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Old Pioneer's Reminiscences of Illawarra

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Old Pioneer's Reminiscences of Illawarra

Description

Who was Old Pioneer? Despite the passing of over sixty years since the initial publication of the series "Reminiscences of Illawana by Old Pioneer" in the *Illawarra Mercury* between 1923-25, the identity of this Old Pioneer is still shrouded in mystery. It is commonly held that Old Pioneer was Frank Young, a prominent local resident and journalist with the *Illawarra Mercury*, who used letters written to that paper by various old pioneers of Illawarra - including William Piper (1843-1927) - along with his own personal interview material and reminiscences, to compile the series known as "Reminiscences of Illawarra by Old Pioneer". This series was published in the *Illawarra Mercury* in 79 parts between 12 October 1923 and 8 May 1925, and a further, un-numbered part appeared on 8 June 1934.

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Illawarra Historical Source Books

**OLD PIONEER'S
REMINISCENCES
OF
ILLAWARRA**

(1830's - 1920's)

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Compiled & Updated by M.Organ & A.P.Doyle

**Illawarra Historical Publications
1989**

Illawarra Historical Publications
26 Popes Road, Woonona, 2517

c Michael Organ & A.P.Doyle

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Over the intervening years members of the Illawarra Historical Society, Illawarra Family History Group, and staff of the Wollongong City Library, especially the Reference Section, have both encouraged and questioned the project - to those many individuals I say thank you.

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Finally I would like to thank my wife Jeanette for typing the rather large manuscript and putting up with my passion for the early history of Illawarra.

Michael Organ

Introduction

Who was **Old Pioneer**? Despite the passing of over sixty years since the initial publication of the series "Reminiscences of Illawarra by Old Pioneer" in the Illawarra Mercury between 1923-25, the identity of this Old Pioneer is still shrouded in mystery.

It is commonly held that Old Pioneer was Frank Young, a prominent local resident and journalist with the Illawarra Mercury, who used letters written to that paper by various old pioneers of Illawarra - including William Piper (1843-1927) - along with his own personal interview material and reminiscences, to compile the series known as "Reminiscences of Illawarra by Old Pioneer". This series was published in the Illawarra Mercury in 79 parts between 12 October 1923 and 8 May 1925, and a further, un-numbered part appeared on 8 June 1934.

The series was instigated, it seems, by the death of one of Illawarra's oldest pioneers, whose diary and papers were passed on to Young in 1923. At the introduction to the series Young states:

FROM THE DIARY OF A PIONEER

By the death of one of our early settlers we have become possessed of some papers which give many details of the early history of Wollongong and the Illawarra district. The papers are full of interesting details of the early history of the district, and the following series of articles will add much to the records of the history of Illawarra.

The first number of the series was published on 12 October 1923. Shortly thereafter Mr William Piper, another local pioneer then resident in Sydney, began corresponding with Mr Young, commenting on Old Pioneer's reminiscences and including many of his own. Young carried on this correspondence with Mr Piper for a number of years and incorporated some of this material in later parts of the Reminiscences. William Piper's original letters to Frank Young, addressed to "Old Pioneer", plus a photograph of Piper in old age, are held in the collection of the Mitchell Library, Sydney (ML A1595).

At this stage it is not exactly clear which of the published reminiscences were by Old Pioneer, William Piper, Frank Young, or one of the many individuals interviewed by Young, for in only a few instances are references made to the particular author of a specific part. All we can say for sure is that Frank Young was the editor of the series, and in later years seems to have adopted the title "Old Pioneer" as his by-line.

As the Reminiscences cover a period in Illawarra history from the 1830's to the 1920's we can see that the memories of a number of authors were tapped. The personal details of the original "Old Pioneer" remain a mystery, though it is most likely he is the author of the earliest of the Reminiscences. Of William Piper we know a great deal - he was born at Albion Park in 1843, and would therefore have had memories of the Illawarra district from the 1850's right up until the period just prior to his death on 6 November 1927 (Refer Appendix 1: Obituary of William Piper). The personal details of Frank Young are rather sketchy, but it appears he did not arrive in Illawarra until sometime in the 1870's and later became a member of North Illawarra Council.

The "Reminiscences of Illawarra by Old Pioneer", more commonly referred to simply as **Old Pioneer**, stand alongside those of Alexander Stewart (Reminiscences of Illawarra, by Alexander Stewart, Illawarra Historical Publications, Woonona, 1987) as a rich source for the study of the local history of the Illawarra district of New South Wales, specifically that area centred around Wollongong, the chief city of the region. **Old Pioneer** in a large part deals with the period from the middle of the nineteenth century through to the late 1890's - an era which saw the district's economy and social structure changing from a reliance on agricultural pursuits, to increasing industrialisation, driven by the mining of the areas rich coal resources. Constant references and comparisons are also made throughout the Reminiscences to contemporary (i.e. 1923-25) people, places, and events.

Old Pioneer contains vivid descriptions of both the agricultural and industrial lifestyle of local settlers, spanning a period of almost 100 years. They describe the toil of the very early cedar getters and farmers during the 1830's and 1840's, pioneers who lived an isolated existence in slab huts and humpies, working from dawn to dusk clearing the land and raising crops, both for their own use and that of the community at large. It was not for any small reason that Illawarra became known throughout the Colony as "The Garden of New South Wales" during the years 1830-60.

Old Pioneer also described aspects of the life of Illawarra's early coal miners, vividly portraying events surrounding the Bulli and Mount Kembla mine disasters of 1887 and 1902, and describing the working conditions of those early miners.

The Reminiscences are especially distinguished by their inclusion of a large number of individual names of Illawarra pioneers, a factor which gives them special relevance to the many family and social historians studying life in Illawarra last century. **Old Pioneer** and the other informants must have possessed uncannily sharp memories, able to remember the names and personalities of individuals from all over the district. These recollections are no doubt aided by the fact that throughout the major part of the nineteenth century Illawarra was basically a small farming community, with many farmers on first name terms even though separated by large distances, and having irregular social contacts.

The "Reminiscences of Illawarra by Alexander Stewart" (which initially appeared in the Illawarra Mercury during 1894), are often compared to those of **Old Pioneer**, with the former widely recognized among local historians as the more accurate of the two. However, whilst Stewart's Reminiscences may be more precise, those of **Old Pioneer** are the more entertaining and readable, at least in the opinion of the editors. Whilst **Old Pioneer's** Reminiscences contains a number of inaccuracies in dates and facts, and wide variations in the spellings of personal names (many of which have been corrected with this edition), they are also full of interesting anecdotes and stories regarding the people and events of the time - information which is to be found in no other location. Their re-issue is therefore warranted.

Alexander Stewart's Reminiscences in a large part dealt with Illawarra from 1828 through to the 1850's. **Old Pioneer**, whilst making many non-specific references to this early period of Illawarra history, presents a more precise personal record of the district during the period 1860-1900. The two therefore augment one another, **Old Pioneer** dealing with many events not covered by Stewart, such as the effects of the introduction of coal mining on the Illawarra farming community; tales of the earliest tradesmen and storekeepers of Wollongong town; the introduction of Local Government in 1859; the coming of the steam train; the introduction of a reliable water supply; early education schemes; the modernisation of traditional farming techniques; the history of many prominent pioneering families and local identities; and many other topics drawn from a variety of sources.

Like so many similar recollections published in city and provincial newspapers around the turn of the century, *Old Pioneer's Reminiscences* have long been inaccessible to the public at large - only recent microfilm copying of the Illawarra Mercury has made them available to a wider audience. However they have long warranted issue in book form, and it is unfortunate that this was never carried out when such an idea was mooted in the late 1920's, for following the *Reminiscences'* initial publication during 1923-25, the *Illawarra Mercury* proprietors had plans to compile and publish the various parts as a book. The project got to the proof stage and a large quantity were actually printed, ready for binding. However for some unknown reason *Old Pioneer's Reminiscences* were never issued, and the proofs were placed in storage within the Illawarra Mercury offices.

In 1978 I was given a copy of the proof version by my uncle, Kevin Organ, who was then working for the newspaper. He related how some years previous he happened to be on hand when the proofs were being thrown out, after being in storage for perhaps 30 years. He picked up a single copy from the rubbish pile, and when he eventually got around to reading the somewhat ragged copy, found it contained references to his great-great grandfather William Organ, who had arrived in Wollongong in 1839 as a soldier in charge of convicts, and to William's son Albert. Further reading and research revealed that the proofs contained additional material to that initially published in the Illawarra Mercury.

It can only be regretted that **Old Pioneer** was not published in the 1920's, however this edition addresses that neglect and makes available for all and sundry this valuable record of life in Illawarra last century.

Numerous corrections in both spelling and general text (especially to series nos. 1 and 4) have been made with this edition, though changes to given dates are only where obvious and verifiable by published accounts. For those who wish to consult the original *Reminiscences*, reference should be made to the Illawarra Mercury, 12 October 1923 to 8 May 1925.

Whilst recent work by individual family and local historians may have revealed further inaccuracies in *Old Pioneer's Reminiscences*, this edition does not aim to address that material, and the editors make no apologies for issuing **Old Pioneer** in this form. To correct and verify the complete text would have been a mammoth task, beyond the resources of the editors. The *Reminiscences* are therefore presented here, warts and all. Read on, and enjoy.

REMINISCENCES OF ILLAWARRA

by

OLD PIONEER

FROM THE DIARY OF A PIONEER

By the death of one of our early settlers we have become possessed of some papers which give many details of the early history of Wollongong and the Illawarra district. The papers are full of interesting details of the early history of the district, and the following series of articles will add much to the records of the history of Illawarra.

Series No. 1

MINERALS OF ILLAWARRA

Coal

On 8 February, 1797, a small vessel called the **Sydney Cove**, bound from Bengal to Sydney, was wrecked on the Furneaux Islands off the north-eastern coast of Tasmania. A large number of the crew (17) got away in the longboat, making for Port Jackson, however they were also wrecked just below Cape Howe. Three members of the crew of the longboat were all that eventually survived the 200 mile trek up the New South Wales coast towards Sydney, through Illawarra, during April and May.

In travelling up the coast they arrived one night in May at a place where a seam of coal showed itself on a perpendicular cliff close to the water's edge. Large lumps of coal were lying at the foot of the cliffs, and the shipwrecked seamen in lighting a fire of driftwood found the dark stone lying under their fire catch alight and burn.

Two days later they were picked up by a fishing boat at Wattamolla. Upon arrival at Sydney they reported the existence of coal, and a boat was despatched in August to the position (now Coalcliff) and the coal found to be good. This places the South Coast as one of the first place in Australia at which coal was found. About a month after the discovery of coal at Coalcliff a boat, sent in pursuit of some runaway convicts, sailed the Hunter River and discovered coal at what is now known as Newcastle.

[Ed. - The first discovery of coal in Australia by white men was made by a party of escaped convicts led by William and Mary Bryant on 30 March 1791, at a locality 36 hours north of Sydney. Refer D.F.Branagan Geology and Coal Mining in the Hunter Valley, 1791-1861, Newcastle Public Library, 1972. For a fuller account of the fate of the survivors of the **Sydney Cove** wreck refer W.G.McDonald Earliest Illawarra, Illawarra Historical Society, 1979].

The inaccessible position of the seam at Coalcliff prevented the mining for coal in the South for many years and it was not until the year 1849 that operations commenced to mine for coal commercially in the Illawarra district. In that year James Schubert [also spelt Schoobert, Shoobert or Schobert - ed.] secured possession of a tract of country at Mount Keira and from that place the first coal was brought to Wollongong. The seam of coal worked at Mount Keira was that now known as the 17 Foot Seam, and the tunnel was opened in the gully just below the present large engine house at Mount Keira. The coal was loaded in bullock drays and brought down a ridge of the hills to a position about a quarter of a mile west of the Cross Roads on the Mount Keira Road. Here a dump or depot was established. Upon the arrival of the sailing boats at the Wollongong Basin the coal was reloaded into bullock drays and brought through the main street of Wollongong to the harbour. The coal was loaded into bags from the drays, carried on board and dumped into the holds of the boats.

Since the year 1849 many changes have taken place in the methods of mining for coal. Mr Schubert was followed by Mr Robson. The 17 Foot Seam was abandoned and the 7 Foot Seam was opened up. The Osborne family took over the mine, and many well known men were associated with early mining at Mount Keira, the principal being Mr W.B.Green (now living at Thirroul), Mr George Robson, M. Phillips, James Cram, and others long since dead.

In the year 1882 the late Major McCabe arrived from England with an extensive mining experience, culled from the best of the coal mines of the North of England, and great changes were made at the Mount Keira Colliery. A ventilation shaft was sunk for furnace ventilation. A new haulage engine - the largest on the South Coast - was installed. Endless rope haulage gave place to the old method of man haulage, and the Mount Keira Colliery took its place amongst the best in the State.

(We will be pleased to receive any comments or queries on the 'Reminiscences of Illawarra' series we submit to our readers, and would welcome also any authentic records which would prove of interest under this heading. - Ed.)

Series No. 2

MOUNT PLEASANT COAL AND IRON MINING COMPANY

This is the only mine on the South Coast which has included in its workings the mining for iron as well as coal. The history of the Mount Pleasant mine is interesting. The colliery was opened some five years after the Mount Keira mine, and, like the Mount Keira Colliery, the 17 Foot Seam was the first mined.

The mine was opened by Patrick Lahiff and Benjamin Fawcett in the year 1854. The first tunnel was driven on the 17 Foot Seam, which was worked for three or four years before the 7 Foot Seam was opened. The tunnel mouth at this time was on the Wollongong side of the mountain.

The colliery at an early period was floated into a company, the principal shareholders being Patrick Lahiff, James Byrnes of Parramatta, and William Spears of Sydney, the Howarth family also having an interest. Upon opening the mine the manager (Mr Lahiff) had an incline and line constructed to Wollongong Basin. The line was a wooden one, constructed of 3 x 4 sawn timber, let into slots cut in the sleepers, the timber being keyed into place in the sleepers with wood wedges. On the top of the wood rails long iron plates were fastened with plate nails, and for forty years this railway was in existence.

The late Mr Patrick Lahiff was a stonemason by trade, his first work at Wollongong being the erection of the original Anglican Church (in Corrimal Street). He had not the mining training which is considered so necessary in the scientific and practical mine manager of today; yet in many respects he was a genius.

The transport of the coal from the mine to the wharf was unique in Australia. The high grade of the incline was used by means of a double drum to lower the full trucks to the bottom of the incline, and by the superior weight of the full trucks to pull the empty trucks up the hill as haulage became necessary from the mine. As the drives advanced into the mountains the preponderance of weight or power on the incline was used by a system of gearing to pull the full skips out of the mine, and for very many years this system was used with great success. Today when we see locomotives hauling coal on all the colliery lines it is hard to believe that there was a time when the whistles and sounds of the Loco were unknown at Wollongong.

For a great number of years at the Mount Pleasant Colliery the trucks of coal were hauled from the bottom of the incline along wooden rails to the wharf by teams of horses. Old hands will remember when the late John Kennedy had the contract for haulage on the Mount Pleasant line, and his fine team of horses hauling eight and ten waggons along the line to the wharf.

At this time the mine was driven by the main tunnel running through the mountain on the inside of the "outcrop". At certain distances a drive was made to daylight for purposes of ventilation. This main tunnel was eventually driven to daylight about 1 1/2 miles from entry. At this point - known as the "Drift" - a shaft was sunk and a furnace erected to ventilate the mine. All the drives for the purpose of winning coal were driven south west to the Mount Keira Colliery boundary. This colliery at its early stage was under control of Patrick Lahiff (Manager), James Cram (Under-Manager), and E.Gillies (Assistant Under-Manager).

Iron Mining

About the year 1880 Mr Patrick Lahiff erected a smelting furnace at the bottom of the incline for the purpose of treating the various iron ores which crop out at various points on the mountains. The late Mr Lahiff had men almost constantly employed prospecting for a suitable iron ore that might be of use commercially. To the late Mr Lahiff a great deal of the credit is due for the part he played in an effort to develop the iron ore industry in the Illawarra district. He spent both money and time, and although he was not able to make a commercial success his efforts have not been in vain, and it is pleasing to know that the directors of the Mount Pleasant Colliery still maintain the name of "Mount Pleasant Coal and Iron Mining Company" as the name of their venture.

Coke Making

Away back behind the veil of 40 years the late Patrick Lahiff had a belief that some day the product of the small waste coal would come into its own, and to test his belief he had erected at the Wollongong harbour two coke ovens for the purpose of coke making. The venture was not a success. This was due to want of experience in coke burning, but an effort had been made, and as one watches the sky at night lit with the flare from dozens of hungry coke ovens one can but remember the pioneer of the industry and be grateful for his effort.

In the coke industry Mount Pleasant was indeed the pioneer. For a short period Mr Ashley had charge of the coke making at the wharf and then it was abandoned. In the year 1887 coke making was commenced with more success close to the Mount Pleasant loco sheds, near the Main Bulli Road. Coke ovens were erected under the control of Mr Robshaw, and good marketable coke was made. Later the late Mr Figtree and his sons took over the works, the quality of the coke was improved, and sound markets secured, and the waste slack which for half a century was dumped over a huge heap, as a thing of no account, became of great commercial value.

There are few living souls who were associated with the Mount Pleasant mine at the time the above details were recorded. A few are yet with us - Mr William Brownlee of Yellow Rock; Mr E.Gillies of Fairy Meadow; and Mr Pat McMahon of Balgownie. All others have passed away, and we remember them for the part they played in the pioneering of a great industry.

Series No. 3

MOUNT KEMBLA COAL AND OIL MINING COMPANY

About the year 1860 a number of cedar getters were engaged felling and preparing cedar logs for market on the slopes of the mountain at Mount Kembla. Two natty cedar men had built a neat cabin and had secured some fine flat slabs of stone to make the hobs in their fire place. The inside of the chimney was neatly lined with fine slabs which could be secured in the creek bed, of various sizes. When the fire was lit the whole hobs burst into flame, and it was only by an effort that the cabin was saved from burning.

Benjamin Fawcett, who was associated with the Mount Pleasant Colliery, learned of the accident, and upon investigation he discovered that the South Coast was in possession of some of the best kerosene shale in the world.

The late Benjamin Fawcett (afterwards "Dr Fawcett") was a man of many parts, and was well known as a district character in the early sixties. Edward Graham and William Graham were the owners of the Kembla property on which the shale was discovered. In the month of November, 1865, fifteen retorts were erected, being three sets of five in each set, with a large refinery, and mining for kerosene shale at Mount Kembla was commenced.

The thickness of the shale was about two feet, and two feet of bottoms was also taken out, making the height of the working place four feet - 4 feet props being used. The drives were continued into the mountain for the distance of half a mile, and it was found that as the drives advanced the shale became hard, having lost the spongy texture which is necessary in good shale. It was found necessary to abandon shale mining [after 1878]. A number of trial shafts were sunk at various points to test the shale, and at each point it was found to be hard and unfit for mining. Amongst the number who sank shafts were the Beatson's, on their property at Mount Kembla.

The mine produced splendid shale for about 13 years, the kerosene being pronounced the best in Australia. The first shale manager was a Mr Hamel, an American. He was a very able man, and was afterwards associated with a number of industries in the colony, amongst the number being the production of molasses at the Glebe, Sydney. Edward Graham, one of the original owners, was also manager; and also Mr Fell, an uncle of Scott Fell, of city fame. The refined kerosene was loaded into drays and waggons and carted into Wollongong, where it was shipped to Sydney.

By the side of the mountain road stands a solid stone cottage, where the shale manager used to live, and down in the gully off the road, even today, may be found the remains of the retorts which over 60 years ago produced a kerosene oil which had no equal in Australia, and as the hopes of the shale pioneers faded at Mount Kembla another industry was born, which is greater today than the industry of 60 years ago.

Mount Kembla Coal

To the average citizen the name Mount Kembla is associated with the greatest mining disaster in Australia, but when we forget that - as we try hard to - we see in Mount Kembla a place of wealth and beauty. The road to Mount Kembla is paved with sad memories. It is also a fairy land where green trees and wattle blooms make it a place of beauty.

The Mount Kembla coal mine was opened in the year 1880, the first directors being Messrs Birrell, Vickery and Waterhouse, with Dr. Robertson as the company's adviser. Mr Andrew Armstrong of Wollongong was the local agent. The engineer and contractor for the construction and the building of the associated jetty at Port Kembla was Mr Longmore - a relative of Mr Francis Woodward, who was a member for the district at one time. Mr Birrell, one of the directors, was a man of mining experience, and engineered the laying out of the mine. Mr W.B. Green was the first mine manager - Mr Green is still living, hale and hearty, at Thirroul. Mr Ronson was Under-Manager, under Mr Green. Then followed Mr Ronaldson as Manager with Mr Rodgers as Under-Manager, to be followed by Mr Jarvie, which brings the history to date.

From the year 1880 to the present time is not a long time in the history of any movement - a period of just 43 years, but great progress has been made in that period. Mr Longmore carried his jetty out into the Pacific. Port Kembla was an open roadway, protecting breakwaters did not exist, and all the difficulties of deep-water jetty construction had to be met and overcome. The old jetty today is a thing of the past - only the frame of it stands, but it tells of the days when difficulties were met and overcome.

The line from the jetty to the foot of the incline has many memories. Close to this line the contractors for the construction of the big section of the Illawarra railway had their metal quarry. Proudfoot and Logan were the railway contractors, and along the Kembla line the proud old engine "Gladstone" hauled many loads of metal. Later the Kembla Company secured the "Gladstone" which was then used for the haulage of coal.

The Kembla incline, which is the steepest of all the South Coast inclines, is worked on the balance principle - the full truck (10 tons) in passing down draws the empty truck up. The work was designed and carried out by Mr Birrell, one of the directors.

Only two of the old employees of the shale mine are alive to day, viz. Robert Wilson senior, and Henry Ramsay. Others there are, such as Mr Axom, who have lived at Mount Kembla for over 60 years, and who have seen the progress of the industry. There are some still there who remember the heart-burning when the shale ceased to be, and who rejoiced at the birth and opening of the industry which today makes Kembla one of the most important mining towns on the South Coast. To those who would rather look backward than forward, Kembla has a history of its own - a history made by men who toiled when there was little recompense and much hard work.

"Cokeburner" writes:- re article on coke making in the early days in last issue, it has been proved conclusively before that Mr Ashley was the pioneer in the coke-making industry. He manufactured commercial coke at Wollongong Harbour prior to Mr Robshaw being engaged in the industry.

Series No. 4

EARLY SETTLEMENT

The exact date when settlement took place in Illawarra is to a very great extent shrouded in doubt. It is very certain that the wealth of cedar in the Illawarra Ranges was the Mecca which drew to Illawarra the first settler.

In the month of September, 1795, reports of the existence of wild cattle came to the settlement at Port Jackson, and in that month Governor Hunter organised a party to explore the country extending west of the Bulli Range and along the Nepean River. After travelling in a direction S.S.W. for two days the party came in contact with a fine herd of cattle, numbering about 60, but so wild that they were left in the position they were found. The locality was named the Cowpasture (near Camden). Settlement in this area to the south west of Sydney took place a number of years later.

It was not until about 1815 that Illawarra was settled, and some seven years later before an incumbent Governor visited the area. One can very well understand the wonderful view of Illawarra from the edge of the escarpment as Governor Macquarie saw it in the year 1822, with the great forests of timber reaching to the sea. The month was January, and the mountain range at that time would be clothed in wild flower and wattle. The mighty cedar trees were in bloom, and from range to range a wonderful picture of forest scenery would greet the eye of the explorers in the summer of 1822. As the Governor's party approached the top of the Bulli Ranges they had an extensive view of the country to the sea. In the report of the Governor's expedition to the Cowpastures and Illawarra it was stated that the country was found to be wonderfully rich in vegetation - the grass being so high that the backs of the cattle could only be seen.

Previous expeditions had gone south, but they had kept to the Coast, and had prospected the country in the vicinity of Botany Bay and Cook's River, and that country, as we know it today, gave little promise of being useful to settlers who were in want of country for agriculture.

Up to this time the principle settlements in the colony, apart from Port Jackson, were at Parramatta, Ryde and along the Hawkesbury River. At this period the new settlement had to a great extent to be self-supporting, and the prevalence of floods in the Hawkesbury River left the settlement very short of the means of subsistence.

In the year 1813 settlement took place at Campbelltown, thus bringing the fringe of settlement nearer to the Coast ranges. Two years later, 1815, we have the first record of an expedition from Campbelltown crossing down the South Coast range to the sea [Refer "Reminiscences of C.T.Smith", McDonald, 1979]. The passage was made down the Bulli Mountain, near what is now known as the Bulli Pass. It was then that the wealth of cedar which covered the mountain ranges and gullies, nearly to the sea, was known.

In the year 1817 the first cedar camp was established at the Cross Roads, near Wollongong, on property which afterwards became a Crown Grant to Colonel Leahey. Bullock teams were employed to bring the logs to the mill at the camp; here the logs were cut into suitable planks and brought to a suitable position at the sea shore - the position being known now as the South Beach, at the foot of Crown St. Wollongong did not exist at that time. The planks, after a certain amount of drying, were floated out to the boats lying off shore, loaded into the boats, and conveyed to Sydney.

The difficulty with the early settler was the absence of roads. Bullock tracks through the virgin forest had been cut, but in wet weather these roads became impassable. Application was made to Governor Darling and some fifty convicts were sent, under a military guard of thirty soldiers, to assist in making roads in various parts of the district. A barracks and stockade was established at the Five Islands - near where Port Kembla township now stands, and thus the first permanent settlement became established in Illawarra about the year 1826. Three years later the settlement was moved to Flagstaff Hill at Wollongong, and from that period (1829) Wollongong became the chief centre for the South Coast, from Bulli to the Shoalhaven. More convicts and more settlers were brought to the district, a stockade was erected at the Cross Roads where Mr W.G. Robertson now lives, and road construction was pushed ahead.

As we drive along the fine macadamised road from the town of Wollongong to Dapto I wonder do we often think that there was a time when the road was but a bush track, where bullock teams strained and cedar cutters worked, and where under the greenhide lash convict men, and sometimes women, worked in tens, chained together like beasts of burden. Human beings who toiled without hope and less comfort, and the promise of the greenhide thong always before them.

Series No. 5

THE ROADS TO ILLAWARRA

From the date that Governor Macquarie looked from the Mountain Ranges into the Garden Of Illawarra, which was in the month of January, 1822, there was a keen desire on the part of the early settlers who had taken up land on the "Five Islands" to find a road through and over the mountain fastness to this land of promise. Many journeys were made along the Mountain Ranges, with a hope of finding a pass or road which would lead to the sea. The view from the Keira or Bulli Ranges into the fertile plains and valleys must have been superb.

The road from Sydney, as we know it today, was impossible to the men over a century ago. The road out from Sydney traversed country what to these men of necessity was but a desert. The very existence of the early settler depended on the fertility of the land, and so it came to pass that the settlers moving in the direction of the best country and the best grass came to the edge of the mountain, and having come so far their next step was to find a way down into the valleys of the paradise which lay before them.

The name of the leader who first passed into the Valley of Illawarra is Charles Throsby, and our best records place the entry during the year 1815. The first pass's were down Bulli Mountain and Mount Keira; later a road over the Bong Bong Mountain, opposite Dapto, was forced. About this time settlement took place at Appin, Milton and Picton, with the result that the pass into Illawarra by Mount Keira became much in use.

There are still a few old hands living who remember the mail going through to Sydney via Appin, from Illawarra. Mr James Oxenbridge, living near Wollongong as a boy, assisted to carry the mails to Appin, and on many occasions reports of bushrangers on the top of Mount Keira Pass caused considerable difficulty in getting mail carriers.

The road from Mount Keira has not altered much during the past 100 years. It took the route of least resistance, and the bullock teams made their way through the virgin bush cutting their own road from mountain top to seashore. During recent years the grades have been altered, and the road lengthened as a consequence. The road through Wollongong, as I remember it, was about the worst on the trip, and in some places huge logs had to be drawn and laid across the road to fill up the holes. The cedar trade was the principle of this time, and the cedar was taken down what is now Crown Street to the beach.

The Bong Bong Road was opened up some years later [1829-30], but it also was one of the early roads into Illawarra. It cut the Mountain Range at a point south-west from Dapto, followed a ridge down the range, and entered Dapto near the present railway station. The upper portion of the road over Bong Bong Mountain was very rough and much blasting was done to secure a level road along

the side of the cliffs. At the best of times this was not a good road, and was mostly used for the droving of cattle and horses in and out of the district. Illawarra was lucky in having a road by sea, as well as by land, to deal with its timber and produce, and although the navigators of the bush did great work, in the years that followed the settlement transit by sea was a great boon to the settler.

The first steam boat to call at Wollongong was the **William the Fourth** - Captain Sullivan in command. This boat lay off shore, and cedar logs and planks were floated out and hauled on board - this loading was done at the foot of Crown Street. The difficulty of shipping without a harbour was brought under the notice of Governor-in-Council at the time [1834], Richard Bourke, and after some agitation money was granted to form a port at Wollongong. The undertaking was a big job at that time, and the cost ran into some thousands of pounds before the work was completed. The terms provided for the cutting of a harbour out of the solid rock to provide for the loading of boats of 300 tons burden. The work was attempted by two contractors, but in each case the water got through and stopped the work. At last [c.1858] two men were found who could make a success of the job. The two men were Patrick Lahiff and Robert Howarth. They commenced by throwing a coffer dam across the mouth of the harbour. This dam was secured and made strong against storm or tide. The inside water was pumped out and work commenced. The job, although successfully carried out, was not a good speculation for the two men concerned, and at the conclusion of the job they were poorer but wiser men.

The construction of a safe harbour for Wollongong was a great help to the settlers, who were now beginning to spread on to the rich country south of Wollongong. The boats running under the control of the Illawarra Steam Navigation Company at this time [1840's] were the **William the Fourth**, **Sophia Jane**, and the **Maitland**. All were small boats, and there were times when the weather was so bad that the trips were abandoned.

Where the old Brighton Hotel stood was a store, the property of the Illawarra Steam Navigation Company. Waterloo Stores was the name, and the farmers and others left their produce there until the boats were able to reach Wollongong. Today as the train carries our produce or ourselves to and from the city in a couple of hours we can wonder at the fortitude of the pioneer who for weeks at a stretch, or as a result of bad weather, waited for the boat, which sometimes came in the offing and then drifted to sea, going away and not returning for a week or more. When we complain that the train is a half-hour later bringing us home I often wonder do we think of the hardy pioneer who on many days carted his pigs and calves to Wollongong, only to find that the **Sophia Jane** had not turned up, and that his job was to cart them back and then wait another day. But a change was coming, and as settlement increased so did the comfort of the settlers. Most of the old settlers have gone west, but their sons and daughters remain - sturdy descendants of men and women who drifted across the mountain in the days when hardships had to be faced and faced with that determination which means success.

PROGRESS OF WOLLONGONG - WATER SUPPLY

"M.B.W. & S." - slowly one reads out the letters as they appear on their building in Wollongong, filling in the words: Metropolitan Board of Water Supply and Sewerage. To the new man in town it means that the Board has a branch office in town, but to the pioneer what a world of memories it raises.

Back in the days when the town was in fondling clothes, who would think of the time when the old order would give place to this new system of water distribution. Wollongong, as I knew it some 40 years ago [1880's], after its settlement, was a town, like most other places, where the onus of the responsibility for the conserving of water rested with the householder. When a house was built an underground tank was sunk and 5000 gallons of water conserved. But there came a time in a cycle of years when the sun beat down on the dry earth and even the largest underground well sank to a danger stage. Then the township lagoon became a place of importance. There are yet a number of old residents in Wollongong who will remember the town pump at the old lagoon at the foot of Market Street. The lagoon is still there, and I understand that there is even a suggestion that the Council should fill it up [it was eventually filled in during the 1930's], "and so the old order changeth to the new." In the hot, long summer days of the long ago many a housewife blessed the old lagoon, and although the water tasted at times of the water lilies growing round its edges, the people lived long and were not particular in those good old days. In the great drought of 1860 even the lagoon went back on the townspeople, and from the Mill Brook at the Figtree many casks of water were brought to Wollongong. On the slopes of Bustle Hill (now Smith's Hill) - the grant to Charles Throsby Smith - three fine springs of fresh water existed, and from those springs water was carried in buckets and sold around the district.

The drought of 1860 caused the Council - which was then in its swaddling clothes - to consider the advisability of improving the town water supply, and although a considerable revenue was being secured by the sale of water at the town lagoon a number of the then aldermen were favourable to a scheme put forward by Patrick Lahiff and Benjamin Fawcett to bring water to Wollongong from Government Garden Creek - a never failing stream in the gullies of Mount Pleasant.

Another scheme was the impounding of water in the upper reaches of the Mill Brook, where Mr John Porter now lives, a place known as "Hellhole". At this place the banks of the creek are very high, and a large body of water could be impounded. In the year 1883 the first definite scheme of water supply for Wollongong was undertaken. The Public Works Committee made a number of trial surveys to bring water from the Cataract and Cordeaux Rivers.

The survey to the Cataract was west-north-west, through Balgownie and over the mountain at Broker's Nose. The survey to the Cordeaux was the route eventually decided upon. Upon the Wollongong Council agreeing to pay the interest upon cost of construction the work was commenced and completed inside of five years. The work of empounding the Cordeaux River and a construction of a pipe line to the reservoir, and also laying of the reticulation water pipes throughout the town was carried out by the Public Works Committee. After the work was started it was found that the scheme must serve a larger district area than was at first planned. Wollongong was then relieved of its responsibility in the matter, and the scheme, on completion, was placed under the control of the Metropolitan Board of Water Supply.

With reference to sewerage for the town of Wollongong, for many years a sewerage scheme for the town has been discussed. As early as 1860 one prospective alderman made a point in all his speeches that it was useless to bring clean water into a town if the Council was not prepared to take the dirty water out. Many sewerage schemes have been suggested but up to the time of writing these notes Wollongong has not progressed any farther in sewerage construction.

I remember at the time the survey was made for a pipe line to the Cataract River that there were considerable difficulties with reference to the gravitation of the water in the pipes. The late Mr Patrick Lahiff made a suggestion for the sinking of a shaft at the back of the mountain, and to carry the pipes down the shaft and then through the mine drives to the tunnel mouth at the Wollongong side of the mountain. The difficulty in the scheme was the trouble of keeping the drives open for all time, which were traversed by the water pipes.

There was a lot of controversy in Wollongong as to the body that should have control of the water supply to Wollongong. A number of the aldermen and a large body of the people were in favour of a local Board of Control, but the extension of the scheme to take in a large portion of the Illawarra District, embracing two or three of the district municipalities, placed the control in the Metropolitan Board. Since the first construction an additional dam has been made at Cordeaux, and the reticulation pipe line has been carried as far north as Coalcliff, and as far south as Dapto. The project has developed into a big concern, with a capital system of management and splendid water.

It is a far cry from the year 1860 to the present time, but if there are any reading these lines who remembered Wollongong in the days when bullock teams were a feature of Crown Street, and when the water cart backed under the town pump at the old lagoon, they will agree with me that the town has progressed and that the water supply is in keeping with that progress.

Series No. 7

WHEN THE LOCOMOTIVE CAME TO WOLLONGONG

It is just on 45 years ago - in the year 1878 - that the silence of the bush was disturbed by the whistle and rumble of the first locomotive. In that year the Mount Keira Company imported a loco to draw the waggons from the bottom of the incline to the wharf. Prior to that horses were employed for the work.

Mr Robert Cook - still living at Garden Hill, with a memory of 75 years for district events - was the driver in charge of the teams. The locomotive, Keira No.1, was brought to Wollongong in sections on the **Illawarra** - one of the Illawarra Steam Navigation Company's boats - assembled and put together at the wharf. It was a red letter day when the locomotive ran along the Keira railway to the foot of the incline. Boys and men, women and children, ran to the line to see the first "Iron Horse". It was a big thing for Wollongong. It was in the days when sulkies were unknown, and when the spring cart served on week day's for produce and on Sundays for Church. A few old families sported a buggy, a sociable or a phaeton, but they were few.

So the locomotive came and with it came a hope of better times to come, when the advance of science would lift life from rural conditions and plant our feet on a path where life would be easier and the burden less. Many labour devices have come, as we wished - "The pleasures of life are many" - but I doubt whether we are as happy as in the days before the locomotive awoke the stillness of day and night.

The first driver of the Keira locomotive was Mr Chambers, who drove the engine for about two years. I remember he lost his position through running over Mr William Murpy's bull. The next driver was Mr David, father of the David Brothers, of the Wollongong Foundry, Mr George Fell being the fireman. Then followed Mr Bill David (at present owner of "Hit and Miss" Foundry) as driver.

At Bulli a locomotive was also running on the Bulli line, about the same time, or perhaps a little prior to the Keira loco. The Bulli locomotive was built in Sydney.

The next locomotive to come was a loco for the Mount Pleasant Company. This was secured from Belgium about the year 1880. With it came a Belgian engine driver and engineer. This loco was a narrow gauge engine, to suit the gauge of the Mount Pleasant tramline. For some weeks it refused to do its work, but eventually, after certain alterations, it worked very satisfactorily. George Beadle, the Wollongong plumber, was fireman to Louis Billett, the engineer, and became the first driver for the Mount Pleasant Company.

So the age of steam had come to Wollongong, and as the bullock teams gave place to horses pulling coal over the tramline, so the horse teams gave place to the locomotive.

In the history of Wollongong and its locomotives, a rather unique loco was purchased by the Mount Pleasant Company about the year 1888. This locomotive was secured to haul the skips on a narrow gauge railway from the mine along the side of the mountain, a distance of about three-quarters of a mile. The loco was very light, and this proved its failure. Under any kind of a load the wheels would not grip the rails, and after many trials the loco was sold.

During the years from 1880 to 1886 Wollongong became quite used to the loco whistles. In these years Proudfoot and Logan, the contractors for a section of the Illawarra line from Unanderra to Helensburgh, had three locomotives running on the new railway. One engine in particular, the "Gladstone", was a fine stamp of fast running locomotive. The driving wheel of this engine was six feet in diameter, and for speed and strength she had no equal in the colony. She was a very big and heavy engine and was employed in drawing blue metal ballast from Proudfoot and Logan's quarry, on the Kembla line, to the section of the Illawarra line under construction.

During the time this engine was running an amusing incident occurred at the Mount Pleasant railway crossing. For a considerable time there was a dispute between Louis Billett, the driver of the small Mount Pleasant locomotive, and the driver of the "Gladstone" as to which engine should have the right-of-way at the crossing. Billett contended that his engine should be given first place at the crossing. The driver of the "Gladstone" was equally determined that he must not slow down. The result was a collision one morning. George Stephenson was asked by a friend what would happen if his engine met a cow on the line, and he replied in good Geordie vernacular, "It would be bad for the cow". This little Belgian locomotive was the cow in this case, and a badly damaged cow at that.

Although the advent of the locomotive was in the year 1878, prior to that stationary engines were in use at the Mount Keira Colliery and the Mount Pleasant Colliery. At Mount Kembla the late Mr Edward Searle, father of Tom Searle, of Wollongong, drove a natty little haulage engine at the tunnel mouth, and about the same time the late Mr John Walker, afterwards well known in business in Keira Street, Wollongong, drove a small haulage engine at the bottom of the Mount Pleasant incline. The late Mr Patrick Frost was also associated with this engine some years later as driver.

At the Wollongong Harbour two or three lifting cranes, one on the T Jetty, a very powerful crane, was driven by powerful engines. Wollongong Harbour at this period was the road in and out of Wollongong for heavy merchandise. All the heavy plant for the collieries came to the Harbour, and the cranes lifted the goods from the ships to the colliery trucks. The last time I saw the T Jetty it was a dismantled ruin but at the end of the jetty stood the foundations of the cranes, built at a time when the belief in Wollongong as the South Coast port ran high and built with a foundation to last throughout the centuries.

This was the time when the Wollongong Harbour Trust was in existence, and when thousands of pounds worth of good cement, in the form of concrete blocks, was dumped into the sea in a vain hope to make Wollongong a port where deep-sea ships of all sizes would land. With a vision wide in a belief in great things, the first breakwater was taken out near the Pulpit Rocks: then, a little later, recognising that the thing was too mighty a proposal, to reduce the size of the harbour was agreed to, and a fresh breakwater was run out on the outside of the lighthouse.

After many disappointments this too was abandoned, and Wollongong settled down to a knowledge that a deep-sea port was not for her, and then Port Kembla came into existence. It is a long cry from the year 1829 - the year when the settlement was moved from Port Kembla to Wollongong - to the year 1898 when the district agreed to the port being established at Port Kembla, but the establishment of that port has brought Port Kembla into its own, and if, in the years to come, Port Kembla becomes the chief town on the South Coast, then it will be in keeping with an order of things, the order by which history has a knack of repeating itself. At the Wollongong wharf the engineer was Mr Gray, father of Harry Gray, of Town Band fame, and Harry was for years employed helping his father there also.

Series No. 8

ILLAWARRA AND ITS PIONEERS

The aborigine population within the limits of the Illawarra Range was not large at any time, and might easily in the heyday of their liberties be numbered by two or three thousand souls. What a paradise these simple sons and daughters of Nature lived in: hemmed in by a range of mountains they lived their lives generation after generation in this natural Garden of Bliss.

Many historians, now and old, have defined the name Illawarra. As far back as 1840 the Five Island blacks were accustomed to call the district hemmed in by the mountains Ill-aw-ar-ra ("Home of the Bubbling Waters"), and of all the definitions I think this is nearer the right one.

About the years 1815 to 1820 considerable settlement took place in Illawarra; settlers coming through from Appin down the Mount Keira Pass. Fairy Meadow seems to have received its first settlers about the year 1820, and Figtree and Unanderra (Charcoal Creek) about the same time. Do we ever stop to consider what Illawarra has given to New South Wales, and even Australia, in its early settlers? At the time settlement took place in the Illawarra district, the rearing of sheep and cattle, and the growing of wheat, was becoming a matter of importance in the outer reaches of the settlement in New South Wales.

In Illawarra - known at that time as "The Illawarra" - the grants and holdings were small, and in almost each case heavily timbered. The settlers recognized early that Illawarra was a dairy district, and not suited for the rearing of large lots of sheep and cattle. To this was added the prevalence of rust in the wheat crops. At an early period the Osborne family, who had grants near Wollongong and at Dapto, moved to large tracts of country on the Murrumbidgee and Tumut Rivers.

The Gormly family, which arrived in Illawarra about the year 1840, after making two efforts at settlement - one at Figtree and the other at Bellambi - moved to the Murrumbidgee about 1845. The Tyson family, though not really of Illawarra, were on the side of Appin, and the poor nature of the country compelled them to seek fresh pastures on the big rivers.

Almost all the old pioneers of 1840 have passed away. They were young when they came with their parents into the district. Still a few remain with us, with a memory of the events of 70 or 80 years ago. They stand like the cabbage-tree palms on the plains, left because of their goodness; but alone - very much alone. Taking not much stock of the present, but with a memory of the district of the days when men trusted one another and the world was young.

Up at Mount Kembla we have Mr Wilson senior, Mr James, Mr Axam, and Mr Ramsay. At Wollongong Mr Markham, Mr Robert Cook, Mr Henry Stumbles, Mr Stephen Abberton, Mrs Orphan, and others whom I cannot just recall at present. There is no district in all our Commonwealth which has given such sons and daughters to the nation.

Out where the Fairy Meadow school now stands, in a slab building, the late Sir Denison Miller - the master mind of the Commonwealth Bank - was born. At Bellambi the mother and sisters of the late Henry Kendal lived for a time. At Unanderra Sir William Cullen lived. At Shellharbour Sir Joseph Carruthers had his home. Pioneers all of them, men and women who may not have tilled the soil, but who steered the ship of State through troubled waters, and who, dead or living, worked for the progress of their country.

Down by the western side of Lake Illawarra and opposite the Hooka Island is Hooka Creek. By the shores of Hooka Creek over one hundred years ago a tribe of the original owners of Illawarra lived. The tribe was under the wise counsel of King Hooka, who in the early days of the white settlement proved a friend to the white people. Many a time the white settlers along Charcoal Creek had to thank this dusky King for the peaceful condition in which they lived. On one occasion when the blacks from Broughton Creek - the place where Berry now stands - had designs on the settlement, King Hooka moved out with his tribe and gave the Broughton Creek warriors battle at a position near Albion Park. There are still some descendants of the first white settlers living at Dapto who have heard their parents tell of the story of the good King Hooka.

The story is told that one morning this King of a race which today is but a memory, spoke to the white settlers and advised them to take their cattle and goods back to Wollongong for the bad Coolangatta blacks were coming to rob and murder. Then the King went to give battle with his men along the road through Brownsville. They marched along the road through Dapto. The road was

then a bush track, over which the bullock drays had passed. The few living settlers have heard their parents tell of the march of the Hooka tribe. How, at what is now known as Brownsville, they mustered their fighting men. From the creeks and the mountain fighting men came to fill the Hooka ranks. When all was ready they marched along the bush track, two hundred warriors strong, and as the long line passed in battle array the silence of the bush was filled with a hoarse guttural sound, sung through the nose, of "Hooka - Hooka - Hooka".

Somewhere between Albion Park and the present Albion Park station the Broughton Creek or Coolangatta blacks were camped, resting before their final march to the white settlement. They were more than two hundred strong, and if the settlement had not been warned by the Hooka tribe an incident might have been added to this history of Illawarra which would have added sorrow to many homes of the brave pioneers.

Early in the morning the tribes gave battle. All day long they fought and at night the Coolangatta blacks were so much slaughtered and knocked about that they retired south, leaving the place in charge of the victorious Hooka tribe. The cost was great and many warriors were killed, and amongst the dying was the good King Hooka. Back along the same track the warriors marched on their return, bearing the almost lifeless body of their King. Their return was in silence, only the muffled sound of naked tramping feet signalled their return. All danger to the white settlers was removed. The white people returned to their homes and the blacks went back to their creeks or their mountains to mourn the loss of a good and fearless leader.

On the opposite side of Hooka Creek is a hillock of sand. Under the crown of the hill lies the remains of King Hooka. His tribe has passed away and the white race covers the mountain and plain, but I like to think that he still in spirit watches over the interests of the white people as he did one hundred years ago.

Series No. 9

IN THE OLD COACH DAYS

Just about 80 years ago (1840's) the settlers in the hills and valleys of Illawarra found it necessary to get in and out of the district by land as well as by sea. At this time Campbelltown and Appin were the nearest outposts of the growing town of Sydney, and to get to Sydney, Campbelltown was the outpost selected by the early settlers of Illawarra. At first letters were forwarded by teams going out through the Keira Pass, and brought in by teams returning. A post office was then established at Wollongong and a mail service connected with the world outside, which was for some time carried on horseback to Campbelltown. Mr James Oxenbridge, still living at Gwynneville, as a boy carried the mail through Keira Pass to Campbelltown. A little later a mail coach was run for the purpose of carrying passengers and mails.

The first contractor with the Government for the carriage of mails was Mr George Organ of Mount Keira, father of Mr Elias Organ of the Cross Roads. For some years Mr Organ carried passengers and mails over the Mount Keira mountain, having difficulties from bushfires and bushrangers. A little later with the settlement extended to Fairy Meadow and Woonona, a new road was made over the mountain, and the Keira mail route was abandoned. The new route was known as Rixon's Pass,

called after a family at that time living by the side of the mountain road. In those days the coaches went on to Woonona with the mail and returned and went up the new pass. That road over the mountains has been abandoned, and the Bulli Pass is the road now used.

Just as "The Ships of the Prairies" carried a romance on the plains of the U.S.A., so the mail coach meant to the new settlers just the same conditions. A new tie was made with the world outside, and with that linking the conditions of the settlers were improved. Today as the train leaves Wollongong two and three times in a day, the interest of waiting for a letter does not exist as it did in the old coach days. Today distance is counted by time, and in those days we were far, far away from Sydney, and far removed from most places in the world.

As a boy I remember waiting at the corner and watching for the mail coach to start. Twice a week only the coach left Wollongong and twice a week it returned. At nine o'clock in the morning the coach left the post office with its load of passengers and Her Majesty's mails. I remember how carefully the mails were handled and how carefully stowed in the boot of the mail coach. The mail was a charge on the driver and he would go through fire and water to deliver it safe at the depot in Campbelltown.

Now all is changed, and it seems the correct way today is to throw the mails from the train to the station with the necessary force to break anything that may be inside. How beautiful the mail coach looked on those summer mornings sixty and seventy years ago. The coach, washed and polished during the night, and the horses - what horses, well fed and groomed, with coats sleek and shining, and the silver bits and buckles shining and gleaming in the sun. With the mails aboard, the driver lifted the reins and the coach was away on its long trip to Campbelltown. At each post office on the road through it took on a mailbag and left any bags for that place. As the coach passed the home of the settlers the driver had a happy word for man, woman or child - he was known to all. Those were happy days when there was no distinction between classes. As long as a man was honest and honourable he was considered well amongst the people, and whether he be the driver of a mail coach, a prosperous settler, or a cedar getter, his class was reckoned by his character, and as such he was greeted by the people.

Amongst the early coach proprietors may be mentioned Mr W.S. Makin, father of Mr Joseph Makin of Crown Street. Mr Joseph Makin also ran the mail coach to Campbelltown for years after his father's retirement. Mr Robert Thomas Hale also had a line of passenger coaches running with Messrs. Thomas Makin (brother of Joseph Makin), and Jack Tallier as drivers. Mr William Beattie, grandfather of the Beattie boys now in the line, ran overland coaches for many years being succeeded by his sons, John and William Beattie, and later by their children. Mr Waterworth, with his driver (Thomas Rayworth) ran overland passenger coaches. Mr Waterworth is still living, I understand, at Campbelltown. Jim Stewart, Fred Philpott, and R.J. Budgen also had lines of coaches running in Wollongong and district.

The mail coaches going south to Kiama were under the charge of Mr Raftery of Albion Park. This proprietor had quite a number of coaches on the road and dealt with the ports of Shellharbour and Kiama.

During the period of sixty and seventy years ago the roads all over the passes were at times in a very bad condition. At this time the timber was very thick along the mountain roads and even in the town of Wollongong. In the winter months, during periods of very wet weather, it took a lot of courage to negotiate a coach team over the roads to Campbelltown. I have seen the coaches leaving Wollongong along Crown Street sinking deeply in the mud; six and eight beautiful horses straining and prancing under their load of passengers. As the coach passed along the Bulli Road the conditions

got worse at Charlesworth's Hill, before entering Woonona, and the coach would be up to the axle in mud. This hill was the worst piece of road on the whole route, and often planks had to be used to carry the wheels over the mudholes. Passengers had to get out, and the passenger with light boots had a bad time. Many times passengers with shoes left them behind in the mud. The Bulli Mountain was also a trial to the coach driver, and as a rule in bad weather the passengers had to get out and walk up the mountain.

The summer time was not without its dangers and inconveniences to the passengers travelling overland in those days of seventy years ago. The bushfire was a great element of danger to Her Majesty's coach and the horses, driver and passengers. At Bulli word was generally received as to the condition of the mountain pass. Great clouds of curling smoke could be seen on the mountain top; the atmosphere at Bulli was dense and hot and no one really knew what was on and over the mountain. After sending a man on horseback up the mountain to report the condition of the Pass the coach proceeded. The heat of the bushfires intensified the heat of the summer's day; the horses sweated under the load; the driver shouted and called to the leaders; the passengers, with the side-flaps down to try and prevent the smoke from entering, gasped for the air that was wanting; and on the coach went past black and burning logs. Now and again a tree, burnt at the butt by the fierce raging fire, would go crashing into the gully, and then after much struggling by horses and driver the coach passed the fire and continued on to safety. Is it any wonder that to young men like myself of seventy years ago the driver of Her Majesty's mail coach was a hero of heroes, and as the coach pulled up at the post office, with the horses foaming from exertion and the roof of the coach burnt in places from falling tree branches, we felt that a romance surrounded the driver of the old coach days.

Series No. 10

PARKS AND PLEASURE RESORTS OF THE OLDEN DAYS

There came a time in the life of the early settler when he was able to put a few days in the year aside, in the busy life which was his heritage, for the purpose of enjoyment for himself and family.

The life and occupation which was his was the first consideration, and we find the settler in the year 1856 arranging to hold a show or fair, where his stock and produce would be placed in competition with settlers in other parts of the district. In the year 1856 the present Market Square, Wollongong, was used as a market place and showground. It still retains the name given to it by the early settlers, nearly 70 years ago. A large open shed was erected at the southern side of the square and in this pavilion the produce was displayed. At this market or show the district population gathered and many pleasant days were spent in each other's company.

Ladies on side saddles, with pretty riding costumes, and men on fine horses gathered at the Market Place. Families in spring carts came from all parts of the district, and the romance in the life of the early settler culminated in this Market Square. Men and women from Albion Park and Shellharbour met friends from Bulli and Woonona, and a friendship which has lasted through their lives and the lives of their children has grown - a friendship which the new resident cannot understand. A friendship which belongs to the pioneer, and to him alone - a friendship which has been born of days of trial and hardship.

As the conditions of the settler improved so the desire for a little more pleasure increased. There enjoyment still lay along the lines where good horses and stock were concerned, and somewhere about the year 1840 the first Wollongong racing club was established. Many old hands still living will remember the Wollongong races held in the month of October in each year. It was a three days' event and what a gathering of people attended. They came from farms as far south as Kiama, riding in bunches. Men and women all out for three days' pleasure. It was said in those by-gone days that the Wollongong racecourse was the place where proposals were made, and that neither horses, men or women were slow in those halcyon days in October in the year of the sixties. About the same time that the Wollongong racecourse was established another pleasure resort was in existence. The ground between the racecourse and Tom Thumb was used as a picnic ground. There a pavilion with a concrete floor was erected and a picnic would not be a success unless it was held at the "Tom Thumb Bowers." The position is not much of a bower today, but at the time I write about it was a beautiful spot, covered with flowering ti-tree bushes and many shade trees. Amongst the numerous picnic parties that held their demonstration at the Bowers was the Good Templars. This was in the days before men and women "looked upon the wine when it was red." The Good Templars were a live organization in those days, and I speak from experience when I say that more enjoyment was got from their picnics than at any sports meeting of today.

Another pleasure spot that dates back a considerable time is Stuart Park, called after Sir Alexander Stuart, but it was before the days when it was gazetted as a park that I write about. To me even today it is "Anderson's Bush" where the bees built their hives in the trees and where the Gee-Bungs, which were the delight of the boys and girls grew in large numbers. There it was that lovers walked and boys played amongst the thick timber, where bird's nests could be got in hundreds for the climbing. Fairy Creek was a beautiful Creek in those days, before the slack from the coal mines washed down and covered the creek bed with dirt and filth. Fish and prawns were plentiful, and the creek was a pleasure to old and young.

"The Green" [present-day Wollongong Showground] was the next resort of note, but the Green in the olden days was used more for foot running and cricket than for picnics.

Towradgi Beach and Towradgi Creek received a good deal of patronage from Wollongong. It became very prominent about the year 1878 by the wreck of the "Queen of Nations", and for a month following the wreck of the fine ship hundreds of people flocked to the beach at Towradgi.

The ship, which was about 2000 tons burden, went ashore early in the morning and the captain reported that he had mistaken the lights burning on the Mount Keira slack heap for the lights of Sydney Harbour. The ship went ashore at high tide, and when day broke and the tide went out the ship was very close to the shore. One seaman was drowned in getting off the ship. What concerned the general public more than anything else was the quantity of merchandise washed ashore. The boat had a large consignment of wine and brandy on board, and the cases were soon washed ashore; also clothing and other goods of all description. It was a harvest for those of our citizens who cared to take the risk, and many did. Bottles of whiskey were picked up and carefully planted on the sand banks, and no sooner were the backs of the planters turned than other good citizens lifted the plants. Water police were sent from Sydney to patrol the beach, and still the thefts went on. Mr Dent, of Wollongong, purchased the wreck, and by quick work he was able to do very well out of the venture. It was possible a few years ago - and it may be so now - to see at low water the hull of the old ship. The boat had a large cargo of rails for the New South Wales Government and the weight of the cargo kept her in position in the sand. Apart from the wreck of the "Queen of Nations", Towradgi is historical as having settlement very early in the history of the colony. A number of the old families - including Foley family - settled at Towradgi before taking up land at Fairy Meadow.

