst providing an orderly appearance. Church cemeteries exist at Bulli Church of England and Woonona Presbyterian Church where local church committees still maintain control.

For the control of electricity supply the formation of a county council was recommended by the Minister for Local Government in 1957. It was to include Wollongong, Shellharbour, Kiama and Shoalhaven. A referendum in 1957 by Wollongong gave a strong vote against the formation of such a county council. However the Illawarra County Council, incorporating Wollongong, Shellharbour and Kiama, was formed and held its inaugural meeting on 17 February 1958.

The Bulli area continued to be supplied with electricity by Bellambi Coal Company but the supply terminated finally on 31 December 1957. Bulli had transferred from 1950 to the Public Works Department electric power from Port Kembla, opened in 1914 as the first government-owner power station. All parts of northern Illawarra are now supplied by the New South Wales electricity grid.

The installation of water supplies in the distant northern suburbs received attention of the Sydney Metropolitan Water Board in the closing fifties. Because of the small populations all were assisted by the government. The supply for Stanwell Park was taken as an extension of the supply to Helensburgh from Woronora Dam. The water main followed the Princes Highway and Lawrence Hargrave Drive to Stanwell Tops and Hargrave Heights at Bald Hill. Stanwell Tops received supply and the main was taken down the steep hill to a reservoir above the railway tunnel portal at Stanwell Park from which it was distributed. Supply was officially turned on by Hon J B Renshaw MLA, Minister for Local Government, on Saturday 15 September 1956.

The next work following the Stanwell Park supply was its extension to Otford in the north and Coal Cliff to the south. The pipes were laid to suit planned future main roads in the areas concerned. The Otford supply was carried along Lady Wakehurst Drive and thence by Otford Road to the village which had watered trains from a small dam on the Port Hacking Creek from the time of the opening of the railway until dieselization caused the tank beside the station to be removed after the last steam train ran to Otford in 1965.

Supply to Coal Cliff was an extension from the southern end of the system at Stanwell Park along the Lawrence Hargrave Drive, thence down the hill below the mine and around Paterson Road. The two supplies were officially turned on by the Deputy Premier and Minister for Lands, Hon J B Renshaw MLA on 18 February 1961; that at Otford in the morning and that at Coal Cliff later in the day.

The Bulli district, always vulnerable to bushfires, had over the years suffered severe damage. Back in January 1905 at Thirroul and Bulli the temperature was said to have been the highest for 60 years. Houses and camps were burnt out, the "Illawarra Mercury" reporting, "At night the spectacle was one of the most beautiful ever seen, over 100 fires dotting the sides of the ranges for a distance of upwards of five miles".

Again in March 1940 fires raged along the mountainside at 102 degrees in the shade. The worst fires were at Green's Pinch on Bulli Pass where Howson's home was destroyed and several others threatened. Poultry, pigs and stock were burnt. Fire raged down the gully south of Old Bulli coal mine. Traffic on the Bulli Pass was stopped first by driving flames and smoke and then by fallen trees. Austinmer and Coledale heights were ablaze, wild animals including possums running before the flames or being burnt.

At Helensburgh the volunteer bushfire brigade was formed on 4 January 1940 under Captain H Stanford with the co-operation of the Bulli Shire Council. Its area extended from Waterfall to the top of Bulli Pass.

The mountain above Coledale caught in raging fires in January 1952, damaging Buttenshaw Drive and Fuller Park to the south. Thirroul and Coledale fire brigades fought the flames. Helensburgh was threatened but saved by firefighters. An appeal by the Mayor of Wollongong followed, raising relief for the sufferers. The plateau from Waterfall to the top of Bulli Pass was ravaged by bushfires in January 1957, traffic being diverted by Lawrence Hargrave Drive.

The captain of the Thirroul Fire Brigade, Wm H Reeve, after 40 years' service as a volunteer was awarded the OBE by the Queen in 1965.

The greatest and most devastating fires in the history of Illawarra were experienced in October 1968 when the area from Coledale to Mount Kembla was swept by flames with a severity not before known. In northern Illawarra fires blazed up at Coledale and Rixon's Pass above Bellambi on Monday 28 October and all day raced towards one another. Hot winds and high temperatures aided the flames which burnt all in their path along the mountainside. Firefighters rushed up every spur road from the highway to the hills in turn to meet and fight the fires as they threatened houses, saving a countless number.

Detachments from the army arrived on military trucks whilst an array of every sort of waggon capable of carrying a water tank was pressed into service. Cement trucks and the petrol tankers of the oil companies were all used to carry water to trouble spots whilst hundreds of volunteer men, returning from work, senior schoolboys and lifesavers and all who would

went to assist. Great numbers of police and equipment were rushed from the Metropolitan area of Sydney. Miners at Old Bulli stayed above ground to fight the fires.

The clubs provided meals and women went to serve tea to the fighters whose work was continuous. As each area was saved and the fires swept along the hills the firefighters were transported to other threatened areas. Fires reached the back of the Bulli hospital. Ambulance men by an all day lift removed patients from Phillip Lodge at Thirroul Heights before the fires passed it.

The greatest damage in northern Illawarra was done at the Bulli Pass where ten homes were destroyed almost instantaneously by explosion-like attack. The home of Howsons built after earlier fires was destroyed. The saving of many more was regarded as a miracle, some beside houses burnt down. The pass and highway were closed for hours except to water trucks and firefighters or evacuation vehicles. Miles of stopped cars stood from the pass to Corrimal. Homes above Thirroul, Austinmer and Coledale nearest the fires were destroyed and the fires met above Thirroul in the early evening.

Once again the whole mountainside remained ablaze all night, presenting an awe-inspiring spectacle. The whole of the Bulli Pass National Reserve and Lady Fuller Park were burnt out. Fires sweeping up the range cut Mount Ousley road linking Sydney and Wollongong whilst Bulli Pass was closed by flames and later by fallen trees and large rocks which had rolled down on to the highway above the Elbow when the trees and scrub holding them back were burnt away. Department of Main Roads cleared the road of trees and rocks within hours the following morning and by nightfall had replaced all the burnt road signs.

The fires raced towards Cataract Dam and the former stone school building at Sherbrooke - the last remaining building there since 1907 - was gutted, at the same time the beauty of the landscape was destroyed, needing many years to recover.

The appeal of the Mayor of Wollongong for clothing, furniture and cash recieved a response never before achieved and the homeless were assisted with little delay.

Fire protection in the district today is afforded at Bulli, Thirroul, Coledale, Scarborough and Helensburgh. Although water mains extend along the streets of the district, bushfires are beyond the scope of the mains and tanker water plays a big part in their control.

Entertainment in the district followed a changed pattern after the introduction of television, the first programme of which was received at Wollongong Soldiers' Hall in September 1956, rapidly spreading as more and more homes secured their own television receivers. In a very short time television reached the homes of the people. The theatres at Bulli, Thirroul, Coledale, Scarborough and Helensburgh closed. Community halls still played their part. At Coal Cliff the community hall was officially opened on Saturday 16 November 1957, having been built with financial assistance from the Joint Coal Board.

The Coledale theatre, renovated with a modernised front, became the Northern Suburbs Rugby League Club whilst at the King's at Thirroul roller skating took over. It was not until 1969 that the Bulli theatre again opened as the wave of enthusiasm for television began to subside.

Recreation continued at the existing parks and sports grounds. The Thomas Gibson Memorial Park gates to honour the generosity of the public man blinded in the 1914-18 war were planned in 1957. Leeder Park by the sea at Coal Cliff was made by reclamation and opened in 1964.

At Woonona Strachan Park was developed in 1958. Clowes Park at Austinmer provided for sports at that centre. Slacky Flat at Bulli was developed to provide programmes of dog racing and trotting as well as for the annual Bulli show. Bulli Rifle Club founded in 1912 used a range from the railway line along Slacky Creek to butts near the ocean. With increasing settlement and the need for the range for roads and housing it moved its interests to the Bellambi range in the closing fifties.

In common with a great number of places the camping areas between Stanwell Park and Bellambi were crowded with tents over each summer season, whilst longer holidays granted to all workers in the opening sixties increased the number of people coming and going on the camping grounds.

Bulli beach camping area was developed for 1000 camp sites with amenities blocks in 1958 and development brought it to ideal conditions by 1961 after which it became crowded by campers every season. The former parkland along the waterfront was given over to holiday picnickers.

