Shellharbour City Council Heritage Study

Volume 2

Thematic History

by

Andrea Humphreys

and

Anna London

November 2005

(Master Copy)

Contents

Preface

The writing of this history has been a collaborative effort involving the contributions of many people, young and old. When Anna and I were initially contracted to prepare this document, we intended to write in the accepted academic manner, with perhaps a little more colour. As the study progressed and we came to know the people of Shellharbour, it became apparent that such a history would not only be inadequate, it would be inappropriate.

We were privileged to meet the custodians of legends and stories that had been passed from father to son, mother to daughter, through as many as 6 generations. We were also delighted to meet those who had lived through some of Shellharbour's more interesting recent history and whose memories of the place when it was principally a family holiday destination, were vivid and inspiring. We came to understand that the history of Shellharbour belonged not to us academics, but to the community. Their story was bound up not only in the dusty volumes and papers of archives and libraries, but in the very fabric of life.

Instead of telling a conventional story of the place, we resolved instead to tell the story of the people. The people who traversed the globe to settle here; the people who built the roads; the people who carved a niche in the smothering forests and created a community; the people who farmed the land and fed the colony; the people who lived, fell in love, raised their families and died in a place they called Shellharbour.

This is their story.

Andrea Humphreys
November 2005

Authorship

This history was written principally by Andrea Humphreys and Anna London. However, it would not have been possible without the research assistance of community volunteers. We would therefore like to acknowledge the valuable contributions of the following people:

John Bentley	Ross Cook	Kathleen Sunderland	Noel Jones	Margaret Keevers
Saadia Rich	Cr Michele Greig	Cr Christine Jeffreys	Cr Tim Hore	Cr Tom Hawker

We particularly wish to thank Kevin and Dorothy Gillis of the Tongarra Heritage Society Inc. Kevin and Dorothy not only made the Society's archives available to us, but also contributed much of their own research and gave freely and generously of their time. Without their unparalleled knowledge of the district we would have missed important stories from the past and failed to identify relics from those stories in the field. Their enthusiasm and support for the study was greatly appreciated.

We are also deeply indebted to the staff of Shellharbour City Council, whose advice, support and ongoing assitance made the study possible. In particular we wish to thank Leanne Knight, Kylie Fairhall and Jim Tremain whose active participation in the study and administrative assistance was greatly appreciated. Thank you also to Council's Heritage Advisor, Sue Jackson.

1. Tom Thumb-foolery: the exploration of the Illawarra

In 1795, George Bass had recently completed a surgeon's apprenticeship. Established by his mother as a village apothecary in Lincolnshire, Bass looked forward to an uneventful life marked only by the ailments of farmers. However, a passion for seafaring inspired when a young boy could not be suppressed and he abandoned his shop, obtaining a commission as surgeon to the HMS *Reliance*. In addition to Captain Hunter, the *Reliance* carried a young midshipman by the name of Matthew Flinders, also from Lincolnshire and whose thirst for adventure was based on a clandestine reading of *Robinson Crusoe* beneath the bedcovers at night. A combination of youthful vigour, determination and a penchant for adventure bound the would-be explorers together and they became immediate friends.[1] Flinders would later recount with fierce pleasure his first meeting with *"...* a man whose ardour for discovery was not to be repressed by any obstacles nor deterred by danger…*"* and regarded Bass with great fondness. Bass was a burly man with a predilection for crimped wigs; Flinders was slight and dark with a gentle countenance. Together, they were arresting in their contrasts and the duo cut a dashing picture.

At this time much of the east coast of New South Wales was uncharted (with the exception of a few rough and highly inaccurate maps) and although investigative trips had been as far south as Jervis Bay and north to Port Stephens, the intricacies of the intervening areas remained largely unknown.[2] The energetic Bass and Flinders were determined to rectify this malady and the pair whiled away the tedium of their Antipodean ocean voyage dreaming of exploratory escapades:

> *"... with this friend a determination was formed of completing the examination of the east coast of New South Wales, by all such opportunities as the duty of the ship and procurable means could admit."*[3]
>
> *Matthew Flinders, March 1796*

Between times, Flinders amused himself by playing the flute and privately dosing himself with large quantities of mercury, in an effort to cure his ongoing battle with gonorrhoea, (the result of a romantic dalliance in Tahiti in 1791). Of the planned voyage itself, Flinders wrote:

> *"Projects of this nature, when originating in the minds of young men, are usually termed romantic; and so far from any good being anticipated, even prudence and friendship join in discouraging, if not in opposing them."*[4]

Within two months of arriving in the Colony, Bass and Flinders, with their crew of one (William Martin, the "loblolly boy"), set off in the diminutive *Tom Thumb*[5] on their first expedition to Botany Bay and the Georges River. At eight feet in length, the *Tom Thumb* was only two feet longer than Bass and had been purchased by Bass from the Deptford shipyards before leaving England. With this highly unsuitable vessel the pair intended to pass through the Sydney Heads into the Pacific Ocean, then on to Botany Bay to chart the Georges River.[6] Despite being ridiculously overburdened, the trio explored 20 miles further up the river than any European before them and paved the way for settlement at Banks Town as a result.

The fruits of their initial endeavour made embarkation for their second trip much easier. Bass and Flinders set off on 25 March 1796 to explore a large river said to fall into the sea some miles south of Botany Bay.[7] This time they sailed in the *Tom Thumb II*, a vessel hardly superior to the original, which they boldly took straight out to sea *"...* to be ready for the sea breeze.*"*[8]

Searching for the Hacking River and caught in the grip of an unforseen current, the explorers overshot their mark somewhat and ended up near Wollongong. Not at all flummoxed, the party headed for some small islands further south in the hope of finding potable water. As Bass swam ashore, (fully dressed as only a 19th century Englishman would), with cask in hand, the *Tom Thumb II* was caught by a rogue wave and dumped on the beach, wetting supplies, equipment and explorers alike. Water was not found, but two Aboriginal men they had exchanged food with earlier at Red Point told the party that fresh water could be obtained a few miles further on. Guided by these two men the exploration party travelled further south in a by now desperate quest for fresh water.[9]

As adventurous as the Lincolnshire duo were, they were nonetheless young and slightly naïve. Fed on a steady diet of sailor's yarns on the outward voyage about the treacherous "natives" they feared their guides were more likely to roast them slowly over an open fire than lead them to water. With no choice but to follow, they became ever more wary. The explorers were sure they were being led to the entrance of Lake Illawarra with menacing intent; coupled with the shallowness of the water at the lake entrance and the growing number of Aboriginal men walking along the shore, they lamented their waterlogged weapons. The explorers knew that turning north without fresh water could lead to mission failure, so thirst overcame fear and they waded ashore to refill their water casks, clean their guns and repair their damaged oar.[10]

"Tom Thumb" replica at Shellharbour Festival 2000. The replica gives some idea as to the cramped conditions onboard and the fragility of the vessel. (Shellharbour Images, SCC).

The relief granted by fresh water was negated by an ever increasing hoard watching their every move. Panicking, the men wanted to depart but feared leaving without the protection of their muskets, still rendered useless. Forced to stay until the gun powder that lay in the sun was dry, the two Aboriginal guides took it upon themselves to encourage their counterparts to have their hair and beards clipped by the European explorers. Being well pleased with the job Bass and Flinders had done on them during their trip south, the two paraded their shorn look. Although the scissors frightened some, Flinders contrived to become barber to about a dozen men,[11] and thus became the first barber in the Illawarra.

Bass and Flinders' fear of the Aboriginal men increased when the locals became anxious for the explorers to follow them further up the lagoon. The more they gesticulated the more frightened the explorers became, reasoning that surely enticing them further into the lagoon could only be for sinister purposes. Fortunately, Flinders' barbering activity had afforded sufficient time for the gun powder to dry properly and with some very hard rowing the party was able to move into deeper water and out of reach of the Aboriginal group. They could not move out of lake entrance that evening, and after repeatedly telling the Aboriginal men that hung around that they would not go up the lagoon, they fired a shot and the local party and

their two earlier guides finally left. They moved out to sea late that evening,[12] and away from the Shellharbour locality.

The return journey was not without its perils, including a severe electrical storm on the first night at sea, that forced them inland in search of shelter. More by good luck than good management, Flinders steered them through the only gap in the towering cliffs on that section of coast - the safe harbour of Wattamolla.[13] Somewhat restored, they continued towards their original destination, Port Hacking and the Hacking River, taking two days to map the river before returning to Sydney. In just seven days they had sailed from Sydney to Shellharbour and back with only the most limited resources; it had been a perilous and triumphant undertaking.[14]

Bass and Flinders exploration of the Australian continent did not finish there. Both continued to travel and explore, although not always together. On instruction from Captain Hunter, Bass again entered the Illawarra in 1797 in search of survivors from the wrecked *Sydney Cove*, (or their remains if they had perished), and coal, which was reported to be in abundance in the locality. Unfortunately the area searched has not been accurately defined and it is unknown if Bass returned to the Shellharbour area on this trip. He did sail past on another trip south later in the year, but did not disembark in the Shellharbour area, continuing instead to Kiama and beyond.[15]

The coastline from Bass Point to Minnamurra, much as it would have looked to Bass & Flinders. (Shellharbour Images, SCC, no date).

Following Bass and Flinders' brief visit in March 1796, the locality was left to the indigenous inhabitants for a few years. From the turn of the 18th century the Illawarra buzzed with Europeans and the Shellharbour area was not immune. A number of shipwrecks, some just a bit further south in the Shoalhaven, saw sailors traipsing through the Illawarra back to Sydney; these would have passed through the Shellharbour area.[16] Other exploratory crews entered the Shellharbour area in 1804 – 1805.[17] In the 1810s further exploration into the area was undoubtedly undertaken by early pastoralists and cedar getters who travelled the rugged Illawarra illegally in search of pasture and timber. Explorer George Evans camped at Barrack Point on his way to Appin in 1812 and Surveyors Oxley and Meehan surveyed the Shellharbour area in 1816, returning in 1819 to further traverse the southern Illawarra; Oxley by ship and Meehan on foot. It is likely that Meehan entered the Shellharbour area again at this time. Meehan's surveys signalled the end of local exploration as the next Europeans to arrive in Shellharbour came to stay.[18]

2. The Most Beautiful Wood

Red cedar (*Cedrela toona ciliata*) was one of the most widely distributed and useful timbers in Eastern Australia. With a natural distribution from Ulladulla in the south to the northern tip of the continent, it provided colonists across the eastern seaboard with their houses, furniture, wagons and other useful implements. A lofty tree reaching 150 feet (45m) the astringent bark was also a valuable remedy for fevers and dysentery and could be used to cure leather (resulting in a dark purplish hue). The large sprays of flowers also yielded a rich dye and the root bark was said to be a powerful narcotic. The Illawarra was particularly abundant in cedar, providing the perfect humid climate between the ranges and the sea and to the first Europeans the giant cedar forests seemed limitless.

Known as "poolai" to the Wadi Wadi, cedar was every bit as useful to the indigenous people of Shellharbour as it would be to the first European settlers and was exploited for much the same reason - its attractiveness and usefulness. James Meehan was the first European to note the presence of cedar in the Illawarra, near Pig Island, in 1805. The first shipment of cedar from the south coast occurred in December 1811 when the *Speedwell* took a cargo of cedar from Shoalhaven to Sydney.[1]

Illawarra cedar forest, Conrad Martens

At this time (and indeed up until 1821) it was illegal to cut cedar, the trees (and land) being Crown property. Unfortunately for the Colonial administration, its control did not extend to the Illawarra and they were forced to admit that there were a number of "illegal residents" in the Illawarra "... cutting down, sawing and clandestinely transmitting from thence large Quantities of Cedar and other timber, the property of the Crown." It was pointed out that this practice was in direct violation of the Colonial Regulations, prejudiced the revenue and, most alarmingly, "... encouraged desertion from the public service." In order to control the cedar (and general timber) industry (and presumably to curtail the defection of public servants) it became a prosecutable offence to be found in possession of cedar, cutting it or removing it in the district of Illawarra.[2]

In 1821 William Charles Wentworth became the first official cedar getter in Shellharbour when he was granted the rights to cut timber between Mount Terry and the Minnamurra River. However, local legend suggests that Captain Nicholls was piloting a schooner in and out of Lake Illawarra with illegal cedar cargoes as early as 1810.[3] John Pugh Nicholls was installed as manager of Wentworth's cedar cutting operations, based at Shellharbour. He, along with most other cutters, complained strenuously about the regulations, which appeared to founded as much on fear of a lost Government fortune as prejudice against the men who risked their lives to bring the cedar out. The cedar getters developed a reputation for hard living, hard drinking and questionable proclivities fuelled by the Government's proclamation that:

> *... vice of the most abominable kinds was practised amongst these cedar hordes, to the total annihilation of every correct principle.*[4]

Whether this reputation was deserved is still open to debate but there is no doubt that it was a rough life and that the men lived without the softening influence of women for long stretches. With little other diversion available when night fell, it is not surprising that the main evening activity was drinking. Complaints about the behaviour of the cedar getters became so numerous that in 1827 Captain Bishop was appointed magistrate and commandant of the Illawarra in order to:

> *... protect the settlers ... from pillage and the depredations of the Bushrangers and vagabonds of every description who infest it [and] to see that no cedar is taken from the Government Reserves except by persons duly authorised ...*[5]

It is unclear who, exactly, was making all these complaints, particularly as the district was rather sparsely populated. The nightly carousing of the cedar getters must have been positively riotous to impinge upon the tranquil enjoyment of the locality by the other settlers. It seems likely that the complaints issuing forth from residents of Shellharbour were based on a deliberate campaign to evict the cedar getters and annex their cutting grounds for personal profit. Not surprisingly, applications for permission to cut cedar became so numerous that Bishop couldn't cope, and Surveyor-General Oxley was despatched to examine the "unlocated Crown lands" on which the applicants wished to cut timber.[6]

Oxley's report of December 1826 provides us with some of the best surviving descriptions of the district in this period, and the cedar getting industry. He depicts a heavily wooded landscape with:

> *... brush land, so interwoven with vines, fig trees and cabbage palms as to be impenetrable for horsemen, without a track first being cleared. The cedar-bearing lands rose gradually from the sea to a very considerable elevation, and were bounded by rocky precipices; the surface was uneven and cut up by numerous small valleys, each having small streams running through them.*[7]

The principle cedar grounds were at Kiama, but there were active cedar grounds around Shellharbour and Minnamurra as well, including Wentworth's operations already mentioned. Interestingly, Wentworth's cutting operation in the Shellharbour district predates the first cutting license in the Wollongong district by some 14 years suggesting that the Shellharbour cedar grounds were more profitable at this time (or that Shellharbour cutters were more law abiding than their Wollongong counterparts). Indeed the Wollongong cedar grounds were dismissed by Oxley as being of "trifling consequence" (although they were being illegally exploited as early as 1821).[8]

Physically, it was a tough life not only because of the sheer size and weight of the trees, but the impenetrable nature of the forest, which first had to be cleared. A run was established by clearing vines and undergrowth to allow for a clear fall. The fallen trunks were cut into 12 foot lengths and the sections were then taken to the sawpit and cut into planks. The sawpits were about 10 feet deep - to allow for the full length of the saw on the downward stroke - cut into the forest floor. The planks were balanced on wooden beams above the pit and one sawyer stood on the plank whilst his mate stood at the bottom of the pit. A third member of the team knocked in a wedge to hasten the sawing.[9] The three men working in concert could cut as much as 2,000 feet of timber in a normal working week and their world was circumscribed by the monotonous rasp of the saw and the arc of sky wheeling above the pit.