Tom Thumb Lagoon and Five Islands have always been much used by the old people of Wollongong as pleasure resorts. Many of our old fishermen, including Dan Griffin (living in Sydney), Dave Rudkin, Alf Parsons, W.Croft (some years dead), have always had a good word for the Tom Thumb as a fishing and pleasure resort. Alas, today net fishing has spoilt it to a great extent.

There are still some of our old friends who will read this part of the History of Illawarra with pleasure, and who will remember the days spent in the old pleasure resorts of Tom Thumb Bowers and other places, and we say to our young people that in the days of old we had our pleasure even as they have their pleasure today. It is to be hoped that our civic fathers will not permit Stuart Park to share the same fate as "The Bowers".

(The coal loader facility now covers the "Tom Thumb Bowers" and the old race course areas. G.B.)

Series No. 11

INDUSTRIES OF ILLAWARRA

During the past 70 years a number of industries have been started in Illawarra. Some have lived a little while and then passed out; others have taken firm root and exist today. Some started as individual concerns, in a small way, and have slowly gained strength till today they are working under the protection of big companies.

It is with the industries of Illawarra of the past that this chapter of Reminiscences of Illawarra has to deal, and in dealing with them I am fully sensible of the fact that in some cases it was the lack of management, and the want of a market as we know it today, that resulted in the early death of industries which should be very much alive at present. In other cases the industries were started by poor men who had not the capital to do big things, with the result that they failed through no fault of their own.

Saw Mills of Illawarra

For a considerable time after the first settlement in the district saw mills did not commence operations, with the exception of mills for the treatment of cedar. Almost all the early settler's homes were constructed of slab walls and shingle or bark roofs. The crosscut saw, the maul and wedges, and the axe were the settler's means of dealing with timber. Amongst the timber on the flats and cross ranges the turpentine was much in evidence, and this timber was greatly used in the construction of houses. It was then that the timber mills came into use, with the clearing of the timber on the face of the mountain.

About the year 1875 the Hurt Brothers erected a large saw mill at the back of Mount Keira. It was an extensive structure, and in addition to an engine and boiler there were large pit saws, band saws, and circular saws working. At the mill very large logs were dealt with, and some of the finest logs in the district were hauled. For some years this mill supplied the Wollongong builders with sawn timber for the Wollongong and district houses. It was a fine sample of timber and the stability of the old houses speak for the quality of the timber. It is some years since I was near the place where

the mill was working, but the last time I viewed it the boiler and engine were rusting away, the saws were broken and dismantled, and the silence of the great bush rested where once the noise and bustle of a large, noisy industry was heard.

Salt Works

Some 56 years ago the late Patrick Lahiff had two salt pans cut out of the peaks of the rocks near where the men's baths [Wollongong] are now situated, for the purpose of producing a commercial salt. Under the cliffs and close to the Mount Pleasant line was erected a pumping and condensing plant. Years later Mr Puckey, chemist of Wollongong, took over the plant as a chemical laboratory and carried on work there for some years.

Soap and Candle Factory

Some 30 years ago an effort was made to use up the waste produce from the district slaughter yards, and to convert such products into soap and candles. The factory carried on for some time, but eventually went out, owing to being unable to compete with outside factories.

Flour Mills

Illawarra 70 or 80 years ago was a considerable producer of wheat, and early taken up. The principle flour mill in Wollongong was erected by a Mr Stephen Lott, one of the first aldermen of the town. The store room was the premises owned by Mr Buckland and occupied by Mr Oxley as a boot shop. The mill containing the engine and plant was at the back. After Mr Lott the Graham family came into possession and carried on the business for some years.

Another flour mill just outside the municipality was working near where Bode's Hotel is situated. This was erected by the Hurt's some 70 years ago. This produced some fine flour and worked for a number of years. When dismantled the bricks from the mill building were used by the late Andrew Lysaght, father of Mr A.A.Lysaght, to build his large hotel and residence at Fairy Meadow, on the Bulli Road opposite Mr Harry Figtree's brick residence. Moderately old residents will also remember a number of the grinders and other plant from this mill being in a paddock at the Jubilee Bridge, next to Jack Hickey's shop.

Brown's Mill, Brownsville: All the mills in the district were small when compared with the mill at Brownsville. This mill was erected by the late John Brown's father, and was situated on the banks of Mullet Creek, opposite the Brownsville Hotel. This mill worked for years, and only went out of action when the rust microbe began to play havoc with the wheat crops of Illawarra. The massive mill buildings were a landmark by the side of Mullet Creek for many years, and after the death of the late John Brown the building was pulled down and the bricks and timber sold. Now all that remains of the old structure is a mass of broken bricks and a memory with old residents of when Brownsville was independent of all the world for good flour.

INDUSTRIES OF ILLAWARRA

Coach Factories

Away back in the year 1865 a young man by the name of William J. Wiseman opened a wheelwright's shop and coach factory in Wollongong. The factory was situated in Crown Street, where Mr Sykes now has his draper's shop. It took a tradesman to build a conveyance in those days and W.J. Wiseman was one. I have come across buggies still travelling on the road bearing the nameplate of this builder which must be at least 50 years old.

Fifty years ago the roads of this district were not as good as they are today - the result is that vehicles had to be of heavier construction. The horses were good, and the difference in weight of the vehicle did not count. Spring carts and buggies were mostly used by the farming people, and the well to-do business man sported a phaeton or a sociable. All were of more or less difficult construction which called for some skill in turning out a good job.

McRae's Waggon Factory: At the corner of Market Street and Market Square, in a building now gone, was McRae's blacksmith shop and waggon factory. The old building was historic, built about the year 1843 as the "Market Place Hotel", and kept by Mr Russell. Later, in the year 1855, Tom Garrett established the "Illawarra Mercury" in Wollongong, and in this old building the "Illawarra Mercury" was issued. Later it became a fruit and lolly shop, and still later the residence of Mr McRae. At this factory a large number of colliery waggons were made. Mr McRae had the reputation of turning out a good job, and at his factory all classes of farming implements were made.

Market and Corrimal Streets in those days were places of some account. Most of the old hands still living will remember the watchmaker's shop of Mr Collins, on the corner, where watches were repaired and all classes of work was done. Mr Collins was also a gunsmith, and when the nipples on the old muzzle-loader blocked, Mr Collins' shop was the place to take it to. Next to Mr Collins' shop was the paper-hanging and painter's shop of Mr Andrew Herd, father of Mr Ted Herd of Garden Hill. Now all that is gone and only a grass paddock exists where, 60 years ago, the business of Wollongong was centred.

The Village Blacksmith

There has been no trade in Wollongong more interesting from an historical point of view than that of the wheelwright and blacksmith. It will be easily understood that the blacksmith's shop must follow very quickly after the advance of the settler. The shoeing of horses and the repairing of drays was the work of the settler himself for some years in early Illawarra, but as the settlement became grouped into a community the opportunity for the village blacksmith was opened. The first shoeing was done by convict labour in Wollongong.

Our earliest record of the opening of a blacksmith and wheelwright's shop by Free men was in the year 1848. William Smith opened a shop on a block of land in lower Crown Street - the position of the shop was where Mr Vereker's butcher shop is now built, near the Water and Sewerage Board office. The building was of slab, with a bark roof, and here 75 years ago the teams on the road to the place of shipment stopped to have the horses attended to or the drays fixed.

The next shop recorded was that of George Cartridge. This was situated at the corner of Corrimal and Market Streets, near where Jack McGuffie has his livery stables. This shop was also of a general character, and was a slab shop with a wide, open front.

Later still a Mr Downie had a shop where Waller & Magner's drapery shop is situated. At this shop the father of Bill Beach (the ex-champion oarsman) worked. This was very early in the history of the district.

Next in order of time can be mentioned the blacksmith and wheelwright's shop of W.J. Wiseman established in the year 1865. Then the shop of William Ahern, where the Commercial Bank stands, about the year 1868. John Payne had a shop in Crown Street about 1860. This shop was afterwards removed to Kembla Street, where it now exists under the management of Mr Goodman Payne.

John Walker had a shop in Crown Street, Wollongong, where Mr Brickwood's jewellery shop is situated, about the year 1876. This shop was later removed to Keira Street, opposite the Crown Picture Palace.

William James had a shop in Crown Street, on the bank above the street next to Mr James Dean's tailor shop, and Mr McRae had a shop in Market Street and Market Square about the year 1880.

All associations with the above shops have passed away, with the exception of Mr Goodman Payne's shop which has descended to his son; and Mr Allen James' shop, removed to Church Street and also descended to a son.

There was a lot of old world romance attached to the blacksmith's shop in those early days of our history. We were a small community and people made friends for the sake of making friends, and once a friendship was formed it lasted into the lives of more than one generation. People's pedigrees were not considered, and, according to their character, they were trusted.

The Age of Bricks

Early in the life of the settler, particularly in the settled communities, the wood and bark chimneys were not a success, and as the settlers advanced in social standing so the desire for a large brick building became acute and a necessity. I have not yet been able to discover who was the proprietor of the first brick yard in Illawarra, but the site of the first yard and kiln was situated in Corrimal Street, near the present Keira railway. There was another close to the Green, in Burelli Street.

The first clear record we have of a brick works under the control of a manager was a works managed by a Mr Baxter, and situated in Robson's paddock, near the Bulli Road, a short distance north of Gipps Street. The next was a works managed by George Osborne, and situated in the Glebe lands in what was known as Thompson's paddock. At Stuart Park, in Anderson's paddock, Harry Jones (still living - strong and hearty) manufactured good bricks here for some time. In Corrimal Street, near the traction engine shed, there was an old brick works which was worked by convict labour under the control of the Government for the purpose of making bricks for the new settlement at the Flagstaff. Some 50 years ago the late Patrick Lahiff manufactured fire bricks at Mount Pleasant from a fireclay lying under the top seam of the coal. The last of the brick works in the Wollongong district was that of F.K. Bate, at Fairy Meadow. This was the largest of the brick yards this side of Sydney and was opened by the late Mr Bate, father of Arthur Bate, at present living at Keiraville. These works were opened 40 years ago and worked up to about 15 years ago, when the clay proved unsuitable and competition from the Sydney end of the district closed the works.

This ended the bricks about Wollongong, and to the new arrival only the countless holes - some large, others small - tell the story of an industry which in the days of old meant much to Wollongong.

Coke Making

Away back 50 years ago there was a man who prospected hill and valley, gully and creek, always with the hope that there was something in Illawarra better than had been found. That man's name was Patrick Lahiff. One day when following the creek bed which flowed from the Mount Pleasant slack heap he discovered masses of slack caked together by the action of the fires which burn spontaneously deep down in the great slack heap. Large quantities of this coke were taken to a blast furnace, which the late M.Lahiff had erected at the bottom of the Mount Pleasant incline, and there burned and pronounced to be good coke. This was the start of the coke industry in Illawarra.

This delver into new things and new methods erected two Bee Hive coke ovens at the Wollongong Harbour, and for a good time he wasted much time in burning a coke which was found hard and containing but little carbon. Later Mr Ashley and Mr Davis experimented with the ovens, and although a better coke was produced it was not the successful article which in years later gave the name to Illawarra as the home of commercial coke.

About 1888 a Mr Robshaw, a bricklayer, and a man with much experience from the old country in the construction of coke ovens, with his father-in-law, Mr Pain, constructed ovens at the Mount Pleasant Gantry, near the loco engine sheds. The work of making coke was undertaken by the late Mr Figtree and his two sons, Harry and Frank, and from the very start a good coke was produced.

There are other industries which started in Illawarra some years ago, including foundries, wine making, tanneries, etc. but they will have to wait till a later stage of these Reminiscences. Something is due to the early municipal fathers of the district municipalities, and upon that question this history of Illawarra during the next few chapters must deal with; and whether we can continue this history in the columns of the "Illawarra Mercury" depends to a great extent as to whether it is good reading and acceptable to the readers. The readers must be the judge.

Series No. 13

MUNICIPAL GOVERNMENT IN ILLAWARRA

In the year 1858 an Act was passed (22 Victoria, No.12) providing for the creation of municipalities outside the City of Sydney. In the following year, 1859, the following areas were incorporated in the Colony:

Randwick, Wollongong, Albury, Goulburn, Shellharbour, Newcastle, Glebe, Grafton, Central Illawarra, Redfern, Kiama and Waverley.

From the above list it will be seen that Wollongong, Central Illawarra, and Shellharbour were amongst the list of first incorporated areas in New South Wales, and Wollongong the first country town. Nine years later the Municipality of North Illawarra was established, in the year 1868.

The Municipality of Wollongong was gazetted early in the year 1859, about February 22nd. The Municipality today is, therefore, 64 years old. A lot of water has washed beneath the bridge since the date of the birth of the Council and much progress and many difficulties have been faced in the years that have gone over since the town started out to look after itself.

The first meeting of the Council was held in the old Market Place Hotel. At this time the license for this hotel was not renewed and the building was not then a hotel. At this date it was used as a printing office by the "Illawarra Mercury", which paper was established in Wollongong four years earlier. The building was situated at the corner of Market Street and Market Square, or, as it was known at that time, Market Place. Recent residents in the district will remember the position as that upon which Mr McRae lived and kept a wheelwright's shop. The building has since been demolished.

In the large dining room of the old hotel all the town meetings were held and Mr Thomas Garrett, the "Mercury" proprietor who was a very popular man, set aside the old dining room as a place for town meetings. Now a grass paddock exists where once the eloquence of the town was displayed and where men rose and fell in public opinion just as they rise and fall today.

The number of alderman required was nine, and very keen competition took place. Some fourteen candidates addressed the electors from the hustings in the Market Place and other positions in the town. The principal questions at that time which were of interest to the rate payers were: Improved roads, water supply, sewerage, a South Coast railway, and improved harbour accommodation.

The campaign, which was very keen, resulted in the following alderman being elected: James Hetherington, George Hewlett, George Waring, Thomas Garrett, John McDonald, James W. Wilshire, Stephen D. Lott, William Robson, and Robert Howarth. In those days husting addresses were quite the order of the day, and in the Market Square a hustings was erected from which candidates and elected aldermen spoke and returned thanks to the electors. The first elected aldermen were a very strong and able body of men, and the town may be considered lucky in having secured nine men with so much ability.

The Municipalities Act, as we knew it in 1859, was a poor instrument compared with the Act of today, or even the improved Act of 1897, and the new aldermen were left very much in the dark as to what was necessary in the form of Municipal Government.

Thomas Garrett was the first Mayor. He was a man of ability, and besides being a clever journalist he left his mark in the public life of New South Wales some years later. George Waring was a very fine man of independent means, and greatly respected. James Wilshire was a hard case, but a good fellow and well liked. James Hetherington was the proprietor of the Royal Alfred Hotel, now kept by Jack O'Brien. George Hewlett was a man of sterling worth, manager of the E.S. & A. Bank. Stephen D. Lott was a flour mill proprietor. W. Robson was manager of the Mount Keira mine and step-father to the late W. J. Wiseman. Robert Howarth was a grain merchant and proprietor of a tannery. He would be best remembered as the man who, with Patrick Lahiff, carried out successfully the harbour works at Wollongong when others failed.

It will be seen from the history of the above elected alderman that the ratepayers of 60 years ago cast their votes where ability counted. Mr J. Carr was the first Town Clerk. He was a man of spirit, and on one occasion when a brush occurred at a Council meeting he picked up his books and left the meeting. He held the position of Town Clerk for many years. After the retirement of Mr Carr,

Mr Woods was appointed Town or Council Clerk, and following Mr Woods, Mr Henry Stumbles was appointed Town Clerk and held the office for over 30 years. Mr Stumbles is still well and hearty, living in Wollongong, and has a world of memories of Illawarra and its builders.

Amongst the early Mayors of the Municipality of Wollongong may be mentioned Mr F.Cole, Mr Patrick Lahiff, Mr James Cosgrove, Mr W.Robson, Mr W.Wiley, Mr F.P.McCabe, Major H.O.McCabe, Mr J.A.Beatson, and Mr W.J.Poulter.

The Wollongong Municipal Council soon settled down to work in those sixties of the last century. The chief difficulty was roads, and although the Municipality was a small area compared with the neighbouring Municipality of Central Illawarra the roads through the town were very bad. At this time the heavy traffic was right through Crown Street. This traffic included the cartage of coal to the harbour, the carting of timber in the form of logs for shipment, and farmer's produce from North and South. The revenue received by the new Council was small to deal with the construction of streets, and if it had not been for the repeated Government Road Grants the work of street making could not have been carried out.

The question of water supply was early before the Council, and many suggestions were made. The town lagoon was at this time under Council's control. Tenders were called and the supply of water for the town was let to the successful carter at a certain sum. As much as £50 was paid one year by a carter for the right to cart water from the Lagoon.

As the years passed over the necessity for kerbing and guttering the main streets of the town became a necessity, and the lighting of the streets was also a necessity. About the year 1880 the kerbing of Crown Street, Corrimal Street and Market Street was undertaken. Solid sandstone blocks were used, the stone being quarried near Mount Keira. At the harbour, kerosene was used by the Navigation Department for leading lights into the port, and the first proposal by the Council was to erect kerosene lamps in the principal streets of the town. This did not meet with the approval of the ratepayers and arrangements were made to establish a company to supply coal gas to the town. It seemed strange that a town surrounded by coal mines should have any difficulty in having a perfect gas supply, yet it was found that the gas produced by the South Coast coal was very inferior. It was then found necessary to procure coal from Newcastle for the manufacture of gas. About 1881 the streets and shops of Wollongong were lit with the new light, and the town may then be said to have entered upon its manhood.

In the construction of roads the quarry for securing the metal was situated on the spot where Dr H.H.Lee has his residence and surgery. The first load of metal drawn from the quarry was carted by Mr Joseph Makin of Lower Crown Street, who is still living.

Series No. 14

CENTRAL ILLAWARRA AND NORTH ILLAWARRA

Municipality of Central Illawarra

In our last series we dealt with the early history of Municipal Government at Wollongong, tracing the progress of the Municipality of Wollongong from the period of its establishment. In this series we will try to deal with the history of the Municipality of Central Illawarra from the date of its proclamation.

The Municipality of Central Illawarra was proclaimed on the 19th August 1859. This was the same year that the Municipality of Wollongong was established. No time was lost in arranging for the first election, which took place on Wednesday, September 21st 1859, the Returning Officer being Mr D.W.Irving, J.P. The first meeting of the new Council took place on Friday, September 23rd. The meeting was held in the Long Room of Brown's Illawarra Hotel, Dapto.

The following gentlemen were elected to the first Council in Wednesday, September 21st 1859 - over 64 years ago:

No.1 Ward - Joseph Ritchie, securing 57 votes; Hugh Higgins, securing 56 votes; William Warren Jenkins, securing 50 votes.

No.2 Ward - John Stewart, securing 66 votes; John Gerard, securing 46 votes; John Lindsay, securing 38 votes.

No.3 Ward- Evan Robert Evans, securing 100 votes; Henry Hill Osborne, securing 93 votes; John Brown, securing 80 votes.

The election was memorable for the reason that William Warren Jenkins refused to take his seat at the Council meeting for the reason that he was lowest on the poll for No.1 Ward.

The electors of Central Illawarra were lucky in having a good team of Aldermen for its first council. Most of the men elected were sound business men, and they all carried a lot of respect in the areas in which they lived.

Joseph Ritchie was a successful farmer, and was very prosperous. Hugh Higgins was the owner of considerable property at the Figtree. He built the Mount Keira Hotel and held a license there for a number of years. William Warren Jenkins was a large landed proprietor, living in a fine homestead residence at Berkeley.

John Stewart also lived at the Figtree. He was the owner of a big estate there. The property has since been subdivided and sold in allotments and small farming areas. It is known as the Stewart Estate. The late John Stewart was a veterinary surgeon of some note in Sydney. John Gerard was a farmer of some note and also a good public citizen for every movement in Wollongong. John Lindsay was also a successful farmer, and a man very much respected at Dapto. His sons are still at Dapto, and, like their father, carry the respect of all who know them.

Evan Robert Evans was a farmer with a splendid record for straight dealing, and he proved to be a good Councillor. Henry Hill Osborne was very much liked, and had a record for straight dealing in the Council. John Brown may be termed the "Grand Old Man" of the Council. He was a member of the Council of the Municipality of Central Illawarra for a longer period than any other Alderman. The following Councillors filled the office of Mayor during the following years:

John Stewart	1859 - 1860 and 1861
John Gerard	1862
John Brown	1863
R.J.Marshall	1865 - 1865
E.R.Evans	1866 - 1870
John Brown	1867 - 1875
E.Graham	1871
Joseph Ritchie	1872
W.S.Thompson	1873
R.A.Thompson	1874
F.O'Donnell	1875 - 1877
G.A.Porter	1876 - 1878
W.J.R.Jenkins	1879 - 1880 and 1881
George McPaul	1884 - 1885 and 1890
J.Bovard	1885 - 1886
E.J.Cullen	1887 - 1888

The late Alderman F.O'Donnell occupied the office of Mayor seven times and G.J.Cullen also seven times. The position of Town Clerk was filled by Alderman John Brown during the first three months of the early life of the Municipality. The first Town or Council Clerk appointed was E.F.Smith, who was elected in October, 1859. After Mr Smith's retirement there were a number of men who filled the office, including George Osborne, William Osborne and J.Thompson. The present Town Clerk (Mr George Lindsay) was appointed on the 9th October 1889. Mr Lindsay has, therefore, held the office for 35 years.

The first election of Mayor was interesting. Alderman J.Gerard was nominated for the office of chairman pro tem. Alderman John Stewart was also nominated. Alderman Gerard refused to oppose Alderman Stewart. Alderman Stewart was therefore elected chairman pro tem, and Mayor.

The Municipality of Central Illawarra comprises a very large area. It extends on the south to the Macquarie Rivulet and on the north to the Wollongong and North Illawarra boundaries. This Council has during the whole of its life been well managed. Amongst its Mayors were some of our ablest district men. Its Town Clerk (Mr Lindsay) is very capable, and when one considers the immense area of the municipality and the many departments to be handled one can well understand that the office of Town Clerk is not an easy one to conduct.

Municipality of North Illawarra

The Municipality of North Illawarra was proclaimed on the 10th of August 1868, and has therefore passed its jubilee year, 55 years old. The area of this municipality is large and extends from Fairy Creek on the south to the Bellambi line on the North, taking in the important townships of Bellambi, Corrimal, Tarrawanna, Balgownie, Fairy Meadow, Keiraville and Mount Keira.

In the year 1867 a new Local Government Act was gazetted. This repealed the Act of 1858, and provided for municipal districts, with a population of less than 1000 ratepayers and an area of not more than 50 square miles.

As before stated, the municipal district came into existence on the 10th of August, 1868, the year following the introduction of the new Act. The number of Alderman was fixed as six. The first list elected was F.P. McCabe, John Payne, Alexander Lang, James Brooker, John Crossman, and Andrew Armstrong.

The first meeting of the Council was held in the room at the residence of Mrs Anderson, Fairy Meadow. Mrs Anderson was the mother of Mrs Bode, late of Bode's Hotel, now living retired. The building where the meetings were held is existing today, and is historic in that respect. It is on the Bulli Road, next to Mr Harry Figtree's residence, and opposite to Lysaght's "Red House", which was a hotel at that particular period. From there the Council moved its place of meeting three-quarters of a mile north along the Main Road to an old building at the corner of Mount Pleasant and Main Road. Old residents will remember the old building as the place where Jim Edwards and Ted Gibbons had a tinsmith's shop after the Council removed to its new Council Chambers.

The first election of Mayor resulted in F.P.McCabe being elected.

The first Town Clerk - or Council Clerk then - appointed was John Kerr. Mr Kerr held the office for three years. Upon Mr Kerr's retirement Mr Henry Stumbles was elected. This was in the year 1871, and from that year Mr Stumbles continued to hold office for over 40 years. This was a splendid record and during the whole of that long period Mr Stumbles was the friend and adviser of the Council and ratepayers, and proved himself a man of unblemished character.

North Illawarra Municipal Council has had a long list of useful Mayors and Alderman. Amongst the list of Mayors coming to my memory as I write are F.P.McCabe, John Payne, P.Lahiff, J.Wilson, J.Caldwell, George Payne, A.Hicks, A.A.Lysaght, Thomas Cook, Frank Young; and the Alderman were John Payne, T.C.Bode, J.B.McAlister, D.Williams, E.O'Neill, F.McDonald, H.R.Murdoch, John Walker, A.Lang, James Brooker, John Crossman, Andrew Armstrong, John Porter, D.Williams, James Anderson, and I think F.K.Bate was also Mayor of the Municipality for a term.

Francis Peter McCabe, the first Mayor, was the Managing Director of the Mount Keira Colliery. He was a strong man, but extremely proud in his manner. John Payne, who held the office of Mayor longer than any other Alderman, was a very strong man, and although not popular with a section in the municipality, he was a man of sterling worth and high character. Patrick Lahiff was an able man, with a good general knowledge of Municipal Government and a lot of natural ability. J.Wilson was connected with the Bellambi Colliery as manager. James Anderson and F.K.Bate were in the brick-making business. D.Williams was a farmer. Thomas Cook was the manager of the Mount Pleasant Colliery. The remainder, I think, are still living and are still young enough for a lot of good work.

Space in this series will not allow for further extension. Right throughout the existence of the Municipality it has trod the thorny path, but its record for work has been good and with that we are satisfied.

EARLY NEWSPAPERS OF ILLAWARRA

"Illawarra Mercury"

Sixty-eight years is a long time in the history of the district, and particularly when that district was only born half a century before that, yet in the year 1855 the Illawarra district had grown to sufficient importance to support a newspaper. For in that year the "Illawarra Mercury" was issued by Tom Garrett. Much water has flowed under the bridge since that date, but through all the changing years the old paper has not changed in appearance since the summer's day when Tom Garrett issued the first edition from the old office at the Market Square. In some respects the paper has changed, just as the people have changed, but it still retains its policy of justness and fights for the cause of the oppressed, as it did in the days when property and influence counted, and when men who toiled were weak and their cause unchampioned.

The first proprietor, the late Tom Garrett, was a very strong man, and in years after left his mark in the political life of New South Wales. During the time Mr Garrett was conducting the paper William McCourt, whose father lived at Fairy Meadow, worked on the paper as an apprentice. On the retirement of Mr Garrett, Mr McCourt took over the paper, and then disposed of his interests to Messrs Hart and Campbell. Mr McCourt subsequently removed to Moss Vale, where he founded "The Scrutineer". In turn he, too, entered Parliament, representing the electorate of Bowral. Mr McCourt was a very successful legislator, and, besides a Minister of the Crown on several occasions, was Speaker of the Assembly after Sir Joseph Abbott.

Messrs Joseph Hart and Archibald Campbell conducted the paper for some time, then Mr Campbell purchased Mr Hart's interests. Mr Campbell retained proprietorship of the paper until his death, and his widow conducted it for a time and then disposed of her interests to Mr E. Allen, and then Mr S.R. Musgrave purchased the paper and formed it into a company.

Amongst the early members of the staff of the paper may be mentioned Mr Frank Wilkinson, well known as "Martindale" in sporting circles; Mr Harry Rauch, who is proprietor of two Nowra papers at present; Mr C. Stanbridge; Mr D.J. Stewart, of the Sydney "Mail"; Mr George Walker, of the "Sydney Morning Herald", and others I just cannot call to mind at present.

This paper has had a successful run for nearly seventy years, and today is just as much sought after as it was in the days when Tom Garrett stood on the corner of Market Street and handed his paper to the bullock dray and spring cart drivers on their way from the wharf to their homes at Unanderra, Dapto, or Albion Park. Through all the years this, the oldest paper on the South Coast, has never missed publication, and for its fearless spirit it deserves to prosper. On the list of subscribers are members of families that have taken the paper from its first day of publication.

"Illawarra Express"

In the year 1860 the "Illawarra Express" was founded by Messrs Devlin and Sinclair. Mr Devlin was the printer and Mr Sinclair the editor. The paper was issued from premises which are now the Wollongong Friendly Societies Hall in Wollongong. At this time there were two or three hundred

miners in the district, and the paper was issued as a miners advocate. "The Express" was a decent paper, and after a time established a good circulation. The editor (Mr Sinclair) was a clever writer and put a lot of good copy into his new paper.

Mr Sinclair may be remembered by some of the old hands as a spiritualist of note. He had a "spook school" in Wollongong, where the spirits of the departed met the spirits of the present, and a good time was spent.

The "Express" had a good staff, amongst the apprentices being Mr Albert Organ, Mr George Copas, and Mr Tom Green. Mr Albert Organ figures well amongst the big men of yesterday. He was born at Wollongong - in the position of the present Wollongong Hotel - in the year 1847, seventy-six years ago, and I think he may be placed as the oldest living native-born in the Municipality of Wollongong. Mr James - a native of Mount Kembla - is older, but Mr Organ will about win for Wollongong. Mr Organ's father, of the 28th Regiment of Foot, came out from England some years previous in charge of convicts, and superintended the convicts working at Belmore Basin and on the roads in different parts of the district. Sergeant Organ was a very humane man, and many an old-time convict can thank Sergeant Organ for decent treatment.

Mr George Copas, who was on the "Express" staff for some years, was well known amongst the old hands as a cricketer of some note. After leaving the "Express" he joined the Education Department, and taught school in different parts for many years. The late Mr George Copas died in Wollongong some three years ago. He was a very honourable man and much respected by all. He taught at Jerara School.

"The Banner"

Out where the mighty figtree has named the locality, the "Illawarra Banner" found birth in the year 1863. It is rather remarkable that the paper should be established outside of Wollongong, but then Figtree was quite an important centre sixty years ago. The editor and proprietor of the "Banner" was William Bowe, and he was a relative of William McCourt, of the "Illawarra Mercury". The paper was issued at Mr Bowe's residence, Figtree, a house now occupied as the Figtree Post Office and store. This paper was eventually transferred to Wollongong, where some years after it became the "Wollongong Argus", under the proprietorship of Mr Donald Campbell. For some years the paper appeared under the form of the "Banner", but with the title of the "Argus". One prominent feature of the paper was a capital supplement issued with the paper and printed in Victoria.

"Wollongong Argus", now "South Coast Times"

The "Wollongong Argus" was established about the year 1879. In form it was similar to the "Mercury". Mr M. Robertson came on the paper very early, about 1880, and a big improvement was shown. Later Mr Lincoln took charge, and some big alterations were made. Then later Mr Little came into possession, at which time the paper was changed from the "Argus" to the "South Coast Times", and a new form of issue was adopted. The "Argus" was lucky in having good men on the staff.

All the district papers, particularly in the early stages, have been very carefully handled, and I know of no case where they have been in any difficulty through the publication of news that has not been authentic. Evidently great care has been exercised in grading news items, with the result that the news published has been authentic and reliable. In all public movements the district papers have been behind the citizens in pushing forward big projects. The Illawarra Railway League had

splendid help from the "Mercury" in a project which at one time seemed a hopeless effort. I remember speaking to Mr Raunch, of the "Mercury", about the year 1880 with reference to the possibilities of the proposed railway, and his reply was to the effect that if the "Mercury" could get the line through, space nor effort will not be spared.

In the agitation for the Wollongong and Port Kembla harbours, both the "Mercury" and "Argus" did not spare any effort in the help given. Quite a number of district men have contributed very decent copy to the papers - John Dunmore Lang wrote for the "Mercury" in the early days. Mr C.C.Russell, in years past, was a contributor in the form of a serial and other short stories to the "Mercury". Henry Kendall was also a contributor to the "Mercury" forty years ago. David Christie Murray had one or two articles in the "Mercury" after his memorial visit to Wollongong many years ago.

I have before me "Essay on New South Wales" by G.H.Reid, and an extract from the "Illawarra Banner":

"Illawarra Banner" - Two lines have been surveyed for a railway line between Sydney and Wollongong, one of which it is anticipated will be submitted by the Government during the next session of Parliament. With such a railway in existence Illawarra will become one of the largest and most prosperous districts in the Colony. The coal and kerosene deposits, which can be so easily worked, must of necessity force the district into manufacturing industries. From Bulli right through the district to Kiama (a distance of 50 or 60 miles) there exists an immense range of mountains, and the very best of coal has been traced right through."

The above is an extract from the "Illawarra Banner", a paper then printed in Figtree and dated 1870, 53 years ago. As we know the district today we know the "Banner" statement of 50 years ago has come to pass.

Series No. 16

MEN AND BUSINESS OF OLD ILLAWARRA

"For the purpose of convenience in the writing of the number I would like to take my readers, and particularly my old friends, 'Back to Illawarra' seventy and sixty years ago (1850's and 1860's), and to again walk with them through the streets of Wollongong. We would like to meet and talk with our old friends.

We left Sydney last night in the **Illawarra**, Captain Grainger in command, and arrived at Wollongong harbour early this morning. There on the wharf is old Mr Makin, father of Mr Joe Makin, in charge of the wharf and waiting to receive the boat. Joe Makin is there also in his coach, waiting for his load of passengers. Old Charlie Robinson is there also calling out some messages to the crew and waiting for passenger's for Howarth's Queen's Hotel. Sergeant Hildebrand is there also, watching that no bad characters come by the boat.

We jump into Joe Makin's coach, bound for Elliott's Royal Hotel, and receive the usual blessing from Charlie Robinson for not staying at the Queen's. On our way up in the coach we note that the Waterloo Stores are being pulled down and that a hotel, the Brighton, is being built in place of the

stores. A little further up we pass Russell's Hotel, near the Lagoon, then round the Market Place, Beattie's stables, and up past the new Queen's Hotel. We notice that the Market Place Hotel has been closed, and that Tom Garrett has opened a paper office there. We wish his newspaper, the "Illawarra Mercury", all kinds of success.

Round old Collin's corner we go, and as we pass Collin's shop we greet the old man, who is cleaning his windows. Next we pass Andrew Herd's shop and then Bernie McAuley's Harp Inn, and then we pull up at the Royal Hotel, to be received by Edward Elliott. It is raining hard this morning, and it looks as if we would have a day indoors. Nevertheless, we will see the town tomorrow, if not today.

It rained all day yesterday after our arrival in Wollongong, and all night last night. It is not raining now and we are off for a walk up the street. Our first call is at Bill Smith's blacksmith's shop. Here we meet two old friends - Jim Bolton and Bob Cook, and a son of Dan Griffin. Young Dan is here getting a horse shod. While here a familiar voice is heard coming up the street - it is Charlie Robinson singing his favourite ditty:

"Bright you are and Bright may be,
But a Brighter man you have in me."

He is on his way up to John Bright's store to strike a bargain for the hotel he is staying in. The road in front of the blacksmith's shop is in a fearful mess with the rain of yesterday and last night. Just opposite to us a dray, loaded with coal, is stuck in the mud to the axles. The horses are straining for all they are worth to free the load. While young Dan Griffin was bending down watching the wheels in the mud, a cart ran over his foot, and he had to be carried into the blacksmith's shop.

When I was last in Wollongong the streets were bad, but nothing like this. This morning Crown Street is a quagmire from one end to the other. We notice that Bob Howarth has a grain store across the road. Just across the road, opposite us, a branch of the Commercial Bank has just been opened up, with Mr Tucker as manager. We are going back to the hotel again. It is again raining hard and no visiting can be done today."

{This interesting description of a visit to Wollongong in the fifties breaks off suddenly, and is not resumed. The following explanation is necessary - Editor.}

The man in charge of the wharf seventy years ago was Mr Makin, father of Mr Joe Makin and George, who is at present in charge of the wharf. Mr Joseph Makin was a coach driver and one of the most reliable men in the town. He met all the boats at the wharf with his coaches, and could be depended upon. Charlie Robinson was a great character in the town sixty or seventy years ago. He was a Highland man, and was much sought after by the various hotels. He had quite a collection of songs and ditties, and was the delight of the young element, so long as they kept a distance from his stick. He always wore a glengarry cap, and sometimes appeared in kilts, mostly on Saturday night.

Captain Grainger was a smart sea captain, and brought the **Illawarra** over from England. After some years trading on the coast he gave up the sea and carried on farming at Shellharbour for many years. Later, during the time the Harbour Trust was in existence in Wollongong, he had charge of a section of the work.

The Waterloo Stores were the property of the Illawarra Steam Navigation Company. They were situated where the old Brighton Hotel stood. About seventy years ago they were pulled down and re-built at the wharf. The Brighton Hotel was then built on the place where they were pulled down.

Russell's Hotel was called after the proprietor James Russell, and was situated where the Convent now stands. It was pulled down many years ago.

Beattie's residence is one of the oldest places in Wollongong, and a portion of the building of today is just as it was seventy years ago.

The Market Place is what is now called Market Square. It was the place where the town markets, sales, and show were held. The building opposite Market Square, at the corner of Market Street and the street running past the west boundary of the Square, was at one time 70 years ago the Market Place Hotel, but in about the year 1855 the "Illawarra Mercury" was opened there, and at this time it was not a hotel, but a paper office.

Queen's Hotel - This building was built in pieces by Robert Howarth as a store, but at the time of this narrative it was opened as a hotel.

Collins' corner was named after Mr Collins, a watchmaker who lived and had a shop on the corner. Andrew Herd had a painter's shop next to Collins'. He was the father of Ted Herd of Garden Hill.

Barney McCauley's Harp Inn - This was a small building in the position of the present Harp Hotel, kept by Mr McCauley. Mr McCauley was a grandfather of Mr J.A. Beatson, of Wollongong.

The Royal Hotel, on the site of the present Oxford Hotel, was built by Edward Elliott. The Elliott's were a well-known district family, related to the Lysaght family, and a son (Alexander) used to be in Wollongong of recent years.

Bill Smith's blacksmith's shop - This shop was situated next to where the Water Board now have premises, and on the land where Vereker's butcher's shop now stands. It was the first blacksmith's shop in Wollongong. The two men met there - Jim Bolton and Bob Cook - are both living, and each hale and hearty today. Young Dan Griffin, of the narrative, often visits Wollongong. He has seen the sun go north and south many times since that day when the cart ran over his foot.

The streets of Wollongong 60 or 70 years ago were without much metal and in wet weather became impassable to traffic. At the time the narrative speaks of, the Mount Keira coal came by teams (horses and bullock) to the port of Wollongong. The roads right from Mount Keira, past the Cross Roads, and down Crown Street, were very much torn up. They had not then received a proper metal foundation, and the traffic in wet weather cut into them very much.

Bob Howarth's grain store room of some importance in those days. For some years, about 65 years ago, a branch of the Commercial Bank was established in the premises now occupied by Barney Wall, with Mr Tucker as manager. Afterwards Mr W.G. Robertson became manager, and the new building was built in its present place. The first branch of the E.S. and A. Bank was established about the same time. Its premises were on the other side, next to the Starr-Bowkett Society's present office. Mr George Hewlett carried on the business of a commission agent for the bank also. Upon the Commercial Bank moving to the new premises, the E.S. & A. Bank opened in the premises vacated and Mr Hewlett was appointed manager.

INDUSTRIAL UNREST IN ILLAWARRA IN DAYS OF THE PAST

In the year 1878 the whole of the collieries on the South Coast plunged into a disastrous strike, but the whole of the collieries were only four.

It is very difficult for the historian to deal with industrial positions, for the reason that the compiler of history must appear as a partisan in dealing with questions in dispute. Still, one must write of the position as it now appears - not as it appeared 30 or 40 years ago, and trust to the good sense of the reader to accept the position as it is written. In these days when we have come to view the right of unionism to live as a perfect legal institution, there can be scant sympathy with any manager or company that would say to a body of men: "You must not form a union", or "You may have your own union, but you must not affiliate with any other union".

This was the position at the Mount Keira, Mount Pleasant, Coalcliff, and Old Bulli mines in the year 1878, when the officers of the newly formed local unions were discharged for collecting Union Fund contributions at the Colliery Pay Office. At this time the unions were just formed and the men were not in a position to enter upon a strike. It was in the days before unionism became the powerful factor that it is today, and also in the days before unionism exercised the influence upon public opinion as it does today. After the men had been on strike for four months the four companies named introduced Free Labour. This killed the hope of the unionists to win the strike, and all those who took no active part in the dispute were allowed to return to work. The others had to find work as best they could.

Upon the return of the men to work the union ceased to exist, and for three years after that the union did not find any place with the coal miners on the South Coast. In the year 1881 a Trade Union Act came into force, which gave unions some standing in the community. In the year 1885 we find a union registered on the South Coast coalfield under the heading of "The Illawarra Coal Miners' Mutual Protective Association", the officers signing the certificate for registration being John Millard, William Henry Wynn, Thomas Millard, James Hopewell Mitchell, William Birch, James Bywater, and Abel Newton. By this time the Helensburgh and Mount Kembla Collieries had been opened, the new union therefore started with six branches in its association.

It was thought no manager or company would risk a colliery strike by interfering in any way with the newly formed union. Unfortunately, this was not correct - at least not at the Mount Pleasant Colliery. At this colliery the manager, Patrick Lahiff, notified the men that their officers would be discharged if they collected union levies at the pay office. In those days the Mount Pleasant Company paid their employees at the Temperance Hall in Wollongong on the pay Saturday. Not to be deterred by any threat by the manager, the secretary (W.Kelly) and his mate made the collection, with the result on Monday morning they were not allowed to enter the mine.

This was a challenge by the manager to the men in earnest, and the men accepted the challenge, but not in the way they do today. The men went to work that day. At night they held a meeting, and a deputation from the meeting went to the manager's residence in Wollongong with an ultimatum to the effect that if Kelly was not started in the morning the men would not go to work next day. It was a position in which a little common sense was required and the district may have been saved a disastrous strike in 1886. That common sense was lacking, with the result that the district suffered

under a strike that caused intense misery to the men and gave some of the shopkeepers a blow from which some of them never recovered. By the birth of the year 1887 this long-drawn-out strike was over.

At the Bulli Colliery the men had hardly got back to work when the disaster known throughout Australia as the "Bulli Disaster" occurred. Even this might not have occurred if a measure of give and take had been exercised on the night when the men of Mount Pleasant met their manager at his residence in Smith Street 37 years ago.

From 1886 to 1890 was a period of peace in the district collieries. Between those years Mr John B. Nicholson arrived at the South Coast from Canada and the United States, and he came with a reputation as an honest and fearless leader of men. Very soon he found his place as general secretary of the Miners' Union, and for three or four years peace and goodwill was the word on the South Coast.

The year 1890 was a history-making year, not only in Illawarra but right throughout Australia. In that year the greatest industrial upheaval occurred that has yet affected Australia. The trouble began amongst the engineers and firemen engaged in the coastal trade in New South Wales and Victoria. At this time the engineers on board the coasting boats were suffering from some very genuine grievances, and although they tried many times to arrange with the owners and companies controlling the boats for a conference to consider their case on each occasion their requests were refused, and at last with no other course open to them they ceased work.

At once the owners arranged for Free Labour crews, and the boats left Sydney and Melbourne to coal at Newcastle and South Coast ports. Then, once again, the miners - feeling the justness of the cause of the seamen - left the coal face and refused to cut coal for boats with non-union crews. Then followed the wharf labourers and all waterside workers, and, as each day went over, union after union - some directly affected by the seamen's strike, others out of sympathy - ceased work. The strike had all the effects of the One Big Union that we hear about today. Men threw up good positions just because they were miners, and that calling throughout the ages gives them an understanding of "human sympathy", which is not, and never will be understood by the world at large.

The 1890, or Maritime Strike, occurred in September, and right throughout the hot summer days the strike went on. At first it was thought that the end of the year would see the end of the strike, but it was well into February before the South Coast men returned to work. When they did return it was but a poor result for months of trials and hardships. But what of the lesson and what of the result. In the minds of every thinking miner the one thought sank deep and it was this: "Is this strike method the best method or is it a two-edged sword which cuts deep the smiter as well as the smitten". In the following year the question was answered by the return in 1891 to the New South Wales Parliament of 26 Labour members.

In many respects the strike of the year 1890 paid for itself handsomely. It is 33 years since the Maritime Strike. This is not a long period, but then the history of mining unions on the South Coast is very recent, yet in the period that has passed over since that strike many of the sound advisers of that period have also passed westward. The late J.B.Nicholson, who was District Secretary during the strike, and who was elected to Parliament in 1891, was one of the best and truest advisers that the miners ever had. A.M.Hatton, who is now Inspector of Coal Mines in the Newcastle district, was also a man of sterling worth. To my memory also comes men like the late John Ryan, of Balgownie; late Arthur Fee, of Balgownie; H.R.Murdoch, at present living at Balgownie; Frank McDonald, at Mount Keira; and many other worthy men.

As the years pass over I often wonder if the leaders of today could handle a large body of men as well as they were handled in the years past. I rather doubt their ability to do so, for I see in the character of the leaders of today a spirit where caution is lacking, and although that class of leader may receive the plaudits of the crowd when trouble is not with us, in a long-drawn-out strike a different feeling enters into the life of the miner. He doubts his own faith in most things he is told and hears about, and he turns aside from the demagogue and looks forward to the man "who speaks the wisdom of the Gods".

Series No. 18

WOLLONGONG 75 YEARS AGO [1848]

Wollongong today (1924) may be counted amongst the big towns in New South Wales, and certainly one of the most important towns. There was a time when it was very small, and we like to think that our town is equal to the best, and that, notwithstanding what may be said to the contrary, we have progressed. In this series we will trace what may be termed the highway, from the wharf right through the town, giving a description of the shops and buildings as they appeared in the year 1848 - 76 years ago.

The place for shipment at that time was off the Brighton Beach - the harbour had not been built at that time, and a rowing boat and other means was used to get the goods and live stock on to the boat. Up from the Brighton Beach a store was erected called the Waterloo Stores. This store was used by the Shipping Company to house the produce as it was taken in or received from Sydney. A little further up Harbour Street, on the right-hand side, was the residence and surgery of Doctor Knair - one of the early medical officers in the town, and who was a good public citizen.

A little further up, on the opposite side, just where the Convent is at the present time, was situated the Mariners' Hotel, kept by James Russell. At this hotel a great number of the meetings of the town were held. Here the early Agricultural Society of the district held its meetings, and here dinners and banquets took place.

Turning the corner and going up on the north side of the Market Place (now Market Square) we come to the building now occupied by Mrs Beattie. This was the residence and surgery of Doctor Hoskings, who was the grandfather of Mr Charles J. Hoskings, at present of Wollongong. Doctor Hoskings was a very fine gentleman and much respected. At the top of the Market Place, on the west side, was the Market Place Hotel, kept by J.Evans. It was also a place where meetings were held. Going down Market Street to the Lagoon, the Sea View Boarding House was situated, kept by John Weller. Then along Harbour Street the Catholic Church was much as it is today.

Back to the Market Square the Queen's Hotel was kept by Robert Howarth. The next place was the Post Office, where the office of the Public Works Department is at present. The next place was Collins' watchmaker's shop. On the corner of Market and Corrimal Streets, on the left side, where Rathmell's butcher's shop existed a few years ago, was a baker's shop kept by Mrs Fuller, who was the grandmother of Sir George Fuller, Premier of New South Wales. Almost opposite, on the other side, was the Harp Inn, kept by Barney McCauley. This was a little, low verandah fronted building, but a drop of good stuff was kept there.

Next we come to Edward Elliott's Royal Hotel. This was at the corner where the Oxford stands today. Next was Robert Howarth's dwelling, near where Mr James Kirby lives today. Next Howarth's tan yard. Leaving the tan yard we come to the building where Mr Wall has a tailor's shop today. This was occupied by the Commercial Bank, and if you look you will see the bars across the small windows of the strong room, at the back of the building.

Across the street was situated the blacksmith's shop of Bill Smith. Bill was very popular, and on wet days in particular the citizens of the town gathered to talk of the time when Wollongong would be a city. On the same side, a little further up, Mrs Orphan had a small shop. Mrs Orphan was the mother of the present Mrs Orphan living in Coombes Street. The shop was where the Wollongong Hotel now stands. From this point the town was bush to the Commercial Hotel. This was kept by Robert Osborne.

Next place of call was Casey's baker's shop. This was situated where Simpson and Co. recently had their paper shop. Mr Casey was a good baker, and was good natured to a fault. It used to be said that he gave away more bread than he sold. Next was the old mill, kept by J.Longmore and afterwards by George Lott. The mill was near where Charlie Edwards has his blacksmith's shop.

The Royal Hotel - now O'Brien's - was kept by John Osborne. Where the present Freemasons' Hotel stands today, Allen's large store stood 75 years ago. Across the street, where Brickwood's jeweller's shop stands, Mr Makin - father of Joe Makin - lived.

The next place was William Murphy's store - "Arrah-Go-Sheath" Stores they were called, which meant all cash, no terms. This store was later opened as the Shamrock Inn by William Murphy. The next place of note was the residence, now known as Osborne's House, on the edge of the hill going up to the hospital. The Rev. Mr Atchinson - or, as he was then known, Parson Atchinson - lived there.

Where the Wollongong Hospital is situated Dr. John Osborne lived. This building has many memories of the forgotten past. Deep in its basement, back in the year 1848, men and women suffered punishment of a kind, the thought of which makes us blush with shame. Today in the same place, men and women also suffer, but instead of the triangle and the green-hide thong, the hands of administering angels smooth the pillows and soothe the pain, and today men and women live to bless the comfort and attention they receive at the place where 75 years ago curses were breathed, not blessings.

Our next stop is the Cross Roads. From the residence of Dr. John Osborne to Geard's house, at the Cross Roads, was a long and lonely walk at night. It was just bush, with a poor bush road. Mr Geard lived in the building known as Phillips', at the Cross Roads. It is a building on top of the hill going down to the Ghost Bridge. The hill was named after the owner of this property, Geard's Hill. Next to Geard's place, and on the property now occupied by Mr W.G. Robertson, the Cross Roads Stockade was situated. The convict prisoners employed constructing the roads to Wollongong and Dapto were housed there.

Coming back to Wollongong we have the residence of Charles Throsby Smith, known as "Bustle Cottage", situated upon the crown of Smith's Hill, surrounded by a Crown Grant of 300 acres. The next house of note was a residence occupied by James Shoobert - the man who first opened the Mount Keira mine. Dan Griffin, senr., afterwards lived there, but it was a surgery 75 years ago. The building still stands, next to the Wollongong School, now known as the "Bungalow". Up on Peacock Hill, where the Catholic people are about to build a boys' school, an old house stood, the residence of Mrs Sheef.

From the Church of England to Bode's Hotel, in the year 1848, no house or buildings existed - just wild bush teeming with snakes, and where the wallaby and the birds of the bush lived in security. Opposite to where Bode's Hotel now stands was a flour mill owned by Hurt Brothers.

Flagstaff Hill, Unanderra - Before closing this series the early name of Flagstaff Hill at Unanderra might be explained. When shipping took place at Wollongong the farmers and settlers in the Unanderra and Dapto areas were compelled to cart their produce into Wollongong, and very often with the prospective hope that the boat might be at the anchorage. It was very remarkable in those old days to see the produce coming to market. The bullock dray was much in evidence. The single bullock in a heavy spring cart or light dray was not unusual. The spring cart and horse was coming into use, and the pack horse was seen in plenty along the bush roads. Under the best conditions a whole day was wasted in going to market. If the **Sophia Jane** had not arrived it was a case of carting the live stock back again. A keg of butter might be left at the Waterloo Stores, but there was no room for pigs or calves. It was then decided that a signal should be given when the boat was in, and on the highest hill at Unanderra a tall flagpole was erected, and from the top of the pole a flag was flown when the boat was at the moorings. This was a great advantage to the farmer, but not to the hotels along the road. Those old-time settlers lived well and they were all friends, and when they met in town they had their drink together and talked with memories of their early struggles and proudly boasted - as they had a right to boast - of the success which lay before them.

I am very grateful to Mr Robert Cook, of Garden Hill, Wollongong for a lot of information in compiling this series. Mr Cook, who is 82 years of age, has a memory of 75 years in Illawarra.

Series No. 19

EARLY EDUCATION IN ILLAWARRA

It seems a very remarkable thing that the men who had charge of the schools in Illawarra at the birth of our education were almost all men who during their life left a clear mark on the history roll in Australia. At Fairy Meadow, in the year 1860, we had Mr Miller, father of the late Sir Denison Miller, manager of the Commonwealth Bank, and at Wollongong we had Mr Walter Edmonds, now Mr Justice Edmonds.

In addition to the State or Public School established in Wollongong, there were a number of private schools where secondary education was taught. Out past the Cross Roads, at the large homestead residence of the Stewart Estate, Mr Blackett kept a private school about the year 1860. This school was for boys, and there are yet a few living in the district who will remember the old Stewart homestead as a private school.

Back in Smith Street, close to where Miss Gordon has her private boarding house, Madam Zlotkowski kept a private school. Madam was a very talented lady, and many old Wollongong boys can thank Madam Zlotkowski for a sound and liberal education. This school was later kept by Mr Gordon, father of the Misses Gordon. The school building disappeared many years ago.

The Church of England School was held in a brick building in Market Street. The building was pulled down some years ago. The early teachers were Mr Humphries (about the year 1860) and later Mr Wilson.

The Catholic School was situated near the Church, and some very clever teachers were attached to this school. Mr Moore was the first teacher about the year 1850. He was followed some years later by Mr Buckley.

The Public School at Wollongong was situated where the present Town Hall stands, and the playgrounds enclosed the present Post Office grounds. The old Public School has a lot of history behind it. The first teacher was Mr Maynard, next came Mr Hullick. Then Mr Sladen, and then Mr Walter Edmonds (now Justice Edmonds), and following Mr Edmonds came Mr Lane, who was teacher when the school was removed to Smith Street. At the Catholic School later a very clever teacher named Shallhood was teaching for a time, and the late "Mick" Shannon was assisting when he first came to Wollongong. For a time a private grammar school was established at Mr Perry Owens' private residence at the Market Square, where a number of our present boys of the early generation were taught, Mr Dalrymple was the teacher. It was known as the Illawarra College.

Education at Fairy Meadow - Away back as early as 1843 we have a record of a school (private) at Fairy Meadow. It was situated about where Fern Hill is now named. The first established State School was opened at Fairy Meadow in the year 1860, the teacher being Mr Miller, father of the late Sir Denison Miller. After Mr Miller came Mr McCready, a very clever and able teacher. Then Mr Horkens for a short time. After Mr Horkens, Mr John Richardson had charge for a considerable time. The late Mr John Richardson, whose family still lives on Smith's Hill, was a very careful teacher, his first charge on arrival in Australia being at Fairy Meadow as teacher; afterwards he was transferred to Unanderra, from which place he retired, taking up his residence in Wollongong. While living at Wollongong Mr Richardson proved himself to be a good public citizen and was foremost in all public movements for the good of the town. He was secretary to the old hospital in Flinders Street for many years. His son, W.J., was Shire Clerk at Bulli for some years. After Mr Richardson was transferred to Unanderra, a lady teacher (Mrs Farrell - afterwards Mrs A. Campbell) was appointed, and the present older generation at Fairy Meadow and other parts of the district can thank Mrs Farrell for a sound and just education.

Mount Keira - About the year 1865 a State or Public School was established at Mount Keira. For romantic position and surroundings the Mount Keira School would be hard to beat in Illawarra. The school at this period was situated at the base of the Mount Keira slack heap. Away to the right of the school was a deep gully where a waterfall, with a fall of over 50 feet, cast its water over the sandstone rocks. In this gully the first Mount Keira tunnel was opened, and at the time the school was in existence the old tunnel mouth was in a fair state of preservation. During play time the boys used to go to the old tunnel and watch the glow worms shining down the gallery, but they never entered. Report had it that a Bunyip - whatever that might be - lived down in the old tunnel mouth, and to enter was to abandon all hope, so the boys in those old days did not enter. I sometimes fancy that it would take more than a Bunyip to prevent the boys of today from entering that old mine, but the boys of '65 had faith in many things that they could not understand. Where is that faith today?

The first teacher at Mount Keira was Mr Hamilton, who was a fine teacher of the old school, and took a lot of trouble with his boys and girls. Mr Hamilton had a son afterwards teaching at the Mount Kembla School, and I fancy that today that son is something very important in the botanical section of the Department of Education. Mr Hamilton was six or seven years at Mount Keira. The school then was a slab structure with a shingle roof, and the teacher's residence was also a slab building, which had previously been used by Mr James Cram as a general store. The school had quite a commanding position, and around it was quite a settlement.