The small Thirroul camping area opened in 1948 was closed in 1967 and the area given over to car parking and picnicking but the areas of Coledale and Stanwell Park continued to provide for a great number of campers, some with caravans but the majority in tents.

Surfing grew in popularity and drew large crowds to the beaches. An aerial patrol using a light aeroplane piloted by Tony Bevan was begun in February 1959 for the detection of sharks and warning of surfers, as well as for maritime and bushfire spotting. It was the first of its kind in Australia and operated from an airstrip on Port Kembla Road later encompassed in the new coal loader, after which it operated from Albion Park aerodrome. A Bevan replaced the old Cessna with a new Cessna costing £6500 in October 1960 and continued to use it freely on patrol during holidays and weekends. He was elected by the people for a term as Mayor of Wollongong in the sixties.

Stanwell Park, oldest surf club of Illawarra, collected £300 towards building the new clubhouse in 1956 and a Ladies' Surf club was formed on 1 December 1957. Bellambi secured a new clubhouse in 1956. Bulli erected a brick surf clubhouse around the old buildings in November 1956, continuing construction for 18 months to a value of £18,000. E J Ford, A Horrell and T D Ford were elected life members in 1958. The surf club building was officially opened by the Mayor, Ald A Squires, on Saturday 4 October 1958 during the presidency of E J Ford who in 1969 was elected Mayor of Wollongong.

Coledale secured a new surf boat in August 1957, naming in John E Hargrave in honour of its president. Another boat, John E Hargrave II, was launched in October 1964. In 1968 Andrew Flakelar, a club member, lost his life carrying out a surf rescue.

Thirroul built a new brick surf club building, opened on Sunday 8 November 1959 by Ern Lynch on the fiftieth anniversary of the formation of the surf club. Alex Alexander of Thirroul swam in the Olympic Games at Tokyo in 1964 and later gained a scholarship at South Carolina University in the USA.

Sandon Point between Bulli and Thirroul grew as a popular surfing resort and in 1959 a surf club was formed and a clubhouse donated after use at Cole Cliff shaft construction at Darke's Forest and transported to Sandon Point. It was destroyed by fire in 1965 and soon replaced by a brick building.

The singular freedom of the coast from shark attacks was broken in February 1963 with the attack of a ten feet bronze shaler which gripped in its jaws the leg of an 18 year old youth who was pulled in by Peter Walker who was skin diving and taken to Coledale hospital.

A severe shark attack occurred at Coledale when a Blue Pointer shark mauled the legs of Raymond Short, aged 13, in March 1966. Lifesavers broke the shark's grip, carried the boy ashore whence he was taken to Coledale hospital. They killed the shark. After months in hospital, during which time he was visited by the Governor of New South Wales, Sir Roden Cutler, and his rescuers, the boy at last recovered.

The decade saw the beginning of pollution of the beaches from Stanwell Park to Thirroul by coal wash, causing a continuing problem yet to be solved.

The mid-sixties saw the growth of surf board riding when board riders from many places, inland as well as local (with the more widespread ownership of motor cars by young people) found Sandon Point an ideal board riding area. City riders and clubs began visiting to hold events.

Skin diving and the use of spear guns also began to grow popular in the opening sixties. One early achievement was the recovery off Bellambi Point in 20 feet of water of gear from a wrecked steamship. Dave Selway was mentioned as a member of the South Coast Skindivers' Club.

Possibly the minimum in beach costumes was reached when the ladies' bikini costume arrived and was accepted on the beaches in 1961, bringing a reversal of the more than neck to knee costume of half a century before. Recent announcements indicate that the fashion is beginning to change towards more covering by the womenfolk.

In addition to surf bathing there has been a growing demand for pools in which the young people can learn to swim and increase their swimming ability, both for health and recreation. All pools in the district are sea water pools. They include rock pools at Scarborough, Wombarra, Coledale, Austinmer, Bulli, Woonona and Bellambi and an Olympic Pool at Thirroul.

which has drawn great numbers of swimmers and provided for swimming instruction. Thirroul pool is fitted for night swimming. It replaced the original rock pool opened south of the beach on 1 October 1923. The site for the Helensburgh Olympic Pool was chosen in 1960 and planning continues.

Bellambi sought a rock pool in 1958 and by 1961 it was under construction by the Bellambi Pool Committee with the help of Wollongong City Council, teachers and pupils, citizens of the district, Corrimal Apex Club, Allied Constructions and the Joint Coal Board. It was officially opened by Ald A Bevan, Mayor of Wollongong, on 24 September 1966. The pool, with wading pool beside it, has picnic tables and playground surrounded by lawns and stands between the sites of the two jetties long since removed.

Provision for recreation and training for boys of the district was made with the inauguration of the Bulli Police-Citizens Boys' Club about 1941. The first events were held in a pavilion on Slacky Flat and the permanent building on Princes Highway at Station Street, Bulli planned in 1957. Workmen in the Corrimal to Coal Cliff area pledged weekly contributions to the funds to assist to raise finance. Clubs and organisations in the district ran entertainment nights to augment funds. The first full time secretary, Constable Peasley, was appointed in July 1959. The brick building for the club, costing £32,000, was officially opened by the NSW Police Commissioner, C J Delaney, on Saturday 17 October 1959. It was the thirtieth in the state. Boxing, wrestling, weight lifting, judo, first aid and car driving instruction were given. The Minister for National Development and Minister for Mines approved a £2000 grant to the club in 1961.

The boy scouts are organised in the North Illawarra District encompassing Towradgi to Helensburgh. The Bulli new clubroom in Hopetoun Street for the First Bulli Scouts was built by voluntary labour by Bulli Rotary Club as a service project and superseded two earlier huts. It was opened on 15 November 1958 by the State Commissioner for Scouts, Walter Cohn. The troop had been formed in May 1940 with W H Mitchell as first president and Constable Walton as first scoutmaster.

The Thirroul scouts' clubroom was officially opened by C T F Jackson, Scout Commissioner on 30 November 1963 on land leased from the bowling club.

The Woonona Girl Guides Hall built in brick as a service project by Bulli Rotary Club was officially opened on 17 November 1956 by Guide Commissioner Mrs W C Wentworth. The Brownie Pack also met in the building situated in what was later named Strachan Park in Woonona.

Marching Girls became popular in the fifties and Slacky Flat at Bulli became the centre for their contests in which teams from the area of the Far South Coast to Sydney competed. There were 50 teams in May 1960. In 1961 there were 1100 marching girls in 76 teams from a wide area of the coast to the Victorian Border, annual contests taking place.

Increased sporting areas were planned in 1958 when a Bulli-Woonona Beach Front Development Scheme planned developing the rubbish tip area into playing fields and gardens. The football grounds are being placed into use

as each is completed. Soccer is still being played, but Rugby League is also being played in the district.

Bowling gained an increasing number of devotees throughout the district, women's bowling clubs being formed in addition to men's bowling clubs. Bulli's new bowling clubhouse was opened by Fred Gray, president of the Illawarra Bowling Association in January 1956. The second bowling green was constructed in 1957 and the third in 1963.

The Bellambi Bowling and Recreation Club selected land in Rothery Road, Pioneer Road and Eastbourne Avenue in 1956. It incorporated the old home of Joseph Mitchell which was demolished, the greens developed and the clubhouse built. It was officially opened on Saturday 23 June 1962. The new Thirroul bowling clubhouse was opened despite rain by the president of the Royal NSW Bowling Club, W S Kay, on 25 March 1961, the green appearing more like a swimming pool on the opening day. Austinmer Bowling Club green built on the Allen Estate on part of the old mine railway built its clubhouse in 1936 and officially opened it on 5 November 1939. It has made great progress in the past decade when another green was built and floodlighting installed. The Scarborough-Wombarra Bowling Club with two greens at Wombarra was officially opened by L Funnell, president of the Illawarra District Bowling Club on 8 May 1960. Helensburgh Club opened extensions on 30 November 1966, the club now having two greens.

The past decade became the age of clubs - sports clubs; entertainment and leisure clubs and service clubs. Sporting clubs grew and expanded their bases, notable among them being the Leagues Clubs. Thirroul Leagues Club built a modern building including all amenities and was officially opened by Rex Jackson MLA on Saturday 7 July 1956. The architect was Alan Birch.