The cedar cutters and operators formed a world of their own, segregated into three distinct classes. The first class were Sydney residents who employed sawyers to cut for them and who obtained the rights to cut from a specified area. They owned wagons and

employed teams of men to shift the cut from the cutting grounds to the nearest port and also owned large ships to transport the timber to Sydney. When their own sawyers couldn't meet the demand, they purchased cut cedar from other sawyers. The second class consisted of the sawyers themselves, most of whom cut for the Sydney operators or to anyone else who would purchase from them. They lived in the midst of the cedar grounds, moving only when the supply of timber had been exhausted. The third class consisted of men who owned and ran the carts and teams that hauled the cedar from the pits to the loading points, but otherwise had no interest in the cedar itself; they were effectively running a highly specialised haulage business.[10]

The landed cost of cutting and transporting cedar to Sydney came to around 18 shillings and fourpence per 100 feet of cut timber. The haulage operators benefited least from the process, making only 2 to 3 shillings per 100 feet of timber, whereas the cedar ship operators were making nearly four times as much for transport from Shellharbour to Sydney. Unfortunately for many of the men involved, they were principally paid in spirits, clothing and provisions, so there was little opportunity for advancement or even leaving the industry. Rum payments added to the cedar-getters' reputations as a rowdy and ill-behaved mob, as one visitor to the district in the 1820s noted:

> *... [there] might be seen, sometimes half a dozen groups, each gathered round a keg of rum, often of ten, seldom less than five gallons ... a more unlicensed and reckless mob than was thus sometimes gathered on that lonely beach, prolonging day into night in their carousel until all the liquor was gone, it would be impossible to find anywhere. The bushrangers were often mingled with the boisterous assembly, and took their tithe of the revelry; the police at this time rarely penetrated hither in search of them.*[11]

When Macquarie toured the Illawarra district in 1822 he was awed by the sheer size of the cedar trees:

> *I had one noble cedar tree measured on this mountain which measured 21 feet (6.4m) in circumference and 120 feet (36.6m) in height; the size of it being greater, and the tree itself a finer one than I had ever seen before. The part of it which measured 21 feet (6m) in circumference was 10 feet (3m) from the root of it, and continued to be of the same size for 60 feet (18.3m) above the ground.*[12]

By the 1850s these giants of the forest had been ruthlessly felled and the cedar forests of Shellharbour (and the Illawarra) had all but vanished. Cedar getting as an industry virtually ceased and even today the cedar stands have not recovered. Although cedar as a species still exists in the district, they are isolated stands and individual trees within a more diverse forest mix, and the soaring trees of Macquarie's time are no longer in evidence. Stands can still be found in the foothills of the Macquarie Range, on Macquarie Pass itself and in isolated pockets around Croome as well as "The Whispering Gallery." What was thought to be an infinitely exploitable resource turned out to be very finite; the cedar getters simply abandoned their camps, turned away from the pits and left the forest to its lingering silence.

3. From Forest to Farm

The Municipality of Shellharbour was declared in 1859 but European settlement of the area occurred well in advance of that date with the pioneers being unconcerned by such trifling details as shire boundaries. To European sensibilities it was an appealing landscape of rolling hills clothed with emerald pastures and luscious meadow flats hemmed in on the east by the rugged coast and on the west by the towering escarpment. The foothills of the Macquarie Ranges were still enclosed by cedar forests melting into the enfolding rainforest and on the flats the cabbage palms reared their unruly heads against a sky of piercing blue.

In 1816 Governor Macquarie ordered Surveyor-General Oxley to meet with the cattlemen grazing their herds in the Illawarra. The meeting took place in that most pivotal of locations – Joe Wild's Hut – for the purpose of negotiating free land grants.[1] The first of these grants was made on 24th January 1817 to David Allan, who received 2200 acres on the southern shores of Tom Thumb Lagoon, known as *Illawarra Farm*. Further grants along Lake Illawarra and around Macquarie Rivulet were made to Robert Jenkins, Richard Brooks, George Johnston Senior and Andrew Allan.[2] Allan's grant was managed on his behalf by a stockman, who cleared 150 of the 700 acres and ran 35 cattle and 606 sheep on what is now Albion Park Aerodrome. A mere youth of 16 and a government clerk at the time, Allan had benefited enormously by being the son of the Deputy Commissioner General.[3]

Oxley, accompanied by Meehan, returned in December 1819 and explored the coast further south to Jervis Bay. They noted a "… small salt water creek called by the natives Meme mora …" – the Minnamurra River – and laid out grants for Samuel Terry, Thomas Hobby and David Johnston. When Macquarie visited the Illawarra in January 1822 he travelled as far south as the river named in his honour in 1816 and visited Johnston's farm, known variously as *Johnston's Meadows* and *Macquarie's Gift* on the rich northern flats of Macquarie River. By this time land bounded on the north by Lake Illawarra and Macquarie River and on the south by the Minnamurra River had been granted to D'Arcy Wentworth, James Mileham, John Horsley, Surveyor Ralph and Lieutenant Colonel Thomas Davey.[4] In 1839, a 1280 acre grant was made to Isabella Croker, eventually becoming the village of Croome.

It is interesting to see how many Sydney notables (and their offspring) were receiving land grants in the district at this time, a common pattern at the time to the north and south of Sydney. Generally, this pattern of grant resulted in intensive pastoral or agricultural activity but little actual settlement, as the grants were not generally occupied by these gentlemen whose principal interests lay closer to the centre of Colonial power. Unfortunately, history has mostly recorded the names of the noteworthy grantees, not the anonymous stockmen and labourers who were actually responsible for establishing and developing pastoralism in the district.

The free land grant system was an interesting one and largely responsible for placing the vast pastoral wealth of the Colony in the hands of a very few "gentlemen", many of whom had little or no experience at farming. They relied heavily on managers, overseers and stockmen to manage their interests. The procedure for obtaining a grant was fairly simple. Between 1817 and 1831 one had only to make an application to the Governor, who based his decision on the applicant's perceived ability to develop the grant (and frequently his connections to the Governor and his inner circle). If the application was successful, a "promise of grant was made", followed by a site survey, which established the grant boundaries and area. The time between a promise and actual issuing of the grant could be many

years – entire governorships could change in the interim – and until 1861 it was possible to still lay claim to a promised grant, made by one Governor and have it issued by another. After 1861 unclaimed grants were declared void and, and not surprisingly, 1861 was a boom year for the issuing of grants, including D'Arcy Wentworth's 2000 acres in Terragong Parish (Portion 17) which had been promised in 1824 but was finally issued just as this loophole closed forever.[5]

Of course, waiting for a grant to be issued did not preclude property owners and managers from taking up land based on the Governor's "promise." By 1819 Wentworth, who had been particularly generously endowed with land by Macquarie, was shipping cattle from his *Peterborough Estate*, known as *Yerrowah* (and later known as Shellharbour). The clearance of this land by largely anonymous stockmen was no mean feat, as the country consisted almost entirely of impenetrable vegetation. In 1823, on a horseback journey from Five Islands to the Shoalhaven, Barron Field picked his way along a track through "… *a mass of vegetation requiring pioneers to penetrate it*…" and in 1827 Peter Cunningham described it as a forest of "... *ferns, cedar, cabbage trees and creeping vines*."[6]

In the 1820s and 1830s life along the Macquarie River was a monotonous cycle of land clearance and building punctuated by tea breaks and perhaps the most tedious diet ever experienced in the Colony. The first attempts to carve out a life amongst the enclosing forest must have, at times, seemed entirely futile. One tradesman, after walking from Sydney to "Yallah Lake" found, on his arrival, stockmen battling to keep cattle inside unfenced runs and the resident family living "… *under a few sheets of bark, leaned together, top to top, tent-like*." It was the crudest form of living and the transformation of this wilderness into a compliant pastoral paradise was backbreaking work. A typical day was described as follows:

> *We were up by daybreak, worked for about 2 hours, and then had our breakfast, which was of damper, salt pork fried, and good tea … After breakfast we pelted away again till twelve o'clock and then had dinner, which was damper, pork and tea again, and laid down till the heat of the day was over, which was about three o'clock … we then worked for another hour, had a lunch of damper, and tea, and pork and then knocked along till night. About 8pm we had our supper, pork, tea and damper, and soon after 9 were under the blankets.*[7]

In this manner Shellharbour was tamed. The land clearance programs served a dual purpose – in the first instance, any usable timber – especially cedar – was cut for commercial gain and shipped to Sydney and often to England. The secondary purpose was to clear the way for agriculture and pastoral activity, but the forest was so dense that several parties could be working simultaneously without ever meeting one another. The same anonymous writer provides a vivid insight into the landscape behind Shellharbour:

Clearing the forest at Tongarra in the 1860s. (Shellharbour Images, SCC).

The spot where we pitched our tent was a small grassy forest on the hill side; and everywhere around it, down below in the endless ravines, and up above towards the insurmountable heights of the range, was thick tangled brush growing amidst lofty trees, so thick set that beneath them was perpetual shadow, or rather something more gloomy still. The ground was covered with decaying leaves and old water-logged windfall trees, so rotten that the foot could break its way deep into the substance of that gnarled wood which at one time would have stopped a cannon ball. Wherever you went creeks of crystal ice-like water, plunging down the mountain-side, each in its stony bed, kept a murmur day and night; never changing save when increased by rains into the roar of a torrent.[8]

A typical Shellharbour house of the period was constructed by setting 10 foot posts into holes in the ground. Along the ground between the posts and across the tops were laid ground and wall plates with squared sides facing each other and grooved to receive the ends of the slabs, which were 8 feet long and split with a maul. The roof was covered with bark and the floorboards were usually 6 inches wide and 1 inch thick. Squares of around 2 feet were left open for windows and chimneys were of rough stone with a large flagstone base for baking on. For their time, they were solidly built and superior to early settler housing elsewhere of the period, which did not have the benefit of hard floors or proper cooking hearths.[9] Homes such as this were built on the runs of the first grantees whose properties were stocked with the cattle that would lay the foundation for the district's dairy industry.

These unknown settlers were typical of the early clearing lease farmers of the Shellharbour Municipality. (Shellharbour Images, SCC, c.1859).

Large Estates and Small

By 1829 most of the land grants in Shellharbour were under the control of four families: the Wentworths, Johnstons, Terry/Hughes and Osbornes. By far the largest of these was the Wentworth's *Peterborough Estate* on the southern shores of Lake Illawarra and north of the Minnamurra River and totalling 14,050 acres.

The Wentworth patriarch, D'Arcy, was a colourful figure who had been indicted and acquitted three times of highway robbery on Hounslow Heath (an entirely recreational pursuit, as Wentworth was well-connected and independently wealthy). Having earlier earned a medical degree, Wentworth prudently secured a commission as a First Fleet surgeon on the *Neptune*, announcing his imminent departure at his last robbery trial. Upon his arrival in Australia, Wentworth was sent to Norfolk Island and spent the ensuing years shuttling between the Island and the mainland serving as Surgeon and Superintendent of Convicts. He earned a reputation for humane treatment of his charges but was not above exploiting the system to his own ends and in 1807 was suspended from duties for sending hospital patients to work on his Parramatta farm. Benevolent historians have sometimes interpreted this as the Colony's first attempt at occupational therapy, but the central administration took a sterner view. Continually at odds with the irascible Governor Bligh (who kept him at Norfolk Island as much as possible) Wentworth's troubles ended with the appointment of Macquarie. Wrongly believing Wentworth to be

a reformed convict, Macquarie lauded him as an example of the benefits of the convict system and showered him with land grants and government appointments, including head of the Sydney police force, which gave him wide magisterial powers.[10]

By 1828, the Peterborough Estate was running 1600 head of cattle under the management of John Dungan (a free settler), with the assistance of Hugh Kennedy (also a free settler) and William Platt (an assigned convict). A stockade and hut were built at Barrack Point and placed under the charge of John Webster (another assigned convict). By the time of his death in 1827 Wentworth was the largest landholder in the Colony and had acquired all the available land grants between Lake Illawarra and the Minnamurra River. He left his Illawarra Estate in trust for five of his children (Martha, Sophia, Robert, Mary Anne and Catherine) and within a year of his death the Estate had been augmented by the purchase of a 2200 acre estate on the northern side of Lake Illawarra (purchased by Wentworth's eldest son, William Charles, from Richard Jones and originally granted to David Allan).[11]

An undated silhouette of D'Arcy Wentworth. (Shellharbour Images, SCC).

Despite their stranglehold on the district, the Wentworth's were not the only landholders and others, equally as wealthy and influential, joined them. Notable amongst them was the humourless Scot, Major George Johnston, whose 1500-acre grant on the northern bank of Macquarie Rivulet was a "gift" from Macquarie in return for Johnston's imprisonment of Bligh during the 1804 mutiny. A serious man who valued military discipline above all, Johnston never resided at his Shellharbour grant but left the running of his estate to his son David. Subsequent grants totalling 1300 acres adjacent to *Macquarie's Gift* were issued to David and known as *Johnston's Meadows*. Following Johnston Senior's death in 1823, the estates were managed solely by David who put considerable effort into breeding and improving Shorthorn dairy cattle.[12] David was eventually succeeded by his brother-in-law Captain Weston who continued to breed dairy cattle but also moved into race-horse breeding. The Estate came to be known as "Weston's Meadows" and remained in the Weston/Johnston family until 1952.[13]

Rivalling the Wentworth estate in influence, if not in size, was the 5300-acre Terry/Hughes estate at Albion Park and Tongarra. Samuel Terry, a man who never did anything by halves, was transported for stealing 400 pairs of stockings (presumably not for personal use). As a convict, he seems to have kept a low profile, biding his time in the system until he could earn his ticket-of-leave. Terry's first business venture as a free man was a combined store, pawnshop and drinking palace in Parramatta; this salubrious establishment set the tone for Terry's future business dealings which always dwelt on the dubious side of the law. Terry's sole motivation in life was the acquisition of money, and lots of it, and he was widely regarded as a mean and greedy man whose motto in life was to never "… *give value without obtaining value for it and then only as much as to keep your neck out of the rope and your legs out of the chains*."[14]

The Peterborough Estate in 1920. (Shellharbour Images, SCC).