About the year 1871 a young man came riding over the Keira Mountains from Appin or Campbelltown to take charge of the Mount Keira School. That man's name was James Murphy, and for thirty six years he taught in the old school, and then the position of the school was removed to its present place by the side of the Mount Keira Road. The removal was from a tumbled down slab structure to a beautiful freestone building, with residence of the same class. The position of the new school, which was erected in 1876, has no equal in Illawarra for beauty - standing on a ridge of the mountain heights, some distance above the village of "Paradise", and far removed by hills from "Hell-Hole". It has been for fifty years in the safe-keeping of teachers who recognised their charge and did their best to make men and women of the children under their care. Mr Anstey is in charge of this school at the present time, and he also is a teach worthy of the traditions of the old school.

Mount Kembla-Cordeaux - The little lonely school at the Cordeaux was opened about the year 1878, with Mr Wilson in charge. In the year 1878 this school was back in the wild bush - "out where the wild dogs chorused nightly". Settlers had braved the solitude of the great bush years before, and to provide their children with the necessary education to fit them for some path in life the school was established. Mr Wilson, the teacher, was a remarkable man. It is many years since I made his acquaintance. I found him a man of splendid character, and very fitted to have the charge of children in a place where the solitude of the great bush makes children of us all. The late Mr Wilson faced the position and grew to love the wild bush only second to the love for his children. He was a man of robust health and lived to a great age. About two years ago he died at his home at Garden Hill. In the latter years of his life, when the care of the school and children was not in his keeping, he still lived an active life. He was a constant visitor to the Wollongong Hospital, and the inmates look for his coming, for, to use an old Irish saying, "He never came with his hands hanging down by his side". A new school has been built at the Cordeaux, and other teachers are in charge. The last teacher who taught in the old school was Mr Wheeler Cram, now of Corrimal School. He was a good teacher. He is a son of the late James Cram, and comes of a very respectable district family.

Series No. 20

EARLY EDUCATION IN ILLAWARRA (Continued)

In the last series we talked of the education in Illawarra at an early period in the history of the district, and we closed our last review with that of Cordeaux.

Early Education at Unanderra

Very early in the history of the district, Unanderra, or Charcoal, came into prominence as a centre of learning. In addition to the agricultural settlers at Unanderra, the place was the home of the charcoal burner. There was a large quantity of oak timber along the flats, and it was this timber that was used for the production of charcoal. About the year 1843 a private school was opened at Spring Hill by James Bockey, a teacher from Oxford. This school continued for some time. An accident happened to the teacher. He was crossing Allen's Creek, some distance above the present bridge, coming to Wollongong, when he slipped off a log which spanned the creek, and was drowned. After his death a Mr Glennon taught at Spring Hill for a time and some 75 years ago the school was

abandoned. The next school was at Unanderra. This also was a private school and was kept by Mr Tresnan. The late Mr Tresnan's daughter taught at the Wollongong Public School until recently. Mr Tresnan's school was opened at Unanderra in the year 1850. There are very few of Mr Tresnan's early scholars living today, and those that are living have passed the "Three score and ten". So far as we know the survivors of this old school are James Axam, living at Mount Kembla; Alf Richards, living at Unanderra; John Barrett, living at Spring Hill; Miss Kelly, living in Wollongong; and Andrew Elliott, living at Figtree.

The Mount Kembla School was early among the district schools. Our first record of a teacher at Mount Kembla was Mrs Bourke, a widow, who taught a little school near the present Public School sixty years ago. Prior to that there was a night school, where the young lads of Kembla received some instruction. After Mrs Bourke, who taught for about five years, Mr George T. Blakus was appointed. Following Mr Blakus came Mr Cox, and following Mr Cox came Mr A.G. Hamilton. Then Mr Gregson, Mr Putland, Mr Burling, and now Mr Lynch.

In making special reference to Mr A.G. Hamilton as one of the teachers of that school, those who should happen to read this review will forgive the writer. Apart from Mr Hamilton's great ability he appeals to the old resident, for I fancy he was born under the shadow of the Mount Keira Mountain. If not, he came to Mount Keira with his father when an infant. Mr A.G. Hamilton's father taught at a school at Mount Keira away back in the year 1865. He taught at a school where all the natural beauty of the dense bush was present. There in the gully close to the school were clustering vines and flowering trees, and all the varieties of vegetation so dear to the heart of the botanist existed. Is it any wonder that Mr A.G. Hamilton today finds a place high amongst the lovers of flowers.

Unanderra Public School - this school was opened in the year 1877, with Mr John Richardson in charge as head master. When the Unanderra school was being built Mr Richardson was in charge of the school at Fairy Meadow. Mr Richardson's association with educational and other matters is fully dealt with in a previous series. Mr Nunan was a very popular man and a very able teacher. It is said that he handled the children in such a way that the attendance at his school was a record for the district. Upon Mr Nunan's transfer to the North Coast, Mr Wellings took charge of the school. Mr Wellings was a good teacher, but his stay at Unanderra was short. After Mr Wellings, Mr S.C. Rose came to Unanderra. Of Mr Rose it may be said, "He was the noblest Roman of them all". Mr Rose was a splendid character - just and honourable in all his dealings. He was not only popular in Unanderra - he was popular in all the district. He was a teacher: it was his first charge. He was also a public man - a friend to all men and foe to none. For his work, not only in Unanderra, but in Wollongong and district, Mr S.C. Rose will always be remembered with pleasure. In addition to being a teacher he was a man of literary ability. Following Mr Rose, Mr J.A. Brown came to Unanderra School. Mr Brown, by his quiet and gentlemanly manner, made a host of friends. He was very much liked by the children and respected by the parents.

In this series we have dealt with the private schools at Unanderra. It might be explained that the names given as the living survivors of Mr Tresnan's school of Unanderra were of the first generation of his scholars. Mr Tresnan taught school for a period at Unanderra, and there are a number here at Unanderra who attended Mr Tresnan's school. This school was situated where the present Council Chambers are built, and there are many incidents of the old school which bring back happy memories to the boys and girls of Charcoal.

What of the fights which took place under the old bridge, and which in those halcyon days reached back to the school. What of the rival fights which took place between the Tresnan boys and the boys from another private school, situated where the Unanderra Railway station is now placed. The old

bridge was a useful structure. It allowed the necessary privacy for a real ding-dong set-to, and when the war was over the rival supporters of each school returned to their respective quarters, and the never failing Jenkins Creek was there to wash away the signs and results of the battle.

There is an old weatherboard building still standing, situated on the Unanderra road, and opposite to the store that Mr P.Beatus kept at Charcoal, where Mr Tresnan also taught school. What a host of memories this old building brings to mind to the old generation of Charcoal. As we pass the old building today we see in it a place where people of generations ago received a sound education at the hands of a kindly old man who recognized that he had a charge on his hands. The duty of the old time teacher was to fit boys and girls for a path in life where they might do good and might be of service to their parents. Today boys are sent to college and girls are sent to a boarding school with the object of fitting them alone for a successful career. It was not so in the old days. If a boy was sent to school it was with the object of helping his parents. In a number of cases the parents could not read, and the children became the medium of correspondence with the produce merchants and other business places, and as the son grew up to manhood he became the guide and councillor in the home.

One amusing incident is remembered as to the want of education amongst the early settlers. A number of settlers had a Government contract to cart earth and metal for a road job at Dapto. Not one man on the job could write, and they adopted the method of putting a grain of corn in a box for each load, the corn to be counted at the end of the week by the overseer. All went well, but by the end of the week a wandering rooster got into the box and the best laid plan went to pieces.

If in this series I have missed anyone or failed to give notice of some early teacher I ask to be excused. The incidents related here are of the long ago, and it is easy to miss some item which may be very important in the early history of education.

Series No. 21

COAL MINING SIXTY YEARS AGO

[1860's]

When we make a comparison of the methods of coal mining today with those of sixty years ago we find that the comparison is indeed odious. Sixty years ago coal mining on the South Coast was done in a very primitive way. In the first place it was "outcrop" coal that was worked, that is to say that the contour of the country was such that the coal strata was at the surface, and it was only necessary to drive into the face of the mountain to open up the coal seam. In most countries the winning of coal measures was via deep shafts.

At Mount Keira and at Mount Pleasant, the first collieries opened on the Coast, marketable coal was got almost from the first day that drives were put into the mountain. In both of these coal mines difficulties of mining engineering only presented themselves after the mines had been driven into the mountains some distance. The chief difficulty was the passage of air, and with the varying winds this often occurred when the drives were in one hundred yards. At the Mount Keira mine the sinking of a furnace ventilating shaft was found very necessary. At the Mount Pleasant mine this was overcome by drives to the surface at stated distances. The main drive at the Mount Pleasant mine ran through the mountain north-west at no great distance from the "outcrop", and a short drive

connected the main drive with the surface. This only supplied a current of air, but it also assisted to drain the bad air which came out to daylight at a distance of about a mile from the entrance. At this point a furnace shaft was sunk about 50 feet deep, and a furnace put in to supply the mine with air. There was a considerable quantity of coal on the south-western side of the main drive, and this coal was all secured by branch drives to the Mount Keira boundary. In recent times we hear of the danger of breaking into old workings. In those old times it was nothing unusual for a miner to "hole" into the Mount Keira workings.

At the Mount Keira mine the first object was to get out coal, then as the drive went straight into the mountain a distance was reached when the air was too bad for men to work in it. Furnace ventilation was then resorted to. A shaft was sunk in Geordie Flat, a distance of about 60 feet to the coal seam and a furnace put in. This supplied ventilation at Mount Keira for some years. About the year 1880 another furnace shaft was sunk about 300 feet. This shaft was situated alongside the Mount Keira Road, above the water trough, and furnace ventilation was still the order at this colliery until about 20 years ago, when the large fan shaft was sunk at the back of the Mount Keira mountain.

So much has been said about "furnace ventilation" in this series that a short explanation may be necessary. In these days when we hear so much on mine explosions it may seem strange that a large furnace in a mine should be tolerated, but it was in the days before exhaust fans were thought of, and it was the only accepted method of supplying a current of air to coal or metal mines. A furnace with bars like the furnace in a boiler was built at the bottom of a shaft of varying depths, the deeper the better, and the heat of the fire rarified the air in the shaft to such an extent that a vacuum was created in the shaft. This vacuum was filled by the cold air from the tunnel mouth, hence a current of cool air was led through the mine workings.

In the method of winning coal great improvements to the mines have taken place since the pioneering days of sixty years ago. Most of the miners at the Mount Keira mine were arrivals from the mines in the North of England, and they were a splendid type of men. A number of the native born of Mount Keira and Wollongong also took to the life, and we have in our midst descendants of those old Geordies of early Mount Keira mining, who are a credit to any industry.

Mount Keira mine was the first district mine in which explosives were used in the winning of coal. The explosives used in those days were black gunpowder (Black Jack it was called). It was in lumps about the size of a bean seed. Today a miner has a boring machine and he puts in a four foot hole in a few minutes. Sixty years ago the miner used a single blade drill, and with this drill he "jumped" his hole, turning the drill each time a trifle to each "jump". But the miner of 1863 was an expert with the drill, and generally from fifteen to twenty minutes saw the hole ready for the charging. In the charging of the hole either fuse or a "needle" was used. With a fuse, if the powder had not ignited after four minutes there was trouble for the miner. The old-time Geordie had a better method, and that was the needle. The needle was a round rod of tapered iron or copper, shaped like a poker, four feet long. The point of this needle was inserted into the powder in the end of the hole, the hole was then rammed or "tamped" with damp slack. When the hole was fully tamped the needle was withdrawn. This left a fine tapered hole right to the powder. A "squib" was then used - a straw six inches long, filled with fine powder. This squib was placed at the hole entrance. To the squib was attached a match. When the match burnt to the squib the powder lit, and a jet of sparks was thrown along the hole right to the powder charge, which exploded the charge. In the event of a misfire the needle was again inserted and another squib used. But misfires were very rare with the old miner who knew how to use his needle.

While I write an amusing incident comes to my mind with reference to the use of "Black Jack". A miner who worked at Mount Keira had his home in Wollongong, but used to batch at Mount Keira during the working week. In his humpy he kept his "Black Jack" in a billy can. During the week his boys used to bring his food up to his camp. One evening he had just got home when his boys arrived with the tea. He told them put the billy on the fire so that the tea might be hot. By mistake the boy put the "Black Jack" on the fire. Very soon an explosion occurred and the humpy was blown away. The mistake was discovered soon enough to get clear of the building, and thankfully no one was hurt. My old friend now lives in Balgownie, and if this should meet his eye he will smile, for I understand his advice to others is "never put powder in a black billy".

For a considerable time, both at Mount Keira and Mount Pleasant, horses were used to draw the skips out of the mine. At Mount Keira, about the year 1874, a haulage engine was erected. The engine was placed almost directly over the tunnel mouth, and for eleven or twelve years it did good work in hauling sets of skips out of the mine. The empty skips were also run in sets, and after running a certain distance they were pulled the rest of the way with horses. Eleven or twelve years later, in 1885, the present large engine was erected and an endless rope system of haulage took the place of the old main and tail rope system.

At Mount Pleasant a remarkable system of haulage existed. Until of quite recent years an engine whistle was unknown at Mount Pleasant. The coo-ee of the under-manager called the men to work, and the surplus energy of the incline hauled the skips from the mine.

Tonight as I write this series of mining in Illawarra sixty years ago I cannot help thinking that the old-time miner was a man worthy to be classed amongst the pioneers of the early industries of Illawarra. He faced difficulties unknown today, and in almost every case we find amongst the old retired miners men who are worthy of our respect and whose sons and daughters stand well amongst the people of our district.

Series No. 22

MINERS OF ILLAWARRA IN THE FIGHTING LINE - 1890

I would like in this series of the Reminiscences of Illawarra to deal with the miner and his characteristics in at least one of the industrial upheavals which have occurred on the South Coast, and I am selecting the strike of 1890 for the reason that it was a big upheaval and also for the reason that the Union was then, for the first time, properly established on the South Coast.

For many reasons the names of the industrial officials and workers in the big strike will not be mentioned, and I will be content with stating facts from my own personal experience. The only name that will be mentioned will be the name of the worthy and esteemed General Secretary - the late J.B.Nicholson.

It has often occurred to me, and I think to many people, that if the history of our mining struggles were better known to our younger generation that they would profit by the experience of the pioneers in the great struggles which have taken place in the years past. I think, with the experience of the past efforts, some other means to the end might be adopted in handling colliery disputes. True it

was that the experience of the 1890 strike was bitter gall and wormwood to the veterans of that period, and if that experience could only be transmitted to the young men of today what an amount of wasted energy could be used in some other direction.

The great Maritime Strike commenced in the dawn of the summer of 1890. All the force and power of unionism was let loose in the effort, by power of weight and numbers, to win.

"Arise like lions from your slumbers
In unvanquishable numbers -
We are many, they are few".

That was the battle cry, but oh! what sorrow lined the path which eventually led to victory. No one can question but from the ashes of a dead hope the road to victory lay. Thirty-three years have passed, and the historian writing of the period can see the steps of thirty-three years leading to victory, and the bottom steps more enduring than the last.

"United we stand, divided we fall".

That was the slogan which, on a spring morning in the year 1890, induced 1500 miners on the South Coast to lay down their tools and say to the seamen "In your hour of necessity we are one".

Right through the long summer days, past Christmas, and well into the New Year of 1891, the strike went on. At both Mount Keira and Mount Pleasant, prior to the strike, men had left the squalid houses of the mining companies and were building neat home cottages for themselves in the present villages of Keiraville, Paradise and Balgownie. In a number of cases just the skillion portion of the building was erected, and the rest of the home was built each fortnight, as they managed to save enough for the purchase of timber each pay.

No one will understand the depth of suffering endured by those veteran strikers of 1890. They were a splendid sample of men, and they suffered for a principle; and although the hope was vain they were God-fearing, sturdy men. Some had a blind faith in their power to win; others fought on just because they had put their hand to the plough and from that they could not turn. As an indication of the class of men who fought and suffered in the year of the great strike, I have known from personal knowledge single men, and men who were not in immediate want, hand their pay back to the Union Secretary for distribution amongst needy cases.

As the New Year approached, the position of the men weakened. Then the colliery proprietors decided upon conditions. They adopted a set of what was known at the time as "New Rules". It was a set of conditions which the men must accept before again starting work. The new rules of conditions were such that the position of the men, if they had to work under them, would be very hard. Officers and seamen were returning to work, Newcastle coalminers were returning to work, Lithgow coal miners were returning to work, but the South Coast coal miners, already suffering under a three months' strike, faced the position and fought on.

Today if we visit Balgownie or Keiraville we will find at many homes an old miner, often retired, tending the neat garden in front of a pretty cottage. With the exception of his sweet peas and flowers his care is not for the future, he thinks deep of the past. He will point with a certain pride to the cottage and will tell you that in the Maritime Strike - he forgets the year - he built and lived in two flat skillion rooms. Now the skillion is only a small part of a six-roomed house. As we listen to his interesting story the rich notes of a high-toned piano floats out through the door, and as we pass on our way we know that even in coal mining Illawarra has had her pioneers.

Before the close of the year the colliery proprietors had decided to employ non-Union labour at the mines. Quarters were erected at a number of collieries and free labour workmen were secured from Sydney and other places. It is said that a number of the out-of-work seamen came to the district collieries as non-Union workmen. This, of course, I cannot vouch for. There were also a number of shiftmen and a few miners who remained loyal at each colliery, and with their assistance each colliery was able to maintain a small output. It is certainly clear that, even with the increase in the price of coal due to the strike, that the method of working the mines with non-Union labour did not pay the proprietors, but the chief object was the break the Union.

It has been said that the Illawarra miners during the Maritime Strike resorted to means which placed them - or some of them - outside the law. I cannot agree with this statement. I know that at Mount Kembla, Mount Keira, and Corrimal, aggregate meetings were called at the instance of the Delegate Board to be held as near the mines mentioned as it was possible to get. The object of those meetings was to use what influence possible to induce the non-Union labourers to knock off work. I also know that in a few instances men carried fire-arms, but this was not tolerated either by the Delegate Board or by the Union officials.

At the Bulli Colliery the wives and daughters of the men on strike met the colliery train on the Bulli line, with a load of free labour men sent from Sydney. By a demonstration on the line they were successful in inducing a number of the non-Union workers to return to Sydney. The women's demonstration on the line was looked upon with some disgust by people outside the Union. I know that it is not quite nice to bring the women into the fighting line of a colliery dispute, but do we stop to consider what the strike means to the women of the industry? When the rent collector comes to the front door the husband, if at home, slides out the back. The grocer, the banker, and the butcher are met by the women of the house - the man goes fishing. To the women in the home a stoppage of work at the mines is so important that they can be forgiven for taking part with their husbands in any movement, so long as that movement is within the law of the country. I have heard that during the Maritime Strike that one or two non-Union workers were tarred and feathered by the women of the district. This also I cannot vouch for. Perhaps they thought, like the women of "Marblehead", that they, too, suffered from a hard heart.

It was near to Easter when the proprietors modified the new rules to some extent, which enabled the South Coast miners - the last of all the mines in New South Wales - to return to work. What an end to the oft-repeated cry of "United we stand".

When I hear the advocates of the "One Big Union" today claiming it as the means to secure for the workers what Arbitration Courts and Boards cannot do, I think of the sturdy men who fought through the summer of 1890 and 1891. Men who recognised an uphill fight from the start, but who fought on, not because they would win, but with a hope to "Save something from the burning".

The district never did, and never will, see so stern a fight as that of 1890. Nine months after the close of the Maritime Strike the Union on the South Coast found a place with other Unions in the Parliament of the country. A new hope was born. It has not proved a vain hope. What is wrong with that hope today?

FAIRY MEADOW

A few short years ago a railway station two miles north of Wollongong received the name "Para Meadow". Whence came that name?

Years and years ago when the district of Illawarra rang with the echo of the cedar man's axe, all the portion lying north of Wollongong was called "Fairy Meadow". When I was a very little boy and when the country north of Wollongong was more in its virgin state than it is today, along the road and along the bush tracks trees covered with beautiful climbing vines were everywhere to be seen. Bees and butterflies were everywhere, and we used to hear the story that up amongst the vines the fairies dwelt. To the boy and girl of seventy years ago it was a fairyland, but with the coming of population the natural beauty is going. It is a rare thing to see a vine-covered tree today, and with the going of the trees I suppose the fairies have gone also.

With the closer settlement at Fairy Meadow the place has been divided up into different areas, with new names. All those portions now known as Balgownie and Tarrawanna were Fairy Meadow seventy years ago. Later Balgownie was named "Cramsville" and then Balgownie. Tarrawanna was called Towrodgi, and, I fancy, the postal address is still Towrodgi.

Along the Main Bulli Road the first residence met with, after passing Fairy Creek, was a hotel kept by the late Mr Andrew Lysaght, father of Mr A.A.Lysaght, barrister. This building still stands, and is known as the "Red House". Opposite to this was the residence of Mr Gerald Anderson - here the first meetings of the North Illawarra Council took place. This building still stands. The next residence on the road was the "Cabbage Tree Inn". This building was situated fifty yards past the present Council Chambers. A close observer will notice a tree on the right side of the road, going north, which to the present day holds the hotel lamp bracket. This inn was kept by George Beadle, grandfather of Mr George Beadle, plumber of Fairy Meadow, and later by James Anderson. A little further on, at the Cabbage Tree Creek, was situated the post office and the wine shop of Mr George Beadle. On the opposite side of the road was an old building used by the North Illawarra Council as a meeting place and library. The next place was the school, an old building situated where the present school is placed. Turning up School Lane we find a number of settlers in the area now known as Balgownie.

John Ryan - John Ryan settled at Fairy Meadow (now Balgownie) about the year 1854. He lived beside the upper reaches of Cabbage Tree Creek. At this place he had a very fine orange orchard. Old residents will remember the late John Ryan, who carted many loads of oranges to Wollongong.

About the year 1864 the late Michael Rowles arrived at Balgownie to assist John Ryan. He had a number of sons and daughters. The only living son - Edward - lives at Gwynneville. About the year 1860 Mr Alexander Lang was living on the slopes of Mount Pleasant and working at Mount Pleasant. Mr John Crossman who was also a resident of Mount Pleasant, had a fine orange and stone fruit orchard on the slopes of the mountain. About the year 1866 the late James Cram worked at Mount Pleasant and was appointed Under Manager at that colliery. He secured a considerable amount of land in the area, which he subsequently subdivided, calling the estate "Cramsville". The village when built retained that name for some years until an influx of Scotsmen changed the name to Balgownie.

The late John Barker also had a quantity of land at Balgownie. His residence was on the rise of the hill, close to where the Catholic Church is now situated.

Crossing over the "Coxton", or the locality now known as Corrimal, we find a number of very early settlers. Here in the early forties of the last century the Brooker family settled. A little nearer to Wollongong the Angel family had their home, and here also the Gormley family settled, after removing from the Figtree. Later Dr.Cox acquired a lot of land on the rising ground of Corrimal. Dr.Cox died and was buried on his estate at Corrimal.

On a property now known as Madden's, at Tarrawanna, Mr Wright lived for many years. The late Mr John Payne also had a nice little estate at the head of the Tarrawanna Lane. The late Mr Payne was an early blacksmith and wheelwright in Wollongong, and was a good public citizen.

After leaving Angel's Bridge and going north the next house we meet is an old residence situated near the bridge in Corrimal, opposite the water trough. This house was occupied by a Mr Johnston, and later by Mr M.Gay. Down present Railway Street, past the hotel, was the residence of Sam Smith. Next along the Main Road Dr.Cox's home could be seen on the rise of the hill. From there to the next house was a long call. Coming to the now Coal Hill (Plunkett's Hill), or at that time known as Garlick's Hill, we find the residence of Mr T.W.Garlick. Mr Garlick was a man of some note and was interested in a number of district industries. Some members of his family are still in the district. His son Harry until recently was surveyor at some of the district collieries.

Next, coming to the Bellambi Lane, we reach the limit of the Municipal Government area. This point is the northern boundary of the Municipal District of North Illawarra. Past this point, going north, the residents were living in a paradise, where rates were unknown and where a liberal Government kept roads in good order, but the alderman of the incorporated area could not see the right of the tax-free residents of the north to use the tax-made roads of the south, and as a result they constructed a toll-bar across the road, and with the toll-bar it was possible to get out of the North Illawarra Municipality, but impossible to get in without the necessary twopence. This system was in existence for some time, and a man was kept at the toll-bar to collect toll from travellers. The late Mr Cheney was on the toll-bar for some years.

Coming in closer we find settlers very early settled about Towrodgi Creek. The Foley family made this their settlement before removing closer to Wollongong.

In close to Wollongong, on the Mount Keira side, a number of settlers took up areas on the big division of Colonel Leahy's Mount Keira Estate, of 200 acres. Dennis Foley was one of the first. Dennis Williams was also early settled at Fairy Meadow, just under Mount Keira. William Northfield took up land nearer to Mount Pleasant. The Cosgrove family were on a farm near the Mount Pleasant line. This farm was afterwards occupied by John Kennedy, who kept his team of horses there for the drawing of coal on the Mount Pleasant line.

The late Dennis Foley's farm was fronting a road near Wollongong, now known as Foley's Lane. The late Mr Foley was a fine sample of the early pioneer. Not having secured a good position at Towrodgi, he moved at once to the farm at Wollongong. The late Mr Foley was the father of Foley Bros., of Sussex Street fame.

The late Dennis Williams was also a very worthy man. He remained in the district for many years, and died at his home near Mount Keira. He was a good public citizen and for years occupied a seat in the North Illawarra Council. He was also Mayor for two or three terms. He was also a Justice of the Peace and lived in the day when JP's sat on the Bench and administered justice. He was a very humane man, and was ever ready to give the benefit of the doubt to those who erred.

Mount Ousley House was the home of the Parkes people. This was a very fine house. Today the stately pines rise above the trees which crown Mount Ousley. The old house has gone. It was a two-storey building, mostly built of cedar, and with outbuildings and store-rooms was a beautiful home.

Series No. 24

A DAY ON THE "CARBINE" 30 YEARS AGO

The incidents that I am going to relate in this series will appeal mainly to the sons and daughters of the men who, thirty years ago, put their lines and sinkers in a sugar bag "and went down to the sea in ships". In this case the ship was the old tug **Carbine**, which was stationed at Wollongong Harbour to tow sailing ships into Wollongong.

Thirty years ago deep-sea fishing was very much the order of things amongst the Walton Disciples at Wollongong. On Wednesday and Saturday the old tug went out and she always returned with many fish and a well satisfied crew. Captain Childs was in command of the boat, and there were always plenty of seasoned fishermen on board to put the boat on the fishing grounds. Wednesday was the shopkeepers or business men's day, and Saturday was the miners' day, and on both days good hauls of schnapper were brought home.

As I write my memory runs to one early morning in June, over 30 years ago. I had given my name in the day before to make one of a party of ten. The order was to be at the wharf at 5 o'clock a.m. This was pretty early for a fine June morning, but then a fisherman goes out early in the morning full of hope. It is not necessary to tell my readers the difficulty of getting there to time. In those days I lived a couple of miles out of Wollongong. However, by an effort, I was there a few minutes after five. I carried a sugar bag containing two lines - one two hundred yards long and the other a bit shorter. In my pockets I had a supply of hooks, and in the bag about fifteen pounds of old iron, to be used as deep sea sinkers - old bolts, nuts, pieces of horseshoes, and any old thing which could be picked up in the blacksmith's dump. A keen-edged knife was also part of the kit.

In those days it was necessary to be very careful going round the wharf at five o'clock on a winter's morning. When I got to the **Carbine** I found only two besides myself of the party. The others had not yet arrived. The two present were Pat Carroll, who used to live at Keiraville, and Harry Robson, a resident of Wollongong. After a wait of half an hour a coach arrived with the rest of the party, which was made up as follows: - Mick O'Brien (captain of the party), Dan Griffin, Andy Moran, Jack Smith, Fred Castle, Harry Beatus, and Alf. Parsons.

At about 5.30 we got away from the harbour and headed out to sea, keeping a line with the lighthouse light and a gas lamp on Smith's Hill. It was a calm, beautiful morning, but bitterly cold. We had a habit of dipping our hands in the sea water to keep them warm. With Captain Childs on

the bridge was also Mick O'Brien. They were discussing fishing grounds, while the rest of us were huddled up in the shelter of the engine house. After running out about five miles the engines were stopped and the boat brought round. To those who are not deep-sea fishermen I might state that the boat lays broadside to the drift, and all fish from the one side of the boat. On this morning the bait, which was mostly mullet, was all ready cut up.

In a little while the lines were over and we waited, finger-stalls on, and the lines slowly, according to the drift, paying out. In a little time we heard the call "schnapper" from the stern of the boat, and we knew that Andy had hooked his favourite fish from his favourite place on the boat. The sun was just rising when the fish began to bite, and how they did bite that morning. No sooner did Mr Moran land the first fish, than all along the boat the fish began to come on board. Schnapper of all sizes - great bull-nosed fish that would turn the scales at from twelve to fourteen pounds. Large rock cod, with head big in proportion to the body. Presently Fred Castle, from the bow of the boat, calls out "Flathead", and we knew that we were off the "Red" fish ground. One of our party had promised Father Ryan a fish from the day's catch, and he was busy selecting a beautiful fish, and had placed it in a sugar bag under the captain's bridge. Later in the day Dan Griffin changed the fish, putting a flat-nosed shark in its place.

"Up lines" came the call from the bridge, and in a short time we were going back over the ground of our first drift. We tried again, but the fish were not there. There was an argument as to whether we were on the right grounds. The captain and Mick O'Brien claimed that a line with the lighthouse and the big pine tree on Smith's Hill, four miles out, was right. Dan Griffin claimed a line with the Catholic Church and the Church of England would put us on the fish. Strange to say, it was about half-way between the two surveys and closer in that we got the fish.

It was on the inside of the two islands, and closer to the present Port Kembla, that we got on this June morning over 30 years ago the record catch of schnapper and red bream. We fished at a depth of about 80 yards, catching two fish at a time, and we crossed the ground four times, catching fish each time. The average catch per man was fifty fish, and the total over 500. As is usual with fishing excursions, we had a sweep on board, the prize being 20/- for the heaviest fish. This was won by Harry Beatus, the fish uncleaned weighing 17lbs. One of our party had what appeared to be the heaviest fish, and on the scales it topped 18lbs., but the size was not there. On investigation it was found to have swallowed a pound and a half sinker. I have fished over the Port Kembla ground during the past ten years, but I never had the same luck as we had on the day I write about.

By dinner time we were ready to come in. It is true that some of our party wanted to continue again over the ground, but most of us were well satisfied, and I venture to state that the fishermen I speak of in this series had no equal in the Wollongong district as amateur fishermen. Mick O'Brien was the father of Jack O'Brien, of O'Brien's Hotel. I understand that Jack is a good fisherman, but he will have to be born again before he can handle a line like his grand old dad. Dan Griffin was also a good man with the line. He is not too bad yet, especially when he gets another man to hand him the bait. Dan was a butcher, but found time in his busy life to have a day with the lines. Pat Carroll was a miner, and lived at Mount Keira. He was very keen on a day's fishing, but was not particular whose bait he used. Harry Robson, who lived in Wollongong, was a draper. He was always ready for a day's fishing. Harry was a descendant of William Robson, who opened the 7 Foot Seam at Mount Keira. He was finicky about bait, and used to go to a lot of trouble to prepare it for day's fishing. Andy Moran was a bootmaker in Wollongong, and a very old settler from the Cordeaux. Although a bootmaker, he took to farming at the Cordeaux when he first arrived in the country. Afterwards he gave up farming and opened at his trade in Lower Crown Street. He was a fine sample of a man and was liked and respected by all. On the fishing boat he was good fun for the members of the party. Jack Smith was a miner, living at Fairy Meadow. He was a good fisherman and a hard

case, and was good with the line and when a tangle of lines came up Jack always had the fish off first. He was a member of a party on the **Secret**, a fishing launch which was nearly wrecked in deep water at Jervis Bay. Fred Castle was a good fisherman and a constant member of the old **Carbine** fishing party. He could always be depended upon to make a good haul. Harry Beatus was a dealer, but never missed a chance for a day out on the **Carbine**. Alf Parsons was one of the best sports in the town, nothing was a trouble to him. He would walk to the Thumb or the Lake, or put in a day on the tug, and return always full of hope for a better day's sport next time.

Captain Childs deserves special mention for his help to fishing parties. He always did his best to put his parties on the fishing grounds, and it was his delight to see two fish at a time coming through the water at the end of a line.

Series No. 25

SETTLERS HOMES BEYOND THE MOUNTAINS

Away back in the forties of last century the settlers of Illawarra, not content with the rich flats on the seaside of the Illawarra Range, moved back into the wilderness over the mountain range. It is hard to understand what induced the early settler to make his home in the solitude behind the mountain peaks of Mount Kembla or Mount Keira. It could not have been the difficulty of securing land or the price to be paid for it. At that time land which today is selling at so many pounds per foot could be bought for so many shillings per acre. It has been said that the first settlers behind the mountain range were engaged in the manufacture of illicit spirits (Mountain Dew), but under no stretch of imagination could it be said that the early mountain settlers that we know so well carried on anything but a legitimate and honourable calling.

Farming was the first venture carried on by the settlers at the back of the mountain. Afterwards fruit became the principle market product, and today the apple grown behind the Illawarra Ranges finds a first place amongst the apples of the world. Years before any attempt was made to grow the apple, the back of the mountain held a name for the quality of the potatoes, for the corn, Swede turnips, and butter produced on the mountain pastures.

Years before many of my readers were born the hardy mountain pioneers pack-horsed their produce to Wollongong. Leaving their homes at daybreak, riding one horse and leading the pack-horse, they reached the wharf in time with their produce. The return journey was made the same day, and the pack-horse carried back flour and other necessaries - but only necessaries. The pioneers of those old days did not waste money on the many things which we think necessary today.

It was in the early eighties when I first became acquainted with the homes of the mountain pioneers. Most of the work had then been completed. The bush had been cleared, the holdings fenced into paddocks, and neat cottages erected. Large plantations of apple and plum trees surrounded the homestead, a school was established at the most convenient position, and the home life of those early settlers was to them perfect.

In almost every case those early settlers made themselves very comfortable. Children were reared, and in most cases they remained at home helping their parents until the banking account swelled to such an extent that want was put aside for ever. In almost every case the old people have passed

away, but they have left worthy representatives on the old farms, and although they live under conditions vastly different to the life of their parents in the early days of trials and hardships, they talk to you in a simple way - they are never tired of telling of the hardships faced by their parents in the days when their farms on the Cordeaux River give little indication of the condition of the country as it existed in the year 1845. Today everything indicates an advanced civilisation - two large concrete dams cross the river, a caretaker's residence equipped with electric light and all modern conveniences, telephone communication with Wollongong, a fairly decent road over which motor cars and motor lorries may travel with ease. The area seventy years ago was outside the world of progress. Today it is part of the world which each day brings change, which "follows fast and follows faster".

It was in the year 1881 that I first visited the Cordeaux. The work in connection with the water supply for Wollongong was then only talked about, and I was with a party of citizens who were out to view the locality, with a water supply project in view. Nestling in the valley of the Cordeaux was the residence of Mr Isaac Brown. One glance at the romantic home of Mr Brown was sufficient to tell the tale of years of hard delving, carving a home out of the thick forest. On the other side of the river the bush was thick with heavy timber, giving some idea of the amount of work Mr Brown faced when he tracked to Cordeaux sixty years ago. Mr Brown has now left the Cordeaux and is comfortably settled at Dapto. This is at least some recompense for years spent where conditions were hard.

Back where No.1 Dam now crosses the river the Carr family took up their residence over sixty years ago. This also was a beautiful home. The late Mr Carr reared a large family on this holding - the son, Mr L.Carr, lives at Unanderra and occupies a sound position in the opinion of the citizens. He is a member of the committee of the A.H. & I. Association, and is a very honourable man. There were a number of daughters, including Mrs W.Dwyer of Wollongong, who is the eldest.

On the other side of the river is the residence of Mr E.Rees. The late Mr Rees reared a large family of useful sons. He went in early for apple culture, and the Rees' orchard is one of the best on the mountains. The orchard is now under the control of Mr E. Rees, junr., who gives the same attention to the trees as his late father. Of recent years this homestead has been much improved. A new house has been built, the orchard increased by the planting of many new trees, and the holding is now one of the most valuable on the mountain.

Further down the river we have the orchards and holdings of Mr J.Fishlock and Mr John Hayes. It is many years since the late Michael Fishlock trekked over the mountains. He was indeed a pioneer. I was present at the jubilee celebrations of the Municipal Council of Central Illawarra. I listened to Mr Fishlock, in his quaint way, talk of the days spent in the atmosphere of the great bush, out beyond the limits of settlement, and I remarked at the fortitude of a man, so full of life and the humour of life, separating himself so much from the hustle of people, of which he was so much a part. Perhaps there is an element in the great bush "which the town folk never know". The late Mr Fishlock lived a long and useful life and left behind him sons and daughters worthy of the district.

Of the Hayes' there were two brothers - Patrick and Thomas. Pat stopped this side of the mountain and Tom went over. Pat was a carpenter and Tom took to the raising of cattle and the growing of grain, and incidentally the growing of good apples. The late Mr Thomas Hayes has passed away and his two sons have gone West also, but they have left a good name behind them and are well remembered. Mr Russell Cook, son of the good old pioneer, Robert Cook of Garden Hill, and who married one of the Hayes girls, is now on the orchard.

We could not leave the back of Kembla without remembering Mr Stephen Abberton. Mr Abberton, after years of hard work out where work had to be faced from daylight till dark, is now resting at his comfortable home in Keira Street, Wollongong. He is the only living member of the old pioneers who moved out across the mountain when the bullock team made its way through the streets of Wollongong.

All that portion in this series which relates of the days when pack-horses came down the mountain in the early morning in the winter time, before daylight, relates to Mr Abberton. True it is that he had good help in his late wife and son, but nevertheless the work was hard and the recompense only came after years of toil.

The late William Moran is one that figured well amongst the early pioneers of the Cordeaux. Mr Moran was a bootmaker by trade, but the opportunities were few at his trade when he first arrived in Australia, and he moved over the mountain, where there was good work to do. He did the work and did it well. So well that some years ago he moved down to Wollongong, purchased property in Crown Street, and opened at his early trade. The old hands can tell you that in all the years of life his "hand never lost its cunning", and a pair of boots made by Andy Moran lasted better than half-a-dozen pairs of boots made by other bootmakers.

We cannot close this series without mention of the pioneers at the back of the Keira Mountain. Along Goondarin and Kentish Creeks we had the Brown's, Stanbridge's, Woodroof's and Buckel's. The Brown's and Stanbridge's were very early settlers, and to them remains the credit of making Goondarin Creek and Kentish Creek places, which we view today as a pleasant place to visit.

Series No. 26

SCHOOLS OF ARTS AND TECHNICAL EDUCATION IN ILLAWARRA

In all new settlements the first desire of the settler seems to be the provision of primary education for his children. Then, as conditions improve, the settler - lacking an early education himself - tries to establish all and any kind of educational institution so that his children may have all the advantages which an enlightened country can give to its people. In rural districts the inhabitants are keen on the night school, the classes being held in the Public Schools, where the working youths of the locality - and sometimes the men - get instructions in education. Later, as a settlement or locality advances in population, the School of Arts or Mechanics Institute becomes an institution in the settlement.

About the year 1859 Wollongong, which was the first town on the South Coast to establish a School of Arts, decided upon an institution. The establishment of the Wollongong School of Arts was very early in the history of the establishment of such institutions in New South Wales.

The history of the effort and struggles of the pioneers to establish the School of Arts is very interesting, and as none of the old office bearers are alive today, a fair amount of space will be given to the trials and efforts of the old-time members of the Wollongong School of Arts. In Smith Street, Wollongong, where the Technical College stands today, was the School of Arts of 64 years ago. It

is a long time, and as one reads through the list of members who took out books in September, 1862, we feel that in the days before most of the present School of Arts members were born, Wollongong had a School of Arts, and quite as important as it is today.

A few names from the first page of the Library Register:

1/9/1862	"Forresters' Essays", Volume 1 and 2 (422 and 423): J.Bigger
5/9/1862	"Life on the Ocean" (203): Aquilla Parsons.
6/9/1862	"Wandering Jew" (490 and 491): William Osborne.
8/9/1862	"Once a Week" (590): A.A.Turner.
8/9/1862	"Cornhill Magazine", Volume 3 (608): Percy Owen.
15/9/1863	"Hogg's Instructor" (8): Andrew Herd.
17/9/1863	"Streets of London" (493): George Waring.
17/9/1863	"Chambers' Journal" (599): Dr.G.V.Lambert

Just a few names from the old faded pages of the Library Register of over 60 years ago, but what memories to the old-timer it brings to light.

- * George Waring, the first solicitor of Wollongong, next to Dr.Lambert, a kind-hearted medical practitioner.
- * Old Andrew Herd, honest and honourable to a fault.
- * Percy Owen, helping in any needy case; a friend and adviser at all times.
- * A.A.Turner, a kind-hearted magistrate and sound adviser.
- * William Osborne, auctioneer - if he had a fault it was to himself.
- * Aquilla Parsons - father of the late Mr Joseph Parsons.
- * John Bigger, sound auctioneer and straight business man.

As I write I have before me the minute book of the Wollongong School of Arts. This leaves room for no argument. The names of those who worked for that early School of Arts are there, and the minutes are well written.

In the summer of 1859 the first meetings to establish a School of Arts at Wollongong were held. The first minute appearing upon the book is headed as follows:

Wollongong, December, 1859

"The first meeting of members of the Wollongong School of Arts was called by the following advertisement, which was advertised twice in the "Illawarra Express" and the "Illawarra Mercury":

Wollongong School of Arts.

"A Special General Meeting of the members of the Wollongong School of Arts will be held in the saloon of the Queen's Hotel on Monday next, the 19th inst., to consider and adopt the rules drawn up by the provisional committee. To elect officers for the ensuing year, and to transact other business".

At this meeting, which was held at the Queen's Hotel, Mr William Fairebough Lloyd was voted to the chair. Mr F. Sinclair, of the "Express" office, was appointed secretary pro tem. Prior to this meeting ballot papers had been issued, and the voting took place at the meeting. Frederick Thomas Hart and Joseph Ward Wilshire were appointed by the meeting to be scrutineers of the ballot.

During the evening the chairman declared the result of the ballot, with the votes recorded. To each name I am adding some particulars in the form of a glossary, indicating the standing of each person.

President

John Stewart, owner of Stewart Estate and veterinary surgeon - 58 votes.

Charles Throsby Smith, owner Smith's Hill Estate - 29 votes.

William Warren Jenkins, owner Jenkins' Estate, Unanderra - 27 votes.

Vice-President

Charles Throsby Smith, owner Smith's Hill Estate - 91 votes

Joseph Wood Wilshire, property owner and independent means; lived in new Woodlawn House - 62 votes.

William Warren Jenkins, owner Jenkins' Estate, Unanderra, Cross Roads - 16 votes.

F.Sinclair, part proprietor "Illawarra Express" - 15 votes.

Harry Gordon, teacher (father of Miss Gordon, Smith Street) - 10 votes.

John Stewart, owner of Stewart Estate and veterinary surgeon - 4 votes.

Treasurer

George Hewlett, manager E.S. and A.Bank - 60 votes

Robert Howarth, property and tan yard owner and grain store. - 45 votes.

Secretary

Francis Temphill, storekeeper - 44 votes.

Frederick Renolds Cole, Custom House officer - 29 votes.

J.L.Pearson, manager Commercial Bank - 12 votes.

F.Sinclair, part proprietor "Express" - 12 votes.

Series No. 27

SCHOOLS OF ARTS AND TECHNICAL EDUCATION IN ILLAWARRA

(Continued)

In our last series we dealt with the election of officers of the Wollongong School of Arts at its first general meeting on December 19th, 1859. After the election of officers was through, the meeting adjourned till a meeting of the committee called by advertisement in the "Express", and dated December 21st, calling the committee together for a meeting that night. The following committee was present: Mr John Bigger, who was voted to the chair, and Messrs T.Lloyd, Thomas Garrett, J.J.Clarke, R.T.Hayles, and the Honorary Secretary.

The new society seems to have struck trouble early in its career. At this meeting the secretary read a letter from Mr T.Sinclair resigning his office as a committeeman, and stating that he "was no longer desirous of being a member of the society". About this time a lecture promised by Mr T.Sinclair was declared off.

We next find a meeting called by advertisement in the "Illawarra Mercury" for December 22nd - the meeting to be held in Denison House, Market Square. This was a committee meeting held for the purpose of arranging a general meeting to fill up the vacancy, and to deal with the draft rules of the Society. At this meeting resignations were received from Messrs Sinclair, Fairs and Pearson. The secretary also tendered his resignation to the committee. The meeting accepted the resignation of the secretary, and Mr John Bigger was appointed secretary pro tem. At this meeting it was decided that Messrs J.J.Clarke, Biggar and Garrett be appointed a committee to draw up a memorial to the Government asking for the sum of £400 towards the building of a Wollongong School of Arts, and asking that the amount of £400 be placed on the Estimates, provided the public of Wollongong subscribe the same amount.

The same committee was asked to wait on Mr Charles Throsby Smith to ask him to point out the block of land promised for the building of a School of Arts. The meeting then adjourned till Tuesday evening, December 27th, and to meet at the residence of Mr W.T.Lloyd, Church Hill. This meeting lapsed owing to heavy rain, and a further meeting was fixed for Wednesday night, December 28th, at the residence of Mr Lloyd, Church Hill. At this meeting seven were present. The secretary informed the meeting that the memorial asking for £400 for the building had been handed to Samuel Dean Gordon, Esq., M.L.A. for Illawarra, for presentation to the Government. The secretary also

read a letter from Charles Throsby Smith Esq., offering to convey to the Trustees that the committee might appoint a piece of land, on the north side of Smith Street, suitable for building the School of Arts upon.

Mr R.T.Hayles was appointed to assist the treasurer at the door of the Court House at the general meeting of members of the Society on December 29th, 1859. A resolution that the committee meeting stand adjourned till after the general meeting was carried.

The general meeting was called by advertisement in the "Illawarra Mercury" and "Express" to take place at the Police Court House on December 29th, 1859. This meeting took place and was well attended. Twenty-one clauses of rules were dealt with. Rule No.1 reads: "That the object of the Wollongong School of Arts shall be the diffusion of scientific and other useful knowledge by means of the establishment of a library and reading room; the delivery of lectures and essays; the formation of classes for the systematic study of various subjects; a museum, etc., etc". In Rule 12 the subscriptions were fixed at - life member £5, yearly member 12/-, quarterly member 3/-.

At this meeting £229 was subscribed as a contribution to the building fund, the largest donator being Mr John Stewart £25. The next meeting of importance was one which took place at Mr Smith's white gate, opposite Dr Lambert's residence, on the 31st December, 1859. This meeting was well attended by the committee and was called for the purpose of making a selection of a piece of land - the grant of Mr C.T.Smith - for the purpose of the erection of the School of Arts. This piece of land is described as being on the north side of Smith Street, being allotment 4, section 11, and distance three chains and ninety-two links from the east side of Church Street.

From the 14th January, 1860, a temporary reading room and library was opened at the residence of Mr George Osborne. The whole premises were taken at a rental of 15/- per week. 24 chairs were purchased from Mr Hebblewhite for the rooms. Mr Miller, teacher of the Fairy Meadow Public School (National School) was asked to arrange singing and drawing classes. Mr Miller was the father of the late Sir Denison Miller (Governor of the Commonwealth Bank). Early in January, 1860, a further memorial was presented to the Government praying for a further sum of £200 to be placed upon the Estimates for the completion and furnishing of the School of Arts. It was arranged that the new building should provide one large Lecture Hall to seat 400 people, one large room for a reading room, a gallery upstairs to house the library, two or three class rooms, and a housekeeper's residence.

At a meeting held on the 1st March, 1860, Mr J.Biggar supplied a model of the new building, and it was agreed to call tenders upon plans and specifications prepared according to the model. A prize of £10/10/- was offered to the architect supplying the neatest plan and the most complete specifications. The committee again struck trouble in this matter. Only one competitor (Mr Gould) entered for the prize, and although the plans submitted did not meet with the approval of the committee, that was not stipulated in the advertisement, and the committee were compelled to pay to Mr Gould, through his solicitor (Mr Rodgers) the sum of twelve guineas in settlement of the claim.

After six months' trial in the temporary premises (Mr George Osborne's residence, Smith Street) it was found that the rent - 15/- per week - was draining the new Society. Every member who subscribed £5 or more to the Institution was made a life member, and it was found that after the first six months all were life members, and the new Institution had no quarterly subscribers. All the large contributions were set aside for the building, which carried Government subsidy at the rate of pound for pound.

On the 21st of January, 1861, we find a report of the first annual meeting of the Society. This meeting was held at the National School Room, Crown Street, Wollongong. The National School room was what was known later as the Public School, and was situated where the present Town Hall is placed. It was a National School in 1861 under the old primary system of education. At this meeting the committee reported that they had made arrangements with Mr George Osborne to complete the building for £950 - the building to be completed by the 1st March, 1861. It was further agreed that, instead of shingles, Mr Osborne be instructed to roof the School of Arts with slates, at an additional cost of £30. The committee reported that there was still about £300 to be raised, so that the total amount £600 voted by the Government could be claimed. Three hundred pounds had been received in subscriptions and three hundred by grant - total six hundred. This sum in hand enabled the committee to commence work.

For the second year Mr John Stewart was again elected president and Dr. Lambert and J.W.Wilshire vice-president; J.T.Clarke secretary; and George Hewlett treasurer. At this meeting a letter was received from Mr J.R.Cummins, secretary of the Illawarra Agricultural Society, asking for the use of the hall gratis for the meetings of the Society. Many applications were received for the use of the hall for meetings and benefit concerts, but all were turned down, with the exception of the Illawarra Agricultural Society. The committee reported as follows:

"Seeing that it was a Society of the greatest importance in assisting to develop the resources and productions of the district, your committee have allowed the use of the hall to the subscribers of the I.A.Society to hold their business meetings in - subject to the approval of the present meeting".

This report by the committee of the old times School of Arts on the work of the old time Agricultural Society is pleasant reading.

Series No. 28.

SCHOOLS OF ART AND TECHNICAL EDUCATION IN ILLAWARRA (Continued)

In our last series we were still dealing with the old Wollongong School of Arts, established in the year 1860, in Smith Street, Wollongong. From the year 1860 to the year 1880 this old Institution moved along very well - there were the usual difficulties which come the way of all such Institutions, but it had a successful career for over 20 years. After 1880 this old time Institution began to suffer for want of assistance. At the annual meeting in 1882 we find that although a notice was inserted in the "Illawarra Mercury" calling for nominations that only one set of nominations was received.

Mr Andrew Herd tendered the following nominations:

A.A.Turner, Esq., P.M., president;

Archibald Cameron, Esq., treasurer;

John Biggar, Esq., secretary;

W.G.Robson, Esq., Capt.Owen, David Palmer, Esq., John Bright, Esq., George Hewlett, Esq., Andrew Herd, Esq., committee;

Michael Casey and William Hayles, auditors.

About 1885 the committee ceased to function and for five years the Institution remained with closed doors. For some years, up to 1885, Mr Edward Searle was caretaker. After 1885 Mr McKinley was appointed, and he remained in possession of the residence portion of the building for a number of years.

On the 29th September, 1890, a public meeting was called by requisition to the Mayor of Wollongong (Mr John W.Hosking) for the purpose of making an effort to resuscitate the School of Arts. The effort seemed to be fairly successful, and a strong provisional committee was appointed to place the old Institution in proper order again. The names of the committeemen were: Messrs Martin Robertson, D.R.Jameson, J.W.Hosking, J.Payne, J.A.Beatson, C.E.Eglees, A.Lane, W.G.Robertson, A.Herd, L.Reynolds, W.McDonald, J.H.Morell, D.M.Campbell, John Ewing, G.Watt, Dr.Thompson, and Rev.W.Miles. To this movement Mr C.E.Eglees was appointed honorary Secretary.

From 1890 to 1902 the Institution had a hard road to hoe, and on the 20th February, 1902, the last minute appeared signed by D.R.Jamieson, acting secretary pro tem. At this meeting there were present Messrs. F.Woodward (president), A.A.Turner, John Payne, and the acting secretary (D.R.Jamieson).

A letter was received from the Mayor of Wollongong (Alderman J.A.Beatson) stating that he would be pleased to assist by deputation to the Minister for Education to ask for a special grant to place the Institution on a sound footing. The deputation eventually interviewed the Minister, but from the report in the minutes they were not received in a very cordial manner, and were refused any special grant, and so it came to pass that an Institution that was opened with a flourish of trumpets in the year 1860, after many trials ceased to exist in the year 1902.

For a portion of the forty-two years of its existence it was a very successful Institution, but for the latter twenty years of its life it ploughed a rough and thorny path. Looking at the Institution from a present-day point of view one can see in it a business man's Institution. The committee controlling the Institutions were all of the business class, and the membership consisted of about 60 life members and a few quarterly subscribers. It is well for the committee of our present-day Institutions to study the rise and fall of the old time Institutions, and profit by the experience of the men who laboured in the days when School of Arts were an experimental Institution.

Keiraville Mechanics' Institute - In June 1899 a School of Arts, or Mechanics' Institute, was opened at Keiraville, near Wollongong. A wooden building containing a hall and two rooms in front of the hall was erected. This Institution was very successful for a number of years. Nursing and ambulance classes were held there, and a small but very good library was gathered.

Balgownie School of Arts - Balgownie School of Arts was opened in an old building opposite the Balgownie Hotel, about the year 1898. This Institution was successful from the start, and in a very short time they had their present building erected, which includes a large lecture hall, library and reading room, and at the back a commodious billiard room with one decent table. When the School of Arts was first erected, classes of different kinds were held and the building today looks neat and well cared for.

Wollongong School of Arts No.2. - About the year 1905 the citizens of Wollongong began to consider ways and means of falling into line with other towns in securing for themselves a School of Arts, which would be in keeping with the importance and progress of the town. A number of meetings were held and a reading room was established at the Town Hall, in the upstairs room now occupied as a Council Chamber. This was the beginning of bigger things, and arrangements were made to purchase the land now occupied by the Institution. The Salvation Army were the occupiers, and on the land was a galvanised building, where the Army held its meetings. This was used by the School of Arts for some time, but later it was pulled down and the present building erected. The present Institution is very successful, and its success is due to the fact that it is centred in the main street of the Town and its government is good and liberal. The secretary since 1905 has been Mr James Kirby, J.P., who still handles the Institution along its successful career.

Mount Keira School of Arts -The Mount Keira School of Arts was built about the year 1902. It has been well managed, and is a very nice Institution. The building consists of a lecture hall, reading and games room. The Institution has a decent library and a good membership.

Technical Education - The early technical education in Illawarra was along the lines of professional advancement. At the Cross Roads Mr R.Blacket kept a school about the year 1862. At this school boys were trained for professional occupations, taking book-keeping and commercial education, which included drawing (mechanical and otherwise). A large number of young men were trained at this school, which was attended by pupils from all parts of the district. The building where the school was held is that fine two-storey old building, being John Stewart's homestead on the Stewart Estate.

Mr Blacket also conducted a Boy's School in Corrimal Street. His son, Mr Wilfred Blacket, became very eminent as a barrister; another son was at one time Church of England Rector of Dapto. The remains of the late Mr Blacket are interred in the Brownsville cemetery.

Foster and Dalrymple School - At the Market Square, in the late Percy Owen's residence, Mr Foster (about the year 1884) taught a secondary school. This also was a school where boys were trained for commercial occupations. After Mr Foster, Mr Dalrymple was the teacher in charge. A number of our present-day commercial men were trained at this school. The training was good and sound.

Mining Education - The introduction of the Coal Miners' Regulation Act, which made compulsory the holding of certificates by managers, undermanagers, and deputies, of competency in their calling, brought technical education in mining into play. Prior to the formation of Government classes or the appointment of a Government teacher on the South Coast, Mr W.Philpott held many classes at Corrimal for some years and with a lot of success to his students.

About the year 1906 Mr Jonathan May was sent from the Newcastle district in charge of the technical class at Illawarra. Then it was that the old Smith Street School of Arts was turned into a Technical College. Mr May was a fine teacher. He had a large experience of the working conditions of the mining boys and he was able to handle his students as only a man knowing their conditions can. Classes were established at most of the collieries, and Mr May was very successful with his students at their examinations. The late Mr May was a fine sample of teacher and instructor, and was very much liked by his students.