Workers' Clubs established in bygone years also expanded. The Bulli Workers' Club extended its activities and on 27 July 1957 the reconstructed building containing kitchen and amenities was officially opened by Rex Jackson MLA. The building had been taken over in 1954 and licensed in 1955. At that time it was stated that the Woonona Workers' Club of the 1900s at the corner of Russell Street and Main Road had its licence cancelled because it lacked a library but Bulli Workers' Club maintained its library and so retained its liquor licence.

Helensburgh pursued a policy of expansion. The lounge wing was added in 1955 and the following year the residence formerly occupied by managers was demolished and a games room built as an extension of the club. The building was renovated in 1967 and the name changed to the shorter title of Helensburgh Workers' Club. It became an outstanding building of modern architecture in Helensburgh containing every amenity for entertainment and recreation for its large membership. It jealously guarded standards of dress and decorum. In 1968 it published a comprehensive members' handbook, possibly the first in New South Wales.

The RSL clubs grew similarly. Thirroul RSL Club developed a park between its building and the railway line in 1957. It went on to build an additional hall in brick and finally in 1967 to demolish the former timber school of arts building and replace it with a modern brick structure.

The Bulli-Woonona RSL War Memorial Club built at a cost of £34,000 was officially opened by Brigadier F G Galleghan on Saturday 30 July 1960 during the presidency of Don Heggie, a World War II bomber pilot. The sub-branch formed in 1917 went into recess in 1930 but was re-formed in 1941. Land was acquired at the corner of Princes Highway and Nicholson Street. A supper room and kitchen erected as the first stage was opened in 1947 after which the property was added to for the bowling greens. Bill Oyston served as secretary of the branch for 35 years and revisited Gallipoli for the 50th anniversary of the landing with the ANZ contingent in 1965 sponsored by the RSL club.

Tablets were added to the Bulli-Woonona war memorial to honour those who served in the 1939-45 war and Korean War. The Bulli-Woonona RSL erected and dedicated its own war memorial in the grounds in 1964 and added remembrance bronze plaques containing 540 names. Remembrance ceremonies were held there by members.

At Austinmer RSL tenders were called to extend existing premises in October 1960. The first stage of the five year building programme was opened on 25 March 1961. The site, originally the Austinmer School of Arts, was increased by the purchase of three cottages in 1953 and later two more blocks of land. The stage included a recreation hall and renovation of the existing building. The new club was built of Bulli bricks at a cost of \$110,000 and officially opened by the Governor of New South Wales, Sir Roden Cutler.

Service clubs continued their work. They included Rotary, Apex, Lions, CWA, Soroptimist. Thirroul Apex Club assisted build Thirroul Scout Hall and helped Bulli and Coledale hospitals and Chesalon fete. Its noted achievement was the inauguration of Meals on Wheels.

Austinmer Lions Club was formed in 1959, its charter being granted on 29 September. The first officers were president, H Frew; Secretary E Curtis and treasurer H Ford. After the establishment of the senior citizens' centre at Thirroul the club established in 1961 a holiday centre at Austinmer for aged people. Service has been given to a large number of worthy organisations and causes.

The women's organisations include CWA branches at Bulli, Stanwell Park and Helensburgh. The latter sought to establish rest rooms in 1960 but to date meets in the RSL hall pending establishment of rooms of its own. At Bulli the Soroptimists Club received its charter on 2 May 1956. Mrs Ethel Davis was president.

The district, meanwhile, had for individuals not only the surf beaches and activities but the fishing boats. Over the century of development of north Illawarra sheds had been built mainly of scrap materials in sheltered bays from Bellambi to Stanwell Park and Bulgo for fishing boats on crown land of the foreshores until in 1961 the Department of Lands sought their removal. Many had been there 50 years. The Wollongong City Council suggested the building of community boatsheds of good type and appearance but the new age brought boats of lighter construction, many of which were towed on trailers behind the cars of their owners and launched on ramps.

At Coal Cliff above Stoney Creek, camp shacks had been built by visitors, mostly Sydneysiders, and the council gave them notice to quit in 1965. Some were abandoned and some burnt whilst others remained to be removed to clear what had grown in a previous era to untidy the area. The Stanwell Park shacks beside the lagoon were finally removed also.

The Bulli and Sublime Point lookouts, both magnificent views and major tourist attractions, were operated by the Lady Fuller Park Trust which had no means to raise funds to maintain them.

In 1959 it was proposed to clear the original coach road from the top of Bulli Pass along the edge of the escarpment to the top of Rixon's Pass as a tourist road and later along the tops to Broker's Nose. The proposition was supported by the Chambers of Commerce but nothing has yet been done, the overgrown washed out track remaining impassable except for hikers.

The Golden View Service Station was opened on the narrow strip between the highway and the clubb edge in January 1960 at the time Hopetoun Park formed in 1900 encompassing Bulli Lookout, and the Lady Fuller Park Trust encompassing Sublime Point formed in 1928 were combined to form the Bulli Pass National Reserve. W H Mitchell was secretary of the trust for 29 years.

The reserves were said in 1961 to attract more tourists than any other tourist park except National Park and Kuringai Chase. Water supply to the picnic areas was installed from the Loddon River in 1961 and a tree planting chaired by Rex Jackson MLA, Chairman of the Bulli Pass National Reserve Trust and organised by H C Frew.

At Sublime Point an improved water supply storage was installed with a tank holding 30,000 gallons. In 1965 a landslide endangered Bulli Lookout kiosk requiring the construction of a retaining wall. The trust noted that the park was the only protected sample of coastal rainforest and sought protection of its flora and fauna. The Gynea Lily, known to grow as high as 40 feet is a native of the district between George's River and Bulli Pass.

The northern Illawarra coast today - now well established as a suburban area hemmed in by the mountain range - is also a renowned and well patronized tourist resort. The fifties saw many schemes for the attraction of additional tourists. Its suggested naming as the "Gold Coast" was followed by the suggested adoption of the "Diamond Coast" in 1958, but the name of Illawarra itself has not been bettered.

An outstanding attraction at Stanwell Park was the assembly in 1965 of James Irvine's folk museum in the basement of the former home of Lawrence Hargrave with all forms of exhibits dating back over a century.

The Austinmer to Sublime Point walking track with its 1362 feet climb to a final 30 feet wooden ladder in the Bulli Pass National Reserve draws a large number of bushwalkers and mountain climbing enthusiasts.

The region, noted for its lookouts at vantage points throughout the area; its camping facilities; its guest houses and beaches, looks forward to a further great period of development as the great industrial centre of Port Kembla pursues the recently announced plan for expansion of its industries already the largest in Australia.

POPULATION OF PRINCIPAL CENTRES IN BULLI DISTRICT

(Supplied by Commonwealth Bureau of Census and Statistics)

LOCALITY	1881	1891	1901	1911	1921	1933	1947	1954	1961
Bulli	()		962	1397	1765	2251	2478	3997	4829
Bulli Pass	(1628)	2578	-	-	-	35	48	-	-
Woonona	()		1758	2307	2734	2998	3489	4930	6254
Rixon's Pass	-	-	-	-	76	67	with Woonona		
Russell Vale	-	-	-	149	186	291	604	774 (in Bellambi)	
Bellambi	-	204	155	690	587(a)	74(b)	37(b)	1819	3411
Thirroul	-	442	409	1025	2587	3151	3840	3975	4609
Austimmer	-	248	113	258	980	827	1483	1636	2151
Austimmer North	-	-	-	-	-	86	85	-	-
Coledale	-	-	-	-	876	755	754	1161	1312
Coledale Heights	-	-	-	-	185	177	235	-	-
Wombarra	-	-	-	-	-	657	754	739	778
Scarborough	-	-	-	703	804	424	235	307	335
Clifton	385	452	594	571	280	211	155	154	142
Coal Cliff	-	-	-	694	130	114	151	156	183
Stanwell Park	-	-	70	63	115	114	177	267	377
Otford	-	-	111	112	106	102	152	133	139
Helensburgh	-	-	1611	1838	1882	1475	1803	2000	2236
Helensburgh Nth	-	-	-	-	57	496	-	-	-
Darke's Forest	-	-	-	65	66	52	71	82	94
Sherbrooke	-	-	-	-	-	-	-	-	-

- No trace of locality can be found in records. Localities either not established or sparsely settled and included with adjoining locality.