By 1808 he had acquired a store in Pitt Street, a farm on the Hawkesbury and a wife in the form of the widow Rosetta Marsh, whose reputation for shrewdness was equalled only by Terry's. She persuaded Terry to sell his Parramatta store and buy a hotel in Pitt Street, which rapidly became the meeting place for all the Colony's small and aspiring settlers and the base for Terry's lucrative money lending business. In a stroke of rapacious genius, Terry devised a system whereby patrons were encouraged to run up large liquor

"The Meadows" grant of Samuel Terry. (Shellharbour Images, Scc, 1980).

bills that they could not possibly hope to pay, and then forced them to assign their land grants to Terry in settlement of their debts. It was in this manner that Terry acquired his Shellharbour grant and between 1817 and 1820 he held 20% of all the mortgages in the Colony, even more than the Bank of NSW (of which he was also a 5% shareholder).[15]

It is not known who managed Terry's Shellharbour estate, but it seems most likely that his nephew John T. Hughes (who had his own 1200-acre estate at Tongarra) would have jointly managed the properties. Hughes had wisely cemented his already strong tie to Terry by marrying Terry's step-daughter, Esther Marsh. A successful cattleman, Hughes owned some 20 cattle stations throughout the Colony and following Terry's death in 1838, inherited the *Terry's Meadow's* estate, increasing his Shellharbour holdings to 5300 acres.[16]

"Tongarra" grant of John Terry Hughes. (Shellharbour Images, SCC, 1980).

Other notable settlers included Dr James Mileham, whose 600-acre grant to the south of Lake Illawarra was eventually absorbed into the Wentworth Estate (along with many other small grants). The first free settler to actually take up residence on his grant was Henry Osborne, who arrived in the Colony in 1829. A piercingly handsome man, Osborne would shortly become the only Irish settler in a community of Scots. He named his grant *Marshall Mount* in honour of his wife (Sarah Marshall) and in 1839 built the first residence on the property – a timber house overlooking the spreading green valley and meandering river. This early home was quickly replaced by a more substantial homestead of stone and brick with fine cedar joinery. Osborne, along with David Johnston, would play a seminal role in the breeding of dairy cattle and the establishment of the dairy industry in Shellharbour and along the Illawarra coastline.[17]

The Osborne Family

In 1785, when the Beauchamp Committee in London first proposed to establish a penal colony at Botany Bay, their primary motivation was to rid England of a sizable population of unwanted convicts. Secondary to this was the establishment of an outpost of the British Empire, ever-expanding the Empire's dominions. To make this happen, the Committee was looking for a population of energetic and morally upstanding yeoman to form the basis of the new community. Henry and Sarah Osborne were exactly the sort of people the Beauchamp Committee was searching for.[18]

Henry and Sarah Osborne of Marshall Mount. (Shellharbour Images, SCC, no date).

Born around 1803 in County Tyrone, Ireland, Henry Osborne would prove to be a tireless pastoralist and procreator. Accompanied by his wife, Osborne immigrated to Australia in September 1828. Shortly after his arrival Osborne applied for and received a land grant of 2560 acres (the abovementioned *Marshall Mount*). From this humble beginning, the Osborne's would build their empire, which eventually stretched from Mullet Creek to Macquarie Rivulet, from Lake Illawarra to the mountains and encompassed the mountain slopes south of Jamberoo (at Jerrara) and Kangaroo Valley. Throughout the 1830s and 1840s the Osbornes absorbed land from Charles Throsby Smith and William Browne amongst others.[19]

Henry and Sarah made their home at *Marshall Mount*, managing their estates from this central location; by the 1840s the Osbornes also had extensive land holdings in the Riverina including the 480,000 acre squatting run *Brookong Station*. Back at *Marshall Mount*, Sarah Osborne proved to be as tireless as her husband, raising 14 children, managing the homestead and running a Sunday School (undoubtedly largely attended by her own offspring). In addition to his pastoral activities, Henry was a prominent figure in all local affairs, serving as Member for the Illawarra from 1851 to 1856 and as a Justice of the Peace. Osborne died in 1859 and his estate was divided amongst his many children, with one of the younger sons taking over *Marshall*

The Osborne Family. (Shellharbour Images, SCC, no date).

Mount. Sarah, bereft by Henry's passing, sailed for England, where she lived until her death in 1873 and by 1890 the Illawarra estate had been broken up and sold into many hands.[20]

Tracks through Shellharbour

At about the time that the Osborne's were carving a niche in the forest for themselves, wider exploration and mapping of the Shellharbour district was continuing. Maps from the 1830s show very few tracks and certainly no roads, so life for the Osborne's was considerably more isolated that one might suppose from the extent of their holdings. The absence of officially noted tracks does not necessarily mean that the Osborne's and their counterparts had no way of getting about – it is clear that they did; merely that it was extremely difficult. The first land grants in the district were not marked on a published map until 1827 when Robert Dixon's *Map of the Colony of New South Wales* was issued.[21]

Marshall Mount House, home of the Osborne family. (Shellharbour Images, SCC, 1980).

The name Shellharbour appeared for the first time on an 1832 map by Surveyor Elliott. Unmarked tracks developed in a chaotic fashion to facilitate the transport of goods to and from the district. The Osborne's used a track over the Stony Range to Shellharbour; W.C. Wentworth's men used a track from Jamberoo to carry timber to the Shellharbour jetty. The only properly marked track was laid out under Mitchell's direction, extending from Wollongong, crossing the Macquarie Rivulet, entering the flats of Terry's Meadows and passing to the west of the mountains before quitting on the flats by Foster's Range. It reached the Minnamurra River, opposite Hyam's Station, but did not extend to Kiama.[22]

In the 1840s, travellers moving southward from Wollongong had first to swim their horses through the shallow waters of Lake Illawarra before commencing on the track past Shellharbour to Locking Hill and beyond. The journey from Wollongong to Jamberoo through Terry's Meadows was described in detail by the biologist and staunch Darwinian T.H. Huxley, who was taken to live on a farm at Jamberoo as a boy:

> *From Wollongong to Jamberoo the road was a mere dray track through a forest of tropical foliage; gum trees 200 feet or more in height, gigantic indiarubber [sic] trees with broad shiny dark green leaves, lofty cabbage palms and many another kind of tree towered above us so that their tops made a twilight canopy impenetrable to the sunlight, save for an infrequent clearing in the forest made by the settler's axe. Huge lianas, some as thick as a man's arm, hung down snake-like from the trees. Magnificent ferns, clinging to the fork or trunk and branches were pointed out to me ...*[23]

His mother, a "…slender brunette of emotional temperament …" was apparently so disappointed with the countryside that she lamented

"… with tears the day she ever left England."[24] Most of these early settlers concentrated on clearing the forests to encourage the growth of more grass for grazing, but quickly found that their numbers were too few and the forest too vast. It would take two great social experiments to augment the population sufficiently to make a real impact on the landscape.

Rev J.D. Lang & the Scottish Families

John Dunmore Lang had a finger in most pies in colonial New South Wales. He arrived in 1823, a young Presbyterian minister in search of a pulpit. Fifty years later his funeral befitted a founding father not only of the Presbyterian Church in Australia, but of the nation itself. He established the Scots Church and his own secondary school, the Australian College. A populist politician whose republican and democrat leanings strengthened during a quarter-century in the Legislative Council, Lang also found the time to run three newspapers. He circled the globe eight times; one of his many missions was to recruit clerics, along with respectable tradesmen and small farmers from the British Isles - anywhere but "Papist Ireland". An indefatigable pamphleteer and self-promoter, he wrote a book or two during most voyages and produced a seemingly endless stream of monographs and essays.[25]

Volatile and vindictive with a head of hair to befit a mad scientist, Lang loved a fight, answered only to God and was never still. Towards the end of a life peppered with church rifts, he was locked out of the very church he had built. The financial dealings of this fierce preacher of moral rectitude were labyrinthine and shady. They twice landed him in gaol - as did a willingness to libel opponents. Yet he was a hero to ordinary workers and a perceptive critic of the treatment of Aboriginal people.[26]

Lang was first successful in enticing Scottish families to NSW in 1831, when he arrived with 100 Scottish mechanics and their families in Sydney.[27] Subsequent trips saw the Australian Scottish community growing steadily and in 1837 Lang settled 14 Scottish families on the eastern portion of the *Peterborough* estate. Between 1838 and 1841 more families followed and most took up work on the large estates including *Terry's Meadows*, *Marshall Mount* and more at *Peterborough.* These families, the Russells, Beatson's and McQuilter's amongst them, played a seminal role in the agricultural development of the district as they supplied the labour force necessary to bring the district under cultivation. Eventually, these families acquired farms of their own and a cloak of neatly fenced and cleared paddocks spread its mantle over Shellharbour and Albion Park.[28]

Janet Beatson, the daughter of John and Mary Beatson. Born in 1856 at Albion Park she worked, along with her family on a dairy farm. (Shellharbour Images, SCC, no date).

Caroline Chisholm's Great Experiment

Caroline Jones was born into a philanthropic farming family in 1808; her early experiences would colour her own attitude to people and set her on a path of helping anyone who needed it. Following her marriage to Archibald Chisholm in 1830, the couple spent time in India and Caroline established a "… school of industry" for the children of soldiers stationed at Madras. By 1840 the Chisholms were settled at Windsor, NSW, and Archibald had been recalled to India, leaving Caroline with a large store of energy and no master of the house to contain it. She embarked on a program of befriending female immigrants and settling them into proper jobs and homes throughout the Colony.[29]

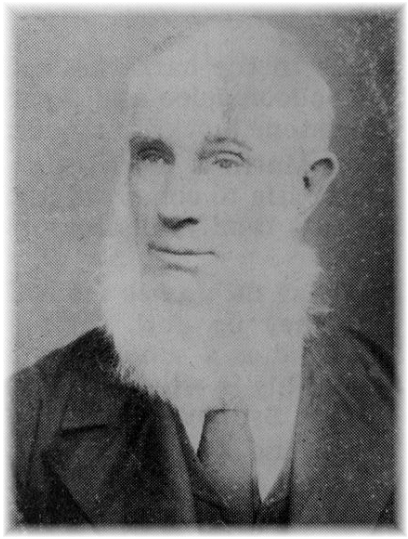
In 1841 she persuaded Governor Gipps to give her a government

building for use as an immigrants home and she promptly left her family at Windsor and moved into the home. From there she personally took parties of girls to branch homes at Campbelltown, Maitland, Liverpool, Parramatta and Port Macquarie, settling them as servants with farmers and squatters. Over the following six years Chisholm personally settled 11,000 people all over NSW, an astonishing feat for one woman of limited means, at a time when women had no political voice or influence beyond the merely social.[30]

In 1843 Chisholm convinced Robert Towns (married to Sophia Wentworth and part owner of the *Peterborough* estate) to donate 4000 acres of the estate for the settlement of immigrants. This was not Town's first attempt at a philanthropic exercise; in 1836 he was responsible for the settlement of 14 agricultural families under the Dunmore Lang scheme, also on the *Peterborough* estate. Naturally, Towns (and the Wentworth family) benefited by having their land cleared and made productive, so his purpose was perhaps not entirely altruistic. However, Chisholm's purpose was pure and in December 1843 she set sail from Sydney to Shellharbour with 23 families totalling 240 people to settle at *Peterborough*. Towns provided rations for the group for 5 months, engaged a schoolmaster to open a school and employed two bushmen to instruct the settlers on land clearance and pasturing techniques.[31] Every one of these small farms was successful and provided a real impetus for further settlement. From the lofty vantage point of a century later, Sir Joseph Carruthers remarked that:

Caroline Chisholm, c.1860. (Shellharbour Images, SCC).

> *Works such as this great and noble woman did ought never be forgotten, least of all in places like Shellharbour where she did so much for settlement.*[32]

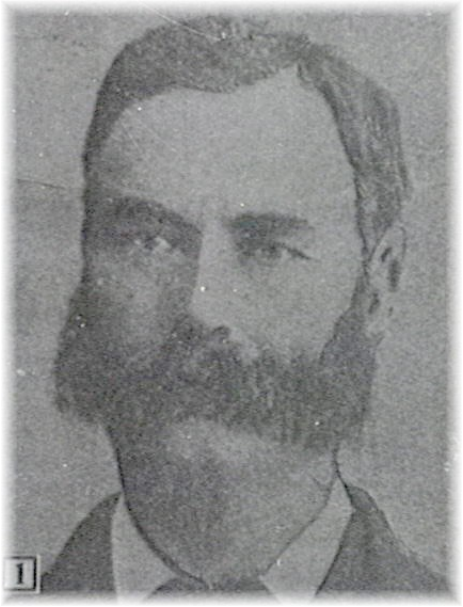


Matthew Dorrough arrived in Sydney with his wife, Martha Jane and family in 1842 aboard the "Broom", as part of Caroline Chisholm's immigrant settlement scheme. (Shellharbour Images, SCC, 1890).

Chisholm's scheme took advantage of the clearing lease system that commenced in 1843. Clearing leases consisted of no more than 30 acres, generally excised from a much larger grant, given to immigrant settlers rent -free for 6 years. In return, the settlers cleared the land of scrub and cabbage trees and erected houses (however rudimentary). The system continued well into the 1870s and benefited both parties, resulting in the progressive and orderly improvement of land for agricultural purposes and the development of small communities. By 1851 the town of Shell Harbour (subdivided from the *Peterborough* estate) was recognised as a separate and distinct element, although it was still frequently referred to as Peterborough, and contained few buildings. It was not so much the nucleus of a formal settlement as the nucleus for the possibility of one. It was not until 1885 that the authorities finally caught up and gazetted Shell Harbour as a named village and by that time it was a small but bustling trade centre.[33]

Land clearance continued at an ever-increasing pace throughout the 1840s, 1850s and 1860s, largely through the system of clearing leases. Wheat, potatoes, dairy and other farm produce all began to appear and agricultural improvement accelerated with the expiration of leases on the big estates. The first to subdivide was Isabella Croker's *Croome* estate, which was divided into 16 farms in 1840. In 1857 the Towns, Darley and Hollings estates were subdivided into 80 small farms of 50 to 120 acres each, offered for sale in the first half of 1858.[34]

The lands immediately around Shellharbour were not the only ones to be broken up in this manner. *Terry's Meadows* was taken over by John Terry Hughes (whom we last met marrying Samuel Terry's daughter) and managed variously by Duncan Beatson and Andrew McGill (who had emigrated under the Dunmore Lang scheme). Hughes renamed the estate *Albion Park*, although the name did not come into common usage until the village first began to appear in 1854, with the establishment of a pound; a post office followed in 1861. Hughes died in 1851 and the estate passed to his son, Samuel Terry Hughes, who continued until his own death in 1865. Hughes Jnr was clearly no idler and had the same acquisitiveness for wealth as his grandfather, for during his tenure he subdivided the entire 3,600 acres into 48 farms ranging in size from 20 to 150 acres. Many of the purchasers were "clearing lease men" such as Ebenezer Russell, Alexander McGill, Charles McKenzie, and William and Alexander Fraser (all part of the Dunmore Lang venture). The last Crown Land in the parish of Terragong was alienated in 1856, bringing all the available land into production.[35]



Duncan Beatson (left) was born at Terry's Meadows, Albion Park on the 5th February, 1848. (Shellharbour Images, SCC, no date).