ROADS OF ILLAWARRA IN THE MAKING

With our present day view of the roads in Illawarra it would take a big stretch of the imagination to conceive what the roads were like in the making. Sixty and seventy years ago the traffic was confined to the Main South Coast Road. There were numerous branch roads, but they were leaders to the farmers and settlers' homes, and were in many respects private roads, which were a charge upon the settlers to keep in order. In the surface construction of the Main Roads the principles laid down by Macadam were not understood by the builders of the roads in the Illawarra district, and instead of broken stone of a medium size being used, large blocks of stone were laid in the roads or streets. This is very noticeable in Crown Street, Wollongong. In the laying of the reticulation water pipes in Crown Street some years ago, large blocks of stone, weighing some hundred weights, had to be removed.

The securing of a suitable metal or stone for road construction in the area from Wollongong North has always been a difficult problem. The first stone used round Wollongong was the country rock. This was found to be a sedimentary rock formation, very hard and difficult to quarry, but when exposed to the air and weather it fretted away. On the Bulli Road, near Fairy Creek, a conglomerate sandstone rock was discovered, but it was so patchy - and in some instances so soft - that it made a very indifferent road surface. Further north, the Public Works Department, when controlling the Main Roads, used a very hard basalt, secured from the black rocks at Bellambi. This made a good road, but very slippery on roads of steep grade. South of Wollongong basalt metal was secured at any point along the roads, and the difficulty of maintaining the roads in the south part of the district was not very great.

It is just 64 years since the Municipality of Wollongong was established, but for years afterwards the Main South Coast Road was a charge upon the Public Works Department. For many years the late Mr Carl Webber was officer in charge of road construction north of Wollongong. The first quarry opened in Wollongong was in a position where Dr.H.H.Lee's residence and surgery is now situated. A large quantity of metal was secured at this quarry, which was worked by the Public Works Committee and by the Wollongong Council. Another quarry from which a large quantity of stone was taken was situated upon the late Mr C.T.Smith's Estate, and the exact place is just where the Masonic Hall is now built. Metal from both these quarries proved very indifferent for road-making. It was a stone very hard and costly to quarry, and after being exposed to the air, either on the road or in the dump it oxidised and fretted away to dust.

From the years 1830 to 1850 the labour employed in the construction of the South Coast roads was mostly convict. In most cases those doing the carting were free, and in some cases ticket-of-leave men, but the men who handled the hammers at the side of the roads and broke the large stone into sizes for spreading were men who had not received a pardon and who were yet prisoners of the Crown. There has been a great deal, both said and written, of the treatment received by these prisoners of the Crown in the days when the district was in the making, but the student of Australian history will often find that the stories told lack a good deal of confirmation. There were a number of harsh goalers and there were some bad prisoners. We cannot judge their condition by present day standards. We try to forget those bad old days, and it is when the student, delving after information of the forgotten past, standing on the cliff hewn roadway of the Bong Bong Pass, he sees the gigantic

work which has been done by those "Men of Destiny", and our thoughts go back through the years. We forget the "birth stain." We think sometimes with pity of the men "who through long hours of labour" worked for the glory of our district.

When the district came under Municipal Government, as it did with the Wollongong and Central Illawarra Councils in 1859, and North Illawarra Municipal District in 1868, the matter of road repairs was shifted from the Public Works Department to the Council. The Council received Major Road Grants, and they were handed the responsibility of spending the grants to the best advantage on the Main Roads. Under Municipal control the by-roads received attention in addition to the Main Road.

There were some important roads in North Illawarra and Central Illawarra Municipalities - roads of considerable length, travelling east and west. In North Illawarra there was Foley's Road, Murphy's Lane, Northfield's Lane, Mount Pleasant Road, School Lane, Elliott's Lane, Carter's Lane, Tarrawanna Lane, and Bellambi Lane. Central Illawarra had O'Brien's Road, Kembla Road, Five Islands Road, Canterbury Road, Lake Road, West Dapto Road, Avondale and Marshall Mount Roads.

All these roads required a lot of attention and cost a lot of money. It is only necessary to travel over such roads today to understand what an amount of money and labour was placed to put them in the good condition which they now show. The cost of bridge construction has been a big item in the expenditure of road support. In the by-roads of North Illawarra there was Donnan's Bridge, over the upper reaches of Collaery's Creek; Tarrawanna Bridge; and Towradgi Bridge at Carter's Lane, Bellambi. Central Illawarra also had Bong Bong Road Bridge and numerous other bridges over big streams.

Amongst the early carters of metal from the quarries at Wollongong, and the man who carted the first load of metal from the Keira Street quarry (now Dr H.H.Lee's residence), was Mr Joseph Makin, still residing in Wollongong.

About the year 1880 kerbing and guttering of the streets of Wollongong was first commenced. In those days of sandstone kerbing it took a considerable time to complete a street, and the cost was great. As we wander round by the Market Square today we see streets nicely kerbed and guttered, and we wonder why this portion of the town has had such attention in preference to other parts of the town where kerbing and guttering would be more required. If the new man asks the question he will be told that from Crown Street to the wharf was Wollongong 40 years. And so it was, just as Crown Street today receives more attention than any other street of the municipality.

Almost the whole of the sandstone used in the kerbing and guttering was secured near Keiraville, west of Wollongong. In the quarries of the district great sandstone boulders are to be found - some a great size and weighing hundreds of tons. The Zlotkowski Estate, a property on the north side of the Mount Keira incline, was very rich in this class of stone. I remember seeing one huge boulder, or rock, in the gully below the incline which must have weighed one thousand tons. The base of the rock was about 15 yards and about 50 feet in height, and it must have been buried in the ground fifteen or twenty feet. I fancy that "Rock of Ages" is still standing. It was full of quartz, and would be a stone hard to dress. Whence came these rocks? I have heard that in the ages past they have detached themselves from the mountain peaks and rolled down the mountain to the level country. This is possibly true. Anyway, they provide a good class of stone for many purposes in Wollongong, and some of the roads were treated with this stone.

In concluding this series I might mention that the Wollongong Methodist Church was built with stone from the boulders on the Zlotkowski Estate.

PIONEERS OF ILLAWARRA AND THE NATIVE BORN

In this series I will try to give some record of those men and women who are still amongst us, and who were either born in Illawarra at a time when the district was in its youth or who came here with their parents at a very early period of the district's development. In this series the right for notice lies along the lines of early association with the foundation of Illawarra and no other distinction can be made. It matter not of the social standing. The development of this district was made by men who toiled in the advance where the road was rough, and the progress of our wonderful district is due to the men and women who worked hard in the days when the soil had to be tilled. To the men who sowed and the women who toiled, for our progress, we owe everything. They are the pioneers in the movement which enables us today to enjoy our picture shows and our rounds of pleasure.

Albert Organ: Mr Albert Organ was born at Wollongong in the year 1847. His place of birth was a residence where the Wollongong Hotel stands today. His father, Sergeant William Organ, of the 28th Regiment, first came out from England in charge of a number of convicts, and was superintending [1839-40] the construction of the Wollongong Harbour, where the I.S.N. Company's wharf is located. For over 70 years back Mr Albert Organ has a clear recollection of what Wollongong and the district was like in the convict days [based on his father's recollections].

Mr Organ has seen the bush growing where shops and dwellings stand today. He has seen the roads through Wollongong in such a condition that the bullock or horse team were unable to shift their load. He has wandered through the dense bush, in the heart of Wollongong, as it is at present. He has seen the blacks, male and female, dancing around a black tree on Smith's Hill. He has seen the district at a time when land, which is now selling at £20 or £30 per foot, could be bought for £20 per acre.

Mr Organ has been absent for some years from Wollongong, and has now returned to marvel at the progress of the district. Mr Organ tells of the first work at Belmore Basin done by convict labour, where the I.S.N. Company's boats now berth. This was cut by convict labour out of the solid rock. He related how the convicts worked there, guarded by soldiers under his father's charge - drilling holes in the rocks and blasting the rock with powder. He relates of one occasion when some convicts escaped and his father went after them, with one man, out into the dense bush, catching up with them somewhere about Fairy Meadow Public School, and he and his man bringing them back to the stockade.

Mr Organ remembers his father's tales of Wollongong before there was any harbour, and the two small boats from Sydney anchored off the Brighton Beach, and passengers were brought to the shore in small rowing boats. Live stock, which included pigs and calves, were taken out, either in the boat or swam out to the Sydney boats and put on board. Of Crown Street in those olden days, the principle street of Wollongong, containing a few straggling houses and shops, and when the bullock teams pursued their way along that old time street on their way from Dapto and Keera to the port.

His father had charge of the convicts working on the roads, and told the story of one evening, up near the stockade at Flagstaff Hill, when Mrs Fuller's bread cart was coming up with the supply of bread for the prisoners, that the men were that hungry that they mobbed the cart and cleaned out all the bread. Mr Organ states that the treatment received by the prisoners was not as bad as is generally

stated or believed. If a prisoner was well behaved he received very good treatment. In such a case the well behaved prisoner had more to fear from the bad prisoners than from the keepers. Generally when a man was marked "Good Conduct" he was quickly assigned to some farmer who required a man. Mr Organ tells some stories of the assigned prisoners - how well some were treated and how badly others fared. On the whole he thinks that the assignment of the prisoners was for the good of the district and Colony, for in a good number of cases prisoners made good when placed under the care of farmers, and there were some good and humane farmers in the district at the time Mr Organ mentions.

For some years Mr Organ was working on the "Illawarra Express", which was run by Messrs. Sinclair and Devlin some sixty years ago. Later he left Illawarra and was absent for many years. Some six years ago he returned to his native district, and is now hale and hearty and happy in the knowledge of the progress of this great district.

James Markham: James Markham (born 1833) comes under the heading of one who, though not born in Illawarra, came to the district in the year 1851. Mr Markham was 18 years of age when he landed in Illawarra, and it is now 72 years since he landed at Wollongong Harbour from the **William the Fourth**.

Wollongong and the Illawarra District was very young that September morning when Mr Markham - almost in his boyhood - came ashore at the Brighton Beach. He has spent the rest of his life in Illawarra and has seen the district grow from a cluster of small settlements into a great industrial district. He has helped to bring coal by bullock teams from Mount Keira. He has shepherded sheep for the late Mr Archibald Beatson at Wollongong. He has worked for years at Albion Park for the Weston family. He has also worked for the well-known early settlers at Albion Park - Messrs Johnstone and Russell. He has seen the district grow from a few scattered settlements into towns of importance in New South Wales. It is given to but few men, who have reached the age of 90 years, to be able, like Mr Markham, to talk with a clear vision of 72 years ago.

Mr Markham has had a life of perfect health. Some ten years ago he was laid up with a short illness of ten days. All the rest of his life has been one of perfect health, and today he carries his 90 years with wonderful freshness. Mr Markham's father started life in Illawarra with a family of fourteen children. James Schubert was manager at the Mount Keira mine when Mr Markham brought coal by bullock teams through to Wollongong. This was before William Robson was associated with the Mount Keira Colliery. The seam worked was the 17 Foot Seam, and the bullock teams came sown a ridge of the range, over an estate owned by Mr Zlotkowski, and out on the Mount Keira Road, a few hundred yards west of the present junction of Robson's Road with the Mount Keira Road. At this point a dump was made, and if the boat was not just in the coal was here dumped and picked up when the boat arrived. Four teams were constantly in use in bringing the coal to Wollongong Harbour.

Mr Markham tells the story of the minding of sheep for Mr Archibald Beatson, father of Mr J.A. Beatson, of Wollongong. Mr Markham, like most young men of his period, was fond of a good horse, and horse racing had an attraction for him. One race day he was minding the sheep near the racecourse, and after the first event the sheep were their own keepers. Mr Markham put the day in watching the horses. Down at Albion Park Mr Markham watched the settlement grow into towns of importance, both at the Park and Shellharbour; as the settlers gathered the localities grew. Shellharbour was the port of shipment for a big district. From Albion Park to Minnamurra all produce came to Shellharbour, and from there was shipped in the boats to Sydney. In those days the day's work was longer on the farms than it is today. The bullock was certainly sure, but slow, and a trip from Wollongong to Albion Park started early in the morning and lasted late into the night. Mr Markham states that it was nothing unusual for twenty bullock teams to be drawn up at the wharf waiting for the load to be put in the Waterloo Stores, and on the way up Crown Street and out the Dapto Road teams were constantly passing one another.

PIONEERS OF ILLAWARRA AND THE NATIVE BORN

Mrs Elizabeth Orphin: Mrs Orphin, who has been previously mentioned as a pioneer, was not born in Illawarra, but arrived here when she was 13 years of age. Her arrival in Illawarra was fixed firmly in her mind, it being just three weeks before the wreck of the "**Dunbar**" [1859]. Her father came to Illawarra under engagement to Mr Thackery, who was employed building the Wollongong Court House and gaol. The Court House was situated near the wharf. Mrs Orphin is a first cousin of the late John Payne, one of the past pioneers of the district. Mrs Orphin has a clear memory of the old Church of England, which was situated in Corrimal Street, opposite to the present Bowling Green. She also remembers the building of the Temperance Hall, which was next to the present Oxford Hotel. The present Church of England was built by Patrick Lahiff as stonemason, and her husband (James Orphin) was the carpenter on the job. She is able to remember quite clearly the bullock teams in Wollongong and the coal going through the main street to the wharf. Her first place of residence in Wollongong was in lower Crown Street, near the Catholic Church.

Robert James: Robert James, who reached the age of 90 years last March, may safely be classed as the oldest living native of Illawarra. Born on the Berkeley Estate in the year 1834, he lived at Berkeley for nine years, and then removed to Mount Kembla, where for 80 years he has lived without a break.

The district was very young when Mr James first saw the light of day on the famous old Berkeley Estate. The years of the 1850's or 60's hold many pioneers living today, but it is very rare that we find anyone living who can trace the years from 1834. In this case we have a man living who talks with a clear memory of what to us is only history. He speaks of driving a bullock between the shafts of a dray to Wollongong, with a load of potatoes. He tells of how the potatoes were loaded into the boats, carried along a temporary jetty made of planks to the boats. "**The Old Billy**", "**William the Fourth**", "**John Penn**", and as the memory comes stealing back out of the dim past he laughs and tells his interesting story.

He was the first man who worked the kerosene shale at Mount Kembla. He did not know that it was kerosene shale, and used to name it "mother" of Coal." Then one day Dr Fawcett and a Mr Miller - a teacher from Fairy Meadow - were at Mount Kembla prospecting and came across a fire burning with the shale. The smell of the burning oil drew their attention, with the result that the mine was opened as a commercial venture. Mr James tells of having sold the fig tree, which are growing at the Mount Keira Hotel, to the owner of the hotel at the time (Hugh Higgins) for 1/- each; also the fig tree which is growing in Beaton Park, Wollongong, he sold as a small tree to Mr Allen, who planted it.

Seventy years ago Mr James drove cattle over the Bong Bong Pass. Only a few could be taken up at a time - the Pass was too narrow and dangerous to handle a large herd, and a stockyard was erected on top of the mountain to place the drafts of cattle in as they were brought up the Pass.

Away down in the gully below the Mount Kembla Hotel, on what is now Leahney's property, about seventy years ago a party of American settlers were growing tobacco on a large scale. Along the banks of the creek the tobacco was grown, and that creek goes down throughout the ages named American Creek, due to the settlers of seventy years ago along its banks. Mr James talks of Ben

Rixon as a tracker and bushman. He claims to have been a better tracker in his youth than ever Ben Rixon (his father-in-law) knew how to be. He recounts incidents where horses and cattle were lost over the mountain and where Rixon circled his own tracks instead of the lost stock.

Mr James tells of their bull, which was harnessed with a horse's collar upside down, and put in the shafts of a dray. This bull would pull a load of two tons over the roughest mountain road. With this bull and dray produce was brought to Wollongong and sold. He states of a case where 500 dozen pumpkins were brought to town one season and sold at 1/- per dozen. For over 80 years Mr James has been coming to Wollongong with produce - at first it was a bullock in a dray, today it is a little mountain pony and a sulky. What a record, and how essential that some lasting record of such a pioneer should be handed to the people.

Mr James states that O'Brien's Road was the first track to the Mount Keira Pass, and was cut by Henry O'Brien. He claims that Mount Keira was the first pass from Campbelltown into Illawarra, but instead of the traffic taking the present road to the Cross Roads, the road was down the ridge to the Figtree, and thence to Wollongong.

The first settler at the Cordeaux was a man named Young. Then Peter Carr was the next, followed by Michael Fishlock and the Moran family. On the side of the mountain the first settlers were J.T. Gordon and Harry Leahney's father. Mr Gordon, who was the father of the Misses Gordon, of Smith Street, was a settler in a big way. He employed from time to time a considerable number of men at farming work. He was a man of good standing, was a Justice of the Peace, and a good public man in the town of Wollongong.

Mr James remembers well when the blacks were in considerable numbers at Mount Kembla. A camp of about 100 of the race was situated on the banks of American Creek, near the bottom of the present Mount Kembla incline. When living at Berkeley about the year 1840 he remembers a big camp of blacks on the Estate; he also recollects a place on the Berkeley Estate where some 200 blacks are buried.

Mr James remembers Wollongong well in the early 1840s. He talks of Benjamin Fawcett as the first man who had road metal broken and spread in Crown Street. He also carted blue metal sprawls from Todd's farm at Central Kembla to the Wollongong gaol for the prisoners to break. During the time he was carting this metal he used to drop pieces of tobacco in the gaol yard for the prisoners to pick up; and although it was against the regulations he took the risk - his desire was to give the unfortunate captives the chance of a chew. Where the "Mercury" office now stands was a store, kept and run by Robert and William Hayles. One day a bullock dray, drawn by a team of bullocks, got stuck to the axles in the mud. In trying to get the dray out of the mud it was overturned, and the dray wheels twisted and broken. Mr James states that the piece of road from the "Mercury" office to Corrimal Street was so bad that it had to be bridged with big logs to get the traffic over. To tell how clear Mr James' memory is it might be stated that two or three years ago, when a new water service was being added to Clarke's Hotel, the workmen came across some of the logs, quite three feet in diameter. Mr James remembers the first district auctioneer - Mr Colley - who sold a good deal of property in Wollongong about 1840. In those days John Biggar, an auctioneer, of later date, kept a store in Corrimal Street, Wollongong.

In the long life of Mr Robert James there are many pages of history. I have taken the most important items of that history in this series. It would be almost a crime if the life story of such a man was allowed to pass without a record to be handed down to our people, telling of the struggles of our oldest living pioneer. When the time arrives for this series to be printed we trust that Mr James will be living and that his history will be as pleasing to him as it is to the people who will read it.

LAKE ILLAWARRA AND ITS PIONEERS

Very early in the history of Illawarra the Lake became the home of many of the early pioneers of the Illawarra district. Over 90 years ago - to be correct, in the year 1830 - settlement took place along the Lake shores and around the shores of the Lake, from Shellharbour to the Five Islands, settlers took up grants of varying areas. Lake Illawarra, with its creek feeders, Hooka Creek, Mullet Creek, Kanahooka Creek, Yallah Creek, and Macquarie Creek, contained a large settled population at a very early period of the district development, such population extending along the creeks to Avondale, Marshall Mount, and Albion Park.

The islands in the Lake were put to some use. About the year 1830 George Brown - the father of the late John Brown, of Brownsville - was producing a commercial salt on Gooseberry Island, which salt was used by the settlers for salting their butter. A high-class lime was also made from the shells secured on the Lake shores and burnt in crude retorts. David James had a large area of Gooseberry Island under cultivation eighty years ago, and grew fine vegetables for market on the island.

In the year 1831 Henry Osborne took up large areas of land at Marshall Mount and on the Lake shores. On the southern side of Kanahooka Creek a visitor to the Lake shores today may see two very old figtrees. The visitor will see the remains of an old homestead. At this place Dr. Marshall lived and died about eighty years ago.

In the year 1831 Thomas Clifford was managing a farm at Marshall Mount and Mullet Creek for the Osborne family. This same Thomas Clifford, well known in rowing as a candidate for the world's championship, secured a considerable area of land at Mullet Creek and the Lake shores. Many of my old readers will remember the hospitality of the late Tom Clifford and his good wife during a trip to Mullet Creek and the Lake. Mrs. Clifford still resides at the old Mullet Creek homestead, and will always be remembered gratefully by her many friends.

Round by Port Kembla Tom Griffin had a large area along the eastern side of the Lake, and from his residence there that part of the Lake became known as Griffin's Bay. The homestead was situated upon a rising piece of land, and in later years the building, though falling to pieces, marked with its fig trees the past residence of one of the early pioneers of Lake Illawarra. Up from the Lake shores, on the south-western side, is Mount Brown, called after a selector named Brown, though not any relation to the late John Brown. About 1834 Robert Jolliffe also selected at Mount Brown. Robert Jolliffe was the grandfather of the present Robert and William Jolliffe. On the Unanderra side of the Lake a Mr Rodgers - a lawyer practicing in Wollongong - also had an area of land, where he lived. Later, Joseph Ritchie secured this land. Joseph Ritchie was a successful farmer and was one of the first aldermen of the Central Illawarra Council.

Many years have passed over since the first settlement at Lake Illawarra and in many cases as much as three generations of the people who first settled still live round the Lake shores. When the first settlers came to the Lake they found the black people very plentiful. The Lake, with its many creeks, provided the necessary game and fish for the support of the careless, simple race that for generations lived and died by the shores of Lake Illawarra. The simple Hooka tribe gave no trouble to the white settlers, but on the other hand - as is mentioned in Series No.8 - they were a help and protection to those early pioneers who braved the silence and solitude of the great bush out past the further limit of settlement.

As we view the Lake on all its sides today we see very little of the condition as it applied to the early settler eighty years ago. Today the Lake is a pleasure resort, where each holiday many people gather for the sport and the pleasures which this magnificent sheet of water provides. At the dawn of settlement men and women lost themselves for long years, and only the constant toil and the belief in the success which would be theirs in the years to come made life worth the living out at the Lake Entrance, where Mr Turnbull is so well established today. Jack Shannon had a considerable area of land. Captain Addison was also established on the Shellharbour side - known as the Peterborough Estate. Mr Reddall also had land on the Shellharbour and Albion Park side of the Lake. The Reddall's were related to the Wentworth family, who figured largely in the early history of New South Wales, and who have considerable land grants on the Five Island - or present Port Kembla - side of the Lake. Kelly's Bay was named after Thomas Kelly, who was an early settler at the Lake, and Griffin's Bay after a Mr Griffin, on the Port Kembla side of the Lake.

At Hooka Point we had a settler named Murray, and across Mullet Creek a Mr Buchanan settled eighty years ago. All the old settlers of 80 years ago have passed away. They came to the Lake young men and women. The work was hard and the living conditions bad. Out of the wilderness they made their homes, "and by long hours of labour and nights devoid of ease" they established a heritage, and as the years passed wealth came their way, and a happiness born of success became their lot. On a recent holiday I camped by the shores of Lake Illawarra. My thoughts were with the pioneers who trekked to the Lake in the early years of the district's birth. At night I heard the "wild black swans fly over," and I thought of the settlers, who, in the summer nights of the long ago, heard the beating of the pinions as the birds flew west. So the early settlers have gone west also, but what a name and what a monument they have left behind them in the settled homes by the shores of the Lake of Illawarra.

Many new families have come to the Lake in recent years, and good citizens such as the O'Donnell's, Massey's, Barber's, Clifford's, Chies and others. At the northern shores of the Lake a village, known as the Fishing Village, exists. At this place a number of families are now, and have for years been making a living at the base, supplying fish for market.

By the shores of the Lake we have still the Clifford family - sterling descendants of the McKinley's on one side and Clifford's on the other. The pioneer was Thomas Clifford - father of the late Tom Clifford - and his brothers, and John McKinley was the father of Mrs. Tom Clifford, who is still living by the banks of Mullet Creek, hale and hearty, with a wonderful memory and pride for the Lake and its pioneers. To the pioneers of Illawarra the Lake holds a place not equalled by the Lakes of Killarney to the men and women of Kerry.

Series No.33

FIG TREE

A great deal of water has flowed between the banks of the Mill Brook and American Creek since Fig Tree first became known to the people of Illawarra. Away back in the year 1842 the parents of the late Hon. James Gormley settled on the banks of American Creek, but afterwards removed to Brooker's Nose. Fig Tree has a lot of history behind it, and as settlers moved out of Wollongong the rich land along the Mill Brook and American Creek was quickly taken up. Almost the whole of the land was a grant from the Crown, to Colonel Leahy - an officer who had charge of the military

and convicts, and in the year 1842 this land was sold in large areas under the name of "Mount Keira Estate." This gave the opportunity for settlement, and the area was quickly taken up. Just out from Wollongong the late John Stewart secured a number of large blocks, which property extended from the Main South Coast Road to a position just under the Mount Keira Mountain. On this area the late John Stewart erected a large brick two-story dwelling, and which building exists today. The late John Stewart divided the estate into farm areas, upon which were erected tenants' dwellings. The late Pat Rocks, father of the Rocks family, of Mount Keira, lived in one of the Stewart holdings. William Geir, father of the late Mrs. Joseph Makin, was also on the estate. The late Martin Lynch was also a tenant on the estate. Further up towards Mount Keira, on what was known as the Mount Keira Gardens, the father of Mr Mark Hayward lived. On the same property the parents of Mr J.S.Kirton, of Thirroul, lived for some years.

Back along the ridge to Mount St. Thomas, John Gilmore lived for many years, and further along the ridge Mr Pegram had his home. Also a Mr Quinn lived there for some years. Down at the Main Road, where the Mill Brook crosses the road about the year 1846 Hugh Higgins erected the Mount Keira Inn. At this period the Inn was a single story brick building with a deep verandah in front. The building was back a long way from the road, and between the road and the building a beautiful garden of roses was growing. On the inside of the garden a carriage drive passed in front of the Inn.

About two hundred yards past the Mount Keira Inn was the residence of Mr J.Buckland, father of Mr James Buckland, at present living at the Cross Roads. Mr James Buckland, at present of Cross Roads, may be considered the oldest living resident of the Figtree. He was born at Brooker's Nose, near Angel's Bridge, in the year 1848, and in 1858 he removed with his father to Fig Tree. The Buckland family have been worthy residents of Fig Tree for nearly seventy years.

A little further along the Main South Coast Road we come to the residence of Mr Spence. This building on the right side of the road is still standing, and with its stately pines speaks to the traveller of the forgotten past. Mr Spence over seventy years ago carried on a dairy farm here. It was, and still is, a fine farm area, at present in the occupation of the Field Brothers. The late Mr Spence's sons were well-known in Wollongong, one son (Jack) was station master at Wollongong for some years. The other son is in the produce line.

Further along the road, on the opposite side, was the residence of Peter Francis. Peter was well-known at the Fig Tree by the early residents of the locality.

The Gilmore family were very old district settlers. Charles Gilmore arrived in Illawarra from Ireland about the year 1854. He had a number of sons, of whom John - the eldest - married a Miss Thornton at Mount Keira, and moved to the Fig Tree. He has been dead some years, but Mrs. Gilmore survives him, and is hale and hearty, living at the Fig Tree. The late John Gilmore was a fine sample of the early settlers. From a small beginning he was able to rear a respectable family, and passed from the world comparatively wealthy. He did a lot of work on the roads of the different district Municipalities, and some years ago his drays were quite a feature of the different highways. His residence and farm was on the hillside over from the main road towards Mount St. Thomas. Mount St. Thomas contained a fine stone residence. It was the home of the Waldron's, and was one of the landmarks of the Fig Tree area.

The next place of note was the Fig Tree Inn. This was built about the year 1855. It was a very small structure in its early life, but had a reputation for a drop of good rum. Further on we come to the post office and store. This locality was a place of note, and the post office was kept by William Bowe many years ago. "Billy " Bowe, as he was popularly known at the Figtree and district, was a brainy fellow. At his post office the "Illawarra Banner" was issued. The "Banner" was a decent

paper, and was issued by Mr Bowe and his family at Fig Tree for some years. Just past the post office, and on the other side of O'Brien's Road James Maher lived. "Jimmy" Maher was well-known as a smart cricketer in his day, and was voted an all round good fellow by all who knew him. In later years a blacksmith's shop was in existence by the edge of the creek. Tom Abberton was here for a time.

American Creek is now met with. Seventy years ago, on the upper reaches of the Creek a party of American settlers were growing tobacco, and the creek takes its name from the settlers of seventy years ago. Just past the creek we come to the great fig tree from which the locality takes its name. Both on the edge of American Creek, and at the Mill Brook fig trees are growing, but each tree has been planted, in the remote past, by the hand of man. This giant tree is not of that list. Eons and Eons before our race came to Australia this fig tree rose higher and higher above the surrounding trees. All the indications point to the fact that this tree began life as a parasite. Away up in the cavity of a ti-tree its tiny seed was left by some bird, and as the years went over the developing tree sent its roots down the side of the ti-tree to Mother Earth. The life of this tree cannot be gauged, but a thousand years ago this giant was enveloping a strangled ti-tree, and today we see in the serrated trunk of this tree clearly the roots as they run to earth.

On the Kembla Road we have some history. It was somewhere up this road that the father of the late James Gormley tried to make a settlement. Mat Ryan lived and reared a fine family, where Mr Gibson now lives. John Barrett and Thomas Maher also lived on this holding. Further up the Kembla Road, where John Todd lives today, Ben Rixon - the best white tracker in Australia - lived. Many men were lost in the Mountains in those early times, and Ben Rixon's services were in constant demand. A man named Taylor also lived on this farm.

O'Brien's Road is very historical. The road was named after the O'Brien brothers, who were amongst the first white men to enter Illawarra. The first pass was over Mount Keira, and along O'Brien's Road to Fig Tree, and thence to Wollongong. On O'Brien's Road some early settlers were established. John Rogers had his home at the base of the hill, also Mr Cummins. Mr B.Gillin and family lived there for many years. Mr Mooney reared his family at Mount Nebo. Mr M.McDonogh reared a fine family in this area. They are nearly all strangers on those old farms now, but we remember the old days when many happy times were spent in the company of the good old pioneers. To the pioneers of Illawarra Fig Tree has many memories of a fading past.

Series No. 34

UNANDERRA ("CHARCOAL")

Of all the areas in the Illawarra District there is none so important from an historical point of view as that section, Cobbler's Hill to Kembla Grange, and known to the pioneer and the historian as "Charcoal." Away back at an early period of the district's settlement, the pioneer moved first to the Five Islands, and then west to the Mountain. The Berkeley Estate formed a portion of the area, and Berkeley House was early amongst the "Stately Mansions" in the Southern portion of the district. Berkeley, in the years from 1840, supported a fairly large farming population, and it was here on the Berkeley Hill (Flagstaff Hill) that the farmers looked for the flag to appear which heralded the entry into the Wollongong harbour of the **Sophia Jane**, or the **William the Fourth**.

Charcoal supported two hotels in its early life. One was situated opposite the present public school, and the other, the "Farmers Inn," was situated on the hill before going down to Kembla Grange. The "Farmer's Inn" was kept by William Lindsay who was the father of our present Bill Lindsay, of the Port Kembla Hotel.

The most important industry of Charcoal was the tanyard of John Richard's. This was established about the year 1860, by the late John Richards, father of the Richards family, some of whom are living at Unanderra. The tanyard was situated at the back of Richard Brothers' present store, opposite the Unanderra station, and in the day of its glory was a big concern. At one time it employed about 40 hands, and a big plant was installed. The late John Richards was a fine sample of the early pioneer of industry in New South Wales. He was born in Sydney, and learned the trade as a tanner under good men. He started at Charcoal in a small way at first, employing one man besides himself, and with little plant to assist in the work. The preparing of the wattle bark was made with a small axe. Some years later under the management of Jack and Jim Richards (sons), a large plant was installed. Sixty pits were built, steam rollers, wattle bark cutter, pump, and other plant installed, and the works were classed amongst the best in the colony. There were some fine men in the district in those early days, but a vote would have placed the Richards family high amongst the pioneers of Illawarra's first industries. The leather produced at this old time tanyard was of high quality. Much of it was sold in Illawarra, and a considerable quantity was dispatched to Sydney. It was said in Illawarra in those early days that with Richards' leather and Andrew Moran as the bootmaker, a pair of boots were produced which lasted into the second generation in a family.

At Charcoal a very important store existed some forty years ago. This store was kept by Phineas Beatus, and was more of a district store than local. The late Mr Beatus was very popular at Unanderra. The store was situated in a building still standing near Mr George Lindsay's late residence. In many respects this business was more of a market than a store. Large quantities of butter, eggs, and other farm produce were bought to be dispatched to Sydney.

The Hotel or Inn at Charcoal was situated where the Richards family lived. It was kept by John Musgrave, and he is reputed to have made a lot of money in the business. The blacksmith's shop at Charcoal seventy years ago was kept by Robert McPaul, who was an uncle to Mr George McPaul, now residing in Wollongong. A butcher's shop was also one of the early businesses of Charcoal. This was situated in the position of the present butcher's shop. It was kept by Dan Griffin, senr., father of Mr Dan Griffin, who often visits Wollongong. The tailor's shop was represented by Joseph Knight, who made handsome suits for the youth of Charcoal. In addition to the store kept by Phineas Beatus there were two other stores in the village, Mrs. Lindsay kept a store near the present station. The second hotel in the area was known as the Farmer's Inn, the old building is standing today. It is the old building on the hill by the side of the road going to Kembla Grange.

Kembla Grange - This is a place of historic value. It was a fine residence seventy years ago, with a lodge at the entrance gate. It was first the home of Doctor Gerard Gerard, who practiced there, and also at Wollongong. It afterwards became the home of the Howarth family, who lived there in considerable style. Mr O'Brien now resides there, and there is still an atmosphere surrounding the old home which speaks of an historic past. The lodge has recently been enlarged, and is now tenanted. A little further on by the banks of Mullet Creek, is a fine two story building known in the old days as "Newton." This was the residence of D.W. Irving, Esq. It was built by Mr Irving and was a fine residence. Later Mr A. Graham, senr., miller, of Wollongong, lived there, and it is now owned and occupied by Mr O'Donnell as a dairy farm. Mr Joseph Ritchie, an early farmer, lived where Mr Waples now lives. Mr Ritchie was a first alderman of the Central Illawarra Municipality, and a good public citizen generally.

"Farmborough" and Farmborough Road

"Farmborough" was built by John Lindsay over seventy years ago. For some years John Tigh lived there. Mr Tigh was well-known both at Charcoal and Wollongong. After Mr Tigh, Mr Jackell lived at "Farmborough." On the Farmborough Road was the residence of Edward Healey, father of the present Edward Healey. Further up this road was the residence of Mr Blackman. No man in early Charcoal was more respected than Mr Blackman. The people recognised him as a gentleman, and such he always proved to be.

In a previous article we have dealt with the educational side of Charcoal, and it is not necessary in this series to do more than place the positions of the schools. The early schools were National in character. In the position of the present Council Chambers Mr Tresnan's school was situated. Mr Hawkin's school was situated where the present railway station is, and the Roman Catholic School, taught by Mr Glendon, was situated in the building now very old, at the corner of the Farmborough Road. On the Jenkins Estate some of the tenant farmers were the Duncan's, Burgess' and Hegarty's. Descendants of these old pioneer families are still at Charcoal. They are men and women who are worthy representatives of the solid old pioneers, who carved out a heritage at a time when there was little comfort and much hard work.

The old Unanderra cemetery deserves mention. At an early period there was a Church (Church of England) situated upon the block where the grave yard is. In this cemetery rests the remains of the pioneers of Charcoal. A few have been buried there from Wollongong, and even of recent years the bones of men have been laid to rest there, who, in their life time, have been drawn towards this old time cemetery by sentiment, which lies deep in the hearts of men.

The area of the Jenkins' Estate was 2500 acres. It was a grant to William Warren Jenkins for some services rendered to the Government of N.S. Wales. It was in recent years subdivided into farm areas, and a number of tenants and others were able to secure fine farm blocks. In the day of its glory the homestead was a fine building, and much prestige surrounded the life at the Berkeley Homestead. A large staff of servants was kept with grooms and coachman. Old residents will remember "Billy" Saddler, as he handled the reins on four beautiful horses, and with what grace the carriage swung down from the homestead, and out through the handsome gates to the Five Islands Road. Now all the glory is departed, the gates to the decay. The building, once the glory of Charcoal (almost a castle), is almost a ruin. Strangers are in possession, and the glory of one of the first and finest families in the district has gone for ever.

Series No. 35

WOLLONGONG 50 YEARS AGO [1870]

In all previous series in dealing with the early history of Illawarra we have discussed the position from a period of sixty or seventy years, and often earlier. We have been asked to deal with the position from a little later date, and in the next few series we will carry the history up to a period of fifty years ago. There are many men and women living today who will well remember the events of a period of fifty years ago. To the men and women of 1870 this and some following numbers is dedicated.

Many changes had occurred in the life of the settler in Illawarra from the day when the first teams trekked over the Mountains from Campbelltown, and although in the year 1870 the conditions of the settler had improved very much, still the life was very different from the position as we know it today. In 1870 I well remember the family visits from Wollongong to Shellharbour. Today we go down by the morning train, transact our business, and are able to be back in Wollongong in the afternoon. Fifty years ago the journey was talked of for days before, and preparations made for a week's holiday. In the morning of our visit by spring cart we started early, and after a few hours drive, over bad roads, we reached our friends place, tired and dusty. At night what talks took place in the cosy sitting room. All the families of the district were placed under review, and accordingly as a man or woman lived, they were weighed in the balance and judged.

The christening of Belmore Basin in 1868 is well within the memory of the present old residents. The opening of the Wollongong Harbour was a red letter day for the town. Settlers came from all parts of the district to see Lady Belmore cut the ribbon and break the bottle of wine which declared the harbour open for the commerce of the world. At that time the Wollongong gaol was a live institution. It was one of the centres of New South Wales where prisoners doing sentence was sent. The man in charge of the gaol was Mr Hobbs. The officer in charge of the police was Sergeant Parmenter, followed by Sergeant McGarvie. The mounted men were Trooper John Roberts, and Trooper Board. Ex-trooper John Roberts is still alive and well, living in Wollongong, and carries his many years honourable service well, honoured and respected by all.

At that time the Court House, Court of Petty Sessions Office, and all other offices in connection with the police department were situated at the wharf, at which place registrations from all parts of the district were made.

Brighton Hotel

At this time the Brighton Hotel was run by Mr George Osborne, who was a builder by trade, and handled a number of the business places in Wollongong, including the School of Arts, in Smith street. Following George Osborne, George Duffy had the Brighton, and after Duffy came Mrs Pike, and then Jack Galvin. A little further up the street Mrs Pide kept a very fine boarding establishment. Just past the gaol, in a residence now occupied by Mr Hector Robertson, Mr John Kurr (not Kerr) lived. Mr Kurr was Council Clerk for Wollongong, and North Illawarra Municipalities. He was a fine type of man, and was much respected by the residents, Just before reaching the Convent stood a cottage, the residence of Edward Searl. The Convent has taken the place of the "Mariner's" Hotel. We next come to the carriers' yard of John Beattie. A whole series might be devoted to the history of the Beattie family as carriers and coach proprietors in the town and district. Today this firm holds first place amongst the old businesses of Wollongong. John Beattie, the grandfather of the present Beattie boys, started business as a carrier in Wollongong about the year 1880, and they have been continuously at the business since that year. Fifty years ago John and William Beattie, sons of the proprietor, did the carrying with drays, and the carriage of passengers with a dog cart. Today the grandsons of the first proprietor speed the goods in fast motor lorries to station and shops, and the passengers are conveyed in well appointed motor busses. Other firms have come and gone, but this good old firm holds first place, keeping well abreast of the times, and always heading on towards success.

The next place met with is the residence of the late Colonel Percy Owen. This was used as a school, and the teacher was Mr Gordon who was a rather superior man and stood well amongst the people. In those days Judge Owen used to visit Wollongong and live in the cottage next to the school, later residence of Miss Higgins at the Market Square.

The "Illawarra Mercury" office was the next place of note. This was at the corner of Market Street, opposite the south-west corner of the square. Thomas Garrett was the "Mercury" proprietor, and afterwards Campbell and Hart. Next was the Queen's Hotel, kept by Robert T. Hayles. Down Market Street towards the lagoon the "Sea View" Boarding House was kept by Mrs. McDonald, and afterwards by John Weller. On the corner of Market and Harbour Streets was the residence of P. Lahiff, manager of Mount Pleasant Colliery.

The post office was a wooden building situated where Mr Tilly has now a handsome cottage. When the new post office was built, next door, this building was taken as a N.S. Wales Savings Bank, or "Fred. Smith's Bank," as it was known to old settlers. The first postmaster was Mr Elliott. He was followed by Mr P. Mackel. From the post office to the corner of Market and Corrimal Streets there were two small cottages, and one cottage on the opposite side of the street. On the corner of Market and Corrimal Streets Mrs. Howarth kept a shop. She afterwards married Thomas Collins, who kept a watchmaker's shop there for some years. Next door to Mrs Howarth, in Corrimal Street, was the late Andrew Herd's shop. Mr Herd was a painter and signwriter. Next was Mrs Rathmell's butcher's shop, and next to that Thomas Jenkins kept an engineer and blacksmith's shop. These premises were later taken by Christopher Burgess, laundryman, who was the first laundryman in Wollongong. On the corner of Corrimal and Crown Street, where Dan McGuirk now lives, Walter Fraser kept a baker's shop.

Following Corrimal Street down on the opposite from Market Street side the first place was the residence of Mr W.S. Makin, agent of the I.S.N. Company. This was formerly a hotel. Next was a vacant paddock where all the circuses which came to town pitched their tents. Next came the residence of "Doctor" Ben Fawcett, who was a notable man in Wollongong. Some fifty years ago he erected a retort and gasometer and produced gas for the lighting of his own premises. It was a notable event when the fishtail gas burners were lighting the ancient Corrimal Street premises. "Ben" made more than one blade of grass from where none grew before. Next was the residence of Mr Joseph Makin. Here he kept a boarding house, and did most of the town carting. The next place was the Harp Inn, kept by Mrs. Davis. This was the leading hotel in Wollongong. Next we came to Barney McGuire, a bootmaker, and then the corner shop where McGuffie now is, was kept by Granny McGuineas. Granny was known right through the district, and many a penny was spent at her shop by school children, who are now old men and women. Many old teachers of Illawarra will remember School Inspector McIntyre, who advertised granny in a question like this: "If you bought half-a-dozen oranges at Granny McGuineas" at 1/-per dozen, etc., etc.

Series No. 36

WOLLONGONG 50 YEARS AGO [1870]

In our last series we dealt with the position of Wollongong as it was 50 years ago, from the wharf to the junction of Crown Street by Corrimal Street. In this number we will deal with the position in Crown Street fifty years ago.

Where Walsh's billiard saloon is situated there were two small shops more like cottages. These were occupied by John McDonald. Next were two shops owned by John Moore. One was occupied by Mr Moore as a cabinet maker, the other occupied by Mr Deplarter, a lolly maker. The lane running north at this point was and is called Moore's Lane after Mr Moore, who owned the shops. Across

the lane we have the shop of William and George Hewlett. William was a draper and George carried on the business of an agent. He had an agency for a branch of the E.S. and A. Bank. Next came Beatson's butcher's shop, and although the shop has been improved of late years, the building is the same as it was fifty years ago, and is still a butcher's shop. Next we come to three old shops owned by William Smith, and occupied by John Neharg, a cooper, and the other by Charles Tlett, a monumental mason. Next we come to a vacant block of land about one acre in area, where the Water Board and Mr Cox have their offices. This was occupied by Mrs. McKenzie as a vegetable garden. It was fine land and paid to cultivate handsomely. Where the School of Arts is today was a vacant allotment fifty years ago.

Going up Coombs Street Mr Pinchin, one of the foremost drapers of the town, lived. Mr Colley, the auctioneer, also lived in this narrow street. Mr Tom Galvin, father of the late Jack Galvin, lived in the street, as also did Jack McCready, one of the best early singers in Wollongong.

Where Clark's Hotel stands there were a number of shops. The first was Dan Griffin's butcher's shop. Next came Carill's baker's shop with bakehouse at the rear of the shop. Then Mrs. Tolbert, dressmaker, and in the top corner Mrs. Orphin kept a sweets shop.

Going back in Crown Street to the opposite side, and working up from the bottom, where the Oxford Hotel is today, we had Edward Elliott's Hotel fifty years ago. Next was Mr Solomon's shop, and next the Temperance Hall. We next come to the residence of Alexander Stewart, father-in-law of Mr James Kirby, and where Mr Kirby lives today. The next is a solid old building standing today. It was the residence of Robert Howarth. Next where the friendly Societies' Hall stands was the grain store and tanyard of Robert Howarth. Some years previous it was the "Illawarra Express" Office. The next is a very old building. It was old in 1870. The Commercial Bank had its premises here, with Mr S.J. Pearson as manager. The next, a cottage in off the street, was Croft's cottage. Here William Croft kept a tailor's shop and lived on the premises. The next was a two acre block reaching to Kembla Street. Here the public school was situated. Mr Hullock, Mr Sladen, Mr W. Edwards, and Mr Lane in turn were the teachers. Where the "Mercury" Office is today was a wine and spirit store kept by a Mr Beavis. Fifty years ago there was a vacant block next to the "Mercury" Office. It is vacant today. On this block a carpenter and boat builder worked. Here a 50 ton cutter was built, taken down on wooden wheels and launched at the wharf. The next place was a small cabinet maker's shop kept by James Fraser. From this point there was quite a row of old shops. First we had Mr Cochrane's saddler's shop. Then Charlie Brown's produce and stationer's shop; then E.A. Jones' draper and milliner; next W.J. Poulter, groceries and furniture; then Aquilla Parsons' residence, and next John Payne's blacksmith's shop; then Chidwidden's butcher's shop, and last of the row W. Ahern's farrier's shop and veterinary surgeon. Mr Ahern was a great prize winner at all the district shows, and many country shows.

We now come to Palmer's buildings. The tenants here were James Brown, saddler; Smith, draper; and Palmer's boot and shoe shop. This completes the shops on the south side of Crown Street to Church Street.

Harking back to Kembla Street, north side of Crown Street, we come to Thomas Collins, watchmaker. This was before Mr Collins married Mrs Howarth, and removed to Market Street. Next to Thomas Collins a Mr Anstey, bootmaker, had a shop. We now come to Sam Chamber's property. Mr Chambers was a contractor, timber merchant, undertaker, and sawmill proprietor. We have here a lane running off Crown Street known as Chambers' Lane. Here Clark, the barber, was established. Bob Ashton, late of Mrs. Allen's tannery, also had a shop here. David McDonald also had a bootmaker's shop in this block. And Wright Brothers, late T.C. Bode. Mr Ziems, of Corrimal, still living, was also a conductor.

Next was a vacant paddock, with two large dead trees overhanging Crown Street. At the back of the present Methodist Church was a little wooden Wesleyan Church. Next we came to another block of buildings consisting of Ruben Parsons, ironmonger and tinsmith, also W.Croft, tailor. The next was a vacant paddock, and next to that J.Dean, tailor. At the back of Mr Dean's shop Alf.Parsons lived in a cottage. The next was a block of land containing a blacksmith's shop run by C. and W.McDonald, and later by W.James. We have now reached both sides of Crown Street to Church Street.

Going to the south side of Crown Street we have the Commercial Hotel kept by Mrs.Eliza Osborne. One feature of the Commercial Hotel was a miniature zoo of birds and wild animals, and in the middle of the garden on the street corner, was a very large English figtree. Next was a store kept by John Bright and Davis. When Bright and Davis shifted further up on the other side, these premises were occupied by John Biggar as an office and auction mart. Next came Michael Casey, who was a great humorist, but honest and good natured to a fault. He ran the principle baker's shop in Wollongong. Next came John Hammer, a tailor, and next the private residence of Archie Graham, the Wollongong miller. At the back of the residence was the mill, a two story building. We next come to A.Downie and Sons' blacksmith's shop. Mr Downie became very prominent in Sydney later as a farrier. After Mr Downie left W.J.Wiseman took over the shop. Next was the chemist's shop of J.J.Driley, who dispensed for Dr.Lyons. Next came George Bailey, saddler, then Martin Gleeson and Archie Graham's mill and produce store. Next Reid and Baker. Next a vacant lot. Then George Cummins' coach factory. Next George Miller, saddler. Then John Chad's boot shop. At the rear of Chad's premises, where the picture show is at present, a very fine training stables existed. This was in charge of Thomas Howell, a fine trainer, with Mr Alex Osborne, still of Wollongong, assisting. A branch of the Bank of N.S.Wales was somewhere about this corner, Mr Hallam was the manager.

Going back to Church Street, north side of Crown Street, we have the Presbyterian Church, and at the back of the Church was Bright's paddocks, where the horses were run when not in use. John Bright established himself in what are now known as Bright's Buildings, over 50 years ago. He employed a lot of men, and boarded the single men on the premises. In the block was also James Wilmott, watchmaker; Sam Stumbles, butcher, and W.Osborne, agent.

Series No. 37

BROWNSVILLE

In writing the History of Illawarra I feel sure that no place is more important than that portion of the district called Brownsville. Here it was that very early in the life of the settlement wheat was grown extensively, and the mountain ranges yielded a class of timber that was very necessary in the construction of the settlers' homes. Here the stately cedar trees grew, and although Brownsville at no time supported a sawmill, still the settlers sawpits were numerous, and the crosscut saw, with maul and wedges, supplied all that was necessary in the way of dressed timber for the settlers' homes. To those who knew this part of the district in its making, and to those who in later years have viewed the efforts of the early settlers in the presence of the deserted mountain homes, deserted homes which the ravages of bush fires and the growth of the blackberry and the presence of the rabbit have not yet destroyed. Standing with their huge timbers as an object lesson to the youth of today, telling of the efforts of men who pioneered our district to success. Seventy years ago the

settlers were face to face with destruction. Their salvation was the growing of wheat and the raising of cattle. There was no chance of a loan on the holding as there is today, and so the early settler toiled from daylight to dark, and by his work and his effort the district, and that part of the district called Brownsville, advanced, to be sixty years ago one of the most important parts of the Illawarra district.

Brownsville commences at the first bridge over Mullet Creek and extends to the hill overlooking Dapto. There was a time - still within the memory of a number of the older people of Brownsville - when there was only one bridge over Mullet Creek. The passage of the creek was done by fording the stream. Over sixty years ago a man named Gallagher was drowned in crossing what is now known as the second or dry bridge, the accident occurred during a flood. The body was not found for some days, and a large quantity of wheat was poured into the creek with the object of bringing the body to the surface.

The first object which claimed attention in entering Brownsville sixty years ago was the mill, which was a steam one. Years prior to its erection Mr George Brown, father of the late John Brown, had a windmill erected on the hill overlooking Dapto. I fancy that the concrete foundations of that old mill can be seen today on the hillside, off the Main South Coast Road. The mill, which drew to Brownsville wheat from as far north as Bulli, and as far south as Albion Park and Shellharbour, was erected on the banks of Mullet Creek. A few short years ago it was pulled down, and a landmark which should have been preserved as a monument to the efforts and thrift of the early settler was allowed to pass "Into the mists of yesterday."

The late John Brown took his father's place in the working of the mill, and the following hands were associated with the early work at the mill: B.Hewitt and W.Hewitt and David Atkinson. The firing at the mill was done with wood and coal. Sixty-five years ago coal was carted by bullock team from the position where Wongawilli is now opened to Brown's mill. The carting was done by "Dan" the bullock driver.

The Brownsville Hotel, known as the Lake Illawarra Hotel, is very old, and although considerable improvements have been made to the premises of recent years, the back portion and main portion is as it was when first erected seventy years ago. George Brown was the first landlord of the Brownsville Hotel. Also David Moon was in the hotel very early. A son, J.G.Moon, had a shop at Paddington and died recently. Close to the hotel was a very old building. This building has been altered by Mr Swan, and turned into a large cottage. Sixty years ago it was the place where all meetings were held. In turn it was used as a Council Chambers, Polling Booth, Bank, and Dance Hall, and filled the place of a public hall in every respect.

Over past the mill, near where the railway line now passes, was a Church 70 years ago. It has long since passed, with not a vestige to show where once the Sunday service of old Brownsville was conducted. The present Church - Osborne Memorial Church - was erected by the Osborne family. At the side, a little towards the back of the Church, is the old Church (brick) which was first erected on the Church grounds. At the rear of this Church is the cemetery where the pioneers of this locality are resting after a work well done. The first minister of the Church of England at Brownsville was Rev. Mr Simpson, later Rev. Mr Blackett (son of Mr Blackett, who taught at Wollongong, and brother of Mr Wilfred Blackett, barrister) was in charge at Brownsville. Rev. Mr Blackett died and was buried at Brownsville, and his grave is near the eastern window of the Church.

In the day when the mill on the banks of Mullet Creek was grinding wheat, Brownsville was an important place. From far Albion Park and Jamberoo farmers came with their bullock drays loaded with wheat, and the big yard of the Brownsville Hotel was full of bullock teams. They came in with

their wheat one day and returned with the flour the next day. At Brownsville and Dapto very fine wheat was grown. This was in the days before the rust killed wheat growing as an industry in Illawarra. The harvesting was slow compared with the methods of today. The wheat was cut with the sickle or reaping-hook, tied into sheaves, and set up on end. Later the threshing machine came along and dealt with the harvest. In some cases the flail was used to thresh, and a lot of the crop was put through that way. Out at West Dapto, almost due west from Brownsville, one Sam Daniels kept a hotel. It was in the wheat growing area and during the harvest a fair trade was done.

The Osborne family had a large quantity of land at Brownsville. A lot was covered with heavy timber, and this land was let to tenant farmers. The conditions were ten years free and ten years at 10/- per acre, and the condition was that the land should be cleared and fenced.

Amongst the oldest families at Brownsville may be mentioned the Brown family, Robert Abbott's family, Miller family, Constable, Tom Murphy, M.Hewitt (engineer), M.Paul (tailor), Dr.Howell, Marshall family, W.Brown, Buchanan family, Tom Clifford senr., O'Neill family, Sandy McGurrie, Massey family, and David James. The Harvey's, Rogan's and the Swan's are also old pioneers. Dr.Robertson also lived at the Lake.

The Beach Family: The history of Brownsville would not be complete if it did not include the Beach family on the list of pioneers. William Beach still lives at Brownsville, and Brownsville is happy in the knowledge that the man who lived through three years of success as champion sculler of the world and played the man, is residing amongst the people. I have a story to tell of a small boy in a tub that up to the present has not been told.

Down at the Macquarie River, just out from Albion Park, little Bill Beach's mother was washing clothes by the riverside. It was a dry season and it was easier to take the clothes to the water than the water to the clothes. Little "Bill," when his mother's back was turned, launched and the young oarsman brought back. This was the beginning of a career which gave not to Brownsville alone, but to Australia, a king of sport and a man honoured amongst his people - honoured for his modesty, and, above all, for an unblemished character. I am grateful to Bill Beach for a lot of information in compiling this number. His family is old amongst the families of Brownsville.

In probing into the history of other parts of Illawarra, I have found much that is interesting, but it is hardly possible to find any place where the pioneers of this fair district have performed better service. When drought and fire and flood laid waste the efforts of our early settlers, and when the little children cried for bread, it was from the mill at Brownsville that succour came, and although the position of the old mill is now but a heap of rubble, in the day of necessity it served the people well.

Series No. 38

WOLLONGONG 50 YEARS AGO [1870]

In No.36 of the series we were dealing with the town of Wollongong as it appeared 50 years ago, and it is my intention to continue the history of Wollongong, taking in all the old-time business places and homes as they existed in the year 1870. In series No.36 we had reached the position in

Crown Street, Wollongong, known as Bright's Buildings. The next place is the Royal Alfred Hotel. This, at the time, was kept by Tom Barnett, afterwards by the Makin family, next by A.Devlin, then George Duffy, and later by Mick O'Brien.

Crossing to the other side of Crown Street the first shop met with was John Williams, tailor, later Jack Walker had a blacksmith's shop here, next George Hall butcher. The butcher's shop was previously an hotel, called the Cottage of Content. The hotel was kept by the Scott family. Next was Allen's tannery and private residence, where Parkinson's cordial factory is today. Next an old cottage, the residence of John McGee. This was later occupied as a shop by Moses Driver. Just about this spot a gateway existed to the Gladstone Estate. Next came Healey's shop and residence.