(a) Of these 72 persons in Bulli Shire

(b) That part of Bellambi in Bulli Shire only. Figures for remainder not available.

The Statistician explains, "In 1961, for the last time, an attempt was made to obtain population for separate 'suburbs' of Wollongong. The statistics obtained, although published, convinced me that a better method would have to be developed to obtain intra-urban area statistics, and this has not yet eventuated."

**PARLIAMENTARY REPRESENTATION OF BULLI DISTRICT
NEW SOUTH WALES LEGISLATIVE ASSEMBLY (1856-)**

Electorate	Period	Member
(Eastern Division (of Camden East Camden	1856-57 1956-57 1958-59	MARKS, John OSBORNE, Henry OWEN, Robert
Illawarra	1858-59 1959-59 1859-60 1860-64 1864-66 1866-69 1869-70 1872-74 1874-70 1880-85 1885-87 1887-91 1887-91 1891-91 1891-94 1891-94 1894-1904	MARKS, John HARGRAVE, John Fletcher QC GORDON, Samuel Deane HAWORTH, Robert OSBORNE, Patrick Hill STEWART, John OSBORNE, James FORSTER, William GRAY, Samuel William STUART, Sir Alexander KCMG LYSAGHT, Andrew WOODWARD, Francis MITCHELL, Joseph LYSAGHT, Andrew NICHOLSON, John Barnes CAMPBELL, Archibald NICHOLSON, John Barnes
Woronora	1904-17	DAVIES, William
Wollongong	1917-20	CLEARY, John Joseph
Wollondilly	1920-22 1922-25 1925-27 1920-27 1920-27	MORTON, Mark Fairles LYSAGHT, Andrew Augustus DAVIES, William FULLER, Hon Sir George Warburton KCMG
Illawarra	1927-30	LYSAGHT, Andrew Augustus
Bulli	1930-33 1933-47 1947-55 1955-	LYSAGHT, Andrew Augustus SWEENEY, John Thomas KELLY, Lawrence Borthwick JACKSON, Rex Frederick

AUSTRALIAN COMMONWEALTH HOUSE OF REPRESENTATIVES (1901-)

Illawarra	1903-13	FULLER, G W	(New Division of Cunningham formed 1949)
	1913-17	BURNS, G M	Boundary with Werrima approx. west along
	1917-22	LAMOND, H	top of Bald Hill above Stanwell Park
Werriwa	1922-31	LAZZARINI, HP	
	1931-34	McNICOLL, W R	Werriwa extended south to include
	1934-49	LAZZARINI, H P	Austinmer in 1955
Cunningham	1949-56	DAVIES, W	Helensburgh remained in Werriwa until
	1956-63	KEARNEY, V D	1968 when in Hughes which it remains
	1963-	CONNOR, R F X	Werriwa 1952- Whitlam, E G
(in 1968 redistribution all Bulli district fell into Hughes Division)			
	Hughes 1966-		Dobie, J D M

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INDEX

A

aborigines 1,2,4
Adams, George 19,21,58,60
Adelaide 9
agriculture 7,30,56,60,88
Ainsley, T 77
aircraft 71,102
Alanson, A G 28,54
Albion Park 45
Alexander, Alex 103
Allen Estate 68,105
Allen, Wigram 67
"alowrie" 1
ambulance services 76,77,94
Amy (ship) 52
Ancient Order of Foresters 54
Anderson 23
Anderson, Rev. E 34
Anvil Industries 88
Apex Clubs 106
apiaries 42
Appin 2,3,4,5,6,23,25,38,39,40,41
Appin Road Trust 25
Armstrong, D W 9
Arnheim, Surveyor 40
Artillery Hall 70
Austermere 16
Austinmer 6,40,43,50,52,67,69-70,71,74,
85,93,100,101,102,103
Austinmer Bowling Club 105
Austinmer Heights 93
Austinmer Lions Club 94,95,106
Austinmer Progress Association 53,69
Austinmer Returned Soldiers and
Sailors Memorial Institute 70
Austinmer RSL Club 70,85,106
Austinmer School of Arts 70,106
Austinmer Surf Club 70
Austinmere 16
Automobile Club of Australia 67
Austral Salt Company 53
Australian Agricultural Company 7
Australian Iron and Steel 21,88,96

B

baby health centres 83,94,95
Backhouse, Rev. James 5
bakeries 74
Bald Hill 44,46,52,60,99
Balgownie 24,66
Ballambi 5
Ballarat 27
Ball's Cordial Factory 54

Ball's Shop 55
Bangalore (ship) 29
banks
- Bulli 52
- Clifton 43
- E S & A Bank 37
Barker, R 26
Barry, Bishop 35
Barwon (ship) 32,33
Bathurst 59
Batman brothers 3
Bass, George 1,2,7,14
Bayley, William 93
Beaconsfield 41
Beaumont, Sister 94
Beautiful Star (ship) 27
Bellambi 4,7,9,17,26,27,28,29,30,32,38,39,
55-6,74,81,93,102,103,104
Bellambi and Bulli School of Arts 28,29,37
Bellambi Bay 4,10
Bellambi Bowling and Recreation Club 105
Bellambi Brass Band 56
Bellambi Coal Company 10,17,18,19,55,73,76,99
Bellambi Estate 4,55
Bellambi Harbour 7,17,27,32
Bellambi Jetty 17,66,80
Bellambi Mines Rescue Station 88
Bellambi Music Hall 55
Bellambi Point 4
Bellambi Pool Committee 104
Bellambi Rescue Station 20
Bellambi Surf Club 102
Bellambi Vale 24
Bellambi Village 4
Bell Bird (ship) 27
Bellbird 20
Bellinger River 29
Belmore Band of Hope 36
Bennett, Thomas 64
Bennett, W 26
Bennett, William 64
Berkeley 43
Berry Butter Factory 56
Bevan, A 104
Bevan, A R 93
Bevan, Tony 102
Biggar, John 40,41,45
Birch, Alan 105
bird collectors 2
birds 3,41
Black Cutting 24
Black Diamond Club 38
Black, James 30,31
Black, Rev. Cleugh 71
blackberries 59-60,77-8

Blacket, E T 35
Black's Bush 30
Bloomfield 46
Blue Gum Forest 44
Blue Mountains 2
Bluff Estate 76
Board of Fire Commissioners 72
boarding houses 57
- Ferndale 41
- Glen Isle 41
- Outlook Guest House 69
Bolton, Surveyor 25
Bolye 4
Bondi Beach 33
Botany Bay 33
Bott, H A 73
Bottle Forest 40,41,44,45
Bourke, William James 58
Bowling, Peter 20
Bowman, William 4
Bowral 16
Boy Scouts 70,104
Bradford breaker 22
Brand, Rev. Alan 96
Bray, Arthur 31
Brennan 5
Brennan, Moses 4
brickyards 36,43,46,55,82,83,88
Bright, Mrs 34,
Bright Planet (ship) 33
Broken Hill 19,20,47
Broken Hill Propriety 19
Broker's Nose 1,45,107
Brophy, T 3
Broughton, Miss 3
Broughton's Pass 23,37
Brown Brothers' Orchard 56
Brown, E C 58
Brown, Frank 91
Brown, J 77
Brown, William 41
Brown's Bridge 65
Buckingham, Mrs W 73
Buckland, John 4
Buckness, William 5
Bulgo 4,46,47
Bulgo Range 45
Bullambi 4
Bull-Eye 4
Bulli
- discovery of 1,2
- name 4
Bulli and Bellambi Benefit Society 36
Bulli and Bellambi Company 9
Bulli Baths 77
Bulli Bight 32
Bulli Bowling Club 83
Bulli Brick and Tile Company 81,88