William Timbs (right) was born 10th April, 1804 at Buckinghamshire, England and married Martha Pittam in 1824. They migrated to Australia with their five children in 1839. William and his son, Gabriel were employed by Henry Osborne at Marshall Mount. (Shellharbour Images, SCC, c.1870).

4. King Mickey

The indigenous prehistory of the Shellharbour City area has been reported and studied elsewhere and will not be considered in depth here. This section will focus on the historical interaction between the European colonists and the Aboriginal community.

The Wadi Wadi tribe of the Thurawal people occupied the Illawarra in both prehistoric times and after European colonisation. Living in family groups within their tribal territory, (thought to extend between Picton, Bungonia, the Shoalhaven River and Stanwell Park), the group were semi-nomadic hunter-gatherers, preferring the rock shelters of the highlands during the winter months and spending the summer months on the coastal plains. There was little need for extensive movement in the Illawarra as Nature ensured the local community never had to travel far to reach food or water; they just had to move often enough to allow the area to regenerate for their next visit. The Wadi Wadi left middens of garbage near their campsites along the coast and estuaries which have unlocked the secrets of their lifestyle including what they ate, where they lived and the size of their groups. Lake Illawarra was the focus of summer life, as well as Bass Point, which was a major campsite and fishing area for the last 6,000 years (after the coastline settled into its present configuration); it is recognised as a nationally significant Aboriginal place on the Register of the National Estate.[1]

Aboriginal camp at Minnamurra c.1890. (Weston Collection, Shellharbour Images, SCC).

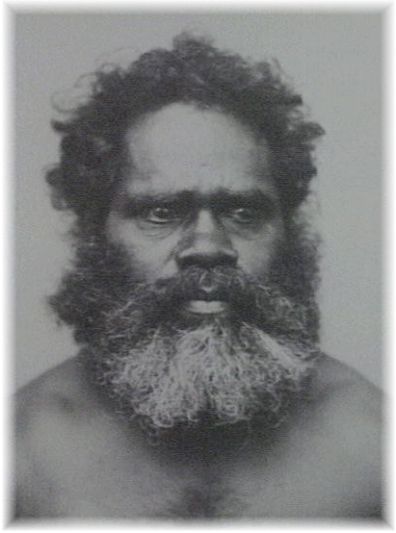
Aboriginal people were numerous in the Illawarra – food and water was plentiful, which facilitated the development of a rich spiritual and cultural life. Reports from early settlers note no serious conflicts but comment on the large numbers of people and camps as well as expressing amazement (coloured by the usual European misconceptions) at some of their cultural practices:

> *"The blacks were very numerous, and fish in the river were plentiful. The blacks used to put a weir of rushes across the river, with a curve at the end, which would be left open. When the tide was running out the fish would go up stream and return when the tide was coming in, when the curve would be closed, and a string of bushes put in to enclose them. Then a few sturdy blacks would go in and throw the fish out. It was believed that these blacks had been known to have eaten white men."*[2]

It should be noted that there is no foundation for the accusations of cannabilism against the Wadi Wadi; this was a common fear amongst Europeans at the time, based on ignorance and superstition. There are a few reports from the Shellharbour locality of Aboriginal contact with the European settlers in the 19th century. Most meetings seem to have been fairly benign with the Aboriginal groups in the Shellharbour area assisting settlers, pointing in the direction of fresh water and bartering or swapping food, which fostered general good will. Despite such peaceful relations, the majority of the indigenous population retreated from the district when the Europeans arrived. Made to feel like trespassers on their tribal lands, they found themselves living in an alien imperialist system they did not understand. Some chose to move, some to stay, working as stockmen on rural properties. Some lived in

communities on the outskirts of European settlements - there was a camp at Minnamurra in the 1890s - but these were simply the remaining few that had survived the toll of European disease and inter-tribal warfare. By 1896 there were only 33 known Wadi Wadi in the Shellharbour area.[3]

The earliest recorded formal contact between local Europeans and Aboriginals occurred in January 1858 at the annual meeting of the Presbyterian Sunday School, at the Shellharbour Manse. A group of Aboriginal people are said to have *"… watched with interest the enjoyments of civilisation"*. They must have found the proceedings intriguing although history does not record their reactions. The opportunity to participate probably did not present itself that day, but it certainly did later when they joined in some typical European pastimes, including cricket. Reports of Aboriginal people fielding cricket teams to play against Europeans became a common occurrence in the Shellharbour area.[4]



"King Mickey" and "Queen Rosie" before their crowning, c.1890. (Weston Collection, Shellharbour Images, SCC).

Nineteenth century reports of contact between European settlers and the Wadi Wadi are varied, but generally suggest a respect for the Wadi Wadi and their life skills by the Colonists. In 1879 the Wadi Wadi were lauded as saviours when they assisted the captain and crew ashore from the wreck of the *Bertha*. Interestingly, although relations between the early settlers and Wadi Wadi appear to have been peaceful, inter-tribal relations were less harmonious. King Hooka's mob from Lake Illawarra were friendly with the European settlers, which caused a stir between King Hooka and a horde from further south along the coast known as the Coolangatta. The rival tribes met at Albion Park Rail to settle their differences, squaring up near the site of the station building for a battle that eventually took the life of Hooka. King Hooka was buried where Hooka Creek Road meets Lake Illawarra.[5]

King Hooka was not the only local monarch. The practice of crowning a local tribal elder or leader as "King" of his tribe was a common practice throughout Australia in the 19th century and was undertaken to secure the goodwill of the tribe and to ensure that the white community had a friendly point of contact with the Aboriginal community. A ceremony was undertaken by local white authorities in which a brass plate was conferred to an elder on which was inscribed the English word "King", followed by the Aboriginal leader's name, often an anglicised version of the Aboriginal name or an English nickname. This practice that seems so patronising today does not seem to have been rejected by the Aboriginal community of the time as many accepted the crowning and largely fulfilled its purpose in early diplomatic relations.

Prominent in Shellharbour was King Mickey and his wife, Queen Rosie – the most famous of their tribe. In 1896 King Mickey, said to be the last leader of the Wadi Wadi, was crowned by Archibald Campbell M.P., and given his brass plate, (complete with chain so that it could be hung about the neck). Locally renowned in the 1860s, King Mickey and Rosie were well-liked local figures known to many Europeans. Rosie was named queen after her husband's

"King Mickey" after he was crowned in 1896.

coronation and was a caring woman who is remembered for her special relationship with Sam and Chloe Atchison of Bass Point, to whom she would take sick Wadi Wadi to receive medical attention.[6] The Osbornes of Marshall Mount also had a good relationship with a group of local Aboriginal people who camped opposite the school each summer. The Osbornes gave gifts of fruit and meat at Christmas further cementing friendships.[7]

Another famous Aboriginal person in Shellharbour was self-proclaimed medico, Dr. Ellis, an educated man who spoke English well and was a perfect European gentleman in manner and dress. Early residents knew that the Aboriginal population of the locality manoeuvred easily from highlands to coastal plain following a track from Berrima through a break in the cliffs at the head of Macquarie Rivulet. Dr. Ellis is credited as the guide who took a group of Shellharbour aldermen over Macquarie Pass along the route of the current road in the late 19th century.[8]

The crowing of "King Mickey" Johnston in 1896. (Shellharbour Images, SCC).

5. Up the Pass

The search for an "easy" passage up the Illawarra escarpment was fraught with difficulty and disappointment. The lip of the escarpment seemed to form an impenetrable barrier to travel between the coast and the highlands. To stand on the edge of the plateau looking seawards was to stand on the edge of an abyss; to stand on the coastal plain looking up was dishearteningly dizzy. The top of the escarpment was often lost in mist, further heightening the illusion of an insurmountable obstacle. Nature seemed to be stating with unequivocal firmness, "You can't come up here." But from the very earliest European settlement of the area, men were drawn to the possibilities of travel over the top.[1]

A waterfall at Clover Hill on Macquarie Pass. (Shellharbour Images, SCC, 1980).

That such a path might exist was made tantalisingly clear by the regular movement of Aboriginal people between the Highlands and the coast. Members of the Bong Bong and Wadi Wadi tribes used a network of tracks to facilitate trade and cultural exchange. Farmers clinging to the precipitous shoulders of the mountain watched with chagrin as their indigenous neighbours flitted through the forest on paths invisible to European eyes. It seemed natural that as the pioneers became accustomed to their new environment, they would begin to utilise these same paths.[2]

Part of Ben Rixon's original Macquarie Pass track in 1998. (Shellharbour Images, SCC).

In time, Macquarie Pass would become the main link between the coastal plain and the rich pastures of the highlands above. It would have a profound impact on the development of communities on both sides, both economic and social. The development of trade routes was by no means the only or most important benefit of opening such a passage. The social isolation of the early 19th century was ever-present in the minds of the pioneers and the ability to move between landscapes was eagerly welcomed. For the coastal settlers it meant leaving the shadowed protection of the escarpment and ascending to the cool clear heights of Robertson and beyond. For the Highlands people it meant falling off the edge of their world into the humid, salt-scented valley below. The disparity between these landscapes and climates is just as startling today and the rim of the escarpment still represents a very real climatic, economic and social barrier.

The first tracks used by Europeans were opened not by Shellharbour pioneers, but by a restless Highlander named Joseph Wild. Wild had arrived in the Colony in 1797 and was employed for a time as a botanist's assistant. He later accompanied Charles Throsby in his bid to be the first European settler in the Southern Highlands and on several of Throsby's subsequent exploratory expeditions. For his services Wild was rewarded with a 100-acre grant close to Throsby's (near Moss Vale), which he promptly gave up to another of Throsby's servants and went off to live in a hut of his own devising on the banks of the Wingecarribee River. "Joe Wild's Hut" served as a useful reference point for the official surveys that followed and by April 1820 Surveyor Meehan had gone as far as Robertson, but dared go no further, turning instead to the Wollondilly Ranges and southern tablelands. [3]

Wild, it seemed, was not content with life as a hermit and was frequently absent from his riparian paradise on exploratory forays of his own. Still in contact with Throsby and apparently under his instruction, Wild set out to find a way to the coast via the escarpment. Throsby himself subsequently took credit for Wild's work and also credited himself with having found a route from what is now Albion Park to Bong Bong, but this appears to be apocryphal. (Throsby did, in fact, find a way to the coast further south, down what is now Kangaroo Valley Pass). Throsby even took the liberty of writing to Governor Macquarie in January 1820:

> *I have the pleasure to inform you that I have fully established the practicability of a short communication between the coast the District of Illawarra, and the new country, in the County of Camden, by a pass in the mountains ...*[4]

Macquarie Pass c.1890 and prior to the 1897 upgrade. (Shellharbour Images, SCC).

Wild set out by himself sometime in 1818, meeting up with an unnamed Gundungerra warrior whom he had befriended on earlier expeditions. With his help, Wild located several tracks leading down the mountain to Albion Park, Jamberoo, the Pheasant Ground and Kangaroo Valley. In a journal that is notable for its brevity, Wild noted

> *... brush too thick to penetrate ... thick forests with huge trees ... mountain tracks too steep, narrow and dangerous, suitable only for men or stock.* [5]

The rainforest timber would later prove to be a valuable commodity, but for the time being it was an impediment to civilisation. Messmate, bloodwood and turpentine would all eventually house the pioneers of Shellharbour, whilst red cedar, sassafras, leather-jacket and sally wattle made their furniture. Having fulfilled his obligations to Throsby, Wild went on to discover Lake George (near Canberra), oversaw the construction of the Picton to Goulburn road, accompanied Captain Currie on his 1823 expedition to the Monaro Plains, was appointed the first constable at Five Islands (near Wollongong) and then constable at Argyle. His final expedition was with Backhouse in 1836 (at the age of 77) after which Wild, not surprisingly, retired from the field of exploration. Repairing to his hut by the river, Wild lived out the remainder of his days in contemplative solitude and died at the age of 88, no doubt eminently satisfied with his contribution to the Colony.[6]

Despite Wild's efforts, the coast remained largely closed from the highlands and it was only a few intrepid souls that made the arduous journey on foot. It was not until 1830 that the Colonial authorities

made an attempt to map a route down the Macquarie Ranges. Stationed at Berrima, Surveyor Robert Hoddle was commissioned to survey a route from "… the interior of Camden to the ports of Gerringong and Kiama on the sea coast." [7] Instructed to look for a double-marked tree at the Bong Bong end of the Wingecarribee Swamp, Hoddle was to plot the form of the swamp and then to

> *Commence a tracing (to follow the ranges as much as possible) through the brush to that you may gain the cliffs overhanging the Illawarra, or at least descend by a gradual inclination to the coast between Kiama and Gerringong.*[8]

Hoddle, who is principally remembered for laying out the town of Melbourne, was clearly impressed but a little disquieted by the forested slopes of the ranges:

> *Having surveyed the Wingecarribee Swamp and ascertained the most southerly part of it, I commenced to encounter the most formidable brush I have seen since I have been in this colony. It abounds with every species of prickly bush, vine, bramble and nettle. The vines so thickly entwined around the huge trees and small as to render the sun obscure, [though] at the time it shone with great brilliancy.*[9]

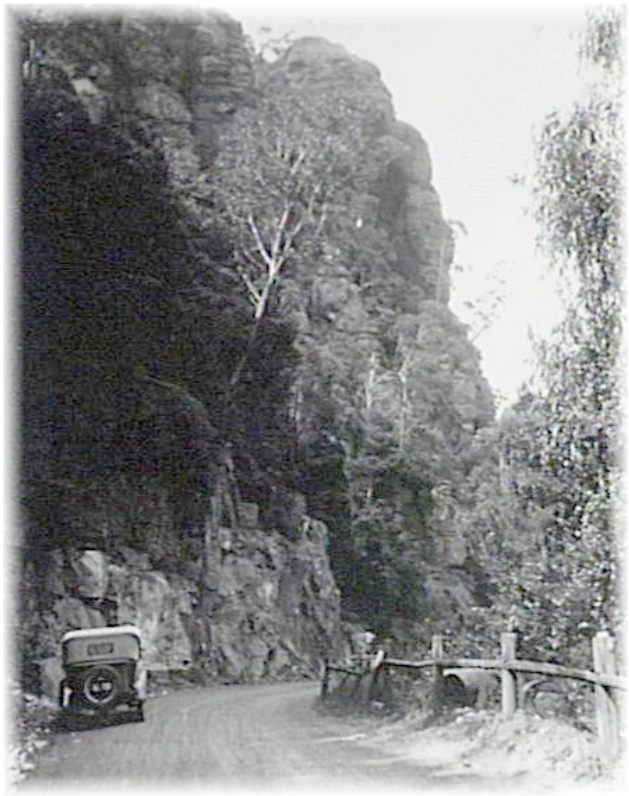
Even now there is a choking, claustrophobic quality to the Macquarie rainforest. When it is free from traffic, The Pass takes on a mesmeric atmosphere, amplified by an eerie green light reflected from the endless vegetation. The wider world ceases to exist and the inexorable progress of the forest threatens to consume you. There is great beauty in all of this, but is with some relief that you emerge into the sunlit coastal valley. It was Hoddle's opinion that the cost of clearing this land for agriculture would be prohibitive. The tracks that he and his men eventually cut were quietly reclaimed by the forest and it continued in its age-old slumber.