We must halt here to debate the point as to whether the Healey family or the Beattie family has the oldest resident qualification in Wollongong. For over 60 years the Beattie family have also resided at the Market Square. I leave the decision to our oldest resident. We next have a hotel. This was opened by Andrew Devlin, later a Mr Halpin was in charge, and later it was improved and rebuilt by Billy Osborne. Next was a stone building, the residence of T.Dakin. This building was demolished, the survey for the Illawarra railway going right through the centre of the structure. Next came the residence of Jim Bolton. Mr Bolton was one of the first Council employees in Wollongong. Next came the Osborne homestead. Dr.Lyons had his residence and surgery here. The next building was occupied by Mr Gordon as a private school, and from there to the Cross Roads, on that side of Crown Street, was a clear run.

Coming back to Keira Street, and taking Crown Street on the north side, we have Allen's store. Mrs.Allen is still living on Smith's Hill, and notwithstanding her age of 90 years is almost as fresh as in the days 60 years ago when she assisted her husband in one of the most important stores in Wollongong. The store was later altered and opened as a hotel by George Osborne, under the name of the Freemason's Hotel.

The next shop and residence was that of Sam Cutcher, senr. Mr Cutcher, senr., was quite a notable man in Wollongong in the year 1870. The Mead family lived in the next place. W.Mead met with an accident at Albion Park tannery, and had an arm taken off. We next come to the residence of Mrs.Sheaf. This was an old building where Lysaght's house is situated. We next come to the present District Hospital. This in 1870 was the residence of Joseph Wilshire. From this point the buildings were very scattered. Along the road, as Crown Street West was then called, was a butcher's shop and milk run. Then Martin Cotter's residence, then Flo Polly, and then a large vineyard kept by a man named Wollard. Further along the road we came to the residence of W.Robson. A man named Geard built this many years previously. It is now (1924) occupied by the Phillips family. It is a very solid building, and has a lot of history behind it.

We next come to the residence of W.Brownlee, where Mr W.G.Robertson now lives. This is one of the most historic spots around Wollongong. Here it was, in stockades, the road gangs of convicts were housed and fed. Here it was that in the morning these unfortunate men were mustered like bullocks and marched to their portions of work along the South Coast Road. Here, also, they were returned at night. Herded together, good and bad, some sent to that life of hell not for a crime, but for a fault which many of us today commit many times in the year. Others, so base and low, as to be beyond the hope of reform. Yet the same treatment meted out to all of them.

When we pass the position of the old stockade at the Cross Roads do we think of the years spent by those unfortunate "Men of Destiny," with endless work and the cruel nine-tail greenhide then always before them. In our present day civilisation we hear men rail against the conditions as they exist today. They are free to rail. Not so those men who cut the highway through the district of

Illawarra. They worked on with neither the will nor the right to complain, and with only the hope of death as the release from their burden. The cattle on the pastures were better off. The black man, with his gin carrying his worldly possessions, had the life of a king compared to the conditions of the convict. Is it any wonder that they lost sight of hope and of manhood. They had nothing to hope for in this life, and they died without hope for the next.

I have often been asked do I think that, with a different system, the convict people would have made better citizens? I have replied times out of number that I think they would.

As we pass south by train from Wollongong today we see countless fields and paddocks of broadcast corn and Planter's Friend. Today is the day of the dairy farms. There was a time when the fields of wheat, and both corn meal and wheaten flour were very necessary to the settler. Both the planting and the harvesting was crude, and the necessity for labour was imperative. The cutting of the crop was done with the sickle, the sheaves had to be tied by hand, and the threshing was done on the barn floor with the flail. Then it was that the convict labour was brought into use. Men and women were taken from the stockade and placed out or assigned to farmers who required them. It was almost a condition of slavery, but there were some very fine men amongst the early pioneers, and if a decent convict secured a place in such a home he soon recovered his manhood. There are numerous cases where the assigned convict passed from the frying pan into the fire. There are plenty of cases where the life on the farm was worse than the life in the stockade, where the farmer made the life of the convict a hell upon earth. We have cases on record where the assigned man, for sleeping while herding cattle, had been dragged before the visiting magistrate and flogged till the blood streamed down his back, and for him there was no redress. Cases are on record where the assigned men or women have retaliated to the extent of murdering their "masters," but such instances were few, and the years rolled on and the time came when the Government of New South Wales said: "We are ashamed of the 'Birth Stain,' and the convict importation must cease," and then in our district wages took the place of the lash and men became equal in the sight of God and man.

Series No. 39

PIONEERS OF ILLAWARRA AND THE NATIVE BORN

The Shipp Family of Mount Keira: About the year 1850 the Shipp family came to Mount Keira. Mount Keira was then coming into prominence as the place in the Illawarra District where the South Coast coal measures were being worked, and the sturdy English miners of the period made Mount Keira their home. Seventy four years ago Mount Keira was vastly different to what it is today, and in place of the existing village there was just bush and gully, timber and solitude.

William and Thomas Shipp, two brothers, arrived in Australia in the year 1851, although William was on the South Coast a year or two before Thomas. William first secured work on a farm now known as Cullen's, at the Figtree. Prior to that he was at West Dapto for a little while. The owner of Cullen's Farm (seventy years ago) was Charles Fairs. Charles Fairs was the grandfather of Mr Charles Hoskings, at present of Wollongong. William Shipp worked on Fairs' farm for a couple of years, and then removed with his family to Keiraville.

When at Keiraville - all the area west of Wollongong was known as Mount Keira then - William Shipp became associated with the Mount Keira Colliery. At this time William Robson had taken over the coal mine from James Shoobert, and the seven foot seam was being opened out. Associated with William Robson was his son William Robson junior, who used to control the drum which ran the waggons down the incline. This son is now William Robson, M.L.C., and occasionally resides at Wollongong. Amongst the first miners who worked at Mount Keira were James Cram, A. Young, Ralph Thornton, Thomas Clayton, John Walker, E.Upward, Davy Woodruff, Davy O'Brien, and John Craig. The drivers of the bullock teams were Mick O'Harrah, James Markham, W. and John Butler, a man named Bird, and W.Mead.

The construction of the incline was undertaken soon after the opening of the seven foot seam. It was constructed in two sections, with a drum at the top and another drum near where Mr Jack Phillips lives today. The man who constructed the incline and did the engineering part of the work was James Dean, father of Mr James Dean, of Crown Street. For this work he was assisted by William and Thomas Shipp. The rails were flat iron rails, and were nailed to the sleepers by flat head nails, through holes in the rails. At the bottom of the incline coal was loaded into drays and taken to the wharf. The braking of the waggons down the incline was quite an important job at this old-time colliery. From the top section of the incline Mr W.Robson junr - now M.L.C. - was the first breakman; then followed William Shipp, and later Charles Murphy. The first man in charge of the horses at Mount Keira mine was Andrew Anderson, and for many years Andy fed and groomed his horses well. I think his son Dave still lives about Wollongong. Another son, Bob, is a baker at Dapto.

William Robson was the manager of Mount Keira seventy years ago. Later F.P.McCabe came into possession of the mine, and became manager. The late F.P.McCabe was a Government Surveyor. He was followed by his son, H.O.McCabe, who was a Mining Engineer and a very qualified man. The late H.O.McCabe lost his life at the Mount Kembla disaster in attempting the rescue of entombed miners. The under managers were George Robson and M.Phillips. The colliery carpenters at Mount Keira were Thomas Shipp, J.Richardson, Michael Rowles, Pat Hayes and Jack Pratt. The colliery work including the shoeing of the horses, was brought to his shop at Wollongong. Later a blacksmith's shop was employed there. George Dean was early employed as a striker to the blacksmith's. George Payne, who is still employed at the Mount Keira Colliery as smith, has the longest service of any blacksmith in Illawarra. He has been in employment at the one mine for over 40 years.

The Shipp family have a splendid record in Illawarra. Both William and Thomas came of a sturdy and good English family. In Illawarra 72 years ago they took their place with other pioneers in the fight, which meant success or failure, and although the path was rough and success at times seemed remote, they held the esteem of the people and reared a useful family. Mr John Shipp, the eldest of William Shipp's family, lives in Denison Street, Garden Hill, and Nathan lives at Keiraville. Another son, James, lives in Wollongong, with big interests at Port Kembla. Of Thomas Shipp's family, Ephriam and Mrs.John Brownlee live at Keiraville. Mr John Shipp is at present writing the history of the Congregational Church at Wollongong, and before this series appears the public will have read Mr Shipp's interesting story.

In writing the history of the Shipp family my thoughts run to another very old district family. That family is the Parsons family. A little later that family will also come under review. This article deals with the life of William and Thomas Shipp at Mount Keira and their connection with the Mount Keira Colliery. Also the life story of their sons - in passing I might state that Mr Robert Shipp, who is in the Council of Central Illawarra, and who was Mayor of that Municipality, is a grandson of William Shipp, who came to Mount Keira 72 years ago. Mr Robert Shipp, before entering the business of a storekeeper, worked at Mount Keira. Amongst the very old families at

Mount Keira may be mentioned John Mannix, James and Thomas McGoldrick, James Murphy, Peter Murphy, Charles Murphy, and Michael Murphy. "Mick" is still living at Mount Keira, and will be remembered by moderately old hands as a smart runner 40 years ago.

Mr John Shipp tells of the good old time at Mount Keira in the days before there was any haulage engine at the mine, and when the skips were drawn out by horses. Later an engine was erected to haul the skips out. The engine drivers were Tom Robson, Ned Searl, and Harry Brennan. At the screens was a man named W.Osborne, with one eye, but whose sight with the other was so good that he could tell the difference between full and empty waggons at the wharf, looking from the Mount Keira mine.

Mr Shipp remembers the sinking of the first ventilation shaft at Mount Keira. This shaft was sunk on "Geordie" Flat to the coal seam, about 50 feet deep. It will be understood that the opening of the Mount Keira mine had many difficulties. When the late William Robson took over the mine from James Schoubert the want of practical men was much felt. William Robson secured a number of men from the Newcastle Coalfield, amongst the number being Ralph Thornton. Ralph Thornton was the father of Mrs.John Gilmore, at present living at Figtree, and father John Thornton, who died at Mount Keira some years ago. There are some grandchildren still in the district, including Jack Thornton of Mount Keira. At this time William Robson was able to secure the services of the following practical miners, who were in the district: A.Young, J.Cham, John Walker, Ned Hutty, and Jim Nesbit. A little later Tim Hickey and John Craig came; then James and Thomas McGoldrick. About this time Charles Gilmore came to Keira. He had three sons - John, Charles and Robert. It used to be said that Charles Gilmore lost a crowbar in Ireland and years later found the bar at the back of Mount Keira. Old Peter Murphy was very early at Keira. He had three sons - James, who lived opposite Bode's Hotel for years, and Charles and Peter, who lived at Mount Keira.

Nathan Shipp, the second son of William Shipp, held a record for continuous work at Mount Keira - for 55 1/2 years Nathan Shipp worked at the Mount Keira Colliery. He has retired now for some time, living comfortably at Keiraville, enjoying a well earned rest.

Of the early wheelers at Mount Keira may be mentioned W.McDonald, Thos.Minns, Robert Shipp, Dick Whiteman, Dick Makin and Charles Gilmore. Mr John Shipp remembers the old Mount Keira School, near the Slack Heap, and the teachers - first Mr Ball, then Mr Hamilton, and later Mr Murphy. The new school, which was built in 1876, was opened by Miss.McCabe. Mr John Shipp was tipping the slack over the heap for some time at Mount Keira. A tip waggon was used for the purpose. The road out on the slack heap was over one hundred yards long, built on solid slack, with a great fire burning down in the heart of the heap. Some times the waggon came out quick, and if the driver missed the sprag then the waggon went over the heap.

Mr John Shipp, who has supplied a lot of information for this series, has lived at Keiraville for over 70 years. He now resides in Wollongong, but he has left behind him at Keiraville a name well respected by the people. What is true of John Shipp is also true of the other branches of the family. A few, but very few, families retain the characteristics which belonged to the pioneer. Very little of the sterling qualities of the early pioneers have remained with the families into more than the second generation. The family under review is the exception, and for such they are respected and well remembered.

CONVICT 20

As I write this Reminiscence I try hard to forget the men and women who at the dawn of our settlement made the life of the free settler possible in Illawarra. The years that have passed make it possible for us who are descendants of the free people to look with wider vision on the life of the unfortunate men and women who were little short of slaves under the system existing. We know that our parents and grand-parents drew the line very clearly between the Free and the Convict - the ticket-of-leave man or the assigned servant. Time will smooth out most difficulties, and today we do not enquire who are the sons of the free or who are the sons of the men who at the birth of our district toiled under conditions which bring a blush of shame to our cheeks, which was for the glory of Illawarra and its pioneers.

As I write this series tonight I have before me an old military bayonet and a pair of convict leg irons. Both are rust-eaten, and yet on the torture circle of the leg irons one can see on the inside of the circle the shaded blood-rust of the victim.

I am indebted to Mr W.C.Beresford, of Mount Drummond, for the loan of the interesting relics of the period of ninety years ago. Thirteen years ago Mr Beresford, while cultivating at Mount Drummond, discovered the bayonet and leg irons on a piece of land just off the Spring Hill Road. The years that have passed over since Mother Earth covered with her mantle of dirt these relics of long ago, enables us to build a romance around a condition which ninety years ago was a tragedy.

Convict 20 arrived in Australia on the second convict ship "Dart," in the year 1818. He was first sent to Parramatta, where he was employed making the road from Sydney to Parramatta.

The year prior to, and following 1818, were troublous years in Old England, and many left that country "for their country's good." Convict 20 had visions of a happy England. Had he lived today his dreams might have made him Prime Minister of the Mother Land. He was political in character, and his policy, which brought him to Australia, under conditions as we know them today, placed him well amongst his people. But it could not be. There was no room for the political pioneer in those dark days in England's history, and for what he said more than for what he did Convict 20 was sent over miles of ocean to assist with others - some men of opportunity, others of destiny - to found under Southern skies a land of hope and promise, but which to them was a land of sorrow and remorse.

About the year 1820 Convict 20 was sent with a batch to Illawarra. The sending of convicts to Illawarra was a mark in their favour, and only those who were marked "good conduct" were allowed to leave Sydney for the South. The rule was that after serving twelve months on the roads to Illawarra the convict was assigned to a farmer or employer who required men, and thus it was that in the year 1821 Convict 20 became an assigned servant to the owner of the property now known as Spring Hill.

Spring Hill homestead was amongst the very early homes outside of Wollongong. As we view the position today we can hardly conceive that early in the Nineteenth Century a fine building occupied the position that today is desolation and mighty pine trees. Spring Hill homestead was erected by one James Tate, who erected the building as a public house about 1830. The land was a grant to James Tate, and was next to land which was a grant and was owned by Captain Charles

Waldron. Mr Tate's wife died at this old homestead or hotel, and she was buried on the crown of the hill towards Tom Thumb Lagoon. After Mrs. Tate's death James Tate sold the grant to Captain Charles Waldron, who then came into possession of the homestead. Captain Waldron's wife (Mrs. Jemima Waldron) also had a grant of land adjoining the homestead, and Spring Point was also a grant to the Waldron family. It will be seen that a very large area of land was in the possession of the Waldron family at Spring Hill. Upon taking possession Captain Charles Waldron made extensive improvements to the homestead.

At a very early period a man named Peter Hunt lived on the Spring Hill Point. Down along Allen's Creek, where the old Chinaman's gardens used to exist, a man named Bulards used to live. Along the flats up the creek the following had farms: McGeorge, George Graham and his wife, Thos. Highlands, and a family by the name of McGrory. Mr McGrory, when last heard of was still living at Yass. In flood times the whole of the farms were submerged, and the occupants were hospitably cared for at the homestead by the Waldron family. Mr George Graham, who had a farm along Allen's Creek, was the grandfather of Mr George Clarke, of the Wollongong Hotel.

Captain Charles Waldron was the son of Major General Waldron of Roscommon, Ireland. Captain Charles had six sons - Frederick, Francis, Herbert, Charles, George and Henry. I am indebted to Miss Edith Waldron and Mr Andrew Elliott for information with reference to the Waldron family. The Waldron family is one of the oldest in the district, and the history of that family has, in this series, been given to the public.

It was at this period, before Captain Charles Waldron came into possession of the Spring Hill homestead, that the incidents referred to in the opening of this series occurred. It was when the homestead was an hotel and in occupancy of James Tate that Convict 20, with six other prisoners, was, in about the year 1821, assigned to James Tate as farm labourers.

The three years that had passed since Convict 20 had been sent to Australia was a period that had broken the spirits of this man, who once had dreams for the equality of men.

The life in the stockade and on the roads was hard and cruel, and the spirits of this man sank. On the day of his assignment he was little better than the bullocks that strained at their loads on the rough-made roads of the new settlement. The system killed the man and only the brute remained. With the assignment of the prisoners there came a change. The conditions and treatment were so different that slowly into the life of the convict a new spirit was born and the old thoughts and the old aspirations, which had been crushed by the life of the stockade, slowly came back. This is what occurred to Convict 20 shortly after his removal to Spring Hill. It was in the summer of 1821 that this prisoner from far-off England found the spirit of his boyhood returning. The work was light and the treatment good - each day the sun shone gloriously, the birds sang merrily, but the desire of the convict was not satisfied. After the day's work and at night the convicts were chained to prevent any possibility of escape. All day long as the convicts worked the mountain range was ever before them. There to them was a place of safety and freedom from restraint, which had dogged their footsteps for years past. To Convict 20 the mountain range held a fascination, which was very real. Once into the ranges all would be well. It meant freedom and a life of ease and content.

One night the opportunity came. With a sawtooth bayonet the chain which fastened his legs was cut and Convict 20 was free to find the means of escape. Stealing from the room which housed the prisoners, and throwing the leg irons and bayonet into a stump hole, this prisoner made for the mountain range. In the dense bush he found content for a time. How this unfortunate man existed we do not know. He may have lived for weeks, but the end came and the bush claimed a victim. Many years afterwards, when the finest tracker in Australia - the renowned Ben Rixon - was leading

a party in search of Charlie Quinn, who was lost in the Illawarra Ranges, the skeleton of a man was found beside a dead fire of coal. The skeleton was placed as that of a white man and an escaped convict, and the heap of burnt coal brought to the settlers in Illawarra the knowledge that in the Keira Ranges coal existed.

We often hear the hackneyed phrase that "truth is stranger than fiction," but it is strange that after many years it should fall to the lot of Mr Beresford to find the connection between the skeleton found by Ben Rixon 65 years ago and the bayonet and leg irons in the old stump hole at Spring Hill. It may be that we can look at the matter contained in this series from a romantic point of view. It is just the passing of a convict - but to Convict 20 the time was very real, and if we can spare a little thought in our busy life let that thought be of gratitude for the men who suffered under a system of which we are ashamed of today. Let us not be ashamed of the men who cut the highways through Illawarra, but let us rather remember them as men and women who saved Australia to the British nation.

Series No. 41

PIONEERS OF ILLAWARRA AND THE NATIVE BORN

Andrew Elliott - born at Hearn Farm in 1849. 75 years ago Andrew Elliott first saw the light of day at Figtree. He was born on Hearn Farm, now known as Cullen's Farm, at the side of Cobblers' Hill. Mr Elliott, who is still fairly robust, has a clear memory of the life and conditions at Figtree before the present generation was born. Born within sight of the great Figtree, he has watched development at Figtree with great interest. He remembers the South Coast Road through Figtree when it was just a bush track. Just opposite where the Kembla Road leaves the Main Road, on the eastern side of the Main Road, Charlie Bailes had a brick yard. Good bricks were made there, and were carted to numerous houses in the district. Mr Elliott remembers ploughing a piece of ground on Pegram's Farm, at the Figtree. On the centre of the ground was a place where the convicts were flogged, known as the Flogging Square. On this square, it was said, neither crops nor grass could be made to grow. On Mount St. Thomas the homestead was built by Harry Maher. Mr Elliott states that after his father left Hearn Farm the old building was pulled down and the present structure was erected by Robert James, now of Mount Kembla.

Mr Elliott has a clear knowledge of Wollongong 65 years ago. He remembers William Croft as the best tailor and Andy Moran as the best bootmaker. The date palm tree at the back of Croft's old shop was very small when he first remembered it. He remembers the planting of the pine tree on Spence's farm at Figtree. Old Mr Tresnan was his teacher at Charcoal, and he speaks with a kind remembrance of the old-time teacher. Mr Elliott has many memories of the Berkeley Estate. His uncle had a farm on the Jenkins' Estate. He remembers Mr Turkington, the Jenkins' Estate agent, as wearing a tall hat and frock coat. George, the blacksmith, kept a blacksmith's shop on the Berkeley Estate, and Peter Kerr was an old resident of the Estate also. Dan, the bullock driver, was well known to him. Dan was an emancipated convict, and was a fine bullock driver, and, strange to relate, was never known to swear. Mr Elliott is now living on what is known as Pegram's Farm, at the Figtree. All his life he has resided at the Figtree, and at the present time from where he lives he can clearly see the house where he was born. Mr Elliott is one of the most interesting men of the native born,

and, like all the old people of his generation, takes a keen delight in recounting the incidents of the long ago. He speaks of the events of 65 years ago as of events of yesterday, and as one leads him along the path of memory his eyes brighten as he treads again the paths of youth.

The Parsons Family

Reuben Parsons arrived at Wollongong in 1844, and opened business as a tinsmith at the corner of Market and Corrimal Streets. Matthew Parsons arrived at Wollongong in 1844, and settled at Carter's Lane, Tarrawanna, as a carpenter and shingler.

The original Parsons brothers come under the heading of Pioneers of Illawarra. They were not born here, but they arrived very early and each of the brothers reared a large family of useful men and women. Only the very old living men and women of Illawarra will remember Reuben Parsons. He came to the district eighty years ago, built up a business, which exists today, and passed to rest before our younger generation was born. At the corner of Corrimal and Market Streets, at what was later known as Collins' Corner, Reuben Parsons opened his place of business as an ironmonger and tinsmith. He was a careful, honest and hard-working man, and very soon he was able to extend his business. This meant the building of new premises in Crown Street, the position being where E. Burrows and C. Massey, of recent years, had their shops. These buildings have since been pulled down and vacant land now exists where the pioneer of this branch of the Parsons family built a business which today stands first amongst the business ventures of Illawarra.

Reuben Parsons had three sons and three daughters. The sons are Adin (now the Reverend Adin Parsons), Aquilla (now dead), but who in life was responsible for the present firm of A. Parsons and Co., and Enos. The daughters were Penninah (the late Mrs. Poulter), Eunice (Mrs. Tate) and Johanna (Mrs. Graham).

The historian is safe in saying that amongst the families of Illawarra none were more successful than the Reuben branch of the Parsons family. The Rev. Adin Parsons stood high amongst the dignitaries of the Church. Aquilla was a sound business man, and left a successful business behind him. The family has reached unto the third and fourth generation, and today the name stands honoured amongst the people.

Matthew Parsons was somewhat more retiring than his brother Reuben, and although he went into the country on arrival in the district he nevertheless fulfilled a successful career and reared a splendid family of four sons and two daughters. Matthew Parsons resided for many years at Carter's Lane, Fairy Meadow. He moved there upon arrival in Wollongong eighty years ago. For a time he lived in a small house on a fairly large area of land, facing Carter's Lane. He then started the erection of a large cottage. He was an experienced carpenter. The old house of eighty years ago still stands today. Like most of the old houses of the period it contains an attic roof and two attic windows face the road. Mrs. Simpson is now the owner and occupant, and the old place with its great peat trees tells a story of the days of yore.

Matthew Parsons was the first shingler of Illawarra. He was a master at the trade, and there are yet a few old houses whose moss-covered roof holds off the rain after a period of eighty years. Of Matthew Parsons' sons, Ira (now dead) lived in Flinders Street, Wollongong. He, like his father, was a carpenter and a good man with the shingling hammer. Alfred (also dead) lived in Campbell Street, Wollongong. He was a painter. His was a splendid character. William is still alive, living comfortably at Bellambi and much respected. Henry, the youngest, lives at Keira Street, Wollongong, and is a man of high character and well liked and respected. The two daughters are

Emily and Emma. Emily is married to John Shipp and Emma is married to Nathan Shipp. Both are highly respected. Mr Robert Shipp, late Mayor of Central Illawarra, is a son of John Shipp and grandson of Matthew Parsons. The late Mr Joseph Parsons was a son of Aquilla and grandson of Reuben Parsons. From the two brothers who landed in Wollongong eighty years ago the family has spread out, but for honesty of purpose and clean character the family stands well today.

Mrs. Tate, the second eldest daughter of Reuben Parsons, has supplied some very valuable information in compiling this number. Although an invalid she has a wonderful memory of the events in Wollongong and district during the past seventy years. She remembers the original Church of England in Corrimal Street, and also remembers the hold-up in the building of the present Church of England. After the foundations of the Church were put in it was found that the Church was being built in the centre of Market Street. After a lot of delay and much trouble, arrangements were made to carry the street around the Church.

Series No. 42

PIONEERS OF ILLAWARRA AND THE NATIVE BORN

Edward Oxenbridge: Born at Camden in 1839, Mr Edward Oxenbridge, who lives in the Wollongong Municipal portion of Gwyneville, is taken in this number and will be classed as one of the native-born of Illawarra. Back 85 years ago Edward Oxenbridge saw the light of day at Camden. In his day the "schoolmaster was not abroad." Edward Oxenbridge started work very early in life. He was one of the pioneers who blazed the track and made it possible for the children of today to receive a High School education. When he was eight years of age he was driving one of the bullock teams for Ned Larkin, of Camden. The teams took grain and produce from the tablelands to Sydney and returned with goods for the tableland towns and Illawarra. Mr Oxenbridge tells of those journeys along the bush roads to Sydney. He tells of the hundreds of bullock teams which were gathered at "Paddy's Market" delivering their loads and waiting for return loads. From Campbelltown he always had a commission from Mr Bockey, Mr Baker and Father Murphy to bring them their goods from Sydney, and although he was only nine years old at the time he was trusted faithfully by a large number of the Campbelltown people. So pleased was Father Murphy with the way he handled the business that the good priest presented him with a book. This book was lost on the road. Mr Oxenbridge suffers from failing memory and his hearing is not good, but as one speaks to him of the days of old a smile comes to his face and for a while he lives again the life when he was young and when the days were commenced before sunrise and lasted well into the night. At fifteen years of age he was carrying Her Majesty's mails out and into Illawarra. The mail contractor was Edward Larkin, who resided at Appin, and from Appin Edward Oxenbridge - at the early age mentioned - carried the mails through the Mount Keira Pass. On one occasion a bushranger robbed the mail. On Mount Keira, where the roads leads to the Keira Peak, the stick-up took place. The mail bag was taken and young Oxenbridge was ordered to clear out. Later, by the side of the road, the mail bag was found cut open and much of value taken. The bushranger, a man named Leonard, was captured at Campbelltown. He was not able to read, and in an effort to cash some money orders, thinking they were sterling notes, he was captured.

Up on the flat by the Mount Keira Road, close to the disused furnace shaft of the Mount Keira Mine, was an old house eighty years ago. In this house a bootmaker named Brace lived. Here it was at the age of fifteen that young Oxenbridge got measured for his first pair of boots. This house was later occupied by James McGoldrick.

Mr Oxenbridge remembers all the old residents of Mount Keira. He remembers the McDonald family - David, who was a bootmaker and took up his residence in Wollongong and opened a bootmaker's shop there; and William who came to Mount Keira and built on the Company's property, residing on the Keira Heights at a place which became known as McDonald's Flat, and is still known by that name. Ned Wiley was also a very old Mount Keira resident. The Mount Keira Post Office was at this time situated above the present school. It was on the old road and was handy to the then resident portion of Mount Keira. At the time Mr Oxenbridge speaks of the present Mount Keira (Paradise) and Keiraville did not exist. The whole of the mining population of Mount Keira resided on the mountain, mostly on "Gordie's" Flat and McDonald Flat. A Mr Curry lived at Mount Keira, near the Post Office, many years ago - presumably this was James Curry, who afterwards lived on Curry's Flat, where Mr Jones now has his residence.

On the trips through to Wollongong, bringing the mail in and taking the mail out, Mr Oxenbridge did not stop long in Wollongong. In the year 1854 Wollongong was very small. It was seventy years ago and at that time Mr Oxenbridge thinks that there were only about 50 buildings in the town. He speaks of Moses Driver, who had a small shop where the wine saloon in Crown Street is situated. The same Moses Driver worked for Edward Oxenbridge at Wilton sixty years ago.

Old John Gwynne, of the Gwynneville Estate, also worked for Mr Oxenbridge. When he came in with the mail he used to place his horses in a hotel yard, situated above the present "Mercury" Office, in a building later occupied by J.W.Hosking. The present "Mercury" office he also remembers as a wine and spirit store, kept by a man named Beavis. The hotel where he left the horse was known as Lovett's Hotel. Mr Oxenbridge remembers Joseph Wilshire when he kept a large dairy where the present hospital is situated. This was the first dairy farm in Wollongong, and in those days a man carried the milk in open cans (buckets). The milkman had a yoke across his shoulders and the buckets were suspended from the yoke. Out towards the Cross Roads he remembers a wine shop kept by a man named Wollard. There was also a large vineyard there.

First-class Constable Davis he remembers well. He lived out at the Cross Roads at the identical spot where his son Larry lives today. William Robson, the manager of the Mount Keira mine, was well known to him. He lived at the Cross Roads in the house now known as Phillips. Mr Oxenbridge remembers the Market Place - now Market Square - when the shows were held there, and earlier still when the stocks were in existence. The stocks were used before the gaol was built. It was a raised platform with a board in front through which the prisoners feet were placed. When the board was let down and locked there was just room for the ankle, but the foot could not be pulled through. There the prisoners sat fastened by the feet, and subject to the worst taunts of the passers-by, not excepting the boys of the period. It was severe treatment, and often after a winter's night in the stocks a poor prisoner would have to be lifted into a cart or dray to be taken home.

Camden, Campbelltown, Picton, Wilton and Appin were very important places eighty years ago. They, to a great extent, were the feeders to the growing town of Sydney. Very fine wheat was grown on the tableland and corn, potatoes, turnips and other vegetables were extensively grown. Before being sent by Mr Larkin to carry the mail into Illawarra, Mr Oxenbridge (although under 15 years of age) did a lot of carrying between Campbelltown and Sydney. Bullocks were mostly used, and Mr Oxenbridge tells of the long string of teams to be found on the road. As the carriers got near Sydney the usual conveyance was a bullock in a heavy spring cart, with a horse collar turned upside down, taking produce from the near farms into the town. This conveyance was usually driven by women and children, who came to "Paddy's Market," delivered their load, secured the necessary provisions for the home, and hurried back to assist their husbands in the farm work. When the horses required attention Mr Oxenbridge took them to the blacksmith's shop of John Payne, situated in Crown Street, near Lovett's Hotel. Often it was late at night when the return journey over the Keira

mountain was made. With the coast line lit by electric lamps, from Clifton to Port Kembla, and human habitation placed within call to the top of the mountain, and even over, yet seventy years ago we find a boy of 15 years carrying the mails through the bush fires of summer and the cold west blasts of winter, struggling onward all alone, with the prospect of meeting the bushranger at every turn, carrying in his little bags wealth sufficient to tempt the worst of the population of the new settlement. A boy doing his duty without fear.

This is the class of man whom we hail as a pioneer in Illawarra. Today is the age of youth, and we are apt to forget the battle that has been fought by the men and women who have grown old in the service of their country. The object of this and other articles is to secure a lasting record of the life history of the men who laboured when the district was young. We do not make history today, but in the age of the district's making the men, who, like Edward Oxenbridge, braved every difficulty, and made their district and other districts in New South Wales fit for existence.

Series No. 43

DAPTO

Very early in the history of Illawarra, Dapto took a place. It is difficult at the present time to define the area of Dapto. At one time, early in the district history, Dapto and West Dapto occupied a lot of the areas now known as Brownsville, Marshall Mount and Avondale.

The name Dapto makes us wonder from whence it came. It is not an imported English name, neither has it the vowel sounding name of the disappearing aboriginal residents of our district. There is a tradition amongst the old people of Dapto which may account for the name, and it is this: In the gullies of West Dapto a small tribe of the black race lived. The chief of this tribe was a big man and very inquisitive. One day a farmer's wife had a large wash-basin of butter made and salted. The black's, with their chief were, as usual, "down on the farm." The chief dabbed his big toe into the butter. Upon the return of the farmer from the ploughing field the chief was promptly christened "Dab-toe". This may account for the name Dapto - at least quite a number of old residents accept it as the reasons for the name.

In this series it will be difficult to confine our history to the Main Street of Dapto. There are so many incidents of the long ago associated with the surrounding country that we will be compelled to wander a trifle from the accepted area of Dapto, which today nestles at the foothills of the range. There was a time back in the memory of the old resident when the mountain chain to the west of Dapto held a road out and over the ranges and where cattlemen found a route for their stock to country out of the "Garden of New South Wales." There was also Marshall Mount, which had a thriving population early in the district's history. Henry Osborne went to Marshall Mount very early. During the forties of the last century the late Henry Osborne erected a fine dwelling at Marshall Mount. When the immigrant ship **Westminster** arrived at Sydney the late Mr Osborne visited the wharf and engaged a number of sawyers and carpenters for the purpose of erecting his building, all the timber for which was cut at Marshall Mount. The story of the **Westminster** and the free immigrants which were on board that ship makes good reading. At a little later date the history of the immigrants of the **Westminster** will be told in these series. With the telling of the **Westminster** immigrants the story of some of the oldest and finest families in the district will be unfolded.

"Dan," the bullock driver, figures well in the history of Dapto. "Dan" was a fine driver, and although a Ticket-of-Leave man he was considered reliable and very decent. "Dan" had the task of picking up the immigrants at the Wollongong harbour and carting them and their belongings to Marshall Mount or Albion Park. Let us just stop for a moment and consider the feelings of those people, who eighty years ago were carted miles in a bullock dray through the dense bush. Many of them left thickly populated parts of England, and their journey over rough roads, through forests of dense growth, must have been strange indeed. They were a fine sample of men and women who came to Australia in those old days, and the limitless lands which lay before them held for them a keen desire to secure and turf the forest and pastures to account.

Eighty-five years ago - in the year 1839 - the immigrant ship **Westminster** entered Sydney harbour carrying a shipload of free immigrants. A number of such people, men and women, came to Illawarra. To Wollongong came the Parsons (two brothers) and the Crofts; and to Marshall Mount and Albion Park the Thomas's, Denniss' and the Piper's. Splendid families of men and women, who cut the highways through Illawarra. Men and women who worked from morning till night, and toiled in the advance so that their children might have advantages which were denied to them in their youth. When I think of the trials of these good people I feel very grateful for their splendid efforts in connection with the early progress of Illawarra.

In dealing with Brownsville it would not be out of place in treating with Dapto to cover some of the same ground, and pick up a few incidents forgotten in the Brownsville series. On the banks of Mullet Creek, where the bridge on the Wollongong side is today, one Henry Fowler lived on the farm now occupied by Mr O'Brien. There were no bridges at all on the Mullet Creek crossings. The principle fording place which was made by convicts is just where it is today, below the old mill. The farmers from the farms lower down the creek used to come up in boats to get fresh water for household use in dry seasons. Martin Larkin was also on a farm where the railway line now crosses the creek. Further up the creek, on "Daisy Bank," we had R.Marshall. On the other side M.Bovard had a holding. Following the creek up further we came to a large building owned by M.Triten - now George Armstrong owns the place. On the other side of the creek there was the Public School and a number of farms. In West Dapto one of the oldest residents is P.Rafty. His father was manager of the Johnston Estate. There was a school on the Estate and the name of the old time teacher was James Popell. Quite a number of children came to this school. The late Mr Thomas Armstrong bought the portion of the Estate upon which the school stood.

In the township of Dapto the Rev. Mr Simpson was the Church of England minister. The blacksmith and wheelwright was Mr Newman. He was also an agricultural blacksmith, and turned out a very fine plough. The wooden plough was almost then wholly in use. The butcher's shop was kept by Thomas Dunmead and the bootmaker was Robert Spitague. The two Fowler brothers - George and Harry - had a blacksmith and wheelwright's shop on the Main Road. The chief store was kept by Messrs Hobbs and Hemphill. Dapto at this time, seventy years ago, was small compared with the Dapto today, and when years later the Australian Smelting Company erected their works on the bank of Mullet Creek there was every prospect that Dapto would become a big town. But Dapto's luck was out, and after a few years of growth the smelting works passed out and Dapto settled down into its old position as a farming town, and if its lot was not to be industrial it had the satisfaction of knowing that its farm existence was secure and for that the people are grateful.

Out Calderwood way we have some old settlers. James Pearson settled there very early - his son is there today. Seventy years ago there was also E.Davies, John Griffin, James Hudson, and others I cannot just now remember. In a subsequent series we will have to deal with Albion Park and we will then treat with a number of very old settlers living along the Macquarie. The further we go south from the port of Wollongong the harder became the lot of the early settler. It must be

William Piper lived at Tongarra for a number of years, and did a lot of work opening up the country in that locality. He had a family of two or three sons and one daughter. Later he moved to Lake Illawarra and occupied land on the edge of Mullet Creek, where the old smelting works stands today. They lived at the lake for five or six years, and then moved to Marshall Mount. When at Marshall Mount, William Piper (the father) died and was buried in the cemetery at Brownsville. The eldest son, William Piper, took charge of the farm at Marshall Mount after his father's death, and he assisted his mother to keep the farm together. During his youth he was engaged in the butchering business, carrying out meat for W.Thomas, who had a business at Log Bridge, near Marshall Mount. He was also engaged by the late E.H.Weston at The Meadows, attending to horses and breaking in horses at Weston's stables. William Piper married early in life, finding his bride at Throsby Park, Moss Vale. They returned to Illawarra over the mountain at Avondale and settled in the home of his father. He was married in the Throsby Church at Bong Bong. This was over sixty years ago, and from that date William Piper walked the path of duty, honouring his God, as only men of his class can, and playing the game to his fellow men; a man of integrity and example to follow.

William Piper knew the Illawarra district from Bulli to Nowra. Along the South Coast Road he has drawn his loads with bullock teams before the day of Municipal Government; along the bush track in the dead of night, with only the instinct of the bush-craft to guide him, he has worked for home. At American Creek, on the way from Wollongong, he has out-spanned his teams and fed himself and his bullocks under the shade of the mighty Figtree. As the years passed conditions improved. Slowly the settlers, by ring-barking and felling of timber, cleared rich areas of land along the upper reaches of Mullet and Yallah Creeks. More cattle were secured and settlers' homes became self-supporting. For many years the dairy was a large building, with a row of two shelves to hold the milk dishes. The shelves were not attached to the walls of the building, but were composed of two battens nailed to each side of an upright post; on these battens the milk dishes rested. The dishes were wide tin dishes, and as a rule each dish stood for three days on the shelves to allow the cream to come to the surface, and to ripen sufficient for the skimming. It is not hard to understand the amount of work to be attended to in the dairy alone, with a big herd. But in the life time of William Piper many changes came, and forty years ago the separator was taking the place of the milk dish on the South Coast farms. With the separator came the factory. Not least amongst the changes in the lifetime of William Piper was the South Coast railway. Prior to the construction of the line to Nowra all produce had to be carted to Wollongong first by bullock teams and later by horse teams. When the railway came a change took place. The milk depot and the butter factory became established at the railway station, and instead of carting to Wollongong or Shellharbour, the Milk Companies supplying Sydney took delivery of the milk at the station and the butter factories the cream. The hard and ceaseless work of the pioneer was bearing fruit.

William Piper found time in his busy life to take an interest in public matters, as well as Church matters. He was much interested in co-operation, and acted as a director of the Albion Park factory. Before me I have report of a send-off to Mr W.Piper by the people of Marshall Mount and district, upon his leaving Marshall Mount in 1901. The speeches and the presentations tell of work well done. We can well understand Mr Piper's continued interest in Illawarra. After fifty-five years residence in the district of his making, where his father and mother are resting, and where the bright days of his youth were spent, it is in keeping with the order of things that his mind should dwell with the district of his birth. We honour him for his faith in the district and for his share in the making of Illawarra.

remembered that there was no railway station at the door of the farmer, as there is today, and that produce had to be taken to the nearest seaport. When we view the position in this light we can understand the position of the pioneer settlers of Dapto, Avondale, and Marshall Mount in the year 1850 or 1854.

Series No. 44.

PIONEERS OF ILLAWARRA AND THE NATIVE BORN

The Piper Family: Living quietly at Francis Street, Artarmon, is one William Piper, resting after many years of pioneering in Illawarra. William Piper was born in Illawarra, and lived at Marshall Mount for many years, and, although not at present in the district, he retains a keen love for the district of his birth, the burial place of his parents and wife, and the birth-place of his children.

In dealing with the life history of this remarkable family of pioneers we must go back into the dim past and trace their history step by step, from the time - almost at the birth of Illawarra - when the elder Piper arrived in the district in the year 1839 - over eighty years ago.

William Piper and his brother James arrived in Sydney in the immigrants ship **Westminster** in the year 1839. All the passengers on board this ship were free people, coming over 12,000 miles of ocean to make a home in a country strange and new. The men and women on board the **Westminster** were a fine sample of immigrant; ready to fill the task which lay before them in the wild bush of Australia. Upon arrival in Sydney a number of colonists met the ship. These men were early settlers in Australia, and were in want of tradesmen in many occupations in the new country. At the ship's side the late Henry Osborne, of Marshall Mount, was present, and his wish was to secure men for the building of a large dwelling, at Marshall Mount. The men he required were carpenters and sawyers, and in making his selection he secured the services of William Piper and his brother James, a Mr Denniss and Mr W.Thomas. These were all handy men. It was, therefore, in the year 1839 that William Piper came to Wollongong.

They travelled by boat, the one which brought them to Wollongong Harbour was the **William the Fourth**. Upon arrival at Wollongong they found a bullock team and dray waiting for them, and in this, with all their belongings, they trekked to Marshall Mount. The road from Wollongong to Marshall Mount today gives no indication of the condition of this road 85 years ago. Then it was a bush track, with endless forest on each side. Picture the feelings of these men and women, coming from a congested England and placed in a place where a wild bunch reigned supreme; where the nights were made hideous by the howl of the wild dog, and loneliness surrounded them living in a crude dwelling, and the bush for ever with them. They were hardy pioneers, these men and women of the **Westminster**, and out of the bush they carved a home and built a heritage for their children. So with the bush at Marshall Mount as their home, there came together three families of pioneers - the Pipers, the Denniss and the Thomas family, and throughout the changing years these three families clung together and helped, loved and married.

The two-storey dwelling built for Henry Osborne stands at Marshall Mount today, and although over eighty years have passed since the timber was cut and sawn, the house exists today as a residence.

WOLLONGONG BAND

There have been many institutions established in Wollongong; many clubs, musical societies. All have lived for a time, and, after a brief success, have passed away.

The one institution which has lasted throughout the years is the Wollongong Band. True, it has had many changes and many Bandmasters. It has seen difficulties, but it exists today, and it existed sixty years ago.

The first Band was a military one, and was composed of ex-service men. Each man, after serving a certain term in the military ranks of the colony, secured a grant of land for an amount of £100. A number of those men, after service, formed themselves into a Military Band, which existed for some years. Mr James Osborne provided the Band instruments at a cost of one hundred pounds.

The first recognised Town Band was established about 1866. The first Bandmaster was the late Mr C.T.Bode, with Mr Fred Ziems as assistant conductor. The following were some of the bandsmen: Jack McCready, Tom Brown, Alf Parsons, Dave James, Dave Rosborough, Charles Ziems, Julius Ziems and Ted Wilson (side-drummer). The first Band Room was situated off Crown street, in the kitchen of a dwelling where Parsons and Company's timber yard is now placed. The Band afterwards removed to the dining room of the "Cottage of Content" Hotel, and still later to a cottage at the corner of Church and Burelli Streets.

The first break took place some two years after the formation. This meant the formation of two Bands - one under C.T.Bode and known as Bode's Band; the other under Fred Ziems and known as the Harmony Band. There was keen rivalry between the two Bands, and as the financial part of the Band work was difficult, each Band ran a dance to assist the finances. One was called Bode's dance and the other the "Silver Tails" dance. Harry Gray, as a boy, attached himself to Bode's Band about this time as side-drummer and later cornet player. There was also Mick, Jack and Paddy Kennedy, Mick Williams, and others I cannot just now remember.

Some time later the rivalry between the Bands ceased, and one Band became the order again in Wollongong. The Band was then started with Paddy Kennedy as conductor, and with the other players already mentioned came Jack and George Polly and Billy McRae. A little later still a man named Chrome was Bandmaster, who was followed by A.J.Walker. Mr Walker later was Bandmaster of the Rozelle Band, Sydney.

In the year 1891 Mr James Charlesworth came to Wollongong. Mr Charlesworth early attached himself to the Band, and into the Band came a number of young players, including Mr W.E.Dwyer, who is still with us. Very soon the Band became a thing of interest, not only to the people of Wollongong, but to the district. Out of good material the new conductor fashioned an institution which took a place amongst not only the district Bands, but amongst the first Bands of Australia. It is just about thirty three years since the Wollongong Town Band placed the town of Wollongong on the map of Australia. Of course, it is true that thirty three years ago important events were few in our district, but the position secured by the Band, under Mr Charlesworth's charge, was a big thing for Wollongong and the Illawarra district. Years before Bill Beach made history for Illawarra, and in a little smaller way, the Town Band in the years 1891 and 1892 made Wollongong the home of Band music. We may say today "Gone is its greatness", but to the memory of the men and women

of 1891 we do not forget that the Town Band played a fine part in the progress of Wollongong. The members of the Band and the general public had great faith in Band Conductor Charlesworth, and it was this faith which meant success to the Band of 1891.

I think I am right in stating that the oldest bandsman connected with the Band today is Harry Gray. Harry linked up with the Harmony Band at the break between Bode and Ziems, forty eight years ago. He has been connected with the Band ever since, and in good times and bad times has stood beside the old Band in all its trials. It is good to see these veterans of the old Band. It carries the memory back to the pioneer days of Wollongong, when the citizens had faith in their Band and its conductor.

Billy McRae comes next on the list of pioneer bandsmen. Billy joined up as a boy when Paddy Kennedy was conductor. Billy is a keen bandsman and was always to be relied upon. He is still a playing member. It was about the year 1884 that Billy McRae, as a boy, joined the Band, but years before that he carried the torch and was waiting till old enough to be admitted as a playing member.

George Polley is also on the list as a veteran. He and his brother Jack joined up many years ago - about the same time as Billy McRae - and George today comes out on occasions to help the old Band. The Polley's were musical, and I think some of their children are with the Band today.

Billy Dwyer, as a youth, came to the Band in the heyday of its greatness. When the Wollongong Band stood as an example of what a country Band might achieve, Billy was a youth, doing his part in the great success. Scion of a musical family, it is small wonder that Billy developed a love for the Band, which holds as strong today as it did thirty years ago. Billy Dwyer has conducted the Band for some years with great success.

George Dohing has been, off and on, a member of the Band for some years. For some time he was conducting the Keira Band at Keiraville, but when occasion required he came to Wollongong to lend a hand.

It may be that, in dealing with the players of the last twenty years I may miss some player who deserves mention. If so, I must ask him to excuse a faulty memory. Harry Parsons junior has been a very useful member of the Band for some years, and I am not sure, but I think his father, when living at Carter's Lane, was a member of Ziems's Band. I think that both Alfred and Harry Parsons were members of Ziems's Band at Towradgi.

The duty of the public towards the Band has often been discussed, and these days of municipal control the question as to who should be responsible for the support of the Band is much debated.

It is certain that the expense of each member of the Band is considerable, and I would venture to say that, to an old bandsman like Harry Gray, his love for the old Band must have cost him a considerable sum of money. This should not be. The Band in its early life received considerable grants from private townsmen. We have a record that James Osborne, at the start of the Band, gave a grant of £100 for new instruments, and from time to time considerable sums of money were contributed by the townsmen to finance the Band. Today we feel proud of our choral efforts, and there was a time when the Band was equally famous. The wish of "Old Pioneer" is that the time may soon come when the Band may recover some of its faded greatness.

NOTABLE MEN & CHARACTERS OF OLD WOLLONGONG

In this series I will deal in a general way with a number of men who, though now dead, yet fifty years ago figured largely in the public, social, and industrial life of Wollongong. Just as it was in the period when Charles Dickens found his characters in the streets of London, so we, in a smaller way here, had our characters. As I write tonight my memory carries me back to a period in the history of Wollongong when the town held an artist as town crier and bellringer, and the chief town baker was a humorist of note.

Charlie Bails and William Wells: To the men and women who remember Wollongong fifty year ago, what memories these two names will lift. In a building off Crown Street, at the back of Burrows' photographer's shop, when Crown Street at this spot was a paddock, these two men lived together. One was gentlemanly in manner; the other was the reverse. Wells was the town crier, and in his spare time sharpened the saws for the community. Bails was a breeder of dogs and handy man. William Wells was a man of good appearance and appeared as town crier in a dress suit, with tall white hat. My readers who remembered Wollongong fifty years ago will not forget Wells and his favourite call - "Tonight - tonight - at the Temperance Hall, Wollongong" etc.

"Charlie The Broom": Charlie was a man of no account. Up and down the street he carried a broom and secured an occasional job sweeping in front of business premises, and took orders for the making of brooms.

John Murphy (Alias "Donkey Jack"): Made history of a kind in Wollongong. It was said that he could drink a glass of rum while standing on his head. He was a particularly strong man, short and nuggety. He had been an assigned servant and was a good worker. He was very much addicted to drink, and when in his cups was a dangerous man, and in his encounters with the police and others proved a tough customer. He used his head to some purpose, and his back kick was worse than that of a donkey.

Charles Neil McLaren Robinson (Charlie Robinson): At an early period in our history Charlie Robinson had a decent farm property at Kembla, but it was after he disposed of that property that he became so well known in Wollongong. Charlie was a prince amongst men; ever ready to help others and neglecting his own interests he forfeited a lot of the world's goods. To others he was very good; to himself unfair. For years he was an institution in Wollongong. The memory of my readers will go with me tonight, and we again see a little man with a Scotch cap and twisted stick ambling along the streets of Wollongong, chanting his ditties - some in favour of our then townsmen; other sayings not to the credit of the townsmen - public citizens or private citizens alike, just as they appealed to him in his honest, straightforward way.

Michael Casey: Baker and pastrycook, he was prominent and important in Wollongong as the chief baker of the town, town humorist, and general hard case. Michael Casey kept his baker's shop just where Mr Spence has his produce store today. Michael Casey was a man of the period - "The poor you shall always have with you". Michael Casey had the poor with him, and, as the years went over, his free list grew bigger and bigger, till at the end of his period in Wollongong he was giving away half of the bread he baked. It has been said that the good-hearted man sees more of the humour in life than the tragedy in life. This was so with Casey - he loved a joke, and there were few men in Wollongong at the time who did not come under his keen wit.

Richard Howarth: "Dick" Howarth was a well known figure in Wollongong fifty years ago, and, of course, up to quite recent years he was seen in Wollongong. Chief clerk for his father Robert Howarth, he was known as an accomplished bookkeeper. For some years he was absent in New Zealand, where he qualified as a first-class hotel cook; he also had the arrangements in hand for Madame Adeline Patty's New Zealand tour. One could not look twice at Dick Howarth without wanting to know something of his early history. His early life was spent amongst lilac surroundings. Reared at the homestead at Kembla Grange, he came to Wollongong, riding in a carriage. "His life was gentle". All that position and money could give was his. This was so in the day of his greatness, and although the years that followed were thorny and the life hard to follow, "Dick" Howarth to the end played the man.

John Bigger: Auctioneer and commission agent. It is very questionable if there has been any man in all the years of Wollongong's history that has left a greater mark than John Bigger. Bigger by nature, as well as by name, he was always in the front of progress. To the citizen of fifty years ago John Bigger claimed attention. First, he was an advocate for a deep-sea harbour for Wollongong. Every deputation which went to Sydney had him on its list. Never did he fail to be at the call of duty in the interest of the country and his town. When the Railway League was established to link Wollongong with Sydney, John Bigger was the first secretary. When the town of Wollongong required to be lit with gas, John Bigger moved in the direction for the establishment of a company, and was the first secretary. Not content with the progress of Wollongong, he also strove in the interest of the district's progress. Wollongong was first with him, but he also had a keen interest in the Illawarra.

About where the present Wongawilli coal mine exists today, over fifty years ago John Bigger had a number of drives put into the mountain. From these drives coal was produced and used at the Brownsville mill. The scientific belief was strong that south of Kembla, where the basalt comes to the surface, no workable coal would be found, due to the break in the strata by eruptions. Bigger did not see eye to eye with this theory, and spent much money and time in prospecting the locality. With Patrick Lahiff he had a great belief in the district's greatness. The prospecting for iron ore was his hobby, and there was very little of the district, from Bulli to Nowra, but received his attention, both personally and by men he employed.

John Payne: In this number I desire just to briefly mention John Payne. Later the Payne family will come under review as pioneers of Illawarra. But there are some qualities in the life story of John Payne which may be mentioned here. John Payne was a big man, and to the man in the street a stern man. He has a very powerful will, and was a man to lead, not to follow. He was a keen judge of men, and he soon placed a man for good or bad. He was a well read man, and although his early education was scanty, in his long life he was able to gather together a large knowledge of the world and its people.

Series No. 47

**A COACHING INCIDENT - CAMPBELLTOWN TO WOLLONGONG
[1879]**

Forty five years ago, on a winter's night in the month of June, the incident related in this series occurred to the mail coach on the road from Campbelltown to Wollongong. The driver of the mail coach was Mr Sam Clout, at one time proprietor of the Harp Hotel, and at the time of the incident was only seventeen years of age.

This incident is best told in Mr Clout's own words, for he has a clear recollection of all details of the terrible night:

"On the afternoon of a June day, in the year 1879, I was due to leave Campbelltown with Her Majesty's mails and two passengers for Wollongong. All day long it had rained, and the rain had been falling for a month previous. In fact, three months of that winter there had hardly been a dry day. I was just a youth at the time and driving the mail coach through the teeming rain was not to my liking. Mr James Waterworth, who is still living at Campbelltown, was the mail contractor. He was a good boss, but a bit worried in his manner, and that day he and I had not been on the best of terms. I told him quite plainly that I did not intend to take the coach to Wollongong that night, and that even if I did I would not take the ordinary horses, which were knocked up. After a good deal of banter I agreed to go through with the mail, and Mr Waterworth agreed to let me have his two chestnut horses, which he used for special runs at Campbelltown. The mail train for Sydney was late getting to Campbelltown, due to a wash-away on the railway, and by the time we got away it was dark. We made a fine show leaving the Campbelltown Post Office with Waterworth's two splendid chestnuts. Before going I was advised to wait till morning, but I had driven the mail coach for a couple of years and I had not once been late with Her Majesty's mails. In the previous summer I had gone through three miles of blazing forest, with the burning trees falling across the road, and then the mail was delivered on time. I told my advisers that neither fire nor flood would stop me, and with a flick of the whip the spirited horses were away on their long journey to Wollongong. I stated that I had two passengers with me on the journey - one was Mr James Farraher, of Woonona, and the other was a jockey boy going to Wollongong under engagement to a horse trainer in the town. It was a dark trip to the top of the mountain, and the rain fell in torrents. In all my life before and since that night, I never knew it to rain so hard. All the mountain streams were running across the road, and at the top of the mountain the water was running down the middle of the road. I knew we were in for trouble, but there was no turning back, and so into the rain we went. The wind was also blowing with hurricane force from the south, and the horses, with heads turned to the wind and restless with the incessant beating of the windswept rain, plunged down the mountain. I was very game in those days, and I was young and strong, but I can tell you that I felt a great fear take hold of me as the horses plunged on their way down the Pass. The night was fearfully dark, and the coach lamps, with the glasses smeared with the rain, showed a very poor light.

We reached the bottom of the Pass safely, and we were soon in Bulli. We delivered the mail at the Bulli Post Office, and our next place was Wollongong. Once there, with the horses stabled, the worst night in my experience on the road would be at an end, but the worst, though I did not know it, was yet to come.