Bulli Coal Company 10,11,14,32,33,38
Bulli Council Chambers 64,79
Bulli Court House 38
Bulli Greyhound Racing Club 94
Bulli Harbour 3,32
Bulli Hospital 31,58,76,80,82,83,93,94,101,106
Bulli Jetty 14,19,21,32,33,39,52,66,72,80
Bulli Lookout 3,18,66,67,107
Bulli Masonic Temple 63
Bulli Mine Disaster 12-14,20
Bulli Miners' Lodge 12,64,73
Bulli Mountain 5,21,23,24,30,37,41-2,50,56,72,88
Bulli Oddfellows' Hall 13,14,60,63,73
Bulli Parish Hall 55
Bulli Park 64
Bulli Pass 3,5,6,23,25,26,40,41,42,44,47,
56,59,67,68,81,84,90,100,101,107
Bulli Pass National Reserve 101,107
Bulli Point 5,10,31,32,36,39,60
Bulli Police-Citizens Boys' Club 104
Bulli Police Court 12
Bulli Rifle Club 58,102
Bulli Rotary Club 93,104
Bulli School of Arts 70
Bulli Shire 62,78,79
Bulli Shire Council 63-4,67,68,69,71,73,
74,76,77,81,83,84
Bulli Show 84,89,102
Bulli Show Society 83
Bulli Spinners 85,88
Bulli Surf Club 77,102
Bulli Theatre 102
Bulli-Woonona RSL Club 106
Bulli Workers' Club 34,105
Bulli's Newtown 57
Burnett, Surveyor 23
Burns, G M 76
bushfires 40,100,101
bushrangers 4
businesses 37,48,55,57,92
butter 7,29
"Butterbox" 69
Byrnes, Edwin 48

C

cabbage-tree palms 1,2,84
Caffe, F 5
Cahill, J J 84
California 9
Callaghan 5
Camden, County of 5
Cameron, K A 79,80
Campbell, Archibald 39
Campbell, H B 80
Campbell, W 41
Campbell, William 35
Campbell's Estate 55

Campbelltown 2,6,25,26,45
 Camp Creek 16,44,46,47
 Capetown 32
 Caroline (ship) 27
 Carrick 44
 Carrington, Lord 13,48
 Carroll, P 18
 carpenters 29
 Carver, Surveyor 45
 Cataract 6
 Cataract City 56
 Cataract Dam 56,57,72,101
 Cataract River 41,42
 Cater, Frank 68
 Cater, T 18
 cattle 2,4,7,30,56
 Cavanagh 35
 Cawley 24,28,46
 Cawley Estate 55
 Cawley, John 76
 Cawley, Michael 76
 Cawley Park 76
 Cawley's hill 24
 cedar 2,3
 cemeteries
 - Bulli 13,34,99
 - Clifton 51
 - Coledale 99
 - Corrimal 13
 - Fairy Meadow 13
 - Helensburgh 61,99
 - St Augustine's 13,17,34,62,99
 - Sherbrooke 56
 - Wollongong 34
 - Woonona Presbyterian 13,17,29,99
 Centennial Hall 43,52
 Centennial Picture Hall 75
 Central Illawarra Shire 78
 Cessnock 20
 Chadwick, Mrs 94
 Chalmers 12
 Champion, R 77
 Chapman, A G 28
 Charlesworth, David 34
 Charlesworth's Hill 24,40
 Cheadle, Mrs 70
 China 9,10
 Chippendale 5,29,43
 Churches
 Austinmer
 - All Saint's C/E 70
 - Methodist 70
 - St John's C/E 53
 Bellambi
 - Methodist 96
 Bulli
 - Church of England 13,34,35,58,72-3,95
 - Methodist 30,73,95

 - Primitive Methodist 34,64,73
 - St Joseph's 35,58,72
 - Seventh Day Adventist 73
 - Wesleyan 26,30,31-2
 Clifton
 - Emmanuel Church of England 44
 - Roman Catholic 44
 - St Paul's Anglican 69
 Coledale
 - Methodist 60,68,95
 - Roman Catholic 68
 - St Oswald's C/E 60
 Helensburgh
 - Church of England 61,96
 - Methodist 61,96
 - Presbyterian 61,75,96
 - Roman Catholic 61
 Otford
 - All Hallows Church of England 47
 Scarborough
 - Presbyterian 51,69
 Sherbrooke
 - Union Church 41,42,56
 Thirroul
 - Baptist 71
 - Methodist 71
 - Presbyterian 71,95
 - St David's C/E 71,84,95
 - St Molua Roman Catholic 71
 Wombarra
 - Catholic 96
 Woonona
 - Baptist 54,73,95
 - Church of England 28,30,74,95
 - Congregational 30
 - Methodist 73,95
 - Presbyterian 29,30,74,95
 - Primitive Methodist 30
 - Salvation Army 73,95
 Clarke 7
 Clarke, C 77
 Clarke, G O'Malley 13
 Clarke, John Kerr 19
 Clarke, Rev. W B 7
 Clarke, W 1
 Cliff 18
 Clifton 15,16,38,43-4,46,50,51,59,64,
 66,67,68-9,74,76,81,90,96
 Clifton Jetty 15,19,44,89
 Clifton Progress Association 50
 Clifton School of Arts 43,69
 Cliftonville 51
 Clowes, J 70
 Clowes Park 102
 Clumo, Captain 28
 coach services 26,46,64
 coal
 - discovery of 1,7

 - mining 7-22,30,87-8
 - mines 6-22
 - shipments 32
 - transportation 49,66,87
 Coal Cliff 1,2,4,7,14,15,16,40,44,45,
 99,100,101,102,104,107
 Coal Cliff Coal Mining Company 14
 Coal Cliff jetty 14
 Coal Cliff Mining Estate 19
 Coal Cliffs 6
 Coal Mine Rescue Stations 20,88
 Coal Miners' Federation 20
 Cobar 18
 Cochrane, F S 85
 Cockerton and Company 30
 Cockle Creek 20
 Coghlan, John 16
 Cohn, Walter 104
 coke ovens
 - Bulli 19
 - Coal Cliff 19,87
 - South Clifton 19
 coke works 18,19
 Coledale 18,51,60,68,69,76,84,85,100,101,103
 Coledale Hospital 76,80,93,103,106
 Coledale Progress Association 68
 Coledale RSL Club 85
 Coledale Theatre 102
 Collaery 24
 Collaery, J H 28
 Collaery, W 28
 Colleton, Dr 76
 collieries
 - Appin 87
 - Austinmer 16
 - Bulli 10,11,12,13,14,17,20,21,32,88,96,100,101
 - Bulli Pass 20
 - Bellambi 7,9,17
 - Clifton 13,15
 - Coal Cliff 12,19,20,21,43,87
 - Darkes Forest 87,103
 - Excelsior 18,20,87
 - Helensburgh 16-17,20
 - Metropolitan 85,88
 - Mount Keira 9,11,13,87
 - Mount Kembla 11,13,14,16,87
 - Mount Pleasant 11,12
 - North Bulli 16,18
 - North Illawarra 16,43
 - O'Brien's Bulli 9
 - Osborne-Wallsend 7,11
 - South Bulli 10,17,18,20,74,87
 - South Clifton 18
 - Taylor and Walkers 17
 - Wombarra 19,20,88
 - Woonona 7,10,17,18
 Collieries Regulation Act 11
 Collina (ship) 27,28

Collins 1
 Collins Creek 90
 Collins Rocks 1,59
 Como Bridge 65
 constables 4
 convicts 4,23
 Cook, Captain James 1
 Cope, Herbert 12,14
 Cordin, Ron 94
 Corrigan, Edward 4
 Corrimal 23,104
 Corrimal Apex Club 104
 Corrimal Co-operative Store 92
 Cotterell, H F 58,63,70
 Council of Education 33,42
 Country Womens' Association 106
 court houses 38,44,68
 Cowpastures 4
 Cowper, Rev. W 35
 Cowper's Lookout 50,67
 Cox, Dr 23,28
 Craddock, G 53
 Craiger, H 63
 Cram, Anthony 53
 Crane 28
 Crick, W P 54
 Crippled Children's Association 80
 Croft, G 39
 Croft, George 57
 Crompton, Robert 38
 Cross, J 6
 Cumberland Coal and Iron Mining Company 16
 Cumberland, County of 4,5
 Cunningham, Peter 3
 Curtis, E 106
 Cuthbert, John 75
 Cutler, Sir Roden 103,106