A subsequent survey by Burke in 1843 resulted in a track being cut from Dapto, up the escarpment to just north of Kangaloon and across the Mittagong Range. In 1862, based on a survey by Mann, a 2-foot wide track was cut from Kiama, up Jamberoo Mountain and eventually became Jamberoo Mountain Pass. But it was not until 1863 that the Macquarie Pass track to Albion Park was finally surveyed. By 1869 it had become the principal route for moving produce from the Yarrawa Brush country (the Southern Highlands) to the coast.[10]

The difficulty of surveying and laying this route is hard to appreciate in modern times, when the journey can be made comfortably in less than an hour. In an interesting aside, Guido Weber (a road engineer from Wollongong) mapped the present route of Macquarie Pass in 1894. By this time the Pass had been upgraded several times to accommodate heavier traffic and was by no means the bush track of its genesis. Nonetheless, it took Weber 10 days to survey the Pass from bottom to top, following what was a comparatively easy walking track.[11] Weber did not have to contend with clearing the forest before him and had the benefit of a formed road (but sorely lacked a leech repellant); in 1863 it was not a journey for the fainthearted.

Guido Weber (brother of Carl Weber) and Archie Grieves at the Macquarie Pass survey camp in 1894. (Shellharbour Images, SCC).

By 1869 the road had been sufficiently upgraded to allow horse-drawn vehicles and the pioneers began to use the road in earnest. The road itself went straight up the mountain, barely deviating in its path, and terminated beneath the steepest part of the cliff overhang. It was necessary to haul wagons and other goods by rope and pulley for the final 30 metres of the ascent, although pedestrians could clamber over the rocks and ferns with comparative ease. By 1878 The Pass was carrying so much traffic that coastal residents were moved to approach the Minister of Works for a major overhaul. The estimated cost of the works – which proved to be wildly optimistic – was £150. At around this time, W.Hamilton of Mount Murray discovered a gap in the Mountain and cut a path through from the main Pass road; this became known as the "Gap Track" and would later form part of the "new" Macquarie Pass road.[12]



The "new" Macquarie Pass road in the 1920s. (Shellharbour Images, SCC).

An 1887 deputation to the Minister was destined to be unsuccessful, largely based on the revised cost of works from £150 to £5,000. The Minister deemed the cost to be "… so great that the Secretary for Public Works would not be warranted in incurring the expenditure … ". However, Shellharbour residents were not so easily beaten and in a second submission in 1889 they proposed to build 1.5 miles of road themselves, if the Government would agree to construct the remaining 2.5 miles. This arrangement, they believed, would result in a cost to the Government of no more than £1,000.[13]

Part of the Macquarie Pass road c.1860. (Shellharbour Images, SCC).

The Minister publicly agreed to give the matter serious consideration, but was privately alarmed at the prospect of pioneer farmers constructing a public roadway over some of the most difficult and dangerous terrain in the State. This possibility seemed to spur the government into action and by the end of 1896 £3,690 had been voted for the construction of a new road. A new route was surveyed by William Christie in February 1897 and construction, under the supervision of the government engineer Mr Cheffins, quickly followed. In April 1898 *The Bowral Free Press* reported the following:

> *Rapid progress has been made with the work on hand, which is of laborious and somewhat dangerous character. The face of the Macquarie Cliff is now showing several newly formed zig-zag roads, cut out of solid rock. The roadway is sand, 14 or 15 feet wide, and is of easy grade, so that a horse will be able to trot the whole distance easily.*

At each turn of the road there is a two chain wide level road space provided so as to render ample room for vehicles, etc., passing in the opposite directions. A large amount of blasting work has been accomplished, and much remains yet to be done. Blasting operations are most actively pushed on, and a series of five or six shots are frequently fired in rapid succession. The formation of this deviation or zig-zag road reflects great credit on the department, and Mr Cheffin's government.[14]

The *Illawarra Mercury* was equally fulsome in its praises but the most evocative accounts are from those who worked on the road's actual construction. Daniel Rogan, in recounting the tale to his Grand-daughter Joan Allen, told of:

... the frightening experience of hurtling head first down the mountain side ... breaking up the rock face [and] a blacksmith working at the top of the mountain. Hand drills were used to drill the rock face at intervals, then dynamite charges were placed in the bores and exploded, to break up the rock. The steel bits were sent back up to the blacksmith to sharpen for the next drilling. [There were] teams of men, hand mixing with shovels and in relays, the concrete for the bridges etc., mixing the cement, sand and blue metal together in the blazing sun.[15]

Scenes from Macquarie Pass 1890-1947. (Shellharbour Images, SCC).

6. Milk Money

From the mid 1840s onwards the Shellharbour district was a hive of rural activity. Wheat and potatoes were the favoured crops closely followed by beef cattle; dairy cattle existed only for personal use and were poorly managed. The meadows of Albion Park were dominated by wheat fields, waving their golden heads in the sunlit valley. The wheat fields were laboriously turned over by single-furrow horse-drawn ploughs and planted by hand. At harvest time the farmers bent to the task, their reaping hooks flashing in the sun as the sweat carved tracks through the wheat dust on their faces. After threshing, the wheat was taken to mills at Shellharbour, Albion Park and Croome and ground into flour. This laborious process continued until the 1860s when rust devastated the wheat crop all over NSW. The 1862 drought brought many farmers to ruin and those who had survived the rust and drought were faced with bush fires that swept through the paddocks in 1865.[1]

Robert Wilson's flour mill, Shellharbour 1917. Wilson's flour mill was opened in 1857, powered by a 10 horsepower steam engine. The mill stood at the foot of Wilson Street on rising ground south of the boat store. It was used for divine services prior to the building of churches in the village. The mill was closed when rust caused the abandonment of wheat growing in the 1860s and was demolished in 1922. (Shellharbour Images, SCC).

But from ruin often comes prosperity and the fires, followed by heavy rain, rejuvenated the earth and what grew in place of the wheat was lush green pasture, more valuable than crops of wheat. In May 1867 it seemed to rain without end and rural life almost came to a standstill:

> *The usual religious services in the respective churches have been interfered with and the two public schools in this neighbourhood have had scarcely any attendance. Our storekeepers have had abundant cause to complain of diminished trade.*[2]

The ground underfoot because "swampy and splashy" and flood relief committees were formed, although getting to the meetings was something of a problem. The heavy rains meant more and better pasture, but increased wheat rust and by the early 1870s wheat had all but disappeared from Shellharbour. Wheat was replaced by oats, barley and rye for green feed, and the beef cattle that had been so dominant in the district were replaced with dairy shorthorns, initially imported from England and later evolving into the renowned Illawarra Shorthorn. Twice daily milking was introduced and dairy buildings began to appear in the fields. The milk was set in large shallow dishes, called kellers, in long shelf-lined milk rooms. The cream was skimmed off the following day and turned into butter in hand-turned wooden churns. The butter was then hand-washed and placed in wooden casks, made by the local coopers. When the cask was full, the lid was fixed on and the cask carted to the boat store, where it awaited the arrival of the next steamer to Sydney. Sold by a commission agent in Sydney, the butter fetched anything from 6d to 3s6d per pound, depending on

the season and the condition of the butter. In the pre-refrigeration days, it frequently melted en route and arrived more in the form of oil than butter.[3]

Bill and John, sons of Hector & Hilda Fraser, and workman George Lucas hand milking at "Seaview" Killalea c.1910. (Shellharbour Images, SCC).

Marketing was undertaken by individual farmers and they recognised early the need for cooperative organization if they were to be successful in the wider market. The Shellharbour Butter Export Company was formed in November 1869 and the first shipment under its auspices was made in December. In October 1870 a second company was formed with 250 shares and a committee comprising Dunster, Fenwick, Gray, Russell, Thomas, Conway, Evans and Fryer. By this time there were several large dairy farms in the district: Russell (at Croome) milked 120 cows; Clarke (at Macquarie Rivulet) milked 100 and few farmers milked less than 40 cows. At the height of the butter glut in 1872 Shellharbour butter was realising 9.5d on the London market, compared to 13d for Cornish butter, despite being tainted and frequently melted and falling butter prices.[4]

The introduction of refrigeration in 1879 gave an enormous boost to the dairy industry and provided the impetus for the formation of the Albion Park Dairy Cooperative. The increase in dairy farms and produce resulted in a natural increase in by-products, particularly skim milk. Piggeries flourished as a natural complement to dairying and most farmers found themselves milking morning and evening and working a piggery in-between. In 1878, with virtually no capital but considerable foresight, the Hicks Brothers established the bacon curing industry in Shellharbour. Always quick to follow the latest technological innovations, they built a refrigerator in 1882 – the first cold-air plant ever used in the bacon-curing industry in NSW. An ammonia machine was subsequently installed and H-brand bacon became famous all over NSW, with pigs being sourced from as far north as Lismore to meet the appetite for their bacon products. By the end of the 19th century, the bacon curing industry was one of the largest industries in the Shellharbour area.[5]

The Jersey herd at Ian Grey's farm, "The Meadows", Albion Park in the 1950s. (Shellharbour Images, SCC).

The fledgling dairy industry was, naturally, dependent upon top quality dairy cows. In the early days, British Shorthorn breeds

(mostly Devon and Durham) had intermingled indiscriminately with beef cattle. The results were less than desirable and a typical scrub bull of the 1840s was eloquently described as “all horns and balls.” Andrew McGill is credited with introducing the first serious breeding program, crossing Durham and Devon Shorthorns with Ayrshires resulting in the distinctive Illawarra Red Shorthorn. Along with Evan Evans, McGill took out most of the prizes at the local agricultural shows and was honoured later in life with a banquet at the Albion Park Hotel, acknowledging his contribution to the dairy industry. A self-effacing personality, McGill shared the tribute with William James and the Dunster family, who had also made considerable contributions to the refinement of the Illawarra Shorthorn. Other noted breeders in the district included John Russell, Duncan Beatson, the Bartlett family; Captain Hopkins, John Lindsay, Edward Gibson and the prolific Osborne family.[6]

Delivering milk at the Dunster Farm, “The Hill” in 1916. (Shellharbour Images, SCC).

Illawarra Shorthorn at Dudgeon’s Farm, Albion Park c.1955. (Shellharbour Images, SCC).

Co-operative Marketing

The 1850s was a heady period for dairy farmers: advances in breeding and improved pastured meant bigger yields and better quality produce. By the 1860s the market was saturated and butter prices began to fall; by the 1870s a full-blown “butter depression” had descended and despite the success of breeding programs, with no viable market for their product, every farmer was preoccupied with “The Butter Question.”[7] An elusive figure who dubbed himself the “Dairyman” spoke through the pages of the Kiama Independent about the need for co-operative marketing, calling for the abolition of the “middle-men” – the Sussex Street agents who took 5% (and often more) of the final selling price. The “Dairyman” advocated a “Farmer’s Co-operative Company” in which each member would be an equal shareholder and collectively have control over marketing and profits. Politically, this was heady stuff for the time and it caught on quickly.[8]

Following an 1880 public meeting at the Kiama Courthouse the “South Coast and West Camden Co-operative Company Ltd” was formed with a membership of 800 farmers. In its first week, the Co-operative threw the Sydney commission agents into panicked

disarray, as consignments were withdrawn and entrusted to the new venture. Agents watched in dismay as their carts returned empty from the wharf, whilst carriers for the new company worked frantically to convey the butter, bacon and cheese from the wharf to the co-operative floor. Grocers quickly located the new store and as the first day closed the floor was empty and the price of butter had risen to 3d per pound. By the end of the week it had risen to 9d, its highest price since the boom of the 1850s.[9] The Sussex Street agents cynically predicted the new venture would fail within 12 months; within six months prices were stabilised at 1/9 for superior quality butter and by the end of the first 12 months had sold £125,000 of consignments, serving 743 regular shippers.[10]

Dairy farmers had learnt that together they had power and farmers at Albion Park were quick to form their own society. Following a meeting in 1884 sub-committees were formed to select a suitable site, question the management of the society and canvass for support. The first general meeting of shareholders in October 1884 agreed on a starting capital of £2,000 and the name of "Albion Park Dairy Co." A year later the factory was opened on the south bank of the Macquarie Rivulet. David Dymmock, who had returned from Denmark in 1884 with his head stuffed full of knowledge on co-operative societies as well as the agency for Laval separators, was present with his wife. It was Mrs Dymmock who opened the factory by breaking a milk bottle on the engine to the resounding cheers of 500 guests. This was followed by a mind-numbing 7 hours of speeches by enthusiastic advocates of factories and co-operation.[11]

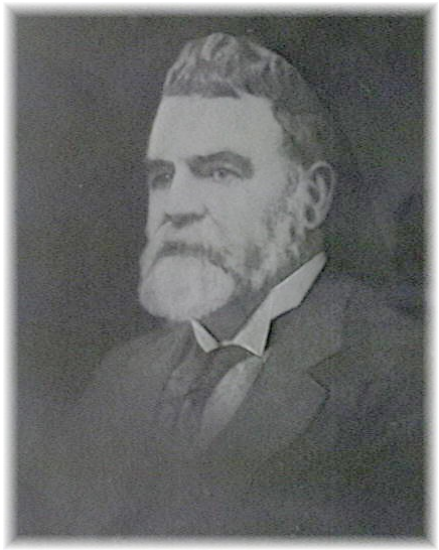
Milk carts at the Dairy Co-Op, Albion Park in the 1920s. (Shellharbour Images, SCC).

The Albion Park factory began operations on 10th November 1885 and was an immediate success. Designed and erected by D.L. Waugh, it had 6 cream separators driven by a 16 horsepower steam engine. The building was of weatherboard with a concrete floor and all the milk, water and waste was piped from the factory. The first 6 months' profit was invested in the purchase of 300 pigs and the farmer's wives and daughters were finally freed from the drudgery of scalding and scouring the milk pails and dishes.