As we left the Old Bulli Post Office I was told that the flat was in flood between Bulli and Woonona - the place since that night has been known as Mail Bag Hollow. I was advised not to try to go through, but I was determined to get to Wollongong, and besides, I felt that I had come the worst of the journey. At the top of the little rise going down to the Woonona hollow - even in the darkness -I could see a great sea of water before me. The horses became terrified; down the hill they plunged out of control. The coach skidded sideways down the hill, and the next moment we were in the water and the horses swimming. Even today I tremble when I think of that terrible night. How I thank my stars for the difference which occurred between Mr Waterworth and myself, and which meant the exchange of the old horses for the two beautiful animals which were in the coach. Both horses were well used to water, and it was this which enabled me to get through. In the struggle of getting through, both my passengers were washed out of the coach, but both Mr Farraher and the boy were able to swim to safety. A mail bag, the largest of the bags, was washed out and lost. After adjusting matters as well as possible, I proceeded on my journey, leaving Mr Farraher at his home at Woonona. The road was in a fearful state, but that was a small trouble after what we had gone through. At Cabbage Tree the water was over the bridge, but we got through safely to Wollongong. At Wollongong I told my story and reported the loss of the mail bag to the Postmaster, Mr Mackel. He advised me to at once report to Sergeant Ford the loss of the mail bag. He advised me to be ready to start at once with him to look for the missing bag. I saddled one of the horses, and, with the sergeant mounted, we rode out to Bulli in quest of the missing bag. At Cabbage Tree we were held up by a great flood; the water was flowing along the road, past the "Forest Inn," and the hollow where the bridge is was filled level with flowing water. We waited at the "Forest Inn" for some hours before we could get through, and at last the water went down sufficient to allow us to get over. When we got to Bulli we found that Mr Farraher and some other people had been searching for the bag and had found it at the seashore, right in the breakers, wedged between some rocks. The mail bag was a thick canvas one, and with the exception of some papers the rest of the mail was not injured. It was a happy ending to what might have been a tragedy. When Mr Waterworth was notified of the mishap, he is reported to have said: "That young scamp said that he would get through to Wollongong even if he had to drown the horses, and by G__ he nearly did it."

This is an incident of many years ago, and has been told, so far as the public is concerned, for the first time. It is right that it should be told, for the man - the hero of that night - is still with us. The young men today are apt to think that they possess all the energy, and that we of the sere and yellow leaf are of little use. It is right that they should know that in the men of Sam Clout's stamp we have a man who, on the night of 45 years ago, performed a feat which no young man today can follow.

Series No. 48

THE TRAGEDY OF TOWRADGI CREEK

Amongst all the streams which enter the Pacific Ocean on the South Coast there is none so placid and beautiful as Towradgi Creek. From Mountain to seashore this stream is beauty lined. As it passes under the South Coast Road at Angel's Bridge the passer-by will be struck with the natural beauty of the surroundings. Down the creek at Bellambi Lane is a beautiful spot, and as we pass down the stream to the creek mouth, where it empties into the ocean, both sides of the stream are lined with old growth of honeysuckle, flowering titree, and even older growth of trees. During holiday periods

hundreds of people make their holidays on both sides of the old creek, and cadets and others camp there for stated periods. All the natural beauty, which is so attractive on the banks of the different creeks in Illawarra, is there in all its glory.

A few Sundays ago I stood on the banks of Towradgi Creek. I watched the children bathing in the still waters. At the mouth of the creek adults were boiling the billies for afternoon tea; the evening shadows were creeping across the water, and the reflection of the oak trees was thrown across the stream. The scene was placid and restful. To my memory came thoughts which jarred upon the beauty of the evening. Thoughts of a night, over fifty years ago, when the silence of the night was filled with the barking of a dog, and the startled cry of two children in agony was lifted to heaven. The story that I am going to tell will be within the memory of the old inhabitants of Wollongong and places further north. It has been my lot in these Reminiscences to write with a happy feeling of events. In dealing with this series tonight "my pen is dip'd in tears," and I write with a sorrow which was felt by the old residents fifty two years ago, when the "Tragedy of Towradgi Creek" became known.

"Across the creek from Wollongong, on the Bellambi Lane - on the property which of late years was owned by Robert Spinks and which was recently subdivided and sold by Horning and Co., auctioneers, of Sydney - there lived fifty two years ago a man named Peter Braun. Peter Braun had a thirty acre holding, and on this area of land he kept a few cattle and devoted his time to dairy farming and flower and vegetable culture. Braun had a wife and two children, and for some years they lived by the side of the creek and were very happy together.

Peter Braun was a cultured man, and before coming to Australia made a name as a botanist in old England, and was the writer of a number of journals on botanical matters. When he arrived in Illawarra he settled at Towradgi Creek, where he continued his work as gardener and expert in trees and flowers. Peter Braun left England suffering from a chronic liver complaint, and when he landed in Illawarra he was in very poor health. He had two children, the eldest being a boy of sixteen years of age named George; the other a girl named Mary, fourteen years of age. The boy George promised to be a very talented musician. At the time of the tragedy his music teacher - Mr Fred Ziems - stated that he gave great promise, both with the piano and violin.

From the particulars gleaned at the time of the tragedy it is very certain that Braun made a very poor living at the creek; they handled their business in a very primitive way. The produce from the small farm was taken to town on a packhorse, the produce being butter, eggs, vegetables, and strawberries. Mrs Braun, as usual, took the produce to Wollongong, leading the packhorse. In the event of Mrs Braun not being able to get through her business in time to return before dark she stopped for the night in Wollongong and returned in the morning. This occurred very often in the winter time, and it was on a winter's night that the tragedy occurred. Braun about this time was suffering severely with his liver, and there were whole nights that he lay awake suffering pain. To add to this his wife's absence in Wollongong each week seemed to prey upon his mind. This condition went on for some time, and the change was coming in Peter Braun's case when the rational man gives place to the dangerous maniac. The neighbours, who were few and far between at the time of the narrative, did not notice the change - perhaps, with the cunning of the maniac, he was able to hide his changed condition from the eyes of his few neighbours.

In the witching hours of midnight, in the lonely hours of a winter's night, with the wind moaning through the sheoaks, this man of culture was nursing an imaginary grievance. Peter Braun was passing to the dangerous stage. The brain of the man was unhinged, and his desire seemed to be to place himself and children out of the road of temptation.

It will never be discovered whether in the stillness of the night he murdered his two children by cutting their throats, or whether he locked all the doors of the house, and then, with a house soaked with kerosene, he fired the building. The accepted belief fifty years ago was that the deed was done while the children slept. The dog, which was a favourite pet of the murdered boy, was brained with an axe so that he might not disturb the neighbours. The belief was very strong at the time that the maniac murdered his children first, and the dog caused such a noise by baying that Braun brained the dog to prevent the neighbours from investigating the trouble. After all the ghastly preparations were made the house was fired from the inside. In the morning three corpses were found charred beyond recognition.

This is the story of the Towradgi Creek tragedy, and to the old residents of this pretty creek it is an event which shall never be forgotten. For years after the charred posts of the old house stood close to the creek and some of them may be even visible today. Peter Braun was an extensive strawberry grower, and the strawberry garden came right down to the creek. On the night of the tragedy Mrs Braun was in Wollongong, having taken in vegetables, leading the packhorse to Wollongong and back. At first some suspicion attached itself to Mrs Braun, but that was soon dispelled by the finding of a slate outside the burnt house, with the following message in Braun's handwriting: - "God shall be our Judge; I am sending my children to heaven and going myself."

A new Police Inspector - Inspector Thompson - was coming to Wollongong by the steamer **Illawarra**. When off the Black Rocks he saw the heavens filled with light from a burning building. Upon arriving at Wollongong he heard of the tragedy at Towradgi.

I often stand on the bridge where the Bellambi Lane crosses the creek. I look across to the position where the old house stood, and I try to think of the awful night. The history of our district gives us few tragedies which appeal to me as this. Towradgi to me, even today, is the loneliest spot in all our district. When I see the children playing in the water, when I see the adults laughing over their boiling billy and their afternoon tea, I think of that night, over fifty years ago, when a faithful dog bayed at night for the help that did not come.

To some readers this will refresh a faded memory; to others who have heard the story for the first time it will give an added interest to Towradgi and its creek. As my friends read this series their memory will be racing back over the events narrated. As I write tonight my memory steals back, and I remember a few of the old neighbours were shocked at the tragic end of the Braun family. Mr Fred Zeims, still living, was one of the nearest residents to the Braun homestead. He was passionately fond of the murdered boy, and was teaching him music at the time of his untimely death. Mr Tant lived on eleven acres of land below Braun's place. Messrs William and Ben Thackery lived close to Bellambi. Mr Matthew Parsons, father of Harry Parsons, senr., of Keira Street, lived on Carter's Lane, not very far away.

Sergeant Sheridan was the officer in charge of the police at Wollongong and to him was the unpleasant duty of attending to the inquest and other matters. He was a fine, good-hearted officer, and all that human hands and heart could do was done by Sergeant Sheridan.

PIONEERS OF ILLAWARRA AND THE NATIVE BORN

Frederick Zeims: Living quietly by the banks of Towradgi Creek is one Frederick Ziems, and although eighty six summers have come and gone since Fred Ziems saw the light of day, he is hale and hearty. A few weeks ago we sat together in his cosy home at Towradgi. A fine-toned gramophone was playing in the room. I noted how keenly he appreciated the music, and as a band selection came rippling from the circling disc the old spirit and old memories were awakened, and he lived again in the days when bands meant so much to him. It did not require a great stretch of imagination to see him again conducting the "Harmony Band," as he did forty years ago. Fred Ziems arrived in Australia and took up land at Towradgi Creek in the year 1862 - sixty two years ago. The residence was on the south side of the creek - on the Wollongong side. The area of land was considerable; the whole of it was on the south side, and the land extended right down to the beach. All that land which forms the Towradgi Park, on the south side, was a part of the Ziems Estate. The land was purchased by the Government some years ago and dedicated as a park, under trustees. In a few years Mr Ziems made a very nice home at Towradgi. He was a clever gardener, and he will be remembered in the old show days as being a prize winner for fruit, vegetables and other produce.

Fred Ziems will best be remembered as a lover of bands and band music. Many years ago he conducted the Harmony Band in Wollongong and the Town Band at Bulli. He was a painstaking bandmaster, and the band under his control made good progress. As a number of his old players are still living it may be interesting to many to hear the names of his first bandmen - Alf Richards, Jack McCready, Ted Davis, Tom Brown, Bill Harrison, Tom Rogerson, Alf Parsons, Bob Osborne and Dave Rossborough. Few except the old hands can understand what this band meant in the early life of Wollongong. Fred Ziems is a most kindhearted man, and the band was ever ready to lend its services to all the charitable movements in the town and district. In those days the conductor was not paid for his services, and we can understand the long, dark journey from Towradgi Creek to Wollongong two, and sometimes three, nights a week. Then, when Wollongong was satisfied, Bulli called for his attention. Then, to add to this, the band music was not printed in copies as it is today. The required number of copies had to be written. This was a great task, and Mr Ziems on many nights after his return from band practice burnt the midnight oil preparing music for the next night.

Fifty years ago the Temperance Hall was the home in Wollongong for concerts and entertainments, and the Harmony Band was the first call for the concerts. Alf Richards played the violin or piccolo; Jack McCready, Land, Harrison, and Rogerson variety entertainment; and Bob Osborne, piano; and, above all, Fred Ziems had a watchful eye.

Fifty years ago Towradgi was a favourite pleasure resort; people walked along the beach from Wollongong, and courting couples told the old, old story under the shade of the old honeysuckle trees. Mr Ziems has a good memory for places, men, and events of Corrimal. Dr. Cox, of Coxton Estate, he knew well. He speaks of him as a most kindly man, and, although he did not practice his profession generally, he was most kind and considerate to any of the poor people who were ill in his locality. Dr. Cox was a great collector of curios, and his study was more like a museum than a surgery. Mr Ziems and Matthew Parsons were old friends: it was the day when friends were few and far between, and a friendship once cemented was never severed.

The **Queen of Nations** wreck in the late seventies of last century is an interesting topic of conversation with Mr Ziems. He remembers the morning of the wreck well, and was one of the first to be on the spot, if not the first. The **Queen of Nations** was a fine ship, and when seen by Mr Ziems was in on the beach on a full tide. On the early morning that he viewed the wreck the ship had not broken up. She seemed to be resting across a ledge of rocks and was rolling very much. She had a big list to the port side and the seas were breaking over her. Mr Ziems was present during a lot of the salvage work. He remembers Mr Dent, who bought the wreck. He thinks that Mr Dent did not do very well out of the salvage. If he got all that came ashore he would have been all right, but there were hundreds of pounds worth of stuff which were picked up by prowlers on the beach and taken home. Sometimes one man planted goods in the sand, and as soon as he left the plant was lifted by someone who was watching. This went on, notwithstanding that the Water Police were on the beach. The wreck brought a great number of people to the beach, and, considering the smallness of the district population at the time, compared with the population today, it was a big event. Mr Ziems remembers when the Public Works Department used the blue metal from the Black Rocks to place on the South Coast Road, before the Council had charge of the road construction. Mr Ziems has always taken a keen interest in all matters for the welfare and benefit of Corrimal and Bellambi. Sixty two years ago when Mr Ziems first settled at Towradgi there was a fair number of aboriginals at the creek. The camp was on the other side of the creek from Wollongong - on the Corrimal side of the creek. When he first came to reside at the creek he heard that there was a blackfellow's cemetery on the sand banks close to the Bellambi Lake. He had also heard that skeletons had been found in the sandhills. Sixty two years ago the bush was very dense between the Main Road and the seashore, and some very decent building timber was secured on both sides of the creek. Mr Ziems was well acquainted with the unfortunate Braun family. The boy was a music pupil of his and the lad showed great promise, both with the violin and piano. Even today, after a period of fifty years, Mr Ziems does not care to talk of the incidents of that terrible night. Mr Ziems is at present living with his daughter (Mrs Street); his home surroundings are beautiful. He has just celebrated his eighty sixth birthday, and he carries his age happily and well. Now and again he meets friends of his younger days - friends who talk of the days when the Harmony Band existed, and he laughs in his quiet way, for the memory of those days carries him back over the years and he talks again of his boys who played in the Harmony Band.

Series No. 50

DAIRY INDUSTRY IN ILLAWARRA

It would be quite impossible for any man - historian or otherwise - to place the date or time of the commencement of the dairy industry in Illawarra.

All our records go to prove that the first settlers who came into the "Valley" were induced to come by the value of the timber which was so plentiful. Prior to 1820 there were very few herds in Illawarra. After that date the late Henry Osborne and other owners of land grants brought cattle in over the mountain, and from that date the milking of cattle and the making of butter took its place in what is now the South Coast.

For many years cattle were bred and reared for the market, and for years the fertile district of Illawarra supplied meat for the district settlements and sent large numbers of cattle to the Sydney sale yards. For many years also the settlers "killed their own meat." The custom was for each

neighbouring farmer to take a turn at killing and to supply each other with meat. Sometimes if all the fresh meat could not be consumed the surplus was salted down in a cask and used as required. In those early days the farmer was quite self-supporting. All that was necessary in the way of food was produced. The wheat from the farm was ground at the mill, and bags of flour were packed in the barn. Corn meal was also kept to be used if required. Meat was plentiful, and potatoes, pumpkins, and other vegetables were in plenty. On a majority of the farms want was unknown, and the solid, natural food bred a race of people - some living today - who can count their years well past the "three score and then."

Production of Butter - When the early settler had established a home, and when the forest had been cleared or ring-barked sufficient trees to crop, then attention was centred in securing a class of cattle which would produce a good butter. Up to this date very little attention was given to the class of cattle that would produce a large percentage of butter fat. Both the district and the City of Sydney offered a market for butter, and this market was largely supplied from Illawarra. Compared with the method of today, the system of producing butter sixty and seventy years ago was indeed crude, but still good butter was made, and in the winter time would compare with the best butter on the market today. After milking, the milk was strained and then placed in wide tin dishes in the dairy. The dishes had wide, sloping sides, the top of the dish being about two feet across. On a large farm the dairy was a considerable sized building, with sloping or gabled roof. The shelves for holding the milk dishes were the first consideration. The usual method was to place posts in the earth floor. The posts were split timber, adzed to one foot wide, and high enough to carry two shelves. For the shelves or stands a batten was nailed on each side of the post. Upon these battens the dishes were placed, and each post had two shelves for two rows of dishes. In a large dairy there would be anything from 50 to 70 dishes on the shelves waiting for the cream to "ripen." The furniture of the dairy was simple - a table at one end and a press to keep salt.

The Churn - The churn had many shapes. The first I remember was a large-sized butter keg; three feet high, about 18 inches wide at the bottom and a foot at the top. A lid was made to fit tight; in the centre of the lid was a round hole, large enough to allow a broomstick to pass through. At the end of the broomstick was attached a piece of wood in the form of a cross. When the cream was skimmed into the churn a further day was allowed for it to still "ripen," then the dash was put in and by an up and down motion the cream was churned into butter. There were other classes of churn used in the dairy - Barrel and Box. In some cases the "dash" turned in the Barrel or Box. In other cases the "dash" blades were stationary, and the Barrel or Box revolved. The washing and salting of butter was a fine art. For home or immediate use the quantity of salt was reduced, but for export a considerable quantity of salt was used. This butter, known as "salt butter," required a number of washings before it was fit for the table. The washing and salting of the butter was mostly the work of the women of the farm. It used to be said that a man might plough well, he might even milk all right, but when it came to the making of butter - leave that to the women in the home. As the butter was made it was packed tightly into special kegs, which were conical in shape; about fifteen inches wide at the bottom and less than a foot at the top, and about two feet high. A tight fitting lid covered the keg. The butter was brought to the Wollongong wharf in many ways. Where the dray was used two or three settlers would combine and the one dray would carry the supply from a number of farms. From Mount Kembla and the mountains of Dapto the packhorse was in use; one and even two kegs were hung in bags, specially prepared, from each side of the horse, and the butter was in this way taken to market. The system of making butter by the "setting milk" was in existence in Illawarra for many years. At all the old farms the old fashioned dairy was in existence. There it was that the women of the home toiled from daylight to dark. The dairy was not a man's place. It was a charge upon "mother," and what a pride the old fashioned mother of the home took in her dairy. One part of mother's work in the dairy I had nearly forgotten. It was the skimming of the cream. The skimmer was somewhat larger than a saucer, shaped like a saucer, but full of small holes for

the milk to pass through. Our old pioneers will see with me in the old times how deftly the mother in the dairy skimmed the dishes, how the skimmer cut the cream from the sides of the dish, and then, cutting through the dish from side to side, taking the cream and leaving the milk - often thick - behind. The modern young farmer today would complain very much if, in the addition to the cleaning of milk cans and buckets, he had to clean up cream-crusting milk dishes at the close of the day. The washing of the butter in the summer time was difficult and trying. The chief difficulty was due to sour milk flecks, called "White Heads" by the women of the dairy. In our next series we will continue the history of the dairy industry in Illawarra and will deal with the treatment of milk and butter by separator methods and by factories and milk depots.

Series No. 51

DAIRY INDUSTRY OF ILLAWARRA (Continued)

In our last series I was dealing with the method of making butter, as adopted by our pioneers some sixty years ago. To the young man on the farm today, and those of the general public who are conversant with the method of extracting the butter fat by separator methods, the old method is strange indeed. But to those who knew of the old methods and the old people it took some time before the farmer could see the benefits of the new invention.

I well remember forty years ago - when the separator was first coming into use - how much the new method was abused, and how skeptical the farmer was of the new cream extractor. Most of the original pioneers had some experience in the Old Country of the methods of making butter, and all their experience, which came sown through two and three generations in the old world, was along the lines of "setting milk" to secure cream. This new fangled machine from Sweden which, by turning a handle, the skim milk would jump out of one spout and the cream out of the other spout, did not appeal to them.

As we view the wonderful method by which the separator works, can we wonder at the scepticism of those early pioneers who all their lives had been reared in an atmosphere where hard practical work brought its reward. The scientific farmer did not exist seventy years ago. The successful farmer did exist, but success was born of experience, gained in a school where hard work was the master and where success came after years of careful handling of stock and tilling of land.

Leaving the dairy for a little time and going into the field we find the farmer has other work to do besides attend to the milking of cattle. Every well appointed dairy farm which we view today had a period when the task of preparing it as a dairy farm seemed almost impossible. Well fenced paddocks, as they appear today, were seventy years ago dense bush and scrub. Before the stout hearted pioneer the bush gave place to grass paddocks. The laying down of such paddocks was early a thought of the pioneer. His thoughts were with his English meadows, and many times he tried to plant the English rye, but with scant success. The fierce Australian summer sun and dry seasons made short work of his efforts with English rye grass. Clover was different, and in the good seasons in Illawarra the old pioneer will tell of the clover paddocks; of the blown cattle; of the fields of dandelion, and increased milk supplies. As the timber was ring-barked and the scrub cleared, crops were sown - wheat, corn and barley - and amongst the corn were pumpkins. They don't grow pumpkins today as they did in the days of the early settlement. The growing of crops and vegetables

was a vital matter to the early settler. It was his existence. Today - even to the farm - the Chinaman comes, but in those old days of pleasure and hardship the man from China had not heard of Australia, and even if he had been in Illawarra the pioneer farmer would not have wasted time or money with him. The pioneer farmer was made of British courage and perseverance, and made the highway for others to follow.

The reaping of crops and the threshing of the grain took up quite a lot of the settlers time. In dealing with the maize crop the cobs were pulled when ripe and carted to the barn. The work of husking was done in the barn, and often at night time. Neighbours would gather at different barns and many were the stories told, and often the "sweetest story," and the "husking" went apace. The cornsheller was not in use seventy years ago, and the flail was the instrument used to take the grain off the cob. A corn bag was half filled with cobs of corn, tied, and then beat on the barn floor with the flail. The flail deserves mention. First there was the handle - this was a flexible thin sapling, about the thickness of a broom-stick, about four feet six inches long, to the end of this was bound a greenhide thong. The greenhide was two feet long, to the other end of the greenhide was the beater - a round stick, from a foot to eighteen inches long and a little thicker than the handle. The farmer using this quaint instrument swung it round his head with a twisting motion of the handle. The old hand was very expert, but the new chum oftener found his head than the bag of corn. Wheat and barley were dealt with by the flail, and Planter's Friend was beat out. I remember the last named as being the most disagreeable of all the threshings. The fine dust raised by the flail on the planter heads was almost suffocating, and after a days threshing the beater was as black as a coal miner.

The rearing of pigs and calves was more satisfactory on the old farms than on the farms today. The skim milk under the old system of butter-making left more natural fat in the milk than is left under separator methods of butter making. On the farms today special breeds of calves are fed on new milk, but the great bulk of the calves looked better and were fed better by the old settlers than is possible today. The pig paddock and the calf pens were places of importance on the old-time farms.

Forty years ago the separator began to find a place here and there on the South Coast farms. Illawarra was then the most important dairying district in New South Wales, and what was done in Illawarra was an example to be followed. About this time the Illawarra farmers began to be discontented with the agency arrangements by which their produce was dealt with on the Sydney markets. The arrangement by which the produce was forwarded to Sydney agents did not give satisfaction to the man who produced butter and grain, pigs and calves. First at Kiama and then at Albion Park the farmers formed themselves into co-operative institutions for the purpose of dealing with a position which for sixty years had been a "thorn in the side" of the Illawarra dairymen. For over sixty years the Sydney agency system was unfair to the man who produced. There were seasons throughout the year when the sales of butter and grain, pigs and calves, hardly paid the freight on the steamers to Sydney. Thirty-six years ago the Illawarra railway passed through to Nowra. Conditions were bringing the farmer into his own, and those men who had braved the conditions with small complaint now rose to the occasion and made additional history by establishing butter factories and milk depots at the principal railway stations. I like to think of those stout hearted pioneers of the industry, who for years suffered and who faced good seasons and bad seasons, and always looking for the time to come when the march of progress would enable them to clear the decks sufficient to get something for themselves.

I well remember one old South Coast farmer who was almost prophetic in his views of the times to come. He did not live to see the day of plenty. He came to the district in the day of its making out of the bush. He carved a home and to his children and others he spoke "I will never live to see

the day when the farmer will sell his produce from his own farm at his own factory. But you, my children, will see that day, and the train will carry your milk and butter to a market of your own making."

A good deal of that prophecy has come to pass. The second and the third generation of the men who first settled in Illawarra are now with us. A great number of them are settled in the homes of their fathers. A great change has taken place on the old farms since the day, seventy years ago, when the bullock dray stopped in the bush and the pioneer from far off England got down from the dray and said: "This is my home and this shall be a heritage for my children."

Series No. 52

THE ANCIENT HOMES OF ILLAWARRA

There is something very fascinating about the study of the ancient homes and buildings in every country, and although the early history of Illawarra is young when compared to old world history, still there are many points about the story of our pioneers which make the history of Illawarra good study. There is something pathetic about many of the old deserted homes - some in their last stages of decay and others gone these long years. The imagination centres around those old homes of long ago. One can see again a happy home where children were reared and where the homelife was of a kind different to the life of towns and close communities.

As one goes south from Wollongong one enters the area of the ancient homes of Illawarra. There we see places built by the pioneer eighty and ninety years ago - some in a fine state of preservation, others falling to ruin, and still other places where only the giant fig trees and the gaunt corral tell of a place, which in the early history of Illawarra, contained the home of a pioneer, who toiled for the advancement of the district.

In this and subsequent series we will deal with the homes of the pioneers of Illawarra. Many of them today are but crumbled ruins; others are in a good state of preservation, but whether in ruin or preservation they tell the story of struggles and trials. It is necessary to go south of Wollongong to find the ancient homes of the pioneers of Illawarra. In some cases the homes have completely disappeared, and only the fig or the coral trees tell that once in the place a happy home flourished, where cattle were milked and where children were reared, and where, without the aid of the school master, boys and girls were taught by their parents to honour their God and to respect their elders. Today the school master is with us and the boy has every chance, but do they compare with the boys of the ancient homes. I fear that in some cases the God of their fathers is forgotten, and the respect for their elders is a negative quantity.

It is of the existing ancient homes that we will deal with in this series. Some are of brick and stone, others are of wood, but they all carry us back to a very early period of the history of Illawarra.

A few weeks ago I drove along the Marshall Mount Road as far as the ancient home of the late Henry Osborne. The old road is full of memories of a dead past. It is not hard to understand that there was a time when the bullock team held first place along this country road. On the day of my visit the train thundered south, and along the one-time bush track the motor car sped at the rate of 20 miles per hour and a motor lorry loaded with poles passed from the mountain. Back my memory

went to a time when the motor car or lorry was unknown and the farmer's cart and bullock team held first place along the Marshall Mount Road. Here and there along the road are places where homes once flourished. Peach and pear trees in bloom and the foundation of houses tell and mark the place wherein the long ago settler's home existed. At other places along the road the old homestead has given place to a new building of weatherboards and iron.

Between eighty-five and ninety years ago Henry Osborne and Evan Evans took up large areas of land in the Marshall Mount portion of the district. That portion of the district was at that time unnamed. Henry Osborne married a sister of Dr. Marshall, who at that time was practicing in Wollongong, and the late Henry Osborne named the locality after his wife's maiden name. As we will be dealing with the old home of Evan Evans in a later series, we will confine the present series to the Marshall Mount Road, as it bends its way to the residence of the late Henry Osborne. I would like my readers to go with me once again along the old bush road. Let us take our memory back over the years of the past and see again the days when the Osborne carriage, with Andy McIntyre as coachman, and footman on the back seat, came down the Marshall Mount Road, and when F.P. McCabe rode out to the Marshall Mount homestead on his weekly visits.

Just past where the railway line goes under the road is the residence where Tom Tiffels lived. The house has now gone. Tom, with his wife and daughter, was a maker of cabbage-tree hats. Tom and his family were artists at the work, and he did a big trade in hats made from the cabbage-tree. This class of hat was much used by the early residents, and a fair number were sent from the district to Sydney.

A little further on, on the south side of the road, we come to a little brick house, now deserted and fallen to decay. This little house is very old. It was built by a Mr W. James, a bricklayer. Mr James it was who built the house still occupied by the Evans family, and built over eighty years ago for the late Evan Evans - father of the late Evan R. Evans. Mr James, the bricklayer, removed to Minnamurra or Shellharbour, where he took up land, and I think some of his family are still in the Shellharbour district. The last person to live in the little brick house was Mrs Murley, who is at present living in Dapto, aged 85 years. Mrs Murley was born at Avondale. Her father's name was Mr Bolton. In passing, I might state that Mr Tom Evans, who kept the hotel at the Market Square, Wollongong - afterwards the "Mercury" office - was a brother of Evan Evans, who owned the Evans homestead.

A little further on, past the little brick house, we come to the Marshall Mount Creek. This is the upper reaches of Yallah Creek. Today a sound bridge crosses the creek, but at an earlier period it was forded, and not until an accident occurred did the Central Illawarra Council see its way clear to erect a bridge over this important stream. One night during a heavy flood, many years ago, a man named Moran was drowned at this place. The body was washed down the creek and was not found for two or three days after. John Taylor erected the bridge, and the supervisor was Mr William Piper, who now resides at North Sydney.

As we pass along the road we meet many incidents, which remind us of the old settlement. Here it was that the Thomas's, Piper's and Dennis's lived close neighbours for so many years. Further up the road we come to the Public School. There is a good deal of history attached to the Public School at Marshall Mount, and as the next Series will be dealing with the Marshall Mount house we will look into the history of the School at the same time. There is so much that is interesting about the old Marshall Mount homestead that it desires the best space we can give it.

Series No.53.

MARSHALL MOUNT

In our last series we were on the road to the Marshall Mount House, and we had halted at the Public School to inquire into the history of the spot. Some time about 1845 Henry Osborne gave a block of land from his estate for the purpose of the erection of a school and Church, for the use of the tenants of the Osborne Estate and their children. The builder of the Church and school was Joseph Staff, a carpenter, who also had a farm on the Lowlands Estate and lived on the Main South Coast Road, out from Dapto, where the Water Board tank is situated. The Church was close to the road and the school was further down the paddock. The Church was burned down about the year 1860, and after Mr T.Armstrong gave a large block of land on his property for the purpose of a Church site and cemetery. This Church, which was of iron, was built by Messrs. H.Mood and Peter Walker. The old Church site was bought by the Education Department, and a year later a new school was erected near the road, on the position in which the Church stood. The first teacher of the State School was Mr J.C.Fisher, who was also a teacher of music. He held classes at the school, at which a number of the young men of the locality attended.

At about the time that Henry Osborne came to Marshall Mount the blacks were very numerous, and after Mr Osborne became established he treated them well. At Christmas time it was no unusual sight to see over one hundred of the tribe camp near Mr Osborne's residence. The camp was on the opposite side of the road to the school, and there they were fed on plenty of meat and fruit by the owner of the Marshall Mount Estate. The blacks stopped about for quite a long while, and the throwing of spears and boomerangs was their daily sport.

Marshall Mount House - A little further on and we come to the Marshall Mount House. There is small indication today of what it was like in the days of its glory. The building of the home commenced in the year 1839. The wooden one-storey part was first erected, and in 1840 or 1841 the two-storey stone and brick part was commenced. Here we have a building standing today, in a good state of preservation, built eighty-five years ago. It is safe to say that there is no one alive in the district today who can remember the building in course of construction. Through summer heat and winter storms it has stood, and today it is still a decent residence. Eighty years ago it was a beautiful residence and the surroundings were very fine. On the north side of the road there was an orchard of about six acres - the best orchard in the district at the time. Further up, on the hill, was a fine vineyard, containing the best of grapes. Around the house were stately English trees - oaks, beaches, firs. On the other side of the road to the homestead, in about the year 1848, a fine two storey building was erected as stables, the bricks for which were made near the Public School. This building is still standing today, and, although in the first stages of decay, it is an imposing structure.

What strikes the visitor is the old-world appearance of the homestead. All around the main building are imposing structures. The dairy, sheds, and cow-bails in their day were fit for human habitation. The floors of the building are red cedar. Passing from the wooden portion one enters that portion of the house which was built in 1840 and 1841. It is safe to say that this, when completed, made Marshall Mount House the finest building in all Illawarra at that time. During the erection of this latter portion of the building a young son of Henry Osborne fell from the foundation and was so badly injured that he died, and the remains were buried in the family vault at Brownsville. The

upper storey of the main building takes the form of attic construction. This was the style of architecture during that period. The height between the floor and the ceiling in the upper portion has been sacrificed for a great height in the bottom floor.

The upper portion of the house consists of two extensive rooms, with cupboards and linen presses. Here, again, all is cedar - floor, window sashes, and window frames - wonderful timber of the very best red variety. Downstairs the dining room is 16 x 24 feet. The ceiling is 12 feet high. It is a fine room, with cedar fittings, and along the eastern side of the room a large cedar sideboard, as it was termed long ago, "a secretary," is built into the wall. One can ponder over the cut-glass decanters and tumblers that rested here eighty years ago. In this room the fittings are all cedar - roof and ceilings. The thick cedar ceiling boards are built on the angle and the ceiling is hand carved. The window frames are of carved cedar and the thick sashes are also of cedar. The sideboard previously mentioned is handsomely carved and bears the imprint of an architecture which existed in the early Victorian days.

Crossing the wide hall we enter the drawing room, which is similar in size to the dining room - 16 x 24 feet. It also is a very handsome room. Some of the old furniture is still in this room, and the fittings are carved. One feature of the dining room is a black marble mantelpiece, which was imported from Italy, and is today even more handsome than when taken to Marshall Mount when the building was erected. For the drawing room the mantelpiece is of white marble, and was also secured from Italy. The hall is 10 feet wide and the first feature which strikes one is the coloured glass of the doors.

The day I visited this old homestead the afternoon sun was streaming through the coloured glass upon the polished floor. In the hall the staircase rises to the upper story, and is four feet wide with steps eighteen inches deep. The bannisters of cedar are beautifully hand carved. The frame and the steps are all cedar. The other fittings in the homestead are in keeping with the dining room and drawing room. Nearby is the office, where the estate tenants presented themselves each month to pay their rent. The roof of the homestead is of slate, and the beams and battens are all red cedar. The verandah, running around the house, is broad and well raised. Here the Osborne family overlooked their almost countless acres, and under the building the cellar was situated.

Series No.54.

MARSHALL MOUNT HOUSE

In our last number we were dealing with the old home at Marshall Mount. The cellars extend under the whole of the two-storey portion of the building. It is hard to say what they were used for eighty years ago, but they are so extensive and commodious that they were fitted for many purposes. Here, again, red cedar is seen everywhere. The cellar has a passage-way to the kitchen, and it is very possible that many banquets were held here. It is on record that the tenants of the estate gathered at Marshall Mount House on each Christmas night, invited by the late Henry Osborne, and no doubt the cellar was used for the gathering. The floor of the cellar is composed of large sandstone flags, and there are four divisions separating the cellar into rooms of solid stone walls. Placed in the stone flags are strong cedar posts, which, it is understood, were placed there to chain run-away convicts. Some 50 years ago the cellars were used as bedrooms for the female servants at the homestead.

The sheds deserve mention. Most of them are brick, and the dairy, bails, and cart sheds are fine buildings. On the top of one of the sheds a bell was placed in Henry Osborne's time to call the servants on the estate to the milking yard.

Coach House and Stables - The coach house and stables are situated on the opposite side of the road to the homestead. Erected about 1850, it was a fine building in its time. The coach was a four-wheeled vehicle, with raised seat for the coachman in the front, and a raised seat for the footman behind.

The Osborne Family - Henry Osborne was almost first amongst the old families of Illawarra. Arriving in Australia about the year 1830, for services rendered he received an extensive grant of land, and, unlike many other owners of land grants, he occupied his acres and turned it to account. In the year 1839 he commenced the erection of the dwelling and, as previously mentioned, it was completed in 1841.

Henry Osborne was a native of Roscommon, Ireland. His wife was a sister of Dr. Marshall, of Wollongong, and R. Marshall, "Daisy Bank," Dapto. The issue of the marriage was eight sons and three daughters. The eldest daughter married the late F.P. McCabe; the second, Mr Reddall; the third daughter was unmarried, went to England, and died there. The names of the sons were Pat, Henry, Alexander, Ben, Jim, George, Frank and Hamilton.

The Marshall Mount homestead was left to Hamilton - the youngest son - but he never lived there. Alexander married a Miss Throsby and lived at the house for a number of years, and most of his family were born there. He then removed to Kangaroo Valley, where he built a fine residence. After Alexander left the homestead, Hamilton had the estate cut up into farm blocks and sold. The homestead was bought by D.L. Dymock of Kiama, who had the place renovated, and after living there for a time sold it to John Russell, of Croome. Mr McDonald is now the owner of Marshall Mount House. He was a brother-in-law of John Russell. The late John Russell died intestate, and the adjustment of the estate gave Marshall Mount homestead to Mrs McDonald.

The original grant to Henry Osborne was 640 acres, but later he secured by purchase large tracts of land at the Lakelands, Avondale, and Kangaroo Valley. Also large areas around Wollongong, including the Mount Keira property.

In personal appearance Henry Osborne was a short, stout, pleasant-faced man, always well dressed, and he was generally well liked. He represented Illawarra in the Legislative Assembly for some years. He was a very business like man and attended well to the wants of the people. Henry Osborne was a fine horseman, and rode long distances to his various properties. At times he was absent from the district for long periods.

Henry Osborne had many friends, and his house at Marshall Mount was the centre of a lot of the social life of the district. The social life then was much different than what it is today. There was a big distinction between the free settler and the emancipationist, and at that time, and for many years after, a good deal of bad feeling existed. Amongst the many visitors to Marshall Mount House was Dr. Turkinton, who lived on the Lakelands portion of the Osborne Estate. Two of the Osborne children went to a school kept by an old man named Popell, on the Johnston Estate. This school was attended by quite a lot of the settlers children at the time. Very early in the history of Marshall Mount, about 1839, Henry Osborne had a number of assigned servants allotted to him. All the evidence that we have of Henry Osborne and his family goes to prove that he was a kind and considerate landowner. There are tales told, which I cannot vouch for, that he had some hard case convicts on his list. Marshall Mount was very much in the bush eighty-five years ago, and there

were miles of thick bush before the homestead was reached. Tales are told of escaped convicts who lived in the bush for weeks before they were re-captured, and when re-captured it was found necessary to chain them to posts in the cellar to prevent them from further escaping.

A very constant visitor to Marshall Mount House, particularly during the illness of Mr Osborne, was Mr John Graham, a one-time teacher of the Avondale School. Mr Graham was a Christian gentleman, and his great pleasure was to visit the sick in the Marshall Mount and Avondale areas. The late Henry Osborne thought so much of the good work done by Mr Graham that he made him a gift of £100 annuity during Mr Graham's life. The overseer to the estate was Mr Joseph Ritchie, who became well known afterwards at Unanderra. Mr Ritchie had a farm close to Mullet Creek. He was also one of the first aldermen of the Central Illawarra Council.

We have used up a lot of space in the series dealing with Marshall Mount Road and Marshall Mount House, but a small review would not do justice to so important a locality. In the day of the making of Illawarra, here was a place out beyond the confines. Today it is far off the beaten track of the South Coast trade, but eighty-five years ago, with the bullock dray as the means of locomotion, it was "out beyond" indeed. On that summer's night, eighty-five years ago, when John Piper and William Thomas, with their families, got down from "Old Dan's" bullock dray to commence the building of Marshall Mount House, they at least must have felt "The wilderness was about them."

Series No. 55

THE STORY OF HAMILTON HUME AND MR HOVELL

In all the series that have been published in connection with the history of Illawarra we have kept to the area hemmed in by the Illawarra Range. In this number a desire has come to do justice to that portion just outside the district of Illawarra - the area over the mountain range. The towns of Appin and Campbelltown were in the year 1824 the foster parents of Illawarra. In that year and at that period the town of Sydney was far, far away. Settlement had gone south to Appin and from there into Illawarra.

During the present month there has been a lot of controversy on the question of the starting point of the Hume and Hovell Expedition to the part of Australia then known as "Australia Felix." Many so-called historians claim that the point of commencement of the Expedition was from Lake George, and the people of Appin are troubled by the fact that their town and district is being robbed of the credit, which is due to it of being the starting place of the great Expedition. The reason why in this series we leave Illawarra is to try and do justice to the district which, in the year 1824, was the stairway into Illawarra, as it was also the starting point of the Expedition to the State now known as Victoria.

For this series of the Reminiscences I am using "Hume and Hovell's Narratives," edited by Bland, and I do not think there can be any question in accepting their history of the journey.

We know that Hume was amongst the most active discoverers of new country, and new territory in the colony. Hume was a native of Parramatta, born in 1797. He was the son of a Presbyterian minister from Ireland. As early as 1814 he, in company with his brother, John Kennedy Hume, discovered the country around Berrima. In 1817, in company with Surveyor Meehan, he discovered

Lake Bathurst and a lot of fine country in the vicinity. For this he received a grant of 300 acres, and from 1817 to 1820 was constantly employed by the Government in looking up fresh country, including a number of journeys to the Illawarra district, and as far South as the Shoalhaven River.

Mr Hovell was a retired shipmaster, settled in the colony. An expedition was much talked of in 1823, of trying to reach that country to the south, down to the sea. The desire was to try and discover if any large rivers emptied themselves into the sea, and if so what was their magnitude and the class of country they drained. Governor Brisbane entertained the idea that a plan by which, if a number of convicts were liberated about Wilson's Promontory, they, by travelling across the country back to Sydney, might be able to report on the nature of the country. Hume was asked to take charge of this party of convicts, but he discouraged the scheme, and next year (1824) he, with Hovell, was asked to lead a party from Appin, past Lake George, to a western port in Bass Strait.

In reading the narrative of Hume and Hovell one can understand that the Government of the colony gave very little help in connection with this expedition. The explorers found the necessary carts and cattle. The Government, we are told, from a point of economy declined to furnish anything more than pack saddles, a tent, and small quantities of ammunition and stores. A promise was made that in the event of the expedition being successful that the Government would take back and pay for the cattle and also make to each of the expedition party grants of land for their services.

On the 2nd day of October, in the year 1824, the party started from Appin. This party consisted of six men - prisoners of the Crown. Their supplies were borne on the carts drawn by oxen. Each of the men, as well as the leaders, were supplied with a musket. On the fourteenth day of October they arrived at Lake George - a sheet of water lying in latitude 34 degrees 48 minutes south, which they found to be about twenty miles in length by eight miles breadth. On the journey from Appin to Lake George the rate of travel was fourteen to sixteen miles per day. At Lake George the party was delayed for a day on account of the desertion of one of the native guides. On the 16th day of October they resumed their journey from Hume's Station Grant. Some five days later they arrived on the north bank of the Murrumbidgee (Murrumbidgee, Big River). At this place the stream was forty yards across. The water at the time was level with the top of the banks, and the current running at the rate of six miles per hour. Camping on the north bank of the river till October 22nd and expecting the swollen river to subside, they eventually decided to cross over. Their first thought was a raft, but finding the green timber along the bank too heavy for this purpose they decided to use one of the carts for the purpose of a boat. Taking the cart off the axle they covered it with a tarpaulin, and by this means were able to tow the cart with their goods across the river. One of the party swam across with the tow-rope to the other side. On the twenty-sixth of October they came to country where it was impossible to proceed further with the two carts. They then found it necessary to pack-saddle the cattle with the whole of their goods. On the thirty-first of October they arrived at the extremity of the range of mountains over which they had been travelling for some days. The descent of the range to the level country was very difficult. Having reached the level country they camped by the banks of a small river. Here they planted clover seed and peach stones - a custom they adopted at each camping place since leaving Appin.

On the third of November, having followed a track made by the aborigines, they arrived at the bank of a river, about 100 feet wide, with a strong current. To this stream they gave the name Medway. At this point they found the natives very numerous, but they could not be induced to approach. Hume tells of the value of oxen in travelling over difficult country, and of their sure-footedness. On the sixteenth of November the explorers arrived on the banks of a fine river, which then received the name of The Hume, in honour of the leader, who was the first to obtain a view of the river. The stream was, when first met with, eighty yards in breadth, of considerable depth, and running at about three miles an hour. Like all the Australian rivers met with, the stream

was very serpentine in character. On each side of the river were large lagoons, extending some miles in length. Along the river banks were mighty trees and flax plants were found at the river's edge. From the flax the aborigines made fishing lines and nets. The river abounded with a species of codfish. The lagoons were crowded with wild ducks and other water birds, and mussels were plentiful. For two days the party travelled down the river in the hope of finding a crossing place. Striking away from the river into the country they travelled through country with the grass over the heads of the cattle, and eventually reached the head of the river, where they were able to cross over to the other side.

Series No. 56

HUME AND HOVELL EXPEDITION

In our last series we were dealing with the expedition from the time it started from Appin on the 2nd October, 1824. On the 14th of the same month they arrived at Lake George. Five or six days later they reached the north bank of the Murrumbidgee. On the 22nd October they crossed the Murrumbidgee. A few days later they met the Medway - a tributary of the Murrumbidgee, and on the 16th November they arrived at and named The Hume. From that point the expedition continued crossing numerous fine streams, all tributaries of The Hume, now called Murray. On the 24th November the party reached a stream, which they called the Ovens' River. This was the eighth stream met with on the journey. The next river met with was called the Hovell, after the leader. This was passed on the 3rd of December. About the 9th the party passed through some dry and difficult country, in which they suffered very much from want of water and injury to their bodies, due to a long, spiked grass. Here they called the country surrounding Mount Disappointment, since called Mount Featherstone. On the 11th of December the blue waters of Port Phillip came in sight. The party were under the impression that it was the harbour of Western Port.

On the morning of the 18th December the leaders marked their names on a tree with a tomahawk, and then the journey homeward was commenced. After many difficulties the party arrived at Mr Hume's station at Lake George, on the 18th of January, 1825, and from there they came on to Sydney.

The expedition of Hume and Hovell may not be any part of the history of Illawarra, but one of the leaders - Hamilton Hume - was so much associated with Illawarra in the year 1825 that we have come to regard him as one of our pioneers. Early in 1824 Hume was sent by the Government to Lake Illawarra to report on the position for settlement, and later the 40th Regiment, under Captain Bishop, was located at the mouth of the Lake - Port Kembla side.

I notice that the honorary secretary of the Royal Australian Historical Society is at present defending the rights of Appin in the claim as the first place of the starting of the Hume - Hovell Expedition of 1824. I do not think there can be any question about the start of the party. On the 2nd October they started from Appin and on the 14th October they arrived at Lake George, halting for a day to look for a missing guide, then continuing their journey. If Hume or Hovell's narratives can be taken as correct, then the expedition started from Appin and no other place.

The Weston and Johnstone Estates

When we touch the history of the Johnstone and Weston Estates we go very far back into the history of those wonderful Crown grants, known as Johnston's Meadows and Weston's Meadows, for we must hark back to a period at and before the birth of Illawarra. About January, 1810, Governor Macquarie came to New South Wales to relieve Governor Bligh. One Major Johnstone, with Mr McArthur, was making history in New South Wales at this date. Major Johnstone had two daughters living in Sydney at the time, and when the Bligh trouble was over the then Governor, Lachlan Macquarie, by the consent of the King, granted to the Miss Johnstone all that area of land at Marshall Mount and Albion Park, known in late years as Johnstone and Weston Meadows, but at the time and, for many years after, as Governor's Macquarie's Grant.

At the time there was also living at Horsley, near Prospect, one Captain Weston. He also held a grant of land from the King, through Governor Lachlan Macquarie. Later Captain Weston married one of the Johnstone sisters. The grant was at Albion Park, known in late years as Johnstone and Weston Meadows, but at the time and, for many years after, as Governor's Macquarie's Grant.

Both of the Meadows contain very rich land, and, as the grants were fenced into farms of considerable size, there were many successful tenant farmers on the Estate. Captain Weston did not live permanently on the Estate. He had a nice cottage erected and he paid many visits to the property, and during the shooting season quite a number of friends joined him at the Meadows. Large drafting stock yards were erected and an overseer's cottage was also built. Mr R.P. Ball was the overseer during Captain Weston's time. At a later period the eldest son of Captain Weston married, and he and his wife and one son came down from Horsley to live on the Estate. E.H. Weston was a fine stamp of man, and he reared a family who were much respected in the district. It is many years since Captain Weston found his bride at the Johnstone Meadows, and most of the second generation have passed away. Today the youngest son occupies the acres of his grandfather. Right through the range of years the Weston people have proved themselves to be wise and considerate landlords. The tenants have been on the various farms for long periods, and in many cases even leases did not exist.

The late E.H. Weston was a tall, thin man and a splendid horseman. His mother lived to be a great age, being over 96 years. Her sister, Miss Johnstone died, and the Estate was cut up into farms and sold at big prices.

One of the early overseers of the Johnstone Estate was Mr Raftery, father of Mr P. Raftery, who is still living, aged about 85 years. There was a school on the Johnstone Estate. The teacher was an old gentleman named Peopell. A great many children came to the school - this was seventy-five or eighty years ago. This school was situated on a portion of the Johnstone Estate, which was later bought by Mr Tom Armstrong, when the Estate was cut up. Standing recently close to the position of the old school I thought of the changes that had taken place. It is about one hundred years since Hamilton Hume came into Illawarra to report to Governor Macquarie on the land to be made Crown Grants. In that century what a change has taken place. First came Hume and the surveyors to map out a description of the grants. Later, about 1830, came the settlers, with all their difficulties before them. Today the timber has gone. The whistle of the engines as the trains tear north and south echo in the mountain. The motor car cuts up the distance along the country lanes. Change "follow fast and follows faster," and the end of the change is not yet with us.

Correction: In dealing with the Marshall Mount Road in Series 52 I mentioned that a man named Moran was drowned at Log Bridge many years ago. This is hardly correct. The drowning fatality took place at Marshall Mount Creek, at a place where there was no bridge. This creek crosses the road above Marshall Mount House, and it was there on a winter's night many years ago that the drowning fatality took place.

In our series on Marshall Mount we have mentioned the Piper, the Dennis and the Thomas families settled at Marshall Mount. There is one family that I have missed, which should be mentioned. The family is the Reen family. Mr M.Reen and his good wife have been residents of Avondale for over 85 years, and have done a lot in the pioneer work of the locality.

It was also mentioned that there was not a person living who remembered the building of the Marshall Mount House. I find that Mrs Atchison, of Shellharbour, who is 91 years of age, remembers the time it was built. Her intellect is very clear. She was a daughter of the late Mr William Thomas, and she remember the voyage on the **William IV**, and the bullock dray journey to Marshall Mount.

Series No. 57

THE ROCKS AND RANGES OF ILLAWARRA

In dealing with the history of Illawarra one is brought closely in touch with the geology of the district. All along the Coast we find certain measures and strata, which places the Illawarra District first amongst the old parts of the earth's surface. In my opening article in this series of Reminiscences, over twelve months ago, I told the story of the discovery of coal at Coalcliff in the month of May, 1797 by shipwrecked sailors from the **Sydney Cove**. As we wander along the mountain range in Illawarra we are certainly struck with the curious formations in mountains and valleys.

Further South from Wollongong, and North also, we enter the basalt country. It is this metal which is used so extensively for road construction by the South Coast Municipalities, and by the City Council also. At Wollongong we have a rock as hard as basalt. It has been cut through in the making of the Illawarra railway, near the Wollongong station. It was quarried by the early Wollongong Council, where Dr.H.H.Lee's surgery exists; also on the Smith's Hill Estate, near the Masonic Hall, and it is now being quarried at the new baths at the seaside. At all these places it was found to be full of fossil marine growth. It was found that this rock when exposed to the air fretted away to dust. The Wollongong Council have recently used a lot in road construction, and in their wisdom have covered it deep with other metal. Whence came this strange rock formation. A close examination of this formation establishes it as a sedimentary rock, and although it is very hard in its bulk formation, it is unquestionably a sedimentary marine growth. At a point from one mile to two miles from the sea shore this strata - upper marine beds - is overlaid by the great fresh water strata which dips to the north west. It is in this strata that the coal seams of Illawarra are found. The first seam, about one foot in thickness, is found a short distance above where the upper marine series and the fresh water series junction. From that point to where the present coal seam is being worked we find seven or eight seams of coal, some only a few inches thick, others ranging to seventeen feet in thickness.

It was very early in the history of New South Wales - in the year 1797 - that coal was discovered at Coalcliff, but not until years afterwards was coal worked commercially at Mount Keira. The seam worked at Mount Keira was the seventeen foot seam - the third of the series from the top. Later the top, or seven foot seam, was opened and worked successfully up to the present time. At Mount Pleasant the seventeen foot seam was also the first attacked, and later the seven foot seam was worked and is still working. The first manager of the Mount Pleasant Colliery (the late Patrick Lahiff) was a noted prospector for coal, and, in addition to the two seams mentioned, he opened the four foot seam and worked it for some time. This seam is situated about twenty feet below the top or seven foot seam, and is very good coal. This seam is at present being worked at Kembla Extended, above Balgownie. The late Patrick Lahiff opened up at least seven seams of coal, and prospected the fresh water strata down to the upper marine beds. It is almost at the base of the fresh water strata that the silicified or "petrified" wood is found. Stumps and even whole trees are found bedded in the sandstone rock and along the mountain foothills may be found large pieces of the petrified wood, turned to the hardest of stone, with the unmistakable grain of the wood in its make-up, and even bearing the impression of the bark of the ancient trees.

The student of geology will find much that is interesting in the hills and mountain ranges of Illawarra. Perhaps there is no district in Australia where there is such a variety of formations, from the old to the new, as there is to be found in the Illawarra District. Some of our upper marine beds and lower fresh water strata may be placed amongst the oldest formations of the earth's crust, while the ever changing condition of the mountain slopes and the growth of vegetation are matters of wonder to the student. The fern impressions found amongst the coal and in the slate beds, found under the top coal seam, are all food for wonder to the delver after information, who seeks for "sermons in stones."

Illawarra is a placid and restful place today, but there was a time in the history of the world when all the furies were let loose and when the surface cracked and rocked. When streams of molten lava poured down the valleys. From Bellambi, through the Bulli Mountain, a great crack was torn in the earth's surface, and through this crack the molten lava poured, burning the coal formations to cinder and covering the surface of the earth with a coating of lava. It is south of Wollongong that we see the effects of the early disturbance of the earth's crust. Beginning at Port Kembla and travelling in a zig-zag direction to the foot of Geard's Hill, and thence to the mountain at Mount Nebo, we have one of the greatest lava flows in Australia. The centre seems to have been at Mount Nebo. This hill was cast into the sky and the molten lava spread out north and south, flooding into the valleys. The break was right through to the sea, and this eruption ran south, with overflows at Kiama and other centres.

Fifty years ago there was a lot of discussion on the question of the relation of the Illawarra and Newcastle coal measures to one another. It is now an established fact that both the Newcastle and Greta coal measures are part and parcel of one great carboniferous field, of which the Illawarra coal seams are the southern end. Some years ago the sinking of a bore at Cremorne established the fact that the deepest part of the great carboniferous bed lay under Sydney Harbour. At that part the coal seam - Newcastle and Illawarra measures - was found at about 3000 feet. From that point the seam rose until it reached the surface at Newcastle on the North and Mount Keira at the South.

The Illawarra District gives to the student of geology many opportunities of study. So much of her strata and measures are on the surface that the object lesson is ever before the school boy. Along the highways North the coal and shale comes to the surface, and the roads to the South cut the basalt at every hill. To those who care to pause and study the hills and valleys of Illawarra are an open book.

PIONEERS OF ILLAWARRA AND THE NATIVE BORN

The Thomas Family of Marshall Mount

When I wrote of the building of the Marshall Mount House, which was commenced in the month of August, 1839, I made the statement in the Marshall Mount series that "it would be safe to say that there is no person living today who could remember the building of the homestead". It was 85 years ago last August, and there should be small blame to the historian who missed the mark a trifle with such a statement. A mistake was made, and I take this first opportunity of correcting such an error. There is one living today, with all her faculties, who well remembers the cutting of the first cedar for the construction of that famous old building, far up the Marshall Mount Road.

Living at Shellharbour, within hearing of the restless sea, and surrounded by all the comforts of a happy household, the eldest daughter of William Thomas - the pioneer - lives. Her name is Mrs Atchison, and for 91 years she has watched the growing glory of Illawarra. On a winter's morning, 85 years ago, she landed from Sydney at Wollongong in a small steamer called **William the Fourth**, and from that winter's morning up to the present time she has lived and laboured for the advancement of Illawarra.

William Thomas, his wife, and three children came to Australia in the immigrant ship **Westminster**. The sea journey was long and the days passed to months before they made their home in the new world. On the same ship were another group of pioneers - two Piper Brothers and a Mr Denniss. William Thomas was "A man of Kent", and from the south-east county of old England he came to Australia with a desire for work and many dreams of success.