D

dairy industry 7,29
 Dalley, William Bede 15
 Dapto 41
 D'Arcy, P 37
 Darkes Forest 92
 Darley, Sir Frederick 58
 Davidson, J 63,77
 Davidson, James 73,74
 Davidson, Mrs James 75
 Davidson's Polytechnic Store 55
 Davidson's Store 54
 Davies, W 20,21,71,74
 Davis, Ethel 106
 Davy safety lamps 14
 Day, Mrs L 95
 De Flon, A 14,17
 De Flon, Miss 43
 Delaney, C J 104

Denison, Sir William 24
Department of Agriculture 59
Department of Education 97
Department of Main Roads 79,81
Department of Public Instruction 28,51
Department of Public Works 97
Department of Railways 51,64
Dickson, William 57
Dixon, Dr 76
Dixon, Hugh 73
Dixon, Robert 46
Dobbie, S R 61
Dowson 61
Duke of Wellington (ship) 27
Drum of Fife (ship) 27
Dudley 37
Dumbrell 28,59
Dumbrell, William 35,56
Dunlop, J W 70
Dunne, Rev. Fr 68

E

Eagle (ship) 15
Early Closing Act 72
Eden, D R 28
Edinburgh, Duke of 84
Edmondson, P D 77
electricity 74,79,99
Elizabeth (ship) 29
Elliott 5
Elliott, A 68
Empire Theatre 75
Empress Theatre 75,77
Endeavour (ship) 1
England 9,29,30
Eskbank 18
Evans, J 13
Evans, John 14
E Vickery and Sons 19
Ewing, Rev. T C 28
Excelsior (ship) 27

F

Fackender, A H 64
Fairy Creek 89
Fairy Meadow 23,29,89
farming 30
Farragher 24,28
Farrell 39
Farrell, Thomas 35
Fawcett 34
Ferndale 41,56
Figtree 38
Finney, Mrs 94
fire stations 72
fires 55

fishing 106
Five Islands 1,2
Five Islands Point 49
Flakelar, Andrew 103
Flanagan, Rev. Dr 35
Flanagan's Creek 52
Fletcher, James 16
Flinders, Matthew 1
floods 90
Floyd 59
Floyd, James 84
Floyd, R G C 94
Floyd's Point 39,59
Forbes 85
Ford, E J 102
Ford, H 105
Ford, T D 102
Forresters' Court 36
Francis Crossle (ship) 77
Fredericksen, Hinrich 33
Free Gardiners 54
Free Selection Act 1861 30,40
Freeman, Mrs 75
Frew, H 106
Fry, H S 28,29,35,36,39,54,58,62,73
Fry, Harold 58
Fry, Harold S 95
Fry, Miss L R 58
Fry, Rhoda Wilmot 29
Fry's Store 24,26-7,29,37
Fuller, G W 55
Fuller Park 100
Fuller, Sir George 74
Funnell, L 105
Furieux Islands 1

G

Galleghan, F G 106
Gallagher's Quarry 57
Game, Sir Philip 70
Garden Palace fire 45
Gardiner 38
Gardiner, Ian 94
Gardiner, N M 97
Garlick 28
Garner, Dorothy 93
Garrawarra Park 67
gas lighting 54,71
Gavine, P 29
George (ship) 32,33
George's River 2,25,40,41,44,45
Geraghty brothers 3-4
Geraghty, James 4
Geraghty, Patrick 4
Gibbons, Matthew John 4
Gibson, Hamilton 73,95
Gilroy, Cardinal N 84

Girl Guides 70,104
Good Templars Lodge 36,43,60
Goulburn Gaol 20
Gould, Dr 37
Goulston, John 75
Governor Blackall (ship) 66
Governor Bourke 23
Governor Gipps 7
Governor Hunter 1
Governor Macquarie 2,3
Grafton 15
Graham 28
Graham's paddock 12
Grand United Order of Foresters 36
Gray, Fred 105
Greenhalgh, F 74
Green's Pinch 89,90,100
Grills 68
Guiney, D 3

H

Haberley, G 29
Hacking Creek 14,16
Hale, Thomas 7,9,14,17,18,27,28,29
Hale's Estate 54,55
Hale's Mine 53
Hall, Dr 36
Hall, Thomas 61
Hammond, John 88
Hanley, W 48
Hardie Rubber Company 77
Hargrave Heights 92,99
Hargrave, Judge 5,14,43,44
Hargrave, Lawrence 4,52,107
Hargrave, Mrs R 94
Hargrave, R 90
Harper, Charles 15,16,17,47
Harper, Mrs E C 84
Harris 33
Harris, H 28
Harrison, Rev. Hector 95
Hayles, R T 40,41
Hayman, H W 54
Hayward, Thomas 24
Headlands 16
Headlands Guest House 85
Heathcote 17,34,40
Heathcote, Parish of 16
Heffron, R J MLA 96,97,98
Heggie, F G 106
Helen (ship) 27
Helensburgh 16,17,34,44,46,47-8,60-1,72,75,76,80,81,83,84-5,88,89,90,92,93,98,99,100,101,104
Helensburgh Chamber of Commerce 92
Helensburgh Manufacturing Company 76
Helensburgh Masonic Lodge 75
Helensburgh Progress Association 61

Helensburgh RSL Hall 92
Helensburgh School of Arts 60,61
Helensburgh West 61
Helensburgh Workers' Club 105
Helensburgh Workman's Social and Literary Club 61,75
Helensburgh-Stanwell Park Life Saving Club 69
Henning, Biddulph 25
Herculean (ship) 27
Herga (ship) 15,19
Hicks Brothers 42
Hicks, H T 51
Hicks, James 39,42
Hicks Point 16
Higgins, Mrs Arnold 71
Hilda (ship) 15,19
Hiles, J J 63
Hines, A 77
Holden 34
Holt, Sir Thomas 41
Hope 12
Hopetoun Park 59,64,68,107
Horan 60
Horan, A 61
Horan, Thomas 48,61,75
Horrell, A 102
Hoskins, A S 85
Hoskins, Lady 93
hotels
- Bellambi 29,55,56
- Black Diamond Hotel 37,57
- Bulli 57
- Bulli Pass Hotel 70
- Centennial Hotel 48,94
- Clifton Inn 44
- Denmark Hotel 37,57
- Grenadier Hotel 47
- Harp Inn 26
- Headlands Hotel 85
- Heathcote Hotel 46
- Hotel Panorama 66
- Imperial 44
- Metropolitan 60
- Paragon 60
- Railway Hotel 37,57
- Rex Hotel 85
- Royal Hotel 85
- Scarborough Hotel 51
- Star of the Sea 37,57
- Stokes Hotel 77
- Tatterall's 21
- "Woonona" 29
- Ziems' Royal Hotel 36
houses - first 3-4
Housing Commission 81-2,93
Howson 100
Huffer, John 42
Hughes, W M 20
Hungry Hill 40,57

Hunt, A W 98
Hunter River 1
Hunter River miners 12
Hurstville 45,49
Hutton, Gordon 84
Hutton, J G 52
Hyde 18

I

Illawarra Bowling Association 105
Illawarra Brick and Fireclay Company 82
Illawarra Brick and Tile Company 88
Illawarra Coal Mining Company 15
Illawarra Coke Company 87
Illawarra Cottage Hospital 76
Illawarra County Council 99
Illawarra Flame Trees 84
Illawarra Greyhound Racing Club 77
Illawarra Hill 23
Illawarra Salt Company 53
Industrial Disputes Amendment Act 20
Ironsides (ship) 32
Irvine, James 107
Irvine, Rev. G D'Arcy 53

J

Jackson, C T F 104
Jackson, Rex MLA 97
Jago, A H 93
James, I A 47
Jaubert, Leon 55
Jersey, Lord 17
Jeston, Mr and Mrs 28
jetties 26,27,44,49,55,62,66,80,89
John E Hargrave (ship) 103
John Vicars and Company 85
Joint Coal Board 79-80,84,85,88,94,101
Jones 53
Jones, Elizabeth 29
Jones, J C 13,53

K

Kay, Rt. Rev. Robert 71
Kay, W S 105
Kelly 5
Kelly, Archbishop 71,72
Kelly, C A 82
Kelly, Thomas 26
Kembla Bay 49
Kennedy Estate 53
Kennedy, James 42
Kent, Barry 88
Kent Group 32
King, N S 96
King's Falls 5,25