In 1887 a railway line was constructed from Scarborough to Kiama and the following year tunnels cut through the mountain connected with the line to Waterfall. The Illawarra line signalled the end of steamer milk carriage and put the dairymen who did not have easy access to the line out of business. But for those who could access the line, the door was opened to the city milk trade and the Albion Park Dairy Co rushed to seize the new opportunity. The milk train had barely started its run when it was reported that Albion Park was sending nearly 500 gallons of milk a day to Sydney; Dapto and Shellharbour were quick to follow.[12]

Although the new line meant new markets, it also changed the way country milk was sold and marketed. The Albion Park co-operative was no longer marketing its product directly, but selling it either to "Fresh Food & Ice" or the "South Coast and West Camden Co-op". Fresh Food & Ice were paying suppliers in Albion Park and Shellharbour (amongst others) 8d per gallon in summer and 12d

per gallon in winter. A freer market resulted in falling milk prices and the first rumblings of discontent began in the district. In 1890 the Farmer's and Dairymen's Milk Co. opened as the first city/country co-operative. The Farmer's Direct Supply Co. and the Country Milk Co. followed hot on its heels and smaller co-operatives like Albion Park found themselves competing rather than co-operating in an attempt to stay independent. Increasingly beleaguered, the Albion Park and Shellharbour co-ops awaited the end of the 19th century in a state of high anxiety. One man from Albion Park would shortly prove to be seminal in the further development of the local dairy industry.[13]



John Fraser, first Chairman of the Illawarra Central Dairy Co. Ltd, c.1900. (Shellharbour Images, SCC).

On 29th December 1899, still insulated by Christmas cheer, five men met in the offices of the Farmer's Co-operative Co. in Sussex Street, Sydney. They deliberated on how to form a company along genuinely co-operative lines for the distribution of milk in the city. Charles Meares, of the South Camden Co-Op was the obvious leader and the man with all the facts and figures to hand. No less important was John Fraser who had started his co-operative career as director of the Shellharbour Steam Navigation Company. From there, he had moved to the board of the Albion Park Dairy Co eventually becoming manager in 1886. In 1899 he was chairman of Illawarra Central and he was intent on unifying farmer support behind a new venture – the Dairy Farmer's Co-operative Milk Company.[14]

District meetings took place in the first 2 weeks of January 1900 at Albion Park, Dapto, Kiama and Unanderra. At the Albion Park meeting John Fraser told his jubilant audience that they were "… on the warpath; bit it could also be said they had been driven to it."[15] Meares bemoaned the Farmer's & Dairymen's failure and the need for yet another co-operative milk company but there appeared to be little choice if the smaller farmers were to survive in the new market. At a final climactic gathering at Albion Park on 15th January, the Dairy Farmer's Co-operative Milk Company was formally endorsed, absorbing the Albion Park, Jamberoo, Dapto and Shellharbour Co-ops. The Albion Park factory continued to function, although under the auspices of Dairy Farmer's, until its closure. Although dairying continues in the district, it is no longer the dominant industry in the area, but rather a quaint reminder of the times past.

Interestingly, Albion Park's most significant contribution to the dairy industry was not its produce or even its role in the formation of co-operative societies, but the faithful Illawarra Shorthorn cow. So successful was the breed that it infiltrated all dairy-producing areas first in NSW, then Victoria and the rest of Australia, before taking on the world in a highly successful export program. Today, it is one of the dominant dairy breeds in the USA, second only to the Friesan/Holstein. Ironically, it is rarely seen in the Illawarra, where the Friesan/Holstein breed spread like a black and white tide across the land in the mid 20th century.

.

Alan Dawes & Audrey Jones survey the milk cans at the Co-Op c.1955. (Shellharbour Images, SCC).

Transporting milk cans with a horse and slide, c.1925. (Shellharbour Images, SCC).

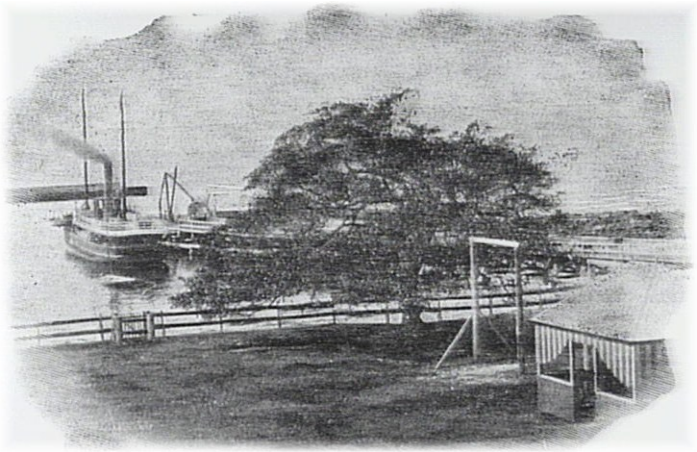
Illawarra Dairy Co-Op employees with the weekly butter output c. 1909. (Shellharbour Images, SCC).

Milk wagons at Albion Park in 1913. (Shellharbour Images, SCC).

The Co-Op loading dock in 1899. (Shellharbour Images, SCC).

7. Sea Lanes

The genesis of the Shellharbour shipping industry lies in lime and cedar. These early industries developed in the area from the 1820s; the news of the bountiful Illawarra travelled quickly and soon the area hummed with human industry. From the initial transportation of cedar and lime by sea to Sydney, shipping gradually expanded to encompass livestock, agricultural and dairy produce and mined materials. Shipping had a relatively short but illustrious career in Shellharbour, securing the future of the municipality and making the fortunes of many early settlers and businesspeople, until the arrival of the railway in the late 1880s brought its downfall. Without shipping the area would have languished, beaten by the rugged landscape, which was beautiful and beguilingly lush, but a hard, unforgiving mistress for bullock wagons.



The harbour at Shellharbour, c.1905. (Shellharbour Images, SCC).

At first, transporting cedar from Shellharbour overland to the port at Wollongong for shipping to Sydney was virtually impossible - the tracks through the Illawarra were barely worn in the 1820s and the bullockies had a hard battle crossing the Macquarie River and would have had a tough time traversing the solidly timbered landscape, including the escarpment, to Sydney. Thankfully the small, protected harbour at Peterborough, (Shellharbour), was perfect for shipping. The cedar cutters floated their planks from the beach by way of rude rafts out to vessels awaiting their timber cargo for transportation to Sydney. Later, Towns and Addison, (sons-in-law of D'Arcy Wentworth), had established a shell-lime industry and began transporting their burnt lime to Sydney by boat from Shellharbour.[1]

By the mid 19th century the local harbour was predicted to become an important port on the NSW coast;[2] however the rocky bar at the entrance to the small harbour, which prevented large vessels entering, would have to be removed before this could be realised. Nevertheless, shipping ventures were established and industry related plant was constructed, (jetties and stores), to enable local producers to transport goods to market more easily. The local shipping industry was marked by the formation of various co-operatives in a bid to secure access to the Sydney market for local primary producers and industries. Every few years another company was established to replace the last - usually after the aim of the previous was achieved and the group had moved onto a new project to enhance their possibilities of prosperity in Sydney's garden, the Illawarra.

The formation of a sea transportation co-operative was first proposed in 1857; the following year the tender of Mr. W. Groat was accepted to erect a jetty at Shellharbour with a produce store for the movement of goods, (including butter, cattle and stock), between Shellharbour and Sydney.[3] The Macquarie River settlers were notified of the arrival of a boat at port by the *"...hoisting of a*

ball on top of a high fig tree on Dunster's Hill, visible over almost all the municipality."[4] Settlers travelled along a track from *"… Marshall Mount across Macquarie Flats and over the Stony Range to the little port"*,[5] and the small harbour welcomed vessels, the *William and Ann*, the *Elizabeth Cohen*,[6] and Thomas Hale's *Rapid*.[7]

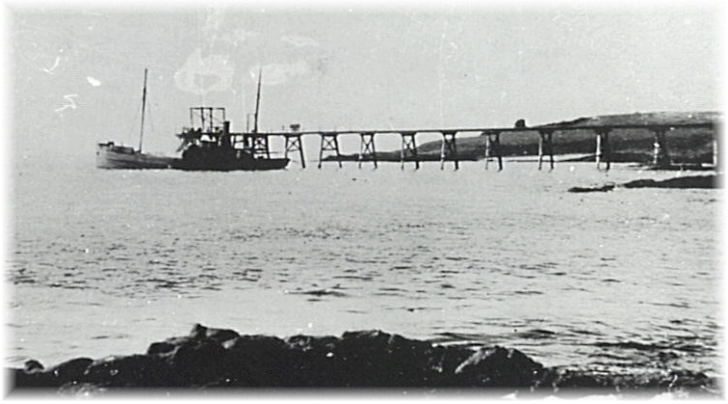
Ships were loaded from the shore before the construction of the jetty and although it initially serviced the locals well, eventually trade suffered due to inadequate services at the port. The rocky bar at the entrance meant only small vessels could come into Shellharbour to take produce and these came infrequently.[8] The Osbornes, McGills and others watched in frustration while many large vessels passed their port, plying their trade along the NSW south coast. Without enough access to market, the future of primary production and industry in Shellharbour was bleak. With economic prosperity at stake, producers at Shellharbour forced the construction of a generous jetty that could accept larger vessels. A new venture, the Southern Coast Steam Packet Company, was formed at a meeting in 1860 at the *Settler's Arms Inn* to construct the new work and four years later the jetty was completed. The company was justifiably proud of their 22 bay pier, which ensured that the local producers could gain access to larger ships to transport their goods to Sydney more regularly and no longer had to rely on the services of smaller vessels. In 1865 Captain Baxter, (who had first skippered the *William and Ann* in the locality), introduced a new schooner, the *Peterborough Lass*, to service the Shellharbour-Sydney trade route;[9] the *Agenoria* also traded at the port at this time.

The Settler's Arms Hotel, Shellharbour, c.1865. (Shellharbour Images, SCC).

Unhappy with simply the means of loading ships, the local traders wanted their own boat at their service and thus another company was formed – the Shellharbour Co-operative Navigation Company – to purchase or build a boat. In 1867 the *Dairymaid* was constructed at Huskisson by William Wood and was soon put to work. The Shellharbour Steam Navigation Company was formed in 1875, (replacing the abovementioned), almost 20 years after it was proposed.[10] Two years later the bar was removed from the entrance to the harbour and in 1879 the concrete breakwater was constructed.[11] 1880 saw the breakwater extended and the bar removed to an even greater depth enabling even better services.[12]

Remains of the original jetty at Bass Point, 1947. (Shellharbour Images, SCC).

Other shipping related structures were constructed in the Shellharbour area to meet the needs of the local quarries. George Laurence Fuller built a jetty at Bass Point, (then Long Point), for the



The **SS Dunmore** loading blue metal at Long Point, later renamed Bass Point, 1917. (Shellharbour Images, SCC).

transport of blue metal. The quay and quarries thrived, farewelling vast amounts of mined materials; indeed, it worked so well that eventually Fuller could afford his own vessel to service the local extractive trade and in 1891, the launch of the *SS Dunmore* was celebrated at Shellharbour.[13]

Once the railway traversed Shellharbour in 1887, primary producers and allied industries preferred the "iron horse" to the unpredictability of the sea; the local shipping industry collapsed. The Shellharbour jetty fell into disrepair and was quietly reclaimed by the seas. The village sank into a quieter existence and although the protected harbour still saw many boats, they were much smaller and carried leisure-seeking human cargo rather than produce. The shipping companies tried to keep afloat by using their ships to trade at other ports north and south, but in the end Shellharbour shipping's death knell was sounded by a mere accident at Sydney Heads. The *Peterborough* collided with the ketch *Jessie*, which sank. In order to pay costs and damages the co-operative went into liquidation in 1905, thus ending Shellharbour shipping forever, excepting for that relating to mined materials.[14]

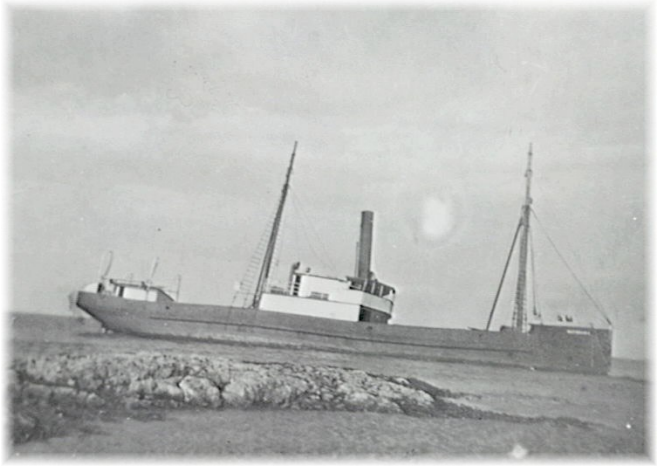
Shipwrecks

Sea faring along the NSW east coast can be perilous at the best of times. Large waves and strong currents have put ocean vessels at the mercy of nature since ocean navigation began, but even modern mariners are not safe, evidenced by the turmoil of the Sydney to Hobart yacht race every Boxing Day. Many ships, new and old, have slipped beneath the waves and found their rest on the ocean's sandy floor.

Consequently, shipping around Shellharbour has not always been smooth sailing. From the first European explorers to Shellharbour, (who experienced the vagaries of coastal weather and ended up far past their Port Hacking target), many boats have succumbed to the treachery of hidden rocks and forceful weather. At least eight shipwrecks have been recorded off the coast of the Shellharbour municipality, with Bass Point the scene of many of these tragedies. Shellharbour had its fair share with the *Amphritrite* wrecked there on 15 May 1851, the *Kiltobranks* on 21 February 1924,[15] and *Blackwall* on 20 July 1876.

> *"The boisterous weather of the past week has had the effect of adding two more to the already long list of shipwrecks which have occurred on the south coast. Two schooners – the Franz and the Bertha…left Sydney on Monday morning last for Kiama…..They experienced a storm about four o'clock on Tuesday morning, and the Bertha….being unable to make Kiama, put about, and tried to make Wollongong. The wind and sea rose suddenly, and the sails were considerably torn. The captain finding his vessel would not wear…seeing a light on the northern side of Point Bass or Long Point ran her ashore, and with the assistance of some aborigines, whose camp was close*

by, succeeded in getting a line ashore, by which means the crew were safely landed…The Franz which had been following in the wake of the Bertha, came so far south, that the Kiama harbour light could be plainly seen, but being unable to make the port, put back, like the Bertha in the hope of getting into Wollongong harbour…near the entrance to the Macquarie Lake, a light was observed on shore which was mistaken for the Bertha's, and the captain keeping the vessel in shore presently found himself among the breakers…and the captain then endeavoured to lay to till daylight, but found this impractionable, so determined as the best way to save the lives of his crew to beach the vessel."[16]



The wreck of the **Kiltobranks**, 1924. (Shellharbour Images, SCC).