When the **Westminster** arrived at Sydney, Henry Osborne was at the wharf with a view to securing men for the building of his Marshall Mount House, and the laying out of his gardens and grounds. Then it was that the Thomas's, Piper's, and Denniss's came to Wollongong in the evening of a winter's day, and from this point we take the narrative of Mrs Atchison. She is a wonderful example of the pioneer of Illawarra, and today she tells the story of the work and efforts which has made Illawarra "The land of milk and honey". She was six years old when she landed with the parents and brothers at Wollongong. She has a clear recollection of Wollongong at the time of her landing. There was a large building back from the landing place where the convicts were housed, and a store house where the Brighton Lawn is situated. Where Wollongong is today was then heavy timber, with about a dozen settlers houses erected in the bush. She remembers Crown Street as a bullock track through the bush, and there was little difference in the bullock dray tracks at Wollongong or Marshall Mount. Upon arrival of the little steamer at Wollongong she remember being helped ashore by one of the sailors from the steamer. There was no wharf of landing place, and produce had to be also carried to dry land. When the party landed it was approaching night, and she remembers it was cold. The bullock driver, "Old Dan", was there with his team and soon they were in the dray and making through the bush to a place unknown to them. Mrs Atchison tells of the pitch dark night's ride in the rough dray, along an apparently endless bush track, with only the bush craft of the driver to guide them on their journey. She remembers the fires of the blacks camped at places along the road.

Early in the morning of the 8th July, 1839, Mrs Atchison, with her parents, arrived at the end of a bush track, under the mountain range, and here the journey came to an end. The places of abode were just rough huts. The place her father occupied was somewhat better and was known as the

"Gardener's Cottage". William Thomas was secured by Henry Osborne as a gardener, and although he assisted a lot in the building of the residence, his chief work was in laying out the orchard, vineyard and the house gardens. The planting of the oak, the firs, and the pines was his work, and the attention to the orchard and vineyard took up all his time. The Marshall Mount House orchard and vineyard was known through Illawarra, and the grapes were known far and wide.

Mrs Atchison remembers Henry Osborne as a very fine gentleman - very kind and considerate to his tenants and a good citizen. Mrs Osborne was a good, kind woman, and was very well liked by all in the locality. Mrs Atchison tells a story of Mrs Osborne's pet cow, which was imported from England, and one of its legs was injured on the boat coming out. When at Marshall Mount the cow was very lame, but was a great pet. In the evening the cow used to enter the building through the great hall and walk into the kitchen to be milked. Mrs Osborne used to have all the tenants' children gather at the homestead for Sunday School on each Sunday afternoon. Sometimes a clergyman from Wollongong attended and sometimes the service was taken by old "Daddy" Graham.

Mrs Atchison remembers the black's camp at Marshall Mount well. The tribe would number about 50 and at Christmas time Mr Osborne gave them a great time. A young steer or cow was killed and cooked on a spit. Mrs Osborne cooked plum puddings and the darkies had plenty of fruit from the orchard. Prizes were given for racing, spear-throwing and native games. Visitors from different parts of the district came to see the sports.

Mrs Atchison remembers the convicts at Marshall Mount. She has a clear memory of one young convict who was always asking for food - he was suffering from a chronic hunger, and still the rations were ample for the other prisoners. The amount of rations supplied to the convict workmen was 10lb of beef per week, 20lbs of flour, tobacco, tea and sugar. Mrs Atchison thinks the land where the old school was erected was given by Henry Osborne as a school site. She remembers the builder, W.Staff, very well. He was related to the Staff's, of Figtree, near Wollongong.

Atchison Street, Wollongong, is named after the Atchison family, who had property interests at the Glebe.

Mrs Atchison remembers a number of christenings at Marshall Mount House. The Wesleyan minister - she cannot remember his name - came from Wollongong, and as many as eight were christened at the one time. Mrs Atchison walked to Wollongong many times from Marshall Mount - there was no other way, and when a bullock dray was met on the road a ride was never refused.

Mrs Atchison's father, William Thomas, was buried in the Brownsville cemetery. She has a sister living, married to John Piper, and living close to the Albion Park railway station. Her eldest daughter (Mrs Murray) lives at Port Kembla.

Marshall Mount has called for a lot of space in the series of the "Reminiscences of Illawarra", and although we will move south presently, it has been a case of cattle on good pasture. We come to a place where, at the birth of our district, men had made history, and we rested in a paradise of memories.

HISTORY OF BALGOWNIE - McMAHON PIONEERS

In previous series I have in a general way touched on the history of that portion of our district now known as Balgownie, but it is history of the locality north of Wollongong, known very early as Fairy Meadow, that we are now concerned about.

About the year 1840, and even prior to that date, Fairy Meadow was a well settled locality. Then there was no division of areas, and all the grants were known as Fairy Meadow. This month, as the people of Albury are celebrating the passage of the Hume - Hovell Expedition across the Murray River, the name of Harry Angel will be mentioned as one of the principle men of the party, after the leaders. Harry Angel was born at Fairy Meadow, close to Angel's Creek. At Fairy Meadow, in the old school house, with the living rooms attached to the school rooms, the late Sir Denison Miller was born in the year 1853. For some time the mother and sister of the late Henry Kendall - Australia's sweetest poet - lived in Tarrawanna Lane, near the old Church of England. For years Dr Cox lived and made history for Fairy Meadow. Old Mr Brooker gave the name to Brooker's Nose, which is wrongly called "Broker's Nose" by many.

In this series I will try to give a further history of this interesting locality, and I will select some names of the oldest residents and if possible try and mention a few living who assisted in the progress of Fairy Meadow. It was very early that most of the land was allotted as Crown Grants. North from Wollongong, in Fairy Meadow, there existed the northern portion of Colonel Leahey's Mount Keira Estate - a 2000 acre grant. East of Leahey's Grant, at what is now known as North Wollongong, there was Barnell and Davies' 30 acre grant. Next was Mary and W.G.Smith's 50 acre purchase. Next John Barry's 60 acre grant.

The Balgownie Grant was about 1000 acres. Maden's property was first a grant to Maud, and later was acquired by a man named Wright. The Mount Ousley Estate was owned by Carr, who also possessed the present Gibbons' Estate, and also land where the Kembla Extended Screens are situated. John Stewart owned a large area at Fern Hill, and Guest's present farm was owned by John McLauchlan. A Mr McNab also lived on this area.

The first Wollongong racecourse was situated at North Wollongong. The track came around by the North Wollongong station, reached out where Mr Parmenter now lives, and crossed where the Mount Pleasant railway exists today. The racecourse was a mile and half round, and was a very important racecourse in this early period. The course was in use about 1833. At Fairy Creek there was a rifle range. The target was placed near the present Stewart Park pavilion, and a path was cut through the trees to the target. The shooting off point was situated near Figtree's coke works.

One of the oldest residents of Balgownie was Mr Patrick McMahon, still living at Balgownie. Mr McMahon was born across the road from the Fairy Meadow Public School in the year 1855. His sister, Mrs Copas of Wollongong, mother of Mr Jack Copas of the "Mercury" office, was also born at Fairy Meadow. Mr McMahon's father came to Australia in the year 1849. He first went to Campbelltown, where he worked with his cousin - a blacksmith - for a few months. From Campbelltown Mr McMahon came to Dapto. At Dapto he worked for Captain Cole for some time and then removed to Balgownie. At Balgownie he was employed by Mr Hutchinson, of the

Balgownie Estate. Mr Hutchinson had a brother in Wollongong, who was Presbyterian minister. This clergyman, known as Parson Hutchinson, built the present Presbyterian Church in Crown Street.

Mr McMahon has a clear memory of the blacks camped at Fairy Creek about 60 years ago. The tribe consisted of about 50 people - adults, females and juveniles. They were nomadic in their habits and camped at different places on the Coast, their favourite camping places being Fairy Creek and at Corrimal, up in the mountain, above Dr Cox's residence. At the latter place they used to hunt for wallabies along the mountain range. When tired of hunting they moved to the seashore, and the creeks running into the sea provided prawns and shell fish.

Mr McMahon has been 52 years connected with the Mount Pleasant Colliery. In his time he has seen the mine develop from a small start to one of the principle collieries on the South Coast. The mine was first opened close to the top of the present incline, on Plunkett's land, and later the company acquired McNab's block, also Dingwall's, Crossman's and Dernet's holdings. As a good deal of this land was below the level of the seven foot seam, the company were confined to a limited coal area. Mr P.Lahiff was manager of the colliery and James Cram under-manager during the early period of the colliery's existence. James Byrnes, at the present time the third generation of the Byrnes family, holds the position of chairman of directors.

The early ventilation was by furnace, which was close to the tunnel mouth and later, when the drive was put through to the old stables, another furnace shaft was put in.

Mr McMahon has a clear memory of Lysaght's Red House when it was a hotel; also when there was an hotel at Beadle's old home at Cabbage Tree Creek. Also the Forest Inn, between Beadle's and the present Council Chambers. The North Illawarra Council meetings were held in Anderson's dwelling, just opposite Lysaght's Red House. This was where the Council was first opened.

At the back of the present Council Chambers and down near the Government railway line is a very old house. This was the home of the Townsend family. At this old house Jim Townsend was born and his father lived there for years. Along where the Chinaman has his garden, Tom Aitken lived sixty years ago. Some of the old pear trees were planted in Aitken's time, and the great fig tree which spreads out on to the road was known to Mr McMahon as a little plant growing in a stump hole.

Along the road past Guest's farm was the holding of Alexander McKenzie, father of the late William McKenzie; and, up the now Balgownie Road, there was clearing lease farms held by Brennan, Farrell and Caldwell.

Mr McMahon has been a resident of this locality for almost the whole of his life. He has watched the locality grow, and where once was dense bush and scrub now cottages and shops take the place. The area which was once a dairy locality now is an industrial centre. In the past sixty years the whole district has changed, but the change in the area once known as Fairy Meadow has been greater than most other places.

THE PASSING OF OLD WOLLONGONG

During recent years, and particularly during the passing year of 1924, many changes have taken place, and Wollongong is gradually changing from the old to the new.

This change is very noticeable in the extreme portion of the town. Each succeeding Council vies with the other in trying to make the town better and more modern, as the years pass over. As a rule, Councillors are young men, or, on the other hand, recent arrivals in the town, and they are bent upon making the town a smart business centre.

There is another side to the position, and that is where "sentiment and memory" meet. To the pioneer the removal of some old shop or dwelling hurts. That building was the shop or residence of some old hand, who years ago figured prominently in the business or social life of the town. When we read at the last Council meeting that the Health Inspector has condemned some old dwelling and ordered its destruction we, of the old brigade, feel that change "follows fast and follows faster", and we, like the buildings of long ago, are being left in the back-wash.

Up Coombs Street, an old building has gone. Here John Colley, the first Wollongong auctioneer, lived eighty years ago. Here for over eighty years, this building stood. Many tenants have occupied the premises and many have gone where we all must go.

Flinders Street, Wollongong, is at present passing through a greater change than any other part of Wollongong. The modern town of Wollongong is reaching out, and old Wollongong is going down before the incoming modern tide of progress. The oldest house in Flinders Street is now condemned. Eighty years ago one John Rawnsley built a large dwelling with what was at that time considered a decent shop front. For many years he carried on the business of a shoemaker, where boots were made and repairs done. John Rawnsley had two sons, William and John. Bill is at present somewhere in the Newcastle district, and Jack, after an adventurous career, is dead. An incident clear in the memory of the oldest resident will be the recollection of the accident to the Rawnsley family, which occurred on the Mount Keira line, near the present gas works. John Rawnsley (the father), his brother, and young Jack were engaged shifting dirt on a day the mine was idle. By some means the waggon got away, ran down to the position near the present gas works, and overturned, killing the father and his brother. The son, Jack, escaped.

In Flinders Street, just over the Keira line, is the large building which at one time was the Wollongong Hospital. For years it did service for Wollongong and district, and all the old medical officers of the town saw service within its walls. In the district today the only medical officer who remembers the old hospital is Dr John Kerr. The first wardsman was John Weller, and Mrs Weller was the Matron. She was a fine, kind-hearted woman, and there are still a few of the old hands living who remember her goodness. After the Wellers there was another whose name I cannot remember. Then came Mr Huxtable and his wife. Then Mr Stenhouse and his wife, and then Miss Woodward as Matron. In dealing with the old hospital one cannot forget the services rendered by the late John Richardson as secretary, J.A. Mayo (also as secretary) following, and the late John Galvin as president of the institution.

If you look deep into the history of any portion of Illawarra you will find much of historic value, and that portion of Wollongong close to Flinders Street will be remembered as the childhood home of William McCourt, who was editor and proprietor of the Moss Vale "Scrutineer" for a time, and later as the Hon. William McCourt made history in New South Wales. He was for a time on the staff of the "Illawarra Mercury". It was very early that John McCourt took up a very small holding, about 60 yards west of Flinders St. He was also a bootmaker and did odd jobs at his trade. He also kept two or three cows, and some fowls. He has two children, William and Mary. After William left school he went to work on the "Illawarra Mercury", under Mr Thomas Garrett, at the old office near the Market Square. The little farm on which the McCourt's lived was part of Mary Smith's 50 acre purchase.

A little further west was the holding of William Ahearn. This was also part of Mrs Mary Smith's fifty acre purchase. "Billy" Ahearn will be remembered as the most honourable of men. In the old show days Billy did great work as a committeeman. He was a keen racing man, and at one time kept a racehorse, which gave great promise. "Geelong" was the name of Billy's horse, and this horse never lacked a backing, because its owner was honest, and if the horse was not that, it was not Billy Ahearn's fault.

A little further west and north along Flinders Street we had the Chinaman's gardens and the vineyard and orchard of Arthur Robson. At the gardens there were quite a lot of the yellow men, and their garden was very fine. Vegetables were cheap in the old days compared to the price today, but they managed to do well. Fairy Creek runs through this garden, and they had plenty of water for the carting. In flood time great quantities of vegetables were swept down the creek, and the harvest of melons at the flood was great.

I can see I cannot do justice to the area by closing the history in this series and next week we will continue the Flinders Street history. Mr Martin Quilty, son of the original Martin, has supplied me with much that is of interest, and in next week's number we will further deal with that portion now known as North Wollongong.

Series No. 61

THE PASSING OF OLD WOLLONGONG

In our last series we were dealing with that portion of Wollongong which now comes under the name of North Wollongong. This area consisted of two grants of considerable size - Mary and W.G.Smith's 50 acre - and west of that G.Humphries. On the south side of the present Gipps Road there was also Barnell Davies 30 acre grant, and also Holden's grant. This was later occupied by the McCourt family, and west of McCourt's by Billy Ahearn. On the north side of Gipps Road, Arthur Robson secured a considerable area, extending from Foley's Road on the west to the Main Bulli Road on the east, and from Gipps Road to the present road to the North Wollongong Road. North and south.

It is just about sixty years ago since Arthur Robson settled at North Wollongong. Old readers will remember his fine orchard and vineyard. Previously he had lived at what was then known as the "Mount Keira Gardens". Arthur Robson was a remarkable man and was quite a notable man in his time. He produced splendid fruit, and his grapes were much sought after. He has one son and a

daughter, who with himself and wife made a big success of the Robson vineyard. He made a lot of money and died a wealthy man. In his life time he helped to make Keira Street. Many years ago he built a number of two-storey brick shops in that street, and the shops are there in good order today. His son (young Arthur) still lives in Wollongong, and there are also a number of grandchildren.

On a portion of the Robson Estate the Chinese gardens were situated. Thirty or forty years ago some score of Chinese worked the largest garden about Wollongong. Here all the customs of the Orient were carried out. Games with cards and chips, opium was smoked, and New Year fireworks were let off, and little men in blue pants and pig-tails carried watering cans on a stick along the rows of peas and beans.

On the west of the Robson property was the estate of John Gwynne senior, now known as Gwynneville, and on the other side of Murphy's Lane was the holding of Denis Foley. The Foley family, like the McCourt's, made history for Illawarra. Most of the family, who later became renowned produce merchants in Sussex Street, Sydney, were born at North Wollongong. The father and mother were very fine samples of the early pioneer in Illawarra. They first settled at Bellambi and later moved to the farm at North Wollongong, then known as Fairy Meadow.

In our last number we mentioned the home of Martin Quilty, and as the Quilty family have been residents of the district for over 63 years, and have been associated with the progress of Wollongong during that time, they are worthy of mention. Martin Quilty, who resides at Lower Crown Street, Wollongong, was born in Sydney seventy-one years ago. He came to Wollongong with his father when he was six years of age. The father - also Martin Quilty - was a carpenter and cooper by trade, and worked on many of the early buildings in Wollongong and district. The elder Quilty was associated with the Mount Pleasant Colliery as carpenter for quite a number of years and assisted to lay out the haulage of the mine under the late P.Lahiff. Martin Quilty was one of the first to suggest the present method of endless rope haulage used in colliery winding. He had a number of sons, of whom Martin, of Lower Crown Street, is the eldest, and the youngest son (Michael) is in West Australia doing legal work. A large number of grandchildren are still in the district.

In dealing with Flinders Street and North Wollongong the writer of history stops to consider who is the oldest living resident of that locality. The search is not difficult, for Mrs Bode, late of the Victoria Hotel, easily holds first place. Born 79 years ago at the edge of Fairy Creek, none now living will question her right to the claim of the oldest resident. The world in Illawarra 79 years ago was very small.

In a previous series dealing with Spring Hill I mentioned that a man named George Tate and his wife built and lived in a hotel at Spring Hill - which property was later purchased by Captain Charles Waldron. Also that Mrs Tate died there and was buried on the hill, just above the shores of the Tom Thumb Lagoon. George Tate and his wife were the grandfather and grandmother of Mrs Bode, on the mother's side. On the father's side the district history is very old. Ninety-five years ago George Anderson - her grandfather - came to Illawarra. She remembers her parents telling her he was in charge of convict workmen. Her father's name was George Anderson also, and there were three brothers - George, Gerald and Robert. Each acquired from their father 200 acres of land. Mrs Bode's father's area was where the hotel now stands, and extended over where Figtree's coke works are erected. The two other brothers land was at Corrimal and Bellambi.

Even moderately old residents will remember the late T.C.Bode and his hotel, and the splendid success made of the premises by Mrs Bode and her husband. Before the Mount Pleasant line was built there was a garden reaching down to the creek, and twenty years ago the pear and quince trees

were still there. In a modest house in that garden Mrs Bode was born just on eighty years ago, and for all that period she has watched the progress of that part of the district. After she married she lived at Mount Keira for some years, but later returned and opened the hotel at the place of her birth.

Mrs Bode is well versed in the history of North Wollongong. She remembers the racecourse at North Wollongong and the day that "Maid of the Meadows" won the great race for the District Plate. "Maid of the Meadows" was bred on Johnston's Meadow, Albion Park. She has a good recollection of Palmer's steam mill, which was erected just where her present residence is situated. It was a flour mill and used to grind wheat from the farms around Wollongong into flour. Mrs Bode remembers Bustle Farm (now Smith's Hill) when wheat was grown there extensively. She remembers Foley's tan pit, which was close to the road. She speaks of the blacks that used to camp in Anderson's Bush (now Stuart Park), where they were engaged fishing and hunting for a living. She tells of the cabbage tree brooms they used to make - not from the cabbage tree heads, but from the fibre which grows under the top of the cabbage tree. She states that there was a burial ground at the edge of the creek, near where the Stuart Park pavilion is now built.

There were many old settlers on the west side of the North Wollongong station - Hilderbrand, who was a sergeant in Wollongong; the Cosgrove's, who were keen racing men and speculators; Sam Chamber's; Barry's; and Lysaght's. She talks of the two old people - Peggy and Mary - who used to live in a little house - proteges of the Foley family - and the history of that locality is very fresh in her memory. She remember old Mr William Northfield, when he lived on Arthur Robson's farm before Robson's time, and had seen him many times carrying his milk to the customers by cans and a yoke across his shoulders.

Series No. 62

BILL BEACH - CHAMPION OARSMAN OF THE WORLD

The history of Illawarra would not be complete if, in the search for material, we dealt only with the pioneer and the story of the rearing of cattle and the growing of grain. In the series to come during 1925, many subjects will be dealt with, and the side of sport will receive its share of consideration.

Illawarra, in the period of its dawning, put up many records. Men who figured largely in the legal and public life of New South Wales were born within its circling walls - washed by the sea and hemmed by the mountain.

To my old readers I want to carry their memory back for forty-eight years to a period in the year 1876, when Edward Trickett - first Australian champion of the world - wrested the title of champion oarsman from J.H.Sadler on the Thames. I want my readers also to remember that in 1880 Edward Trickett was defeated on the Thames by a young Canadian sculler named Edward Hanlon. Then a long period of success came Hanlon's way. In 1881 Laycock was defeated on the Thames. In 1883 Trickett tried again and still Hanlon was the victor. In 1884 Hanlon came to Australia with a name as the invincible sculler of the world. All kinds of stories were told of his prowess with the boat. In 1884 he easily defeated Laycock on the Nepean, over a 3-1/2 mile course, the time being 22 minutes

45 seconds. We must pause now for a little while to consider the position. All the scullers of note had gone under. In England, in America and in Australia all had gone down before this sculler from the land of the maple.

Along the lower reaches of Mullet Creek and the waters of Lake Illawarra a man well into years - as the years of a sculler are reckoned - was pushing his boat - an outrigger at that - to a time faster than the champions of the day. That man was Bill Beach. He was a blacksmith by trade, and his arms "strong as iron bands" were fairly lifting his boat through the water. The champion and his sculling partner - the late Tom Clifford - had great faith in this man of bone and muscle. At this time Wollongong was far removed from the busy world outside. It was before the construction of the Illawarra railway, and the only means of getting to and from the towns in the district was by sea, on a four hours journey, with all the discomforts of sea travelling then existing; or, on the other hand, by coach journey through to Campbelltown.

It will be seen that to the men and women of Illawarra the busy outside world was far away. I well remember that in those years the people of the district depended, not upon the outside world, but upon their own efforts in the growing of grain, the grinding of flour, and the tanning of hides. The daily paper was unknown and the weekly "Town and Country Journal" or "Sydney Mail" was the news source by which the people were able to keep in touch with the events of the world. I remember that it was in the "Town and Country Journal" that we read the news of the boat race champions. There we learned that Hanlon had come to Australia. In that paper we also learned that the boat he brought with him was superior to any Australian made boat, and we accused our oarsmen and ourselves with the repeated statement that it was the boat and not the man that gave the championship to the land of the snow. Then following a regatta on Lake Illawarra we learned, still through the Sydney weekly, that a blacksmith of Dapto was doing wonderful work on the Lake, and that his time over a three-mile course was faster than the champion of the day. Then began a period of expectations.

In 1884 Beach went to Sydney for the purpose of going into training for a match against the wonderful world's champion. It is said that a man is not a prophet in his own country, and so it was with Beach. There were quite a number who could not see any hope for the Dapto man in the struggle for the world's championship. One man in Brownsville was an exception. That man was the late John Brown. He had great faith in this man from Lake Illawarra, and he was not disappointed.

The story of Beach's training for the great race on the Parramatta River is good history. Even at that time the game known as sport, whether on racecourse or training track, was developing into that custom of which we understand so well today. Here was a man drawn from a rural district of the colony, whose opportunities had previously been small, now placed in a position where the making of thousands could be had for the asking, but the smart men of the world were, for once in their life, face to face with an honest man. To Bill Beach the race was an epic. Crooked work he did not understand, and with a determination to bring the honours of a win and victory to Illawarra he went out to race. And the race - it was determination from the start. The Canadian made a splendid showing, deciding to beat his man over the first mile, but it was not to be. The man from Illawarra hung close to his rear, and at the first mile was but a few short lengths behind. At the second mile the race was over, Beach coming with the strength of a lion, with his strokes in perfect unison, while the Canadian, though fighting gamely, was done. On past Putney, Cabramatta and Gladesville the race went, and as the oarsmen neared "The Brothers" the race was over. The Parramatta course, from the bridge at Ryde to the Brothers is 3 miles 330 yards, and the time for this race was 20 minutes 28 1/2 seconds. This was the fastest time on record up to that date.

The excitement in Sydney after the race was tremendous, but the excitement in Illawarra surpassed all. Men and women talked of the event for days, and men drank to Beach and to one another all hours of the day and night.

A week ago at the Wollongong wharf I watched a crowd of people getting fish at the trawler. I heard it discussed as one of the biggest crowds that had ever gathered at the wharf. But it was not. Towards the close of the year 1884 Beach came home. At that time there was no railway and men came and went to and from their town by sea. My memory is very clear of the home-coming of Beach - to the young and old he was the hero of Illawarra. Elaborate arrangements were made for his home-coming. Beach came by the Illawarra Steam Navigation Company's steamer **Bega**, and never before, and perhaps never again, will the old Illawarra Steam Navigation Company's wharf at Wollongong see such a crowd. People came in carts and buggies and a few in sulkies, and the gentry of the district in their carriages and phaetons. From north and south they came, until the wharf and back to the Brighton Hotel was black with people. As the **Bega** rounded the lighthouse the band commenced to play "See the Conquering Hero Comes". On the bridge with the captain and his friends stood Beach. Just the Beach with close cropped hair that we knew so well; just the Beach we know today - honest to his friends and honorable in all his dealings, and men and women wept with joy with the coming of their hero.

Series No. 63

PIONEERS OF ALBION PARK

The Fraser Family - It was early in the month of January, 1821, that Governor Lachlan Macquarie made his famous land grants that brought into existence the area now known as Albion Park - the Samuel Terry grant of 2000 acres, the Johnston grant, the Paul grant, and the Anderson grant.

On the Terry grant, about the year 1843, the following selectors were hard at work preparing what was then the Terry Hughes Estate, under a clearing lease agreement. The names of those very early selectors were McGill, Russell, Charles McKenzie, W. Fraser, and Alexander Fraser. These five Scotchmen were immigrants who came to Australia, some in 1836 and others in 1838, not under agreement to any landowner, but free to make their selection in the new country. They took up land as a clearing lease on the original Samuel Terry grant, and the conditions were: Lease 5 years, two years free and two years at £1 per acre. In the period the land had to be cleared, stumped and fenced, and at the end of the five years it reverted back to the owners of the property.

Alexander Fraser, the last named of the selectors, came to Australia in 1838. In the year 1840 he came to Wollongong, and after a few months he removed to the Macquarie River to the Swinging Gate. This was the father of Mr Alexander Fraser, now living on Smith's Hill, Wollongong. To our present Mr A. Fraser I am indebted for a lot of valuable information about the Albion Park district. Mr Fraser was born at Albion Park in the year 1846, and is over 78 years of age. Mr Fraser tells of the history of the Albion Park district with a personal knowledge of the hardships of the farmers and of the efforts of the pioneers of that part of the district in the years when hard work was the road to success, from daylight to dark.

About the year 1855 Mr Fraser's father purchased land at Tongarra at a sale of Government land. Mr Fraser junior also farmed at Tullimbar and at Weston Meadows. Mr Fraser mentions the names of some very old residents of the Park and Tongarra, amongst the number being William Brownlee, who took up a selection at Yellow Rock very early, and, like the giant pioneers of his time, worked about Wollongong to pave the way for the success of his property. Peter Egan and the Swans were also very old settlers.

The oldest shopkeeper at the Park was Robert Wilson, who also built the flour mill at Shellharbour. It was not until about the year 1862 that the first hotel was built and opened at Albion Park, all letters being delivered at Dapto. Mr Fraser tells of the great growth of cedar and cabbage tree palms on the meadows and hills. The cedar was cut for the market, but the cabbage trees were a trouble to the settlers. The large cabbage tree logs would not burn, and to get rid of them they had to be hauled with the teams to the river bank and dumped into the river. Before the great flood of 1860 a new bridge had been constructed across the Macquarie River, and when the flood came the cabbage tree logs were washed down and stuck against the piles of the bridge. This caused the flood waters to spread out over the farms, and great destruction resulted.

Mr Fraser gives an interesting history of the milk companies established at the Park. The Albion Park Factory was started about the year 1855, but before that a factory was working at Kiama. Kiama, and then Albion Park, were the first factories started in New South Wales. Upon Mr Dymock's return from a visit to Sweden he brought out the patent rights of the Alfa separator. Mr Fraser tells of the difficulties the farmers suffered from with the separator at the Central Factory. At first the milk from the farms had to be carted to the factory and the carts had to wait for the skim milk. Sometimes it was very late in the evening before the carts were all supplied with their skim milk, and during this time the pigs and calves at home had to wait for their breakfast. With the installation of the private separator all the trouble and difficulties were overcome, and the separating which had been done at the factory was now performed at the farms. It was predicted that this method of home separating would spell disaster to the co-operative movement, but this was not so, and the handling of cream at the factory was most satisfactory. In connection with the Park factory, branch depots were established at Marshall Mount and Yellow Rock.

Mr Fraser speaks of the period in the history of Albion Park when the growing of wheat was the work of the early settlers. In later years the coming of the rust settled the wheat, and then the cow came into its own. Mr Fraser speaks of the breeding of the "Illawarra cattle" and how the years developed a breed of stock that was superior to the imported strain.

The early ministers who attended to the wants of the Park people are spoken of by Mr Fraser. He remembers Parson Hutchinson (or Atchison) well. He was the Presbyterian minister from Wollongong. Father Tuckey, the Catholic clergyman, was in charge, and Mr Meares of the Church of England at Wollongong also paid a visit to the Park once a week.

Almost all the wheat was taken to Brown's mill at Brownsville, to be crushed, and the carter waited with his team to bring back the flour. A certain amount of the wheat was taken to the Sydney market from the Shellharbour wharf. Captain Baxter, who had a small boat trading to Shellharbour, took delivery of the wheat at Shellharbour, took it to Sydney, and sold it for the farmers, and returned them the money, less freight and a small commission for selling their produce. This method worked out very well for some years, until an accident happened to the mate, who had the cash sales in his pocket. This mate fell overboard and the body of the man was never found.

Mr Fraser speaks of the track over the mountain in the early time. The present Macquarie Pass is of quite recent construction. The early track was known as the "Butter Track", and over this the pack-horse used to take his load. Mr Fraser claims that this would have made a better pass than the present Macquarie Pass. In Mr Fraser's early day the road to Wollongong was negotiated by bullock teams and horse cart, and later a carrier - Tom Pearson - started a carrying business to Wollongong and Shellharbour.

Series No. 64

SOME INCIDENTS OF THE LONG AGO

[Murder at Calderwood, 1868]

The Christmas season has come and gone, and the going has left us another year older. Just a few of the old pioneers remain, and as each year passes so passes the men and women who, at the dawn of our district's settlement, made life possible in Illawarra.

In the passing of the pioneer one may think of the work done by those men of action in the early history of Illawarra. By the banks of Mullet Creek, at the residence of Mrs Tom Clifford, I picked English mulberries from a tree planted over one hundred years ago by Judge Bate, who was the grandfather of Mr H.J.Bate, who contested National interests for Illawarra at the last Federal election. From this tree cuttings have been taken, and the tree planted by the judge has acted as sire to mulberry trees in all parts of the district.

The Christmas season lifts the veil of memory, and many incidents which have been forgotten are remembered at this time of the year.

We have written a great deal about Marshall Mount, but it has all been history, telling of the continued advancement - progress in the rearing of cattle, the growing of crops and the threshing of grain. Marshall Mount has been, and still is, a wonderful corner of Illawarra. A corner where the pioneer came to settle, looked on its meadows, and found it good. Illawarra, like most places, has had records which we are at times likely to forget. There are many mysteries which it is hard to understand, and in a place like Marshall Mount, where the meadows are green and the land plentiful we would not expect to meet the particulars of an old-time tragedy, yet such is the case.

Near the close of the year 1868, just about 56 years ago, one John Gray occupied a humble cottage up on the Calderwood Ranges, above Marshall Mount. Gray, with his wife and children, occupied the cottage or hut on the mountain side. He was a man strange in manner, and was particularly - without reason - jealous of his wife. He was a man who did not mix much with his fellow men, and when he visited Albion Park - as he did occasionally for supplies - he went his way alone and drank and dined alone. It was on the return of John Gray from Sydney one night, towards the close of the year 1868, that the tragedy occurred. He arrived at Wollongong from Sydney by the steamer **Illawarra**, after a week's absence from his home at Calderwood. At that time there was no means of getting home except on horseback or by cart or dray. To Gray no such means was available, and as the shadows of night were falling, he started his long walk home. It was many miles to go, and it was well on towards midnight when he neared his home. We do not know what condition Gray

was in or how his mind was swayed by doubts and fears, as he covered the miles from Wollongong to Calderwood that night of terrible events. The story of that night is told in the "Illawarra Mercury", dated November 10th, 1868, and Sergeant Sheridan, of Wollongong, completes the story by the arrest of Gray on a charge of murdering his wife.

About midnight Gray entered his house. His wife and children were asleep. There were two children - one a child of six years of age, the other a baby six weeks old. The deed was against the mother, not the children, and was so fearful and ghastly that one does not care to dwell on the incident. An axe was used and the unfortunate woman was fearfully battered. The children were not touched, and the eldest child was able to tell a neighbour in the morning that "Mummy is sick in bed". A visit to the house revealed the tragedy in all its fearfulness. Mrs Gray lived for some days in a semiconscious condition - all the time trying to explain something, but never able to speak. After some days lingering she died, with her sad side of the story never told.

Constable Smithers, who was stationed at Dapto, was soon at work tracing the whereabouts of the escaped murderer, along with Sergeant Sheridan. He was secured in the ranges above his home at Calderwood, and was taken to Wollongong, where he was remanded to Sydney for trial. Gray escaped the gallows, but was subject to a long term of imprisonment. There are still quite a number of the old residents of Marshall Mount and the Park who remember this summer night tragedy. Marshall Mount was a small area at that time, and the event left its mark, on the memory of the residents.

Series No. 65

THE HIGHWAY TO PORT KEMBLA

Very old is the highway to Port Kembla, and very much trodden by the feet of man since the birth of Illawarra. It is safe to say that the track to the Five Islands - now Port Kembla - was in use over 100 years ago. From the years 1826 to 1829 the military settlement was established at the Five Islands, and a detachment of the 40th Regiment, under Captain Bishop, had their headquarters between the now Port Kembla and Lake Illawarra.

For many years the road from Wollongong to Port Kembla kept closer to the beach than the present road, and as there was no bridge over the Tom Thumb Lagoon the passage had to be made through the water at the mouth of the Lagoon.

About the year 1796 Surgeon Bass and Midshipman Flinders landed near the Lagoon in a small boat called the Tom Thumb, hence the name which the Lagoon carries today, but settlement did not take place from many years after that, and although the white man found his way into Illawarra, following the year 1815, the Government of that period did not offer the necessary protection to settlers until about the year 1826, when Captain Bishop established himself at Port Kembla, or at that time The Five Islands. After the year 1826 settlement was fairly rapid, and a few years later the military headquarters were removed to Wollongong. The Five Islands still maintained a position of importance, and quite a number of farming and fishing settlers established themselves in the locality, amongst the number being the O'Donnell's, Foley's, Griffin's, and many farmers reaching back to Charcoal, including the tenants of the Berkeley (Jenkins') Estate.

An incident fresh in the memory of the old residents was the drowning of Michael Foley at the mouth of Tom Thumb Lagoon, about 45 years ago. The late Mr Foley, who was a farmer at the Five Islands, was on the way to Church on a Sunday morning. In crossing the mouth of the lagoon the quicksand got him, and he was drowned in making the crossing.

As we drive or walk to Port Kembla today, crossing a very fine bridge on the way out, we have a scant knowledge of the hardships of the early settlers who made the passage of the Lagoon at flood time and ebb time. For sixty years the settler urged his pack-horse into the flood waters of the Lagoon, and the danger of disaster was always there. Then in years after, following the building of the old Mount Kembla jetty in 1860, many workmen from Wollongong passed to and from Port Kembla. There's was an unenviable duty. In the dead of winter, with the cold west winds blowing through the gap of Mount Kembla, those workmen - some still with us - came to the edge or the water, and for fifty or one hundred yards lay the barrier. "There's not to reason why", and as they came to the barrier from either side they stripped their clothes off, and with clothes packed on top of their heads, they forded the cold water. I have been fishing on the Wollongong side of the Lagoon and on many occasions I have seen those workmen - and some men aged in years - strip for the crossing.

The story of the "Building of the Bridge" is good history. With the shipping of coal at Port Kembla, where boats larger than the boats previously loaded at Belmore Basin were dealt with, the want of a greater number of coal trimmers became a necessity. Then, as the number of workmen going to the Port increased, the building of a bridge was advocated. The Wollongong Council was approached, but the job was too big for the Council to entertain. Then the Government of the period was approached, but all the efforts of the workmen, backed up by the Council and the townspeople, was of no avail. Many workmen, rather than face the waters of the Lagoon, went to their work by the Spring Hill Road and Allen's Creek Bridge. At this stage the trimmers and workmen going to the Port decided to act for themselves. A meeting was called, which took place at the Town Hall, Wollongong. The meeting was organised by the trimmers, backed by the townspeople. It was called by men who were out to act, and any little difficulty which might appear went down before those men of action, who had grown tired of Councils and the promise of Governments to act some time and some day.

The proposal at the meeting was to erect a footbridge across the Lagoon, and all that they required of the public was sufficient funds to purchase the planking for the deck of the bridge. Their plan of campaign was well prepared. The piers or posts for the bridge - which were tie-tree saplings - were given by the owners of the bush at the Port. The meeting was a very satisfactory one, and at the meeting and by collection sufficient funds were secured to provide the material for the building of the bridge. With a number of people I went down to see the work commenced. This was the beginning of a permanent highway to Port Kembla. In a few days the structure - just a footbridge - was put across, four feet wide and hardly above flood mark. This bridge was a God-send to those men whose work took them to Port Kembla and whose return was made often in the dead of night, with the thermometer down to 34 degrees. This foot bridge was in existence up to the building of the big bridge by the Government, when it was dismantled. It was the stepping stone to the big structure, and who shall say but that the action of the trimmers paved the way to the permanent highway to Port Kembla. Today a few sticks of the old footbridge remain standing as a record of the work done voluntary by men who rose to the occasion and paved the way to the permanent crossing of the Tom Thumb Lagoon.

The highway to Port Kembla is still far from being the perfect road. At one time it was thought that the present road would carry a tramline, but the coming of the motor bus has settled that possibility for ever. Time has made a great change, and as the train crosses Allen's Creek on its passage to the Port one marvels at the change time will bring.

A little over 25 years ago the writer went with a number of parties, organised by the late Major McCabe, then Mayor of Wollongong, to secure the passing of the Enabling Bill for the building of the Port Kembla breakwaters. Members of both Houses of Parliament were invited, and the effort of the Mayor and townspeople secured the passing of the Bill. At that time the special train which brought the members from Sydney picked up the Wollongong Committee, went as far as the Mount Kembla Company's line, and by shunting on to the Kembla line went to the Port. At that period Port Kembla was a place of small importance. It contained a few houses and a number of black's humpies. Twenty-five years has made a great change, and, as it was in the beginning the first settlement of Illawarra, so in the end it may come sufficient into its own to rival Wollongong as the most important town on the South Coast.

The present highway to Port Kembla, which existed one hundred years ago, still exists today. Other ways and other roads have been talked of, but there can only be one road. That was the road which Captain Bishop and his men marched over a century ago. It is the road that has felt the countless feet of men for many years, and as the years pass it would not require a prophet to see that along that road the junction with the town of Wollongong and Port Kembla must grow. It was the dream of our worthy townsman, Mr Tom Wearn, years ago and may yet come true.

Series No. 66

COAL MINING IN ILLAWARRA AND ITS DANGERS

When the dangers in the coal mining occupation are discussed the argument and examples are usually taken from the Illawarra coalfield as being the most dangerous work in Australia. It has been argued also that the occupation was more dangerous in the early period of mining than it is today. In a review of the occupation one is led to the belief that most of the accidents have been due to a want of knowledge of the dangers of the work; or, on the other hand, familiarity with the knowledge of the dangers, which in many cases breeds a contempt for such dangers.

The Coal Mines Regulation Act in existence today has been framed with a view to guarding against the many accidents which have occurred during the past three-quarters of a century, and yet today there is still the same possibility of accident - an inexperienced miner or a man grown old in the atmosphere of mining dangers, and the lives of many pay the sacrifice.

Many fearful accidents have come under my notice in the early mining in Illawarra. Amongst the most fearful was the premature shot explosion. In most cases this accident occurred with a full knowledge of the dangers which the miner was taking.

Thirty years ago, and prior to that date, the fuse was used in the firing of shots, and it was from a "missed shot" that the accident occurred. From three to four minutes was the time allowed for a shot to fire, and if the shot did not explode in that time the regulations provided that a period of twelve hours must elapse before the miner was allowed to approach the working place. With quite

a lot of miners this regulation was never observed, and it was only when an accident occurred that the management knew that the regulation was not adhered to. When a shot had missed the miner returned to the face while his mate kept watch that no official should come on the scene. The method was to drill out the stemming and re-charge the hole. In this task it sometimes occurred that the missed shot exploded, and the damage to the miner using the drill was often fearful - eyes blown out and many injuries.

Not least amongst the accidents was falls of stone from the roof. Here, again, contempt of danger provided the cause. The custom was, and still is, for the miner to tap the roof with his pick to find by sound if the roof was good or bad. Very often, for fear of losing the filling of a skip, the workman worked under a roof which his experience and better judgement told him was unsafe.

The accidents to individuals - and they were many - paled before the great disasters which came the way of the South Coast miners. About the year 1861 a colliery explosion occurred at the North Bulli Colliery. It was a small disaster compared with the two great disasters which were to follow. At this mine, which was the third opened on the South Coast, a number of men were burned.

Bulli Mine Disaster 1887

On the 23rd of March, 1887, the greatest disaster which up to that time had occurred in Australia, took place at the Bulli Colliery, and goes down to history as the Bulli Disaster. This disaster accounted for the loss of 81 lives.

The colliery was opened about the year 1863, and at the time of the disaster the workings covered an area of about 600 acres. In 1884 the main drive touched a fault, or dyke of diabase. The main drive was over a mile and a quarter in from the surface. The issue of gas close or contiguous to dykes is not uncommon in mining, and the Royal Commission which was appointed to report on the matter found, amongst other matters, that the presence of gas in the mine was due to the proximity of the dyke. Prior to 1886 it was known that light carburetted hydrogen gas existed at this colliery in considerable quantities, and up to the miners' strike in 1886 Davy Safety Lamps were made compulsory in the dangerous portion of the mine. The Royal Commission found that prior to the 1886 strike every care was exercised in the gassy portion of the mine. When work was resumed in 1887 a number of inexperienced men were employed, and the regulations with reference to safety lamps was neglected; and further, that workmen were not prevented from taking matches, pipes and tobacco in to the mine.

The Commission was "convinced that the carelessness, want of skill, and the loose and perfunctory manner in which the principal operations in this mine were performed by a majority of the men, and countenanced by at least the over-man and deputies, were intimately connected with, and led up to, the occurrence of the final catastrophe, whereby the direct negligence of probably one man, eighty other men lost their lives.

The report of the Royal Commission further states - "Long immunity from accidents rendered the miners foolhardy...The mine is a peculiarly dry one, the coal is friable, and at the end of a busy day the air becomes loaded with inpalable dust - a source of no small danger on the application of a naked light. The presence of a dust-laden atmosphere increases the intensity and the effects of an explosion."

The Royal Commission "are of the opinion that the explosion at Bulli Colliery is one of the most notable instances of this on record," and they conclude - "That the exciting cause of the explosion was the flame from an over-charged shot that had been fired in the coal, and that the explosion was intensified and the force increased and transmitted to a distance by the presence in the atmosphere of the mine of coal-dust in a minute state of division," and further they record the statement "That the whole of the deaths were due, not to the direct effects of the flame of the explosion, but from the effects of after-damp, or the force of impact of the blast."

It is nearly forty years since the Bulli disaster occurred. The disaster followed the great strike of 1886, and although the Kembla disaster - which will be dealt with in our next issue - was greater in the extent of its death-roll, still at Bulli the disaster occurred at the close of a period of great strike, and although men rose to the occasion, as they always have done in the face of such disasters, the feeling was very bitter at the time that the disaster was due to inexperienced men working in the mine, such men having come to the district during the period of the strike.

Series No. 67

THE COAL MINES OF ILLAWARRA AND THEIR DANGERS

In our last series we were dealing with the accidents in the South Coast mines, and had dealt with the many accidents which had taken place from a very early period, and concluded the series by a review of the great Bulli disaster, which occurred at midday on the 23rd March, 1887. The safety lamp in use up to the time of the Bulli disaster was of the type known as the Davy lamp, called after Sir Humphrey Davy, the inventor. This lamp showed a very poor light compared with the safety lamp in use today. The early lamp was just a tube of fine gauze wire, with a candle fastened in from the bottom. Later an oil burner was fitted and, as the light had to penetrate the fine gauze, it can be seen that a poor light was the result. The improvement in the safety lamp lay along the lines of providing thick glass, with wire gauze at the top and bottom. Sir Humphrey Davy discovered that flame would not pass through wire gauze provided a sufficient number of wires were provided to the square inch, and this principle is adopted even in the most up-to-date safety lamp of the oil class. Today the electric safety lamp is coming into use, and so the condition of the man underground has improved.

Mount Kembla Mine Disaster 1902

On the afternoon of the 31st July, 1902, the greatest coal mining disaster in Australia took place. The incidents of this disaster are still very fresh in the memory of the people of Illawarra. It is but 22 years ago, and most people at 40 years of age and still younger have a clear memory of the story of that winter's afternoon. The writer was in Wollongong on the day of the disaster, and shortly after 2 o'clock word came through from Mount Kembla that a disaster had occurred at the mine. The call was for all help - doctors, nurses, ambulance men, and miners. Fifteen years before the Kembla disaster the same call came to the then Wollongong Show Ground, where a big day's sports were being held. There is no other appeal like it. It is the S.O.S call form men requiring help. It is the call of weeping women and little children, and there never has been, and never will be, any hesitation of those who go to render help.

By 3 o'clock the road to Kembla was alive with men rushing to give what help they could. On the day of the disaster a sitting of the Industrial Arbitration Court was being held at the Court House, Wollongong, and at the Court a majority of district colliery managers were present; also a large number of miners from the various collieries. To Kembla came the call, and by 3 o'clock all the available coaches and sulkies in the town were on the road. It was in the days before the motor car and bus had possession of the road, but on this winter's afternoon the best that horse-flesh could do was done, and we arrived at the mine at half-past three or four o'clock. On the mountain road to the mine we got our first taste of the terrible events which were to follow. Maimed and dazed men were met with - men who could explain very little, but whose condition told a story that can never be forgotten by those who went to help.

The mine presented a destroyed appearance; sheds and buildings fronting the tunnel mouth were blown to pieces. The tunnel mouth was torn beyond recognition. Here indeed was the need for all the help that man could give. Men with mining experience and men without experience were gathered together, face to face with the greatest disaster in the history of Australian mining, and the telephone and the electric telegraph were flashing the news all over Australia and the world.

At the mine there was no hesitation, coats and collars were off and cast anywhere, safety lamps were secured, oiled and assembled, and into the mine went men who had experience enough to know that a second explosion might be expected at any moment, but the thought of individual life did not count in the face of the scenes of desolation before them.

On the day of the disaster there were 261 men in the mine, which number included the Government Inspector, who was visiting the colliery on that day, and the under manager, who was with him. The casualty list numbered 95 killed and 14 injured. This list includes Major McCabe amongst the killed, who was one of the rescue party. As Major McCabe took a very prominent part in the rescue work at the mine a short history of this hero will not be out of place. He was a son of F.P. McCabe, previously mentioned in the Reminiscence as an early manager of the Mount Keira Colliery, and also as a son-in-law of Henry Osborne, of Marshall Mount. Major McCabe was called after his grandfather, Henry Osborne McCabe, and a great deal of his early life was spent at the old Marshall Mount homestead. When quite a youth he went to England to study civil engineering and colliery management. Much of his time was spent in the North of England, where he was associated with some of the largest coal mines in that part of the country. He had much experience in gaseous mines, and returned to Australia about the year 1882 with a vast fund of knowledge and a very qualified surveyor and mining engineer. Upon his arrival in Australia he took up work of mining and took charge of the Mount Keira Colliery. The ventilation at this colliery was very indifferent, but under the charge of H.O. McCabe a new shaft was sunk and a new furnace installed. The present large haulage engine was erected and the colliery brought very much up-to-date.

About the year 1900 the Osborne people disposed of their interest in the Mount Keira mine property to Messrs E Vickery and Sons, and Major McCabe at the same time retired from the position of manager of the colliery. In March, 1887, when the Bulli disaster occurred, Major McCabe was at the colliery and arranged all the details of the rescue work. "Old Pioneer" has a clear recollection of his advice in connection with the rescue work at the Bulli mine. It was: "When you are advancing go with or behind the air, but never before it. Do not trust to anything. Remember the deadly after-damp may be in front of you." And yet, at the Kembla disaster, it was the after-damp that got him, and ahead of the advancing brattice.

Major McCabe was a prince amongst men. He had the McCabe and Osborne pride in his make-up, but his character was gentle. He was honest in his word and honourable in his dealings, and as we watched his remains carried to their last resting place beside the road at the Church of England cemetery, Wollongong, we felt like Mark Anthony, "He was the noblest Roman of them all."

On the day of the disaster Major McCabe was surveying in Wollongong, and with the first word of the disaster he left his theodolite to the care of his chainman and hurried to Mount Kembla. At midnight on Thursday - the day of the disaster - he and Deputy McMurray led the party into an unexplored portion of the mine. McCabe and McMurray in the advance, the brattice party behind. Suddenly the leaders stopped - too late, they were in the atmosphere of the miserable after-damp, and with the hero's cry of "men, save yourselves," the two men sank to the floor.

To the credit of the party with them everything was done that could be done to rescue the two men, but when the air was brought up they had gone, to swell the number of Australia's great heroes that had given their lives in an endeavour to save life.

Series No. 68

COAL MINES OF ILLAWARRA AND THEIR DANGERS

In our last series we had commenced to deal with the Kembla disaster. Twenty-two years have passed away and time has helped to ease the sorrow of a stricken district. The little orphan children have grown into men and women, and the widows of that fateful day have found an interest in the happiness of their children and grandchildren. Today the disaster is but a memory. It is a memory containing pages of remorse. One sees again a stricken Kembla. A bitterly cold night in July, with weeping women and children waiting without hope for the body of one that is dear to them. A night of darkness, lighted at the tunnel mouth with burning braziers, filled with coal, which cast a flickering glow over a vastly growing crowd of people. Some there to help, others to see the position, and mining experts, reporters, and artists representing departments and papers. Even today it is hard to write of the events of that first night at the Mount Kembla mine.

In the early hours of Friday morning the report reached outside that Major McCabe and Deputy McMurray had paid the price which heroes pay. It was a touching and pathetic scene as the bodies of these two men were brought out. Men wept like little children, for both men had in the hour of necessity played the man.

The morning following the day of the disaster was beautiful. Up in the mountain the birds sang. Under the ranges a lyre bird was throwing out his mimic calls. The sun rose bright and clear, but the heart of man was sad - bowed before this great calamity. As the sun rose and the day advanced, crowds of people flocked to the mine, and I am sorry to say a lot were drawn by idle curiosity, and were making a holiday - even the passage of the dead from the mine to their homes through the gathering did not still the laughter of many young men and women in the crowd. It is said that "Love laughs at Locksmiths," and if the scene at Mount Kembla was an example it laughs in the face of the greatest calamity on earth.

Before midnight on Thursday, the day of the disaster, it was recognised by the experts, and also by the relatives, that the hope of anyone being found alive was over. Right through Thursday night, Friday and Saturday, the rescue of the bodies went on. Up to Saturday it was understood that one body had not been accounted for, but by Saturday evening it was accepted that the body was amongst those unrecognisable. On the Sunday the funerals took place. Some were buried at Kembla, and the majority were buried at the Wollongong cemeteries.

The Sunday was a sad day in Wollongong - improvised hearses were used, and the road to the cemetery was lined with people. At the cemetery friends of the dead assisted to dig the graves, and also to fill the graves in.

It is generally recognised that the disaster paved the way to better conditions for the miners of the South Coast mines, and although it meant the introduction of the safety lamp in all the mines on the Coast, more attention was given to ventilation, and the life of the man underground improved by the great sacrifice.

For the remainder of this article we will deal with some of the evidence which came before the jury, and the finding of the Coroner; also some facts which led up to the appointment of the Royal Commission and some of the evidence placed before it.

On the 1st of August, 1902, the day after the disaster, the Coroner (Mr Charles Coffey Russell), with the assistance of a jury of 12 - of whom Mr James Kirby was the foreman - opened an inquest on the remains of those killed in the disaster. The first three bodies brought from the mine were taken, such bodies being that of William Meurant, William Nelson and Henry Meurant. The evidence was secured by Senior Sergeant Banks. Mr A.A.Lysaght represented the relatives, Mr David Ritchie represented the Miners Association, Mr C.G.Wade represented the Owners Association, and Mr Bruce Smith represented the Mines Department, assisted by Mr A.A.Atkinson, Chief Inspector of Mines. The Coroner and jury visited the mine and after hearing much evidence returned the following verdict:

"That the above deceased died from carbon monoxide poisoning, produced by an explosion of fire damp, ignited by the naked lights in use in the mine, and accelerated by a series of coal-dust explosions starting at a point in or about the No.1 Main Heading, and extending in a westerly direction."

The decision of the Coroner's Court did not seem to satisfy the Unions, and the general public, and immediately an agitation was commenced for a Royal Commission to inquire into the disaster. On the 6th of November, 1902, the Governor in Council appointed a Commission of three to inquire into the cause of the explosion and to make a general examination and a full report in all matters appertaining to the safe working of the coal mines. Although the Commission was appointed early in November, it was not till January of the following year that evidence was taken. The Commission held its first sitting at the Court House, Wollongong, on the 6th of January, 1903, and the following was its composition - Judge Murray, D.A.W.Robertson and D.Ritchie.

All sides were represented at the inquiry, and a tremendous amount of evidence was taken. Not only was the position at Mount Kembla fully dealt with, but the position of all the South Coast Collieries came under review. One position was clearly stated, the furnace was not injured by the explosion, and almost immediately after the explosion the ventilation of the mine returned to its proper course. The evidence went to prove that the explosion was caused by a fall in the old workings, driving out dust and hydrogen on to a naked light. The Commission found that the point

of the explosion was the waste workings, known as the 35 acre waste. That a fall in the waste drove out an inflammable mixture on to the rope road and that in coming in contact with air, an explosion resulted.

There was a difference of opinion between the verdict of the Coroner's Court and the finding of the Royal Commission, but that, no doubt, was due to the fact that the Coroner's Court had to deal merely with the cause of death, whereas the Royal Commission was appointed to inquire into the cause of the explosion and to make suggestion upon the best methods of preventing such another disaster as occurred at Kembla. A lot of the evidence centred round the 4th Right Goaf (35 acre waste previously mentioned), and witnesses tried to prove that if this waste had been examined for gas the disaster may not have occurred.

There is just a similarity between the cause of the Bulli disaster and the Mount Kembla explosion. At Bulli a blown out shot gave sufficient impetus to the dust with the gas from the blown out shot to cause the greater explosion. At Kembla a fall in the waste drove out the dust and gas on to the rope road, where a light was met with.

Commissions sat on both disasters, and the result has been good. We are apt to grumble at the expense of a Royal Commission, but if we look at the result of both Commissions we will see that much good has come to the South Coast miner and that his life today is safer and his conditions better than in the days when little was considered but the getting of coal.

Series No. 69

THE FORTS AND GOAL OF WOLLONGONG

In writing the history of Illawarra I try to do justice to each part of our great district, and sooner or later we will reach that portion south of Wollongong and reaching to the Shoalhaven River. It is not my intention to go further south than Nowra, and Coalcliff is the limit on the north.