King's Theatre 77,102
Kirton, J S 18,53,55,63,74
Kirton, S 37
Kirton, William 30
Knight 41
Knight, A 42
Knight Brothers' Mill 56
Knight, Franklin 56
Knight, H 42
Knight, Thomas 56
Knight's Bridge 42

L

Lady Fuller Park 67,84,101,107
Lake Illawarra 1
land sales 6,53,55,56,60,61,69
land grants 2,3,4,5
land prices 30
Lang, Alexander 12,13
Lang, Rev. John Dunmore 5,29,44
Larkin 24
lawn bowls 55
Lawrence, D H 71
Lawson, Henry 59
Leeder Park 102
Lemaire, A E 63
Lewin, Rev. J H 35
Lewis and Stockwell 32
Lewis, T L 88
libraries 28,29,54,60,70,73,75,80,95,98-9,105
Lillis, P 3
Lillis, R 3
Lily of The Valley 36
Lilyvale 14,60,61,78
Lilyvale Co-operative Society 92
Linbridge Estate 76
Lindsay, William 74
Lithgow 18,20
Little Bulli 4,45
Liverpool 2,6
local government 39,62,63,78,79,98,99
Loddon River 25,90
Longmore 32
Longmore, Robert 27
Long Nose Point 16
Lorking, Alfred 29
Lorking, Emma Wood 29
Loveday, J 41
Loveday, William 56
Lowe, Robert 42
Lugarno 40
Lynch, Ern 103
Lynch, Rev. 35
Lyons, Dr 26,36,37
Lysaght, A A 53,64
Lysaght, Andrew 38
Lysaght's Port Kembla 83

M

McBrien, James 4
McCabe 10,23,76
McCabe, Dr T 98
McCabe, F P 9,24,35,56
McCabe, J O 13
McCabe, Russell 76
Macauley Park 51
Macauley's Hill 71
Macauley's Point 52
Macauley, Rev. J 75
McCauley, Samuel 43
McGawley, Peggy 3
McGawley's Point 4
McGowan, Surveyor 66
McKenzie 29
McKenzie, Inspector 68
McKenzie, J G 82
McIntosh, J 36
McIntosh, R V 80
McIntyre, A 26
McLaren, W J 43
McMeekin, Mrs John 74
McMillan, Sir William 75
Macphee, Donald 42
Macquarie River 44,45
Madden's Plains 17,25,41,67
Maher, James 38
mail 23,24,26,37
Mailbag Hollow 26,35,67,83
Main Roads Board 67
Maloney, T & M 98
Mann, J A 26
Manning, James 44,45
maps
- Chart of New South Wales 6
- Map of Illawarra 5
- Map of The Colony of New South Wales 6,46
Marjorie (ship) 55
Marquis of Argyle Lodge 36
Martin, Archdeacon 69
Masonic Temple 36,75
Matador (ship) 33
Meals on Wheels 93-4,106
Medlyn, Thomas 94
Meehan, James 2,5
Meggitt, Ivor H 70
Melbourne 9
Menai 40
Merksworth (ship) 12
Metropolitan Coal Company 16,61
Midgley, H 76
Military Hall 70,71
Miller, J H 37
Mills, William 26

Miners' Federation 20
Miranda (ship) 27
Mitchell 17,33
Mitchell and Woolcott-Waley 17
Mitchell, Campbell 14,43
Mitchell, Sir Thomas 5,6,14,40,43
Mitchell, Surveyor 23
Mitchell, W H 77,79,81,104,107
Mitchell, W P 63
Mitchell's jetty 55
Molloy 58
Molloy's Timbryard 55
Moore, James 47
Moran, Cardinal 58
Moran, Rev. J F 35
Morgan, J 19
Moriarty, E O 27
Mort, T S 59
Morton, F J 94
Moselle (ship) 32,33
Moss Vale 16
motor vehicles 66
Mott, Mrs 78
Mount Brisbane 3
Mount Keira 3,7,23,24,37
Mount Kembla 100
Mount Kembla Coal Company 46
Mount Kembla Mine Disaster 20
Mowll, Archbishop 84,95
Mudraire 43
Mutch, T D 67
Myles, John 58

N

Nairns, T S 97
Nash, Dr 60
National Miners' Union 12
National Park 46,67-8
National Roads and Motorists Association 67
native animals 41
Nelson, Samuel 94
Ne Oblie (ship) 15
Newbold's 82,88
Newcastle 1,16,20,60
Newcastle Miners' Union 9,14
Newcastle-on-Tyne 32
Newman, W H 78
newspapers
- Australian Churchman 72
- Bulli Times 58,72,84
- Bulli and Clifton Times 38
- Bulli Times and Shire Advocate 72
- Daily Telegraph 58
- Helensburgh News 98
- Illawarra Banner 38,84
- Illawarra Express 31,38,44
- Illawarra Mercury 7,11,12,14,24,25,31,33,

38,42,45,56,58,72,84,98,100
 - South Coast Times 38,58,84,98
 - Sydney Gazette 2,4
 - Sydney Mail 59
 - Sydney Monitor 5
 - Sydney Morning Herald 4,25,30,31,58,72
 - The Colonist 4
 - The Express 98
 - Wollongong Argus 38,53,58,84
 - Woronora Times 58

Newtown 43,51
 Nicholson, J S 63
 Nicholson, John B 14,58,61
 Nightingale (ship) 27
 North Bulli 16,39,40,42,43,60
 North Bulli Coal and Iron Mining Company 16
 North Bulli Estate 16
 North Bulli jetty 18
 North Clifton 51
 North Illawarra Coal Company 16,43
 North Illawarra Municipal Council 24,66
 North Illawarra Municipality 39,62,78
 Northern Illawarra A & H Society 83
 Northern Suburbs Leagues Club 102
 Noss, Norman 84

O

O'Brien, Bartholomew 9,27
 O'Brien, Cornelius 3,4,5,6,7,23
 O'Brien, Denis 4
 O'Brien, Rev. Dr Eris 84
 Ocean Queen (ship) 28
 Oddfellows' Hall 36,39,73
 Old Bulli 57
 orchards 30,41,56
 O'Reilly, Rev. M 98
 Organ, Emily 31
 Organ, G 25,34
 Organ, George 31,37
 Organ, Mrs G 58
 Organ, W H 31
 Orphin and Newson 34
 Orvad, J P 37,40
 Orvad's rooms 39
 Osborne family 10,17
 Osborne, Alick 27
 Osborne, Henry 7,25
 Osborne, Miss 34
 Otford 34,45,46,47,48,60,65,78,99
 Outlook Guest House 69
 Overington, Harriett 4
 Oxley, John 2,3
 Oyston, J 94

P

Palais Regent 83

Palais Theatre 77
 Pallier's Assembly Room 34
 Palmer, Dr C R 83
 Para Creek 23
 Paragon Hall 60,75
 Parkes, Lady 17
 Parkes, Sir Henry 14,17,25,44
 Parkinson 44
 Parliament, Members of 14,16,20,21,26,58,58
 Parramatta 3,13,26
 Payne, John 41
 Peasley, Constable 104
 Pendlebury, Joseph 83
 Pendlebury Park 83
 Pendlebury, Thomas 55
 Pendlebury's works 36,82,88
 Perry, Deputy Surveyor General 23
 Phillip Lodge 101
 picnics 36
 picture theatres 77
 Pile 37
 Platt, Mrs 94
 Plimmer, C 19,73
 Plunkett, Captain 23
 Plunkett's hill 23,24
 Point Hicks 1
 police 37
 - Bulli 72
 - Helensburgh 61
 - Otford 47
 - Woonona 54

Pollock, Robert 12
 Pope, C 28
 Pope, Charles 30
 Port Hacking 14,39
 Port Hacking Creek 45
 Port Jackson 16
 Port Kembla 14,18,19,21,22,49,79,80,
 81,87,92,99,107
 Port Pirie 19
 Port Stephens 1
 post offices
 - first 29
 - Austinmer 53,70
 - Bulli 37,52,57,64,72
 - Clifton 43
 - Coledale 60
 - Helensburgh 47,48
 - Helensburgh West 61
 - Otford 47
 - Robbinsville 51
 - Thirroul 52,70,72
 - Woonona 54-5

Powell, Charles 42
 Prescott, Rev. C J 70
 Priena 53
 Princess Theatre 83,95
 Pritchard, J 54