Whilst WWII raged in Europe and Asia on land, in Australia an almost silent war was waged along our coastline with German mines and Japanese submarines taking Australian and Allied lives.[17] The most famous wreck in Shellharbour was the *SS Cities Service Boston* which ran into rocks at Bass Point on 16 May 1943 whilst transporting fuel for the war effort. Although it was not sunk by enemy fire, the wreck occurred during the most intense period of attacks, (1942 – 1944). Australian soldiers came to the rescue of the American crew of the *SS Cities Service Boston* and in doing so forfeited the lives of four of their own. A memorial plaque to the wreck and the Australian lives lost is situated at Bass Point where yearly memorial services are held; another memorial to the wreck is located on the war memorial monument in Caroline Chisholm Park, Shellharbour and remnants of the wreck remain at Bass Point. Other wrecks at Bass Point include: the *Echo* on 21 March 1863, *Bertha* on 9 September 1879, *Our Own* on 21 August 1880, the *Alexander Berry* in 1901,[18] and the Comboyne in 1920.

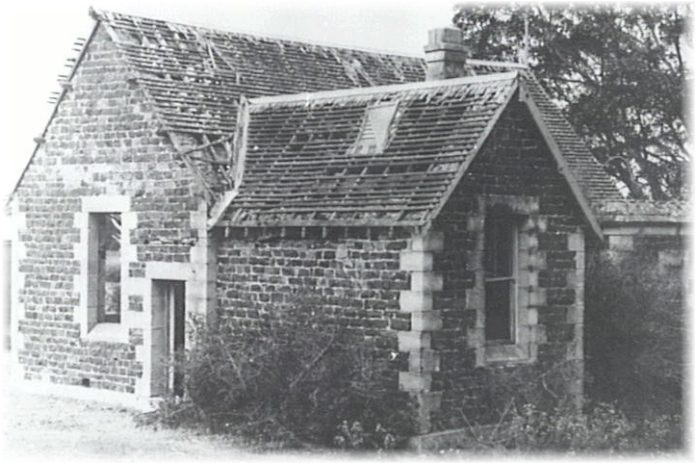
The **US Cities Services Boston** aground at Bass Point, c.1943. (Shellharbour Images, SCC).

Salvaging the screw of the **US Cities Services Boston** in 1957. (Shellharbour Images, SCC).

8. Living and Learning

"Schools were not so much in evidence as now (1901) and the mastering of the three Rs was made much subservient to the felling of trees and the clearing of the scrub."[1]

For much of the first century after European colonisation countless children were not fortunate enough to receive even an elementary education. Without the force of government legislation many settler's children were taught the skills for their life in the home and paddock working alongside parents clearing scrub, farming and in businesses with barely a nod to literacy and numeracy. Even later



Minnamurra School, Dunmore, no date. (Shellharbour Images, SCC).

when schools were available, periods of busy farm work resulted in a dramatic decline in attendance, conversely during slow times the schools were packed to the rafters. The children of wealthy settlers were often educated at home using private tutors while others were lucky enough to be taught reading and writing skills by their parents at home or attended church schools, but just as many never had a chance. Small private schools existed in the early period at Stoney Creek and one at Dunmore known as Fitzgerald's which was later converted to a National School in 1862.[2]

When the first settlers and their children came to the Shellharbour area there were no educational institutions, so the new immigrants set about making a life for themselves, part of which was the development of community facilities like schools for the education of their offspring. By the mid 19th century public and denominational schools existed in many areas of the colony including at Shellharbour, Macquarie River and Terry's Meadows, which made education more accessible to the local settlers. In 1866 the Council of Education was formed to administer public schools in NSW taking over from the Board of National Education; a similar body, the Denominational Schools Board looked after church schools. However, the introduction of the *Public Instruction Act 1880* had the most profound effect on education in NSW, establishing compulsory instruction and withdrawing government funding from private and denominational schools.[3]

Macquarie River Church of England School, 1879. (Shellharbour Images, SCC).

The history of each small local school is mirrored many times over in Shellharbour. The late 1850s and 1860s saw a boom in local educational facilities with many new schools opening to cater for the increasing population brought about by the region's prosperity. Schools were often moved around the landscape with changing settlement patterns. Enlarged as the population grew – they were often inadequate in size, comforts and materials by the time construction was completed. Schools opened and closed to cater for the quirks of 19th century population waves, for example the school at Tullimbar opened in 1881, closed in 1896, reopened in 1922, closed in 1942, to open yet again in the 1950s.[4] The majority of teachers were men of which the married ones were often lucky

Tullimbah School, Albion Park, no date. (Shellharbour Images, SCC).

enough to have the aid of their wife in the classroom, usually a happy boon to teacher and students. The school buildings were sometimes used for church or public meetings until purpose built structures were constructed.

Schools in Shellharbour were constructed of varied materials, some of weatherboard, some brick and others of stone, with most materials sourced from the locality. The local builders and committees did their best to provide reasonable buildings but by today's standards most would be considered intolerable. All were simple structures frequently following model designs for educational buildings of the time, (especially public schools); most had a residence attached for teacher and family. Regardless of the fabric, each type brought different trials to the pupils forced to endure the extremes of weather within its walls. Students shivered in winter when the gusts of wind blew through the cracks in the weatherboard walls; the stone buildings refrigerated the local youth. Summer was easier to bear in stone and brick classrooms, but the weatherboard barely gave any protection against the soaring temperatures. Some classrooms even had earthen floors, (e.g.

Shellharbour Public School, 1871. (Shellharbour Images, SCC).

Moles' school at Tongarra c.1870s).[5] Without fail, every school was always inadequate for the needs of the teacher and student – there was never enough space, nor material to go around. For example, students at the newly constructed Shellharbour School in the 1870s had to wait a few years for toilets.

The centralisation of eduction in the 20th century saw the abandonment of many schools in Shellharbour. From the mid 20th century public school students began to be bussed into larger centres for education rather than the government supporting many small rural schools. An early example of this education centralisation scheme is at Dunmore where local children were bussed to Shellharbour for their schooling when the Minnamurra School closed in 1907.[6]

In the 19th century secondary education was often catered for in the regular public schools when necessary, although not many students continued on after they turned 14. The first secondary school in Shellharbour was opened in 1962 at the rapidly expanding Oak Flats, which was followed shortly after by the high school at Warilla, (1966). Prior to the introduction of high schools in Shellharbour in the 20th century, residents had to travel to Dapto or Kiama for secondary education.[7] Tertiary education had an even later start. A TAFE campus at Warilla opened in 1977 to cater for technical education, but for a university education, local residents still have to travel to Wollongong or Sydney.

Albion Park Public School, 1892. (Shellharbour Images, SCC).

Public Schooling

Public schooling was very different in the 19th century. Parents were expected to contribute quite a bit to their children's education, often providing a school site, building, furniture, utensils, and accommodation for the schoolmaster before the government would allocate a teacher. Sometimes the government would pay part of the costs, (e.g. two-thirds was contributed by the government to the second, enlarged school at Shellharbour), with the local community left to pick up the rest of the tab – quite an undertaking for many struggling settlers considering they still had to pay student fees.

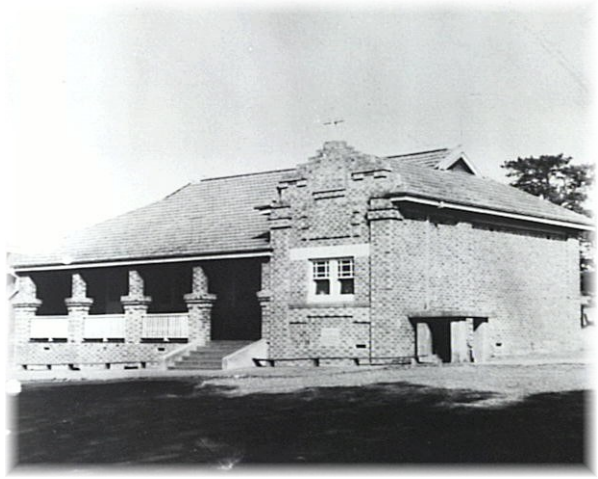
The first school in Shellharbour was opened by Captain Robert Towns in c.1843 for the children of settlers brought to Shellharbour by Caroline Chisholm. Towns engaged Mr. Michael Hassen to teach these tiniest immigrants in a slab hut located on the south-east corner of Addison and Wentworth Streets. It would seem that Hassen stayed at the school until his death in 1858 at which time the control of the school was taken over by a committee of local men on behalf of the Board of National Education.[8] With public subscription paying one-third of the cost and the Board granting two-thirds, the old school was enlarged to service the increasing populace and opened in 1859 with Mr. Henry Bonnar as teacher.[9]

Early settlers built what was necessary to their need and means. As a place grows the old become obsolete, as it was with the school at Shellharbour. Left well enough alone whilst all around the community expanded and made its mark on the landscape with homes, churches, stores and the like, the school suffered and deteriorated. Embarrassed by scrutiny in the Illawarra Mercury for the "unworthy" structure the community moved to erect a new, commodious building to house the school. Again with community subscription, (made easier by the prosperity gained in the 1860s),

and Council of Education grant, a schoolhouse was constructed in 1870 at a new site in Mary Street on an acre of land given by Thomas Alexander Reddall.[10] The old school closed and it seems it was left lonesomely there to endure the action of the voracious termites and borers until it was no more.[11] The 1870 version in Mary Street was demolished and replaced in 1929 with a new building.[12]

During the very early days of settlement there were also schools at Macquarie River, (later Tullimbar), and Terry's Meadows, (later Albion Park), about which little is known. The Macquarie River School floundered under the auspices of the Church of England and in the 1860s was converted to a public school under similar circumstances to its counterpart at Shellharbour.[13]

With a shift of focus to the settlement at Albion Park from the 1870s, (consolidated by the proximity of that settlement to the railway line that came through the area in the late 1880s), more public and church schools opened in the vicinity of that settlement. In the 1870s, schools and churches were constructed side by side in Albion Park West, however in the 1880s the settlement had grown up near the Albion Park crossroads and so schools were shifted here when they could. (See Appendix A for list of Shellharbour's public schools).



St Paul's Catholic School, Albion Park, c.1925. (Shellharbour Images, SCC).

Denominational Schooling

The first church school in the Shellharbour area was a Church of England school established at the Macquarie River after the initial settlement of the area and situated on the Illawarra Highway just west of Tullimbar Lane. This was converted in c.1860 to a public school. Although the first denominational school didn't have a long career, many others soon followed. Of Roman Catholic denomination, the St Paul's Catholic School at Albion Park was established in 1883 and is the only early church school that survives in the Shellharbour City area into the 21st century.[14] The school was originally known as St. Joseph's, however when the school was rebuilt in 1925 the moniker became St Paul's. The 20th century has seen many more Anglican and Catholic schools established in the Shellharbour City area, with another to be added to the mix, Corpus Christi Catholic High School, Oak Flats, in 2006.[15]

(For a full list of schools in Shellharbour see Appendix B).

9. Six Feet Under

In my last communication [23/3/1883] the death of two of Mr Archibald McGill's children was mentioned, and the probability of a third being added to that number. The apprehension proved to be too correct, as the third died on the night you printed the statement about the other two deaths, and a fourth death took place on the Monday following. Thus four deaths occurred in that family within eight days."

Anon, 3/4/1883, *Kiama Independent*[1]

The specific causes of death may change throughout history but nevertheless it comes. Deaths in the early era were commonly caused by falls from horse or buggy, work accidents, drowning, fire and infectious diseases and the familiar cavalcade of human misadventure. Infant mortality was notably higher than it is now and infectious diseases were a constant worry in the 19th and early 20th centuries. The *Kiama Independent* published death notices with frightening regularity during the diphtheria epidemic of 1883 and the McGill family tragedy was a story common to many families. Influenza ravaged populations in the first half of the 19th century and in 1918-19. The 1850s saw a host of diseases including measles, typhoid, smallpox and pulmonary TB rip through Australia. There was no respite the following decade when a new mass of maladies tormented the population, including diphtheria, scarlet fever, whooping cough and other respiratory infections, not to mention the bubonic plague of the 1900s.[2]

The earliest pioneers set aside burial grounds almost immediately after they arrived on the properties where they lived and worked. Some people would have been buried along the newly worn tracks through the Illawarra as they travelled through. There are likely to be many unmarked graves throughout the district and the resting place of many pioneers will forever be a secret. As the population grew, the need for a dedicated cemetery become evident.

The first cemetery in the Shellharbour area was located on the picturesque sand dunes near the small port at Shellharbour village, just south of the harbour. The area was granted for a cemetery when the Wentworth family subdivided the private village of Peterborough for sale in 1851.[3] Captain Robert Towns, (husband of Sophia, one of Wentworth's daughters), is thought to have laid out the sections for the denominations in 1851.[4] Many early residents were laid to rest here with their headstones facing the rising sun over the Pacific Ocean, representing the ascension of Jesus Christ. Time wearied this consecrated ground, which was eroded by the rough seas of the Pacific and the cemetery fell into disuse. Eventually the old headstones leaned and fell from their pedestals to lie on the ground that housed Shellharbour pioneer's remains. The cemetery was resumed in 1889 by the government, (along with much of the Shellharbour seafront), for a recreational reserve;[5] some of the interred and their headstones were removed to other cemeteries. The site of the cemetery is now Bassett Park and a caravan park known for many years as Burying Ground Beach Caravan Park.[6]

The Presbyterian Cemetery, (now known as the Albion Park Pioneer Cemetery, situated in Russell Street), Roman Catholic and Anglican burial grounds, (both on Tongarra Road), at Albion Park were all established in the 1870s west of the crossroads.[7] The erection of churches and the consecration of the associated cemeteries coincided with the expansion of the Albion Park centre at the expense of the older one at Shellharbour. Rivalry between Shellharbour's earliest two towns was rife during this period with the settlers at Shellharbour livid that their focal position was usurped. However, the lack of viable options meant that as Shellharbour folk died they were probably buried at the cemeteries at Albion Park until the second Shellharbour cemetery, known as the Shellharbour General Cemetery, was established in the mid 1890s. This

cemetery was located on the eastern slope of a hill south of the village, (on Shellharbour Road), between the aforementioned and the railway at Albion Park. The land had been given by G.L. Fuller in 1894 and the cemetery came into use two years later.[8]

The Albion Park Pioneer Cemetery contains the remains of many of the earliest Presbyterian settlers at Albion Park, many of whom were of Scottish heritage and arrived in the district from the 1840s to take up clearing leases. These pioneers were instrumental in the development of the locality, and essential industries such as dairying. The first interment on the western side of the cemetery was that of Andrew McGill in 1876, two years before the cemetery was officially acquired by the Presbyterian Church (in January 1878 for £20 from John Russell). The burial ground was two acres, being part of lots 32 and 42 of the Terry's Meadow Estate. Six-week-old Neil James McGill was buried in 1878 near his family member on the western side of the cemetery securing this portion for the McGill family. Other early families represented in this cemetery include the Frasers, Moles, Balls, McDonalds and Mercers. The cemetery was essentially closed to burials from the 1930s, excepting those that held a prior claim in family plots. From this time Presbyterian burials occurred at the Croome Cemetery and the original Albion Park Presbyterian burial ground was largely left alone, becoming overgrown and the monuments dilapidated as a result of age and erratic maintenance; the last burial occurred in 1969. The curtilage of this cemetery has been reduced by community facilities including a library, museum, pool and car park; the entire two acres of the original burial ground was sold to Shellharbour City Council in early 1980. By 1982 the former cemetery had been converted to a rest park/pioneer cemetery with the assistance of the Albion Park Lions Club.[9]

Albion Park Pioneer Cemetery, 1982. (Shellharbour Images, SCC).