The Valley of Illawarra commenced with the mountain ranges at Coalcliff and extended as far south as the Shoalhaven. We read of the Illawarra Suburbs and the people about Kogarah and Sutherland have a habit of calling their towns Illawarra Suburbs and Illawarra roads. "Illawarra knows them not". When the pilgrimage into Illawarra was made it was from Appin that the pilgrim came. The desert country of Sutherland offered no inducement for the man who sought for "music in running brooks." "The Illawarra" will ever be remembered as the land of cedar and rich pastures. There is so much of interest and so much of district importance about Wollongong as the place where the first settler got breathing time after passing into the "Valley" that one is prone to dwell on the many incidents of history about the old town, but further south we shall go, and in the fullness of time all that part of Illawarra, to the Berry Estate, shall be dealt with.

In this article I am going to deal with the early history of the Wollongong gaol and the forts at Flagstaff and Smith's Hill.

Very old was the gaol. When the Government in the year 1829 decided to remove the barracks from the Five Islands to Wollongong, the removal took place and a wooden stockade was erected south of the boat harbour at Wollongong. It was the position now occupied by the Government

cottages at Belmore Basin. After the emancipation of the convicts the building was still retained by the Justice Department of the New South Wales Government and used as a lockup. The old building had high wooden walls with broken glass bottles cemented into a big beam on the top. About the year 1870 a contract was let to Mr George Osborne to build a brick wall, a number of brick cells, and also to erect a Court House and offices. For some years the building was still used as a lockup. In 1884, with the building of the Illawarra railway, the necessity for a gaol became acute, and Mr Francis Flaherty was sent from Berrima to take charge as Governor of the newly opened gaol. He was a keen disciplinarian and was a very necessary man for the position at Wollongong when the Illawarra railway was drawing all classes of people into the district. Mr Flaherty was a man small of stature, but a commander of men, and he soon got matters into ship-shape.

From the opening of the lockup as a gaol in 1884 until it was finally closed in 1916 a great number of officials came and went. Following Mr Flaherty came Mr Lyons, then Mr Roper, then Mr Tom Kiernan, Messrs John McEwan and C.Graham, and of recent years Mr John Lowry.

The warder with a very long service at the old gaol was Mr Patrick Cahill, at present living in Corrimal Street. He took charge as warder in the year 1884 and was there till the gaol was finally closed in 1916, when he was transferred to Long Bay, from which place he retired after 32 years service. Other warders were Mr Strutt, Mr Mintorn, Mr Ward, Mr Sutton and Mr Tear from Goulburn.

It may be mentioned that Sir Alexander Stewart, who represented Illawarra, secured the necessary land for the gaol improvements. The office at the old Court House was in charge of Mr Turner, who was also Chief Magistrate. Sergeant Sheridan was in charge of the police, and Constable McGarvie and Mounted Constable Roberts were early at the old police barracks. Ex-Constable Roberts is still in Wollongong. Later came Sergeant Ford and Sergeant Greives.

Mr Jamieson was Clerk of Petty Sessions at the old Court House.

The gaol was quite an institution in early Wollongong, and some very hard-case prisoners passed through its walls. It was quite a sight for the small boys, now grown to men, to watch the warder, with carbine in position, march round the observation tower day after day and week after week.

Tenders were called for the supply of foodstuffs for the gaol, and there was keen competition by the stores in the town for the right to supply the gaol.

Now all that is gone, and in the place where men paid the price for wrong-doing neat happy homes exist. There are many things which the pioneer regrets the passing, but in the removal of the gaol men and women of old Illawarra have no regrets.

The Forts of Wollongong

As the district grew and as the town of Wollongong became important as a shipping port, where coal was shifted, the population came to the conclusion that some protection was necessary. There were many war scares, and in the year 1870 Wollongong, although small, came to the conclusion that some protection was necessary. Representation made to the military authorities in Sydney secured three muzzle-loading cannon. They were pieces set in wooden frames and were capable of throwing a round ball about two miles to sea. It was a great day for Wollongong when the Volunteer Artillery manned the guns, and the booming of the cannon could be heard all over the district, the echo rolling along the thickly timbered mountain range from Kembla to Bulli. A small piece of

cannon was also secured about the year 1884 for the purpose of firing a one o'clock signal gun. This was used for some years, and at last abandoned. This little piece, on its wooden frame, at present reposes in the Wollongong Town Halls grounds, and as men of old Wollongong pass the Town Hall they see again the gun which broke the stillness of the midday with a one o'clock message to the people near and far.

Next week we will continue the history of the "Forts of Wollongong," and will also deal with the history of the Volunteer Regiment of Artillery which existed at Wollongong for so many years.

Series No. 70

THE FORTS AND DEFENCE OF OLD WOLLONGONG

The fortifying of Flagstaff Hill and later Smith's Hill, Wollongong, gave a certain amount of grace to the locality. Today the young man and woman laughs at the old guns, useless in defence, but fifty years ago we watched the guns firing out to sea, and the gunners running a wet swab into the gun to make it safe for the next charge, and as we watched a certain pride rose within us. It was part of the bulwark of old England. I have not been around the position of the old fortifications of Flagstaff Hill for some years. When I last viewed the position the old guns were in a stage of decay. The carriages were of heavy wood blocks and the elevation was secured by lifting the guns with a lever and blocking up to the firing position, but I understand the guns have been dismantled from the blocks.

About 1887 a smaller gun was installed on Flagstaff Hill as a signal gun. This gun was fired at one o'clock Sydney time, which was taken at the Post Office by telegraph from Sydney, and at the Post Office a ball or disc was dropped and the gun fired to this signal. Today the signal gun reposes in the grounds of the Wollongong Town Hall, with its muzzle pointing into the bar of George Clarke's Hotel. This old gun has found a better fate than its companions of old Flagstaff Hill. Today it receives careful treatment at the hands of Mr Tom Byron - the caretaker of the Town Hall grounds, and as we watch the children playing around it we think of the time - nearly forty years ago - when this gun gave the time for the setting of the clocks from Dapto to Bulli. Many people ask the reason for the round disc on our present Post Office. It is part of the history of old Wollongong. Before one o'clock each day it was hauled by a cord to the top of the wind indicator mast, and upon receipt of the one o'clock signal from Sydney it was dropped, and the gunners at Flagstaff Hill fired the gun to this signal.

A few years later the old guns were replaced by a fine piece of Ordnance. A scheme for the fortification of Wollongong was approved by the Naval Department. This meant extensive fortifications on Flagstaff and Smith's Hill. On Flagstaff Hill the excavations were extensive, and the crown of the hill was converted into a stronghold - chambers and magazines were constructed. The gun pit was very modern at the time, and the gun - a piece of ordinance of the disappointing type of modern construction. This was thirty years ago, but before ten years had elapsed the gun was pronounced out of date. We were told by the best military and naval authorities that a modern battleship could stand out at sea - out past the range of our pet gun - and blow Wollongong to smoke in half an hour. After this we ceased to have an interest in our "Mons Megs", and so the gun fell to decay, and in time was removed, and still the battlements remain and children peep in as they pass.

Smith's Hill Forts - The history of Smith's Hill carries us back to the year 1835, when a grant of 300 acres was granted to one Charles Throsby Smith. The late C.T.Smith was the magistrate who had charge of the penal settlement, and it was by his efforts that the penal settlement was removed from Port Kembla, or the Five Islands, to Wollongong.

The 300 acre grant extended from Crown Street, on the south, almost to the Mount Pleasant railway on the north, and east and west from the sea to Flinders Street - or the Bulli Road as it was then known. On the crown of the hill the late Charles Throsby Smith built a fine residence. The grant was used as farm land for many years, and some very fine wheat was grown on both slopes of the hill. The locality was originally known as "Bustle Farm", or "Bustle Hill", but for many years it was called after the owner, "Smith's Hill".

About 46 years ago, after the death of C.T.Smith, the hill was surveyed, subdivided, and sold in town building blocks. Most of the blocks had a 50 feet frontage and were 150 feet deep. Settlement on the hill was very slow and for many years very little building took place. Strange to say, the first buildings were along the Bulli Road; then along Campbell Street to the sea, and Bourke Street, at the Bulli end. The Smith's Hill we know today, with the pretty cottages along the sea front and the buildings on the crown of the hill, is of quite modern times. The call of the surf and the fine sea view has been responsible for the building progress. For many years the cottages built were working men's homes; now the homes are mostly those of business men, and it looks as if that condition had come to stay.

A little while ago I heard a gentleman ask: "Why does not 'Old Pioneer' tell us the history of the forts on Smith's Hill?"

The truth to tell is that they are not as old as compared with many things which 'Old Pioneer' has written in the past 70 years. What is true of the Flagstaff Hill new fort is true of the Smith Hill fort. Both were completed under the one contract, though as the big gun at Flagstaff Hill was later in arriving the Smith Hill fort was the first in use. At Smith's Hill the excavations were more extensive than at Flagstaff, and the gunners were better protected. At the southern end of the fort a machine gun was erected and at the time was about the best in the Ordinance line. The other guns which are still in position, were of the muzzle loading type and were even out of date before they were erected. The men in charge of those guns, under Captain Robertson, Captain Beatson and the late Major McCabe, put up some shooting records which the town is very proud of. The late Major McCabe - a smart surveyor - had no equal in the State in the laying of a gun for discharge.

THE PAYNE FAMILY OF TARRAWANNA

During the past year we have written the history of many families in the series of the History of Illawarra. Some of the families have come to the district very early, and all have worked hard for the progress of this great district. In this series we are taking for our subject John Payne and his family.

John Payne arrived in Australia in the year 1842 - over 80 years ago. The late John Payne died in 1909, but his work for the progress of Illawarra was so marked that he has left behind him a name honoured by the people.

Upon arriving in Australia John Payne settled in Sydney for about two years, and then removed to Brisbane. The capital of Queensland about this time was a very small town. Almost all the houses were built by the Government, which adopted the building of houses to encourage settlers to settle in the northern colony. The gold fever of the early 1850's would draw thousands of people to New South Wales and Victoria, and the Government of Queensland was in need of settlers to establish their colony. When John Payne arrived at Brisbane almost all the Government houses were occupied, and he erected a cottage for himself. This building was the first free cottage erected in the northern capital.

I have been handed a copy of the "Morton Bay Courier", dated June 20th 1845. This paper, which was the first published in Queensland, contains, amongst other matter, a subscription list; upon this list the name of John Payne appears for two guineas.

John Payne resided for about 8 years at Brisbane, at which town he married. His eldest four children were born there. About the year 1852 he came to Sydney, and shortly afterwards removed to Illawarra, taking up his residence in what is now known as Tarrawanna. It was in the year 1854 that he came to Tarrawanna and from that date, for a period of 55 years, he worked in Illawarra, both as a tradesman and as a public citizen. No public man did more in his time than the late John Payne for the advancement of his adopted district. He had a wonderful record for good public work, and there were few movements for the advancement of the town and district but that the late John Payne was assisting. Right through the long period of over fifty years he was constantly associated in most of the public life of Wollongong.

The late John Payne was personally known to me, and speaking from a personal knowledge his advice was always worth having. In business he was a wheelwright by trade. His first shop - over 50 years ago - was situated where Vereker's butcher's shop is now situated, in premises once occupied by W. Smith. His next shop was at the corner of Chamber's Lane, where the premises of A. Parsons and Co. are now situated. Next, across the street where Dwyers coach factory at present exists. From there he shifted to Kembla Street, and for thirty years up to the time of his death he carried on business in the premises still occupied by Mr Goodman Payne.

During all those years the late John Payne lived at Tarrawanna. When he first went to Tarrawanna he rented a farm from a Mr Gritton, which was part of Wright's Balgownie Estate. Later he purchased this property and for over 50 years he was a familiar figure on the road, morning and evening, driving

to and from Wollongong. At his shop in Wollongong he had a portion converted into an office where public matters were discussed and where men went for advice on many matters. Such advice was given freely, and in many cases such advice saved the individual much heart-burning.

In the year 1871 the late John Payne was first elected to the Council of North Illawarra, and from that time to the time of his death he sat almost constantly in that Council. He was very methodical in his business, and at the residence of Alderman George Payne I have had the pleasure of looking over a book of the proceedings of the North Illawarra Council. This book is in the form of the minutes of the Council meeting and contains a complete record of the transactions of the Council from 1872 to 1909. As one goes through the records of this book it is not hard to understand how the late John Payne became such a power for good. His memory was ever fresh with the records of the past.

The late John Payne belonged to the old English school. He was a well read man and was trained in the hard school of experience. His advice at all times are sound. He was a thinker, and weighed his words well, and when he spoke he spoke with a balanced mind, and his words carried much weight.

When the Municipality of North Illawarra was gazetted in the year 1868, the late John Payne took around the petition for the necessary signatures, and although he did not immediately enter the Council he became an alderman two or three years later. During the fifty odd years that he was a member of the North Illawarra Council he was Mayor on a number of occasions. First elected Mayor in the year 1872, from year to year he sat at the head of the Council table. First the meetings were held in the building which exists today, next to Mr Curry's brick house at Fairy Meadow, and opposite to Lysaght's "Red House", which at that time was an hotel.

The late John Payne was also a member of the Wollongong Council, and he was associated as a moving spirit in the Illawarra Railway League and the Wollongong Harbour Trust. He was a Trustee of the Mount Keira Road for many years. This road was then under Government control. He was also a Trustee of the Bottle Forrest Road.

The late John Payne was instrumental in having the first Public School built in Fairy Meadow. He secured the signatures to the petition and collected the necessary cash for the residents to secure the building. At this time in the history of our education the residents had to find half the amount for the erection of the school, the Government finding the other part.

In connection with the Illawarra Building Society the late John Payne is well known. He was indeed the "father" of the institution, which was started 44 years ago. Many homes have been built in all parts of Illawarra.

Mrs Payne the wife of the late John Payne, died at Tarrawanna, aged 76 years. There were thirteen children, all living good, useful lives, and some of them good public citizens. Mrs Neaves, Mrs Hicks, Mrs James, and Charles J. Payne were born in Brisbane; Mrs Richardson was born in Sydney; and George Payne, Mrs Grimshaw, Mrs W.H. Chapman, Mrs Bedwell, Mrs Ford, J.D. Payne, Mrs Robinson, and Mr Goodman Payne were all born at Tarrawanna.

In concluding this article I am sure that the family will forgive me for selecting one son for special mention, namely Alderman George William Payne, who was born at Tarrawanna on April 11th 1854, and very early in life manifested a desire to follow in his father's footsteps. Alderman Payne is a member of both the Wollongong and North Illawarra Councils, and is Chairman of Directors of the Illawarra Building Society. He is a blacksmith by trade and served his time with his father in

the Crown Street shops sixty years ago. He has been employed by the Mount Keira Company as colliery blacksmith for 45 years. He has now retired, receiving the respect of the company for which he worked. Alderman Payne was a keen sportsman in his day. He was a personal friend and backer of Bill Beach. He was a strong man in his youth and my old readers will remember him for his prowess in pulling with the stick. He was the end man with his team in the tug-of-war matches at the various sports. At one time he was matched to pull "Sampson", the world's strongest man.

Series No. 72

SOME REFERENCE TO A COPY OF THE "ILLAWARRA MERCURY", 1884

In looking over some old papers today I have picked up a copy of the "Illawarra Mercury", dated October 9th 1884. This is not by any means the first copy of the "Mercury". The paper, which was first established in 1855, was well into manhood at the date of this copy under review. It would be interesting to know how many of our old families have ancient copies of the "Mercury" filed away. In most instances the filed copies from the "Mercury" office have been sent to the Mitchell Library, and I would be pleased to hear from any of our old people who have copies of the paper, following the early years of publication.

A review of the old paper brings back some memories of incidents long forgotten. The advertising section of the paper is rich with incidents.

"Wanted to purchase - £100 worth of poultry, all descriptions, at highest cash prices.
P. Beatus and Son, Wollongong and Unanderra."

This carried our memories back to an extensive store at Unanderra, kept by Phineas Beatus. He was a large buyer of butter, eggs and poultry. It was in the day before the separator came into use on the farms and dairy butter was made on all the farms. He was an authority on good dairy butter, and adept at telling whether an egg had passed its allotted span.

Another Dynamite Outrage. "Hello! Here's Williams Again". "Who's that Jack!". "Why, Williams, the people's plumber and gasfitter".

Harry Williams, now living quietly and privately at Wollongong, was a business power in his day. Very few plumbers turned out a better job than Harry Williams, and few were better liked.

"J. Wilmot, watchmaker and jeweller."

In this copy J. Wilmot notifies the public that the business at Kiama has been sold to George Knight, and that henceforth J. Wilmot will conduct the branch at Wollongong. J. Wilmot was an institution in Wollongong forty and fifty years ago. He was a good tradesman, and with the exception of some travelling watchmakers, he and Thomas Collins were the only jewelers in Wollongong. J. Wilmot was a good public citizen, and ably assisted most of the public movements.

"Day Coaches - I beg to inform the public that I am running my day coaches from Wollongong to Campbelltown on Tuesdays, Thursdays, and Saturdays, and returning from Campbelltown to Wollongong on Monday, Wednesday, and Friday.

Passengers' luggage, over 20 lbs, charged for.

Coaches leave Wollongong at the quarter past 8am - James Waterworth.

Booking office: Wollongong, the Queen's Hotel and the Freemasons Hotel".

The advertisement of James Waterworth lifts the veil of memory to a remarkable degree. James Waterworth is still alive at Campbelltown and I think is over 90 years of age. The advertisement deals with a period in the history of Illawarra before the advent of the railway. The way out of Illawarra was by the sea or by coach, and the line of coaches run by Waterworth junctioned with the Southern line at Campbelltown.

The coaches started on Tuesday morning from the Queen's Hotel. The then Post Office was near the "Queen's" - now the Works Office - and after leaving the Post Office with the mails the coach ran down Corrimal Street, up Crown Street, and stopped at the Freemason's Hotel, which was the principal booking office. Waterworth's overland mail coach was just an institution. It led to the nearest railway station at Wollongong, over 40 miles away. The young man or woman living today can have no conception of the importance of the mail coach of fifty years ago.

The sea journey up from Wollongong occupied four and a half hours, and in that period there was plenty of time to get well sick. Old miners who had gone from Sydney to Newcastle by the Hunter River boats have told me that seasickness was unknown to them until they made the journey to Wollongong by the Illawarra Steam Navigation Company's boats. Many passengers trusted to the rough road and Jim Waterworth rather than take the sea trip, and so the three times a week coach carried a goodly number of travellers along the road to Campbelltown.

"Imperial Hotel", Clifton - "Alex Osborne begs to inform his many friends in Illawarra that he is now conducting the above house as a first-class family hotel".

Alex, still living in Wollongong and now on the water waggon, had many friends in those old days of forty years ago. The Imperial Hotel was a credit to him, and it was all that he claimed for it - a first-class family hotel.

"Commercial Bank of Sydney, Wollongong Branch."

In this issue W.G. Robertson, manager, notifies the public that the bank has been removed to the new premises, Crown Street, Wollongong. The new premises are the ones at present occupied.

In the carrying line, Ferrigal Hegherty notifies the public of Wollongong that he has opened a carrying business - "Orders left at the Brighton Hotel will be attended to".

In this issue Joseph Makin advertises his omnibus "Edith" to run between the wharf and the Freemasons' Hotel to suit the arrival and departure of the forenoon and afternoon steamers - fares each way sixpence.

Turning to the news portion of the paper one reads:

"North Illawarra Council. The monthly meeting of the North Illawarra Council, which should have taken place on Tuesday, lapsed for want of a quorum, Alderman Williams only being present.

"The committee of the Wollongong Turf Club have invited Hanlon, the great oarsman, to be present at the races next week. So far it is unknown whether he will accept the invitation".

"A complimentary picnic was given to William Beach today at Botany, October 8th, 1884. There was a large attendance. The Mayor of Sydney presided and presented William Beach with an illuminated address and a purse containing 100 guineas being the first instalment of 400 guineas subscribed by citizens in appreciation of his skill".

"The Hon. A. Stuart's health is improving. He passed a tranquil night and is much better today".

The Hon. Alexander Stuart at the time was Premier of New South Wales and represented Illawarra in the Assembly. He was taken very ill at the Sydney railway station and was taken to his office, where he was examined by the doctors.

"Cairo, October 6th - General Lord Wolseley continues to push forward to the front, and telegrams have been received reporting his arrival at Wady Halfa."

The matter contained in this series will be interesting reading to the old residents of Illawarra. A lot of the incidents are well within the memory of our old residents, and a review of the pages of this old "Mercury" will bring to the memory of my old readers many incidents which have long been forgotten.

Series No. 73

ALBION PARK AND THE SAMUEL TERRY GRANTS

"Mount Terry" and "Waterloo" - Deed Poll, or Grant, under the hand of His Excellency Lachlan Macquarie Esq., Captain General and Governor-in-Chief of the Territory of New South Wales and its Dependencies.

Reciting that full power and authority for granting lands in the Territory of New South Wales was vested in His Majesty's Captain General and Governor-in-Chief, or in his absence the Lieutenant Governor for the time being, in and over the said territory and its dependencies, by His Majesty's instructions, under the Royal Sign Manual, bearing date, respectively, the 25th day of April, 1747, and the 20th day of August, 1789. In pursuance of the said power the said Governor give and grant unto Samuel Terry, his heirs, and assigns - To have and to hold for ever two thousand acres of land lying and situated in the district of Illawarra.

Tonight as I write this number I have before me a huge copy of the Will and Abstract of Title of the grant to Samuel Terry. The grant of Mount Terry was registered on the 4th April 1821, and the grant of Waterloo on the 3rd July 1817. I am grateful to Mr James Haddin, of New Dapto Road, for the loan of the old documents, which treat with that portion of the Albion Park district which has since become famed as Mount Terry and Albion Park. When we consider the date of the grants, 1817 and 1821 - one hundred and eight years ago and the other one hundred and four years - we begin to understand how old that portion of the district really is.

The grant known as Waterloo was granted to one Andrew Allan. Its area was 700 acres and was purchased by Samuel Terry for the sum of £230, after the five year period of occupancy expired. The conditions of the grants were that they should be held for a period of five years, and during that

period an area of one hundred acres had to be cleared and cultivated. The documents, which are the abstract of title, under the Will of the late Samuel Terry came into the possession of Mr Haddin when he purchased a portion of the Mount Terry Estate.

Samuel Terry died on the 22nd of February 1838, and his Will, with numerous Codicils, was proved in March 1838. The bequests under the Will and Codicils covered property in the city of Sydney, at Liverpool, and at Parramatta. The property at Albion Park went mostly to his sons - John and Edward Terry, and to his nephew, John Terry Hughes.

The Haddin Family

In dealing with the history of the Fraser family in a previous series, we dealt with a portion of the Albion Park history. In this number I have pleasure in dealing with the Haddin pioneers of Albion Park. John Haddin (the father of Mr James Haddin of Garden Hill) came to Australia in the year 1839. He went to the Hunter River district, where he remained for five years, and then came to Illawarra. He arrived at Albion Park in the year 1844 under engagement to John Terry Hughes, to act as bookkeeper, and his wife in charge of the dairy.

In the year 1847 James Haddin was born at Albion Park. Today Mr Haddin has retired from active farming and is living comfortably on Garden Hill, and carrying his 78 years well. No man living has a better knowledge of the Albion Park district than Mr Haddin. He has been actively associated with the Park and Shellharbour districts for over seventy years. After some years on the meadows at the Park Mr Haddin went with his father to Dunmore where they took up a farm on the Fuller Estate.

The Haddins were renowned for the making of good dairy butter. Mrs Haddin (mother of James Haddin) was in charge of the Terry Hughes dairy for some years, and coming to Australia from Scotland, where they had years of experience in dairy work, they soon established a name as dairy experts. Mr Haddin tells of the years when butter was so plentiful and the price so low that it did not pay for the making. At one time, while on the Terry Hughes Estate, Mrs Haddin had some large hogsheads filled with salted butter and forwarded them to Scotland. The butter opened up all right, but the cost of transport and commission fees was so great that it did not pay.

The Haddins from Dunmore were amongst the first who sent butter to Foley Brothers - the Sussex Street commission agents. At this time the business was conducted by Foley and Tresnan. Later Mr J.Foley controlled the business himself. Mr Haddin tells of a visit paid to the farmers of Shellharbour by Mr Dennis Foley, father of Mr J.Foley, asking for produce to be sent to his son.

Mr Haddin remained at Dunmore with his father for about 30 years, and after the death of his father he purchased a farm at Mount Terry, where he remained until he sold out and went to Wollongong.

Mr James Haddin has a wonderful memory of the early events of Albion Park. He remembers the district in the days of the wheat growing, and of the big timber when the cleared paddocks of today were covered with huge trees, and when the cabbage tree spread out over the Meadows. Then came a time, after the timber had been cleared, when the Meadows were covered in native grass and clover. This was in the days when cattle had to be watched in the clover fields. Too much clover feed and the result was "blown" cattle. If treatment was not immediately given the cattle died.

A hotel was built very early at the Park. It was built and opened by Duncan Beatson, a brother of the late Archibald Beatson of Wollongong. The hotel was later occupied by James Condon. The principle store was kept by James Gray, and was situated on the Macquarie River side of the present hotel. The blacksmith's shop was kept by a Mr Crowley, and here most of the heavy drays were built, ploughs repaired and fitted, and all general blacksmith work done.

The shipping of produce went either to Wollongong or Shellharbour. There was also a waggon run by a man named Pearson, that travelled to Wollongong twice in each week. This waggon carried butter and light produce to the steamers at Wollongong Harbour. Wheat was taken by heavy drays to the mill at Brownsville, drawn in most cases by bullocks, and on the return journey flour was brought back. The mail coaches and passenger coaches were run by Mr W.Raftery. Raftery's coaches travelled north to Wollongong and south as far as Nowra. Mr Haddin remembers the early coaches as a fine institution. There were extensive stables at the Park and relay stables at Shellharbour, Kiama and Gerringong.

Of the old residents of the Park district Mr Haddin has many memories. The Fraser's were well known to him. Also the Piper's, the Mudie's, Cronan's, and the Wright's. He went to the school on the Johnstone Estate, kept by Mr People. He remembers some big floods on the Meadows, when the waters overflowing the Macquarie swept across the flat country at the Park, drowning cattle and horses. Great logs were washed down from the mountains, causing a dam at the bridge, and driving the water over the lower lands.

Mr Haddin thinks the cattle of sixty years ago were just as fine in breed as the stock today. Most of McGill's fine cattle were offsprings from cattle bred by his mother when managing the dairy for Terry Hughes. The Terry Hughes Estate was well managed as a dairy venture and the estate had a reputation for good herds and good butter. Duncan Beatson was at one time manager of this Estate.

Series No. 74

LAND GRANTS IN ILLAWARRA

In the early articles in connection with the history of Illawarra we dealt with the settlement and the method of entry into the district. The difficulties which met the first few men who crossed the mountains were very great, but the fertility of the valley into which they came, with its growth of cedar and other great trees, with the rich brush land on every side, was a compensation for all the efforts and dangers.

Although we have no clear date of the entry of the first white man, still we can fix it early in the nineteenth century. We have clear dates of the land grants and we know that before the grants were made explorers and surveyors were sent to the district to map out the area and to form an estimate of the acreage.

In the year 1817 a grant was made through His Majesty's representative Lachlan Macquarie to one Andrew Allen. This grant, mentioned in our last series, was situated where the town of Albion Park is now situated. This grant, known as "Waterloo", was afterwards purchased by Samuel Terry about the year 1823, and was in area about 700 acres.

Following the grant "Waterloo" came a number of grants in various parts of the district. In 1821 Mount Terry was granted to Samuel Terry, and close upon the same year the Weston and Johnston grants were made.

Close to Wollongong the grants were made between the years 1816 and 1824. Below Figtree there was the Keellogues grant of about 700 acres. Next, coming north, the Mount Keira (spelt Keera) of 2000 acres; next, north of that, the Balgownie grant of 1000 acres. On the east side the Flanagan grant; near Wollongong the C.T.Smith 300 acre grant; also Barnett Davies 30 acres; G. Humphries and John Barry's grant; and south of this, Dr John Osborne's grant - now Garden Hill.

Perhaps the most interesting grant of all is that of the Mount Keira Estate granted to Lieutenant Colonel Leahy in the year 1820. This grant was made for services rendered during the period of settlement. The area granted was 2000 acres and extended from the Keellogues Estate at the Figtree to the Balgownie Estate of Fairy Meadow. On the west it went to the mountain, and on the east was bounded by the line of various grants at Wollongong, Mount St Thomas, and Figtree.

This grant was divided into farming blocks in the year 1842, and on Monday, May 9th 1842, was sold by Mr Blackman at his rooms in George Street, Sydney. I have before me a catalogue of the Estate which was prepared for the sale; also a lithograph of the Estate of 2000 acres. The catalogue is an interesting document. The front page reads as follows:

"A Catalogue of the Celebrated Mount Keira Estate, in the well known and fertile district of Illawarra, near the township of Wollongong, to be sold by auction by Mr Blackman, at his rooms, George Street, adjoining the Bank of New South Wales, on Monday, May 9th, 1842, at 12 o'clock precisely. By order of the Trustees (Messrs Robert and Charles Campbell) of the late Colonel Leahy in this colony.

MOUNT KEIRA ESTATE

About Two Thousand Acres - one Mile from Wollongong.

The nearest part of the Estate, less than half a mile, extending on both sides of the Wollongong and Appin Roads, and the road to Dapto, Kiama, Shoalhaven, and the southern country along the coast. Is bounded on the east, in part, by Barry's, Humphries and Barnett's farms, and the remainder by Dr John Osborne's celebrated Estate and Drummond's (now White's) farm. On the south by M.Ryan's and T.Maher's valuable farms. On the west by the well known Keellogues Estate, and property of Colonel Breton, and on the north by the much admired Balgownie Estate".

On this Estate the allotments were sold in varying sizes, from 10 to 20 acres. The average price paid for the land at date of sale being £4 per acre. The largest stream running through the Estate is the Mill Brook. This stream has its source in the range between Kembla and Keira and passes down through "Hell Hole" and across the Main Road at the Figtree, near the Mount Keira Hotel. This is a never failing creek, and there was a period in the history of Wollongong when water was carted from the Mill Brook to fill Wollongong water casks. This stream empties into Allen's Creek and then into Tom Thumb Lagoon. The next creek of importance on the Estate is Fairy Creek. This creek is fed by the water shed of the Mount Keira peak and passes through Paradise and Zlotkowski; thence by the northern side of Gilmore Estate, thence through Wiseman's Park, through the coke works dame, and down to the Main Road at Bode's. The catalogue continues:

MOUNT KEIRA HOUSE

The Mount Keira House and grounds, with numerous improvements, late the residence of Colonel Leahy.

Lot 29 - 49 acres 1 rood 15 perches, including garden and vineyard 9 acres. This lot comprises Mount Keira House, containing two parlours, stores, dairy, stables, carpenter's shop, granary, barn and threshing machines, blacksmith's shop, men's cottages etc. The well known and luxuriant garden and vineyard, well laid out and considered equal to any in the colony, abounding in apple, pear, orange, citron, lemon, apricot, banana, etc.

This is how the catalogue describes the residence of Colonel Leahy. But that was 83 years ago and today not one stick stands to mark the residence of the Mount Keira garden. In the changing of the years a landmark which 83 years ago was called the homestead of 2000 acres has passed away. The old homestead was situated between the Mill Brook and the Appin Road, near where Mr Jim Porter lives today.

"Lot 60 includes the old Stockade building, garden and paddocks", so says the catalogue. But there is no vestige of the Stockade today. To those who would like to know, it was situated where Mr G.W.Robertson lives, at the Cross Roads, or a little along the Mount Keira or Appin Road, as it was then called. The Stockade was a strong and extensive building, built of huge slabs bolted to the beams. There is nothing of the old Stockade left today, and I have not even heard whether Mr Robertson found any relics of the period.

Amongst the old families who purchased farms on the Mount Keira Estate were Denis Foley, John Gwynne, Denis Williams, A. Young, Percy Owen, William Northfield, Mr Zlotkowski, John Stewart, William Robson, John Gilmore, Hugh Higgins, John Spence, and a few others I cannot call to mind at present. With very few exceptions the old holdings have changed hands. In some cases they have been cut up into smaller areas and re-sold.

To the old pioneer who wanders once again over the area of the Mount Keira Estate there is a great change. Where William Robson made his purchase the villages of Keiraville and Mount Keira are placed today. On John Stewart's large purchase the frontage to the Mount Keira Road is lined with buildings. On John Gwynne's 100 acres two villages exist. Roads, or as they were remembered by the pioneer as lanes, lined with trees and lantana hedges, have now been cleared of their trees to make room for telephone and electric light lines, and the slogan of "spare that tree" finds no place in this age of progress. One remarkable feature about the roads on the Mount Keira Estate is that although they were all surveyed 66 feet wide few, if any, were fenced to that width, and the 33 feet lane is quite the order on the Estate.

THE DEAN FAMILY

In this series I am taking the Dean family as worthy of a place amongst those of the early pioneers. James Dean, the father of Mr James Dean of Wollongong, came to Australia in August 1856, in the sailing ship **Herald** and on arrival came to the Illawarra district. He belonged to Cambridge, England. In 1857 he went to live at Mount Keira in a cottage near the incline, which was in existence up to quite recent times. In this cottage in 1859 Mr James Dean, of Crown Street Wollongong, was born. When quite a child he removed with his father to Wollongong, and attended the National School in Crown Street. His first teacher was Mr Hullock, then Mr Sladen, next Mr W. Smith, and later Mr Lane.

Mr Dean's father was foreman of the Mount Keira railway for many years, and assisted in the constructional work of the line. When he removed from Mount Keira to Wollongong he took up his residence in a cottage in Smith Street, near the Mount Keira line. He has a family of five sons and four daughters, viz., Mrs Hepziah, Mrs White, Mr Josiah Dean, Mr Jack Dean, Mr James Dean, Mr George Dean, Mrs Guest, and Mrs Bale.

Mr James Dean, of Crown Street, has occupied many positions in the public life of Wollongong, being an alderman of the Municipality for many years, and also filling the Mayoral chair. His great work in connection with the St John Ambulance Society is continued to the present day.

His memory carries him back over sixty year of development in the district, and he recalls the progress of the district.

There has always been an idea that Smith Street ran over the Government railway line, but this Mr Dean states is not true. Smith Street ran to the east boundary of Dr John Osborne's Estate, which was on the Wollongong side of the railway. The John Osborne Estate was later acquired by William Wiley, who in the year 1880 surveyed it and had it subdivided under the name of the Garden Hill Estate.

Mr Dean relates the incident of the removal of Mr Dakin's fine house situated where Jubilee Bridge spans the railway. The house, which was quite a new structure at the time, was built for a hotel. It had all the conveniences of a modern hotel at that time, but it never sold a drink. The Illawarra railway surveyors went right through the middle of it and down it came to make room for the approaches to the Wollongong station. Situated where the railway station master's residence is today was the slab cottage of Charles Gilmore. It also had to go.

In speaking of the gas works at Charlotte Street Mr Dean states that the first gas plant working in Wollongong was that of Ben ("Dr") Fawcett. Round in Corrimal Street the doctor had a plant erected for supplying his own premises with gas. It worked right, but was too small to be a great success.

Mr James Dean remembers the McCourt's when they lived on the farm west of Flinders Street. He remembers William McCourt well, as they used to go to school together. The settlers west of Wollongong were all known to him and he speaks of them all - Billy Ahearn, Dennis Foley, William Gwynne, Dennis Williams, Walter Buckle, and on the Garden Hill position a Mr Allen who owned

all the land including Rosemont to the Keira line. On the present Gilmore Estate Mr Wollard had a very fine vineyard, orchard and orange grove. At the residence of Mr Wollard there were extensive cellars and sheds for the storage and packing of fruit.

Where Wiseman's Park exists today, some fifty years ago Mr Dean used to go on moonlight nights to shoot opossums, and birds of every kind frequented the bush. At the top end of the park - then known as the Company's Bush - the fine orchard of Mr Walter Buckle was met with. This orchard contained some beautiful fruit. Today only one English oak marks the spot where fifty years ago the residents of Wollongong walked through the dense bush to the orchard for fruit.

Series No. 76

BULLI

Where Bulli now stands was known as Bowman's Estate in 1828. Bowman was the grantee, and had 300 acres there. There were no houses in Bulli then except Peggy McGawley's, Cornelius O'Brien's, and that of the Gerraty brothers (James and Patrick). The latter occupied a grant of 100 acres adjoining McGawley's.

About the end of 1828 four convicts ran away from their masters at Appin and travelled down over the Bulli Mountains to Peggy McGawley's. Here they stole a fowling piece, and then went to the adjoining farm where Gerraty Brothers lived. While they were going to Gerraty's, Peggy McGawley sent a little girl by a short cut to tell her neighbours that the bushrangers had taken a gun from her house and were out for mischief. The Gerraty's having thus being put on their guard, were ready when the bushrangers arrived.

Jim Gerraty brought out his gun and signalled the convicts when they appeared to keep off. One of the bushrangers levelled the stolen gun and fired at Pat Gerraty, hitting him on the hand, and blowing off his forefinger. Jim Gerraty immediately shot the man dead. The surviving bushrangers ran away. The dead man was buried at the corner of Peggy McGawley's point, which is the first on the beach, north of where the Bellambi jetties are now. At this time there was not a policeman at Bulli or the district adjacent to it, and as a result of the visit of the runaway convicts the Government appointed James Gerraty constable, and Edward Corrigan, who lived at Woonona, was also appointed constable, and went to live at Wollongong, but Gerraty remained on his farm. The Governor then appointed Lieutenant Butler, of the 39th Regiment, as commandant and magistrate, with headquarters at Wollongong, and about twelve soldiers and a sergeant to protect the people from the bushrangers. Convict tradesmen were also sent down to build quarters for Lieutenant Butler and his men.

Constable Corrigan also acted as postmaster at Wollongong and occupied the dual positions until he was appointed chief constable of the district extending from Bulli to Shoalhaven River. He then had two ordinary constables, a district constable and a lock-up keeper under him, and this constituted the first police force in charge of the district. He proved a very smart officer.

Jim Gerraty held the position of Constable at Woonona until his death, which took place a few years after his appointment. His brother Patrick was then appointed District Constable, under Corrigan, and was stationed at Kiama.

When Lieutenant Butler first arrived at Wollongong he lived in a tent and the first Court House was this tent. The prisoners used to stand outside the tent guarded by police, there not being room for them inside. Lieutenant Butler did not reign very long and was relieved in 1831 by Lieutenant Sleeman of the same Regiment.

In those days the prisoners were mostly convicts, and the offenses with which they were charged were mostly disobedience or insolence to their masters. They were usually found guilty and the punishment was flogging, from 25 to 50 lashes. A man named Waddell, a convict, and a great big hulking fellow, was the first official flogger in the district. He also did duty as a special constable, but was not held in very great favour by the residents, and had to live in a hut by himself.

All the builders in those days were convicts, but were not kept in custody and lived in huts by themselves on the sandbank near the sea. Patrick Smith, a free man, was overseer in connection with the men employed in building the houses.

The excitement in those days was when an assigned servant ran away. Then the police went out in the bush in search of them.

The first record of death and burial of a white man at Wollongong was a man named French, who was a servant to Lieutenant Butler. He threw himself over the spot known as Pulpit Rock. His body was recovered and buried in the sand, near the foot of Crown Street. Others had died before that but the remains had been interred on their properties some distance from the town. Strange to say another soldier named Crowley, a servant of Lieutenant Sleeman, subsequently threw himself over Pulpit Rock, but in this instance his body was never found. It is said that it was a case in each instance of "Cherches la femme".

Series No. 77

SOLDIERS SETTLEMENTS

(1829)

Some people think that Soldiers Settlements are a new thing in Australia that has developed since the war. Nothing of the kind, for Australian history gives a record of them in the pioneering days, even down to the failure which seems to be synonymous with such settlements nowadays. In the year 1829 a block of land was surveyed at Dapto for veteran soldiers of the British Army that had served their full term and were rewarded with 100 acres of land in the new colony. They arrived in Wollongong in 1830, and their names were John McKelly, Daniel McCoy, John Robins, Charles Clayton, Thomas O'Brien, William Millan, James Mitchell, Ben Blundett, Christopher Ecklin, and William Keevors.

The land selected for the settlement was on the north of Mullet Creek. Some of their grants were on one side of Dapto Creek (a tributary of Mullet Creek, running north-west). The road from Kembla Grange railway station now runs through the middle of these properties, as well as the Dapto Creek.

The pensioners were all old men when they arrived in the district, and they came out in charge of prisoners. The Government built a house for each of them and as they were advanced in years they did not have families. Each house had two rooms, and they were comfortably housed. In

addition the Government supplied them with rations for twelve months free. Mr Mitchell had held the rank of sergeant in the army and he was appointed to receive the rations for the men, which were supplied by Mr Cornelius O'Brien, of Bulli. Each veteran had also assigned to him a convict servant, and rations were also allowed for them.

Unfortunately the settlement was not a success. The men, in the first instance, were too old to take on farming to which they had not been accustomed. They did not seem to take to the work. They all quickly sold out and went to live elsewhere. Some of them had trades and settled at Wollongong. One of them was killed by falling from his horse whilst riding home from Wollongong. Another - McKelly - never actually lived on his land, as his assigned servant was cutting down a tree near the residence that was to be occupied by McKelly, and it fell across the house, completely demolishing it. The farm was soon afterwards sold and subsequently passed into the hands of Mr Henry Osborne.

Series No. 78

THE SLOAN FAMILY OF PIONEERS

It would be difficult to think of the pioneering of Illawarra, to think of the produce and stock which went out by sea and the goods which came in by sea without thinking of Peter Sloan, the father of the Sloan family. He was 41 years at the Wollongong wharf, and came there before there was much of a harbour, when the coal came down from the mountain by bullock teams and was wheeled on board the small boats in bags on a wheelbarrow.

Peter Sloan arrived in Australia in the year 1851, and arrived at Wollongong as second mate on board the little steamer **William the Fourth**. He made some six trips on the boat between Sydney and Wollongong, and then settled ashore. Upon retiring from the sea he secured work at the Mount Keira Colliery, where he worked for two or three years. Still hankering to be near the sea, he secured a position at the Wollongong wharf, under Captain Hart, who was agent for the Illawarra Steam Navigation Company. Captain Hart was an old soldier - a member of the Queen's Life Guards. Mr Peter Sloan lived long enough and worked long enough at the wharf to see man changes. When he came to the wharf Belmore Basin did not exist, and boats were only dealt with in fine weather. If a sea rose the boat put out to sea, leaving a lot of cargo unloaded.

The boats trading to the harbour in the old days were many and from many places. Joseph Mitchell, father of Mr Dave Mitchell of Mount Keira, had a fleet of sailing boats trading to New Caledonia. These boats used to come for coal, bringing ballast. The ballast was a kind of limestone, and was taken by the Wollongong Council to put on the roads. Sailing ships came from Tasmania, New Zealand, and France for coal. Big barques, brigs, and schooners used to come to Wollongong and stand out at sea waiting for the tug. It was a pretty sight to see the big sails, with canvas spread, tacking for an entrance. The tug boats at the harbour were the **Advance**, **Carbine**, **Bundavee**, and **Secret**.

The Illawarra Steam Navigation Company were very early in the trade with a fine class of steam boat - the **Mimosa, Kiama, Kembla, Illawarra, Hunter, Illalong, Monaro, John Penn, Allowrie** and **Kameruka**. The Shellharbour boat, the **Dairymaid**, also called at the port. There was also a small ketch run by Captain James Keirnan, father of Alderman Tom Keirnan, of Wollongong. Some of the storekeepers of the town held an interest in this boat, principals John Bright and A.Graham.

On the morning of the 21st June 1867, a tragic happening took place. A small boat called the **Margaret** was bound from the Shoalhaven to Sydney, laden with timber. When off the present lighthouse the little boat got into difficulties, and it was necessary for the pilot to go out and render help. At this time there was no life boat at Wollongong, and the pilot (Edwards) went to sea in an ordinary rowing boat. With the pilot was his son, Joseph Edwards, and another man named Dan Roxbery. A heavy sea struck the boat just round the point, smashing the craft and throwing all into the sea. The pilot was evidently injured. When the body was recovered a wound showed on the arm. The other two men clung to the broken boat and were washed ashore on the rocks near the present men's bathing place. The **Margaret** was able to get out of difficulties and proceed to Sydney.

During Pilot Edwards' time the lighthouse was not built, and at the end of the pier a red light was fixed in a box to guide boats into the harbour. The present lighthouse was built in the year 1870. A number of boats came to grief at the harbour entrance, or just off the present breakwater - the **Marah**, the **Catherine Agnes**, the **Little Pet**, and the **Agnes**.

Mr James Sloan, the eldest son of the late Mr Peter Sloan, was born at Moore's Lane, Wollongong, in November 1856, and for nearly 70 years he has been connected with many movements in the town and district. He has clear memory of the building of Belmore Basin, of the construction of the Coffey Dam, and the cutting out of the basin. He superintended the loading of the first 25 tons of coke from Wollongong on board the **Escort**, which was being taken to Melbourne for trial burning.

Mr Sloan has supplied much useful information with reference to the town, back 50 to 60 years, but as we have already dealt with such matters we are not again inserting it.

Series No. 79

RIVAL AGRICULTURAL SOCIETIES

In view of some remarks passed at the last annual meeting of the Dapto Agricultural Society, it is interesting to read in a copy of the "Illawarra Mercury" of January 12 1857, that at a meeting of the Illawarra Agricultural Society, held at the Royal Marine Hotel, Wollongong, Mr C.T.Smith, who presided, said that what rendered the meeting important was the fact that since their last meeting the Dapto Agricultural Society had been brought into being, and from the published report of the proceedings of the Dapto Society, and from the fact that the Dapto Show had been fixed at an earlier date than the Wollongong Show, it was thought by some that the Wollongong Society would be thrown into the shade. Under the circumstances, he said, it was a question as to whether an amalgamation of the two Societies should be sought. If such could be promoted he would not stand in the way, but would forego his feelings in the matter, for the formation of the Dapto Society did appear to him at first blush in the character of an opposition.

According to the report a discussion ensued in which the members of the Illawarra Agricultural and Horticultural Society expressed their opinion freely, the general opinion being that the objects sought by Societies of this nature would be best attained by having one Society for the whole district.

That was in 1857, and the same views are being expressed by several at the present day.

At that meeting it was suggested that perhaps the difficulty would be overcome by holding one show in the spring at one centre, and another in the autumn at the other.

It is interesting to read in the same issue of the "Mercury" a paragraph appearing announcing that a bathing machine had been launched, but the spectators were few in number, but that it had been subsequently freely patronised, although some were afraid of sharks.

Another report in that issue states that electoral reform was proposed, the basis of representation to be as follows:

Police District of Wollongong, population, 4,500, one member;

Police District of Kiama, population 3,322, one member.

Series No. 80

NORTH-WEST WOLLONGONG IN 1870

An interesting lecture was delivered in the School of Arts, Gwynneville, on last Monday night, 4th instant [4 June, 1934]. The lecture was by Frank Young, and the subject "North-West Wollongong and District as I found it in 1870".

Mr Young commenced his lecture by describing the difference between the road to Wollongong 60 years ago and the road today. Sixty years ago the road was a nightmare, all holes and mud and slush. There were no lights either on the road or in Wollongong. It was pitch dark and it was impossible to travel without a lantern. This was about 10 years after the incorporation of the Wollongong Municipality. The population of Wollongong was then under 1000 people.

Taking an area with the Bulli Road as an eastern boundary, the Mount Keira line running to the mountain as a south boundary, and the Mount Pleasant line as a north boundary, Mr Young commenced to describe the men and places within that area.

On the right side of the road going north there were no houses sixty years ago. The Smith's Hill estate was not sold until the 15th January 1879, and it was not until 1880 that the first houses were erected. On the left side of the road a number of houses were standing. The old hospital was a new building then. Next came the house where Mr Ned Puckeridge lives at present. Then next was three cottages erected by Michael Rowles from the material of the Waterloo Stores at the wharf. Next came the house where John Rawnsley lived and kept a bootmaker's shop. John Rawnsley and his brother Bill were killed on the Mount Keira line. At that time the line only went as far as where the

gas works are now. Its construction to the harbour was held up owing to requiring an Act of Parliament to cross the roads, and some difficulty with Charles Throsby Smith in crossing his land. It was in the continuation of the line that the Rawnsley's were killed by a waggon rolling on them.

Mr Young described the men and places in Gipps Street, or Arthur Robson's Lane, as it was then known; the McCourt's; Billy Ahern; the brickworks; the Chinese gardens; and Arthur Robson. He told a number of amusing stories about the men and places on the old road. The whole locality between the two lines and the road was very ably described by Mr Young and much useful information was supplied about the various localities. At the conclusion of the address a number of questions were asked re different localities:

What was the meaning of the upright sticks in the Thumb on the east side of the present bridge?

The lecturer answered the question fully by describing the footbridge and the efforts for its construction.

What was the date of the opening of the railway to Wollongong?

Answer: 1887.

Who lit the kerosene lamps erected by the Wollongong Council on Gipps Road?

Answer: The residents who fell in the mud passing the unlighted lamps.

What had the people for amusement in those times?

Answer: The great wide fireplace with its burning log; the children gathered at their parents knees reading a chapter from the Bible or a page or two from Pilgrim's Progress. In those days, sixty years ago, it was not the custom for boys and girls to roam the roads together after dark. If they did go out, they always had their grandmother, mother or elderly aunt to look after them.

Was there ever a brickworks or lime kiln in Wiseman's Park?

Answer: Yes. Harry Jones made bricks in the park for some-years, and with reference to the lime kiln, when the Wollongong Basin was being constructed a countless number of shells were recovered and as there was no wood at the wharf to burn them, they were taken up the Keira line to Osborne's bush and there, burnt.

What year were the shells burnt? 1868 or 1869.

Mr Milne, headmaster of the Keiraville School, presided. He asked what year the Mount Keira School was opened? The lecturer replied: The Mount Keira School was opened in a residence at the foot of the Mount Keira slack heap by Mr Finchin, in 1865, followed by Mr Murphy, in 1868, by Mr Hamilton in 1870, and by Mr Murphy in 1874. Mr Murphy taught for two years at the old school, and 38 years at the new school, which was opened in 1876.

A vote of thanks to the lecturer, and one to the chairman, concluded the evening.

Appendix 1

{Obituary of Mr William Piper - published in the Illawarra Mercury of Friday, 18 November, 1927.}

Death of a Pioneer.

Mr W.Piper

(By W.J.Green)

The death of Mr William Piper, which occurred at his residence, Francis Street, Artarmon, on Sunday, November 6, at the ripe age of 84 years has removed one of the few remaining pioneers of the Illawarra district.

His parents arrived in Sydney by the emigrant ship **Westminster**, on January 2nd, 1840, and his father, who was a sawyer, was engaged at the ship's side by the late Mr Henry Osborne, to cut the timber for the two-storied portion of Marshall Mount house, which after a lapse of 87 years, is still in good preservation.

Leaving Sydney by the steamer **William the Fourth**, they reached Wollongong, then only a bush village, and travelled the 12 miles of bush track to Marshall Mount by bullock dray, driven by a convict. They went to live at Tongarra, at the foot of the Macquarie Pass, and there, on April 11th, 1843, William Piper was born.

Those who only know the beautiful thriving and populous Illawarra district of to-day can have but little conception of what they owe to the struggles and privations of the pioneers of 75 or 80 years ago. From Bulli to Nowra was a strip of brush country, with a few settlers huts dotted here and there on small clearings. The towns were in the rudimentary stage, the roads were mere bush tracks. There was only infrequent communication with the outside world by means of small sailing vessels, and the small steamer **William the Fourth**. The harbours of Wollongong, Shellharbour, and Kiama were in their natural state, and mere open roadsteads, that could only be entered when weather condition were favourable. When, in bad weather, communication ceased, the settlers' perishable produce often lay at the wharves until it had become quite unsaleable. There was only one small colliery at Mt.Keira, the coal from which was drawn to Wollongong harbour by horse and bullock teams.

Such were the conditions under which William Piper started his life's work. Early settlers had to work hard and long and live hard as well.

When he was 7 years old his father took a small clearing lease from the late Captain Weston. Here the family lived for some time in a leanto gunyah, while a piece of ground was being cleared for wheat, and materials got together to build a comfortable house. In this house Mr Piper lived for 51 years till he left the district in 1901. There his father and mother died, his nine children were born and two of them died. At eight years of age he was driving a team of bullocks while his father ploughed. Four years later his father met with an accident and died, and then he, at 12 years of age,

had to practically take charge of the farm. He always spoke with affectionate gratitude of the friendly and valuable help given him during the anxious and strenuous years that followed by his life-long friend, the late Mr William Thomas, then of Log Bridge, and afterwards of Marshall Mount.

In those early days wheat and potatoes were the principal crops grown. Brown's Mill at Mullet Creek, Brownsville, was long a landmark of the district. Here the settlers took their wheat and waited their turn to have it ground into flour, which was afterwards converted into damper, and baked either in the ashes or in a camp oven.

In the latter sixties rust killed the wheat growing, and dairy farming, for which the district has long been famous, became general.

Dairying under primitive conditions was but a few removes from slavery. Husband, wife, and every child that was able to drive a cow, were all kept constantly employed for many hours a day, and for 365 days in the year, in striving to pay to the landlords, to whom the land had been given, the high rents that then ruled, and to have enough left to keep body and soul together.

But a brighter day was dawning. The advent of the cream separator and butter factory was the first step to the emancipation of the dairy farmers. It cut out, at one stroke, all the setting of milk and churning by hand power, and travelling with the butter twelve miles over a poor road to Wollongong, to ship it to Sydney, where it usually realised 4d to 6d per lb., rising for a short time in winter up to 1/- per lb.

The first factory in the State was established at Kiama about 1883, and the second soon followed at Albion Park. Mr Piper took a keen interest in the establishment of the latter, and became a shareholder and director. He was soon instrumental in getting a branch creamery set up at Marshall Mount, which was a great boon to the suppliers there, who had a long distance to travel daily to Albion Park.

Then hand separators soon came into general use, and saved suppliers carting all their milk to the factory, and often waiting there for their turn for 2 or 3 hours to get their skimmed milk back again for their live stock.

The opening of the railway to the district marked another epoch in dairy farming. The milk was then taken to the nearest station to be sent to the Sydney market.

Yallah platform was quite handy to Marshall Mount, but inaccessible, owing to private land intervening between it and Marshall Mount Road. Largely owing to Mr Piper's efforts, what is known as Yallah road, was obtained and opened, and the suppliers in Marshall Mount area were saved a daily journey of several miles each way to Dapto station.

In the year 1901 he left the district with his family, and went to reside first at Rockdale, and afterwards at Artarmon.

He was a prominent member of the Methodist Church, and, at the time of his decease, a lay preacher of about 60 years standing.

He was a deep thinker, a great reader, and a clear and forcible speaker. His pulpit services were always much appreciated. Both in secular and Church matters he never failed to impress his hearers with his earnestness and sincerity. He lived what he preached.

In his younger days he has many times been up at daylight, milked a large number of cows, then ridden 20 miles to Bulli to preach at 11 a.m., and, after conducting sometimes 3 services in the day (which often included one at the top of Bulli Mountain) returned home, having ridden about 50 miles.

Other prominent Methodist laymen, who also rendered yeoman service in those days of 45 to 60 years ago, were the late Mr Lewis of Bulli (father of Mr W.A.Lewis, of Richardson and Lewis, Woonona, and Mrs T.Bissell, of Mount Keira); the late Mr John Graham (affectionately known by everyone as Daddy Graham), of Avondale; and Mr J.Wynn, at present of Woonona.

About two years ago he wrote a large number of letters to the "Illawarra Mercury" on the early history of Illawarra, and they were considered so valuable that his original manuscript of them is now preserved in the Mitchell Library.

Some 18 or 20 years ago his hearing began to fail, and resulted later in total deafness. So for a number of years past he has been little known except to his personal friends.

The old pioneers, in spite of hard work and simple living, were a hardy race. Within the past two or three years there have passed away his brother, John Piper, aged about 80 years; Mrs Achison, sister to the Thomas's, of Log Bridge, at over 90 years; Mrs John Piper (another of the Thomas family), at about 87 years; Mr W.A.Denniss, whose farm adjoined Mr Piper's, at about 90 years.

Mr James Markham, whose farm also adjoined Mr Piper's, is still living in Wollongong and over 90 years of age.

Mrs Piper predeceased him by 8 years, at the age of 77 years, and he is survived by 8 sons and two daughters.

He was laid to rest in the Methodist portion of the Gore Hill cemetery, on Tuesday, November 8th.

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Compiled by Mrs. Vivienne Caldwell

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