- Prince's Highway 3,22,66-7,71,74,81,
 83,89,90,97,99,106
 - "Queen's Highway" 12
 - Raymond Road 71
 - Rixon's Pass Road 34,37
 - Rixon's Road 24,25
 - Robertson Street 61
 - Rothery Road 105
 - Roxborough Ave 84
 - Russell Street 54,63,73,105
 - Smith Street 2,23
 - Squires Way 89
 - Ursula Road 88
 - Walker Street 48,60,61,75,76,92,94
 - Wardell Road 96
 - Westmacott's Pass 24,25
 - William Street 97
 - York Road 89
 - Young Street 60,68

Robbins, Frederick 43,51
 Robbinsville 13,39,45,50,51
 Robertson, D A W 63
 Robertson, Sir John 15,30,48
 Robertson's View 50
 Robinson 61
 Robson, William 10
 rock pools 103-4
 Rolfe, J 29
 Rose, Miss M W 31
 Roseville 43
 Ross, Alexander 10,12
 Rotary Clubs 80,106
 Rowe and Smith 46
 Royal Commission 13
 Royal Society 44,52
 Royal Theatre 77
 RSL Clubs 105-6
 RSL Ladies Auxiliary 80
 Russell Vale 9,10,23,24,35,55,56,63,85
 Russell Vale Progress Association 85
 Ryan, Gordon 93
 Ryan, Thomas 18

S

Sacramento (ship) 27
 saltworks 53
 Salvation Army 34,54
 Sandon Point 3,5,32,81,103
 Sandon Point Surf Club 103
 San Francisco 9,19
 sassafras 2
 sawmills 30,41,42,47,48,53,56,61
 Saxonia (ship) 55
 Saywell 51
 Saywell, T 61
 Saywell, Thomas 10
 Scarborough 51,68,69,90,101,103

Scarborough Surf Club 77
 Scarborough-Wombarra Bowling Club 105
 Scarborough-Wombarra Hall 85
 skating rinks 54
 Schools of Arts 28,29,37,43,60,61,70,71,72,73
 schools

- Appin 25
 - Austinmer 53,68,70,81,96
 - Balgownie 50,51,60
 - Bellambi 97
 - Bulli 25,33-4,70,81,96,97
 - Bulli High 98
 - Camp Creek 47
 - Cataract City 56
 - Church of England 28,30
 - Clifton 43,44,50,68,96
 - Coledale 68,81,96
 - Corrimal 60,81
 - Fairy Meadow 50,53
 - Helensburgh 47,48,60,97
 - North Bulli 42-3,53
 - Otford 47
 - Robbinsville 51
 - Roman Catholic 35,61,72,84,85,98
 - Russell Vale 81,97
 - Scarborough 68,81,96
 - Sherbrooke 42,57
 - Thirroul 84,97
 - Waiora 81
 - Woonona 33,42,54,74,81,97
 - Woonona East 97
 - Woonona High 98
 - Wreck Bay 97

Scott 12
 Sedgwick, Dr 36
 See, John 61
 Sellers, A E O 73
 Selway, Dave 103
 settlement 2,3,5,6
 "Settlers and Convicts" 4,5
 Shanghai 32
 shark attacks 103
 Sharman 28
 Shaw, Dr James 36,37
 Sheahan, W P 95
 Sheehan, Rev. Dr 72
 Sherbrooke 28,30,41-2,48,56,57,59,101
 Sherbrooke, Lord 42
 shipwrecks 16,52,55,66,103
 Shires Bill 62
 Shoalhaven 2
 Shoobert, James 7,10
 Shoobert, Captain James 32
 Shoobert, Mrs 33
 Short, Raymond 103
 Sidmouth 6
 Sisters of St Joseph 35
 Slacky Creek 90,102

Thomas Gibson Memorial Park 102
 Thomas Heaney and Sons 88
 Thompson, Miss 31
 Thorne, J W 88
 Throsby, Dr Charles 2,3
 Tiger (ship) 27,32,33
 Tobin, James 94
 Toland 38-9
 Tollbars 24
 Tom Ugly's Point 40
 Tom Ugly's Punt 44
 Torres Strait 9
 tourism 50,52,59,66,67,69,70,102
 Towradgi Park Ladies' Bowling Club 93
 Trindall, Dr 60
 Trinity Row 39
 Trotter, Thomas 3
 Turnbull, Andrew 25
 Turnbull, G S 30,37,57,59,60
 Turnbull's Store 37
 Tweed River 28

U

Unanderra 19
 unions 9,11-12,14
 Union Theatres 77
 United Ancient Order of Druids 54
 Universal Saturday Half Holiday Act 72
 Upper Bulli 41

V

Vale and Lacey 10
 Van Dieman's Land 1
 Vaughan, Archbishop 35
 vegetation 2,3
 Vernon, F H 77
 Vibilia (ship) 27
 Vickery, Ebenezer 10,18,19
 Victoria Packet (ship) 27
 vineyards 30
 Vollbrecht, G 45
 Vulcan Firebrick Company 88

W

Wagga 39
 Wakehurst, Lord 52
 Waldron, Miss 28
 Waley, Sir Frederick 73,76
 Walker 9,10,17,27
 Walker, Mrs G 60
 Walker, Peter 103
 Walters, W 77
 Waniora Point 5,32,35,39,59,82
 war memorials 74
 Waratah (ship) 16

Warlock (ship) 27
 water supply 43,56,57,72,79,84,99,100
 Waterfall 16,44,46,61,65
 Waters, G H 73
 Waterworth 26
 Wattamolla boat harbour 39
 Watta-Molee 1
 Weaver, William 32
 Webb, D J 52
 Webb sisters 95
 Weber, Carl 50
 Weber's Lookout 50,68
 Webster, J 98
 Welch 47,60
 Welch, Edwin James 58
 Welch, George 60
 Welford Family 95
 Wentworth, Mrs W C 104
 Westmacott 44
 Westmacott, Captain Robert Marsh 6,7,23,30
 Westmacott's Pass 14,37
 Wetherall, E MLA 97
 whaling 3
 Whitton, Engineer 81
 Whitton, John 48
 Whyalla 80
 wildflowers 42,68,78
 Wiley, W 15
 Wiley, William 36
 Williams, Miss S 97
 Williams, W 13
 Williams, W J 64
 Wilson 37
 Wilson and Walker 42
 Wilson, D L 63
 Wilson, F W 38
 Wilson, Mrs 41
 Wilson, W 10,55
 Wilson, William 17
 Wilson's Assembly Room 37
 Wilson's jetty 55
 Winsor, Commissioner 81
 Wisdom, Sir Robert 17
 Wogoman, John 50
 Wollongong 2,5,9,23,25,26,29,31,38,41,78,79
 Wollongong City Council 89
 Wollongong harbour 2,9,14
 Wollongong Town Hall 13
 Wollongong Theatres 77
 Wombarra 51,69,93
 Woolcott-Waley 17
 Woniora (ship) 32,33
 Wonona 29
 Woodlands 93
 Woods, George 73
 Woonona 4,5,7,17,24,25,28,29,30,36,37,38,39,
 42,48,53-4,59,72,73,74,82,85,93,102,103
 Woonona Agricultural Bureau 83

Woonona Bowling Club 55
 Woonona bowling green 4
 Woonona-Bulli RSL Club 85
 Woonona Co-operative Store 92
 Woonona East 93
 Woonona Industrial Co-operative Society Ltd 55,74
 Woonona Masonic Lodge 73
 Woonona Mutual Improvement Society 54
 Woonona, Parish of 3
 Woonona RSL Hall 80
 Woonona School of Arts 29,34,54,73,74,83
 Woonona Surf Club 77
 Woonona Workman's Club 54,105
 Woodlands Creek 6
 Woodlands Estate 6,30
 Woodward, F 46,58
 Workers' Clubs 105
 Woronora Creamery Company 56
 Woronora Dam 99
 Woronora River 40
 Wright, Archbishop 74
 Wright, James 24
 Wright, William 19
 Wynn, E 94
 Wynn, J 53
 Wynn, John 29
 Wynn, Mrs John 73
 Wyewurk 71

Y

Yass 3,6
 Yeo, W 85
 Youll, G C 63
 Young, H S 70

Z

Ziem's 36
 Ziem's Estate 55
 Ziem's paddock 59



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