Two other cemeteries exist in the Shellharbour locality, at Albion Park and Albion Park Rail. The Marshall Mount Methodist Cemetery, (on Calderwood Road, Albion Park), was laid out on land donated by Alderman Thomas Armstrong for that purpose in 1879. The second is Croome Cemetery or the Albion Park Rail General Cemetery, (on Croome Road), which was a public cemetery established by the Shellharbour Municipal Council in 1900.[10]

10. From A Distant Land

The Aboriginal people were the first immigrants to Shellharbour arriving somewhere between 40,000 and 100,000 years ago. These early immigrants held the land in trust for thousands of years until the arrival of the next and subsequent waves of immigration over the last two centuries. About 160 000 convicts entered Australia in the late 18th and early 19th centuries and from the 1790s there were also free immigrants flowing from the United Kingdom.[1] Migrants from the United Kingdom and Ireland dominated from colonial times until the mid 20th century. Post WWII, the levels of migration fluctuated substantially, depending on economic conditions and political policies. Australia's migrants extended to include Eastern European and Mediterranean populations displaced by WWII, including Italy, Greece and Yugoslavia. From the late 20th century more Asian migrants have entered the country.[2] This trend is concurrent in Shellharbour where the English, Scottish, Welsh and Irish arrived first, followed by Germans, Greeks, Italians, Dutch, Finns, Chinese and Indians. The tradition of migration to the Shellharbour area continues today, largely because Shellharbour continues to offer fertile land, industrial jobs and a seaside resort lifestyle. Immigration has had a major impact on the size and composition of Shellharbour's population, particularly since the end of WWII.

Immigrants travelled here by boat for thousands of years until the late 20th century when air transportation technology overtook previous modes of travel. Migrating to Australia in the 19th and early 20th centuries started with a tedious ocean voyage. In the mid 19th century it took about three months to travel to Australia, depending on the weather, and included stops at Cape Town in South Africa to replenish supplies before the Roaring Forties swept the vessel east across thousands of kilometres of treacherous ocean to the Australian colony. The going was tough for most passengers: seasickness was the most common malady with many spending the journey heaving over the ship's rails. For those lucky enough to escape seasickness, infectious diseases such as measles and typhoid lurked on board, claiming many lives on the outward journey. Good nutrition was difficult for many in the 19th century and on board ocean-going vessels it could be even worse as rations consisted of dried and salted meats, tea, sugar, flour, liquor and some vegetables. In the heat, coping with the cramped conditions onboard would fray anyone's nerves; the hot air hung below deck creating an oppressive atmosphere with perspiration pouring from a multitude of bodies, not to mention the resultant stench. To go on deck could mean a serious bout of sunstroke, aggravated by the voluminous clothing of the period. Ships' doctors were kept busy administering to crew and passengers and all breathed a sigh of relief when the ships finally docked at Port Jackson.

With the end of transportation of convicts in 1840, the Australian economy could no longer ride the wave of free labour and needed to look to an immigrant workforce to move forward. This was provided by assisted migration of British nationals. The scheme worked for a time but a dearth of skills in certain fields by 1847 saw the first real move towards a multicultural Australia when non-British workers were welcomed to Australia, providing they had the requisite skills. The gold rush of the mid 19th century in Victoria and NSW saw an acute labour shortage in primary industry which resulted in the approval of assisted passages for pastoralist sponsored employment. Australia welcomed expert wine growers, shepherds, coachbuilders, wheelwrights and farmers and there was a huge influx of immigrants from all over the world.[3]

Shellharbour had two distinct assisted migration schemes very early in its history, that of Reverend John Dunmore Lang in 1837

and Caroline Chisholm in 1843. Both schemes were quite similar in that the aforementioned organised multiple family groups with similar lifestyles, morals and religious beliefs to settle near each other to form an instant community where they would live and work the leased land. Both schemes were assisted by Captain Robert Towns and were highly successful with the families thriving in their adopted country. Many progressed to land ownership in their own right, a possibility all but closed to most of these Scottish and English settlers in the United Kingdom.[4]

The colony was still in its infancy when the first German book describing Australia was published in 1823 to encourage German migration, however by this time many Germans had already made the trip to NSW and entered into business. German migrants came to the Illawarra in the 1850s to live and work. Previously, German botanist Karl von Hugel had visited the area to collect specimens. German artist, Eugene von Guerard also came to Shellharbour and immortalised its beauty with sketches and paintings around the time of the earlier settlers; however most German settlers were busy agriculturalists or vignerons. At Shellharbour, the most famous German immigrants of the 19th century were the Muth brothers, Ludwig and Henrik, (later anglicised to Louis and Henry Mood).[5][6]

Albion Park Show Committee Executive, 1903 with Mr Muth (Mood) in the centre. (Shellharbour Images, SCC).

The Mood brothers arrived in Australia on the *Commodore Perry* in 1855 with their mother and stepfather, Phillip and Margaret Dietz; the boys were young, Henry seven and Louis five. Phillip Dietz had secured a sponsored employment position as a vineyard worker for Mr. Robb of *Riversdale* and brought his family to Australia on the assisted passage scheme, settling in Kiama. The Mood boys took their stepfather's name until they left school when they reverted to Muth/Mood. Remaining in Kiama until the mid 1870s, Henry became a coachbuilder and Louis followed him into the trade. The brothers must have been close as everywhere that Henry went, Louis was sure to follow, at least for a time. The Moods began their lives in Shellharbour in 1875 when Henry established a coach building factory in Shellharbour known as H. & L.R. Mood. The Mood brothers and their families lived, worked and prospered in Shellharbour, adding assets of property and businesses to their portfolio. They concentrated on coach building until 1883 when Henry purchased a timberyard and gravitated towards building and selling timber whilst Louis continued with coaches. From 1885 Louis took over the coach building business and Henry's name began to fade from the locality, moving to Lismore probably in the 1890s.[7]

H. & L.R. Mood changed to L.R. Mood & Sons in the mid 1880s with Louis continuing the business in Shellharbour with his sons. Louis began public life in 1885 when he was elected to Shellharbour Municipal Council, maintaining his association with local council until 1906. Louis Mood was an astute and wealthy businessman by this time and obviously realised the implications of the arrival of the iron horse and the resultant effect

on the Shellharbour centre and commerce in the district. As a councillor he would have been a major player in the shift of focus from Shellharbour to Albion Park, but regardless of the political hand Mood played, he was a long term resident of Shellharbour and was likely a kindred of local villagers who resented the shift. Economics came first and Louis realised that it was financial suicide for his business to stay in Shellharbour and so he jumped ship and moved lock, stock and barrel to Albion Park, the new commercial hub, in 1895. His Shellharbour cronies obviously forgave him as when the Council Chambers moved to Albion Park two years later he was elected mayor.[8]

L.R. Mood & Sons, Coachbuilders & Wheelwrights, Albion Park, c.1895. (Shellharbour Images, SCC).

Louis Robert Mood was a prominent civic citizen in the Shellharbour municipality from the 1880s until death in 1920, age 70. Not only was Louis Mood a councillor and mayor, but he represented the community on various agricultural and dairying associations like the Albion Park Show Committee and Milk Suppliers Union. Mood was there when the Central Illawarra Milk Factory and the Dairy Farmers Milk Company was established. Louis Mood and family stayed in Albion Park, many of them for their entire lives and are well remembered for community work and social associations. L.R. Mood Park at Albion Park honours this important public man.[9]

Many other immigrants mirrored the life of Mood in the 20th century. After the end of WWII there was a huge influx of migrants from non-English speaking backgrounds into Australia, with many thousands converging on the Illawarra. The end of warfare in the 1940s left hundreds of thousands of peoples displaced by conflict in Europe, while in Australia there was a shortage of labour and a growing belief that population growth was essential to the country's future. Consequently Australia negotiated agreements with other governments and international organisations to help achieve its high migration targets. By 1950, 200 000 immigrants had already arrived under the auspices of these government polices and contracts. In the 1950s and 1960s the Netherlands, Germany, Italy, Greece, Turkey and Yugoslavia provided the majority of migrants to Australia,[10] many moving south into the Illawarra, especially Shellharbour as the opportunity for work and housing was high. Largely welcomed with open arms, (Dutch and German language books were introduced to the Oak Flats Library to service the ethnic community there[11]), housing and facilities expanded to cope with the high demand in the locality brought by the dramatic rise in population, with huge residential expansion at Warilla, Oak Flats and other suburbs of Shellharbour.

The first "New Australians" naturalised in Shellharbour were Warilla residents Mr. and Mrs. Jan Kaay in a ceremony in October 1959 at Albion Park Council Chambers. Naturalisation ceremonies were frequent in the 1950s with many immigrants adopting Australian nationality.[12]

Industrial development continued from the mid 20th century in Wollongong enticing more and more immigrants. Refugees of

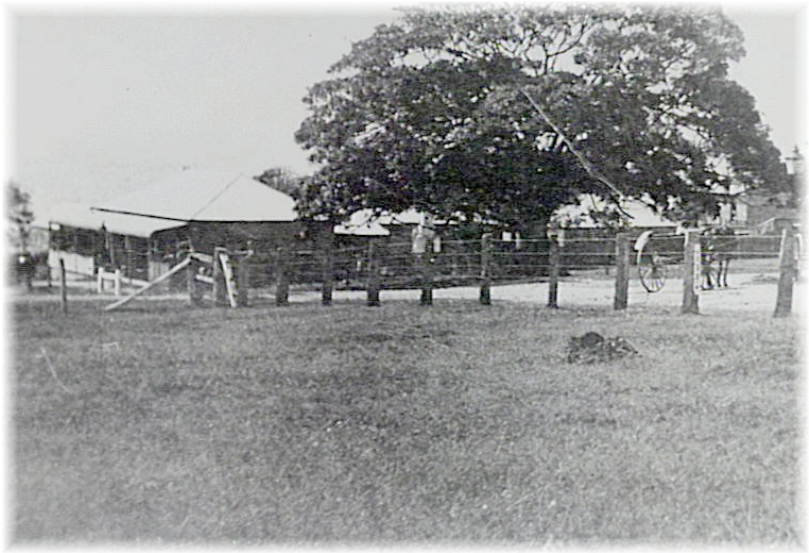
war came in the 1940s and 1950s; in the 1960s and 1970s skilled workers in the steel industry came from the British Isles and even more recently people from south-east Asia have arrived, exiles from conflict in their homelands.[13] In the mid 1990s in NSW more than one in five residents was born overseas. NSW has the highest proportion of overseas immigrants in the country, mainly from non-English speaking countries. At this time in Shellharbour almost 12 per cent of the population was born overseas.[14]

Mr & Mrs Fritz Fisher who arrived in Australia from Germany in 1957. They established a German School in Oak Flats in 1962 and the German Air Rifle Club at Albion Park Rail in 1967. Mr Fisher received an OAM in 1988 for his efforts to foster good relations between the Australian and German people. (Shellharbour Images, SCC).

The legacy of many waves of immigration in Shellharbour is evidenced in the local architecture, lifestyle and cuisine. European style houses are evident in most suburbs of Shellharbour, with the instantly recognisable homes of Greek migrants glowing white in the summer sun. A home in Oak Flats with a windmill out front signals its owner's Dutch heritage to all. Multicultural restaurants abound where once only Anglo-Saxon fare was available. The obligatory Chinese restaurants are found in most settlements, in line with the rest of Australia. In the 21st century the Mediterranean-inspired al fresco dining has taken hold, perfect for the summer weather and the tourists in Shellharbour.

11. A Village by the Sea

On 22 September 1851, the Private Town of Peterborough was laid out and registered at the Registrar General's Department in Sydney. The streets of the port village were named after D'Arcy Wentworth's family, including his daughters Mary and Sophia, and his sons-in-law, Towns, Addison and Darley. A cemetery was also laid out on the south arm of the harbour and the little village began its official life.[1] Spirits were high and the future of the village and locality were bright in the mid 19th century. The harbour was predicted to become a busy shipping centre on the south coast and local residents had already begun developing its natural assets with stores at the harbour. A jetty followed in 1858, but was replaced with a more commodious pier in 1864. In 1877 the rocky bar at the entrance of the harbour was removed, in 1879 the concrete breakwater was erected and in 1880 the breakwater was extended and the bar removed to a greater depth, all of which enabled the port to access better services, especially by the use of larger vessels.[2]



The Steam Packet Inn, Shellharbour, c.1905. (Shellharbour Images, SCC).

By the mid 1850s a schoolhouse was already in use, there were two hotels, a few houses and a store. The public houses were the *Steam Packet Hotel* with David Moon the first licensee and *The Settlers Arms*, with Robert Martin as publican. The former remained in the locality until 1978 when it was demolished, but the latter site has a history punctuated by fire. *The Settlers Arms* was destroyed by fire in 1872, after which the land was left vacant until the construction of the *New Royal Hotel* in 1891, which was also destroyed by fire in 1931, never to be rebuilt. Mrs. Henrietta Bush, the last proprietor of the *New Royal Hotel*, transferred her publican's licence to the *Ocean Beach Hotel*, after the 1931 fire.[3]

By the end of the 1850s there were postal services, a local police presence, a Literary and Debating Society and Robert Wilson had erected his flourmill in which church services were held prior to the erection of purpose-built Anglican and Presbyterian churches in 1859.[4] The mill was demolished in 1922 by which time it had become so dilapidated that it was a safety hazard. The Shellharbour Tennis Club erected a rotunda on the site, which is now the centrepiece of a picnic and recreation area on the old "Driftway".[5]

The village progressed at a steady pace, surviving the 1860s wheat rust epidemic to emerge a well-known port village of scenic character. The seafront was always a favoured relaxation spot, with more and more visitors travelling to the village as the century waned. A Methodist Church appeared in 1863, more stores opened, pubs were welcomed, bakers rose early to provide for the residents and the Mood brothers were building coaches. The stone courthouse in Mary Street was built in the late 1870s, replacing the earlier watch house constructed in the same street in 1861. A School of Arts was erected in the 1890s at a period when the village was in decline, having recently lost the battle for

commercial supremacy with Albion Park.[6] Stella Maris Catholic School was established in the 1950s to cater to the Roman Catholic villager's children.

From the late 19th century through to the 21st century, the Shellharbour streetscape changed with the demolition of old buildings making way for new stores, shops, offices, restaurants and clubs. No longer a village by the sea, Shellharbour has become a busy commercial and retail centre. It remains a popular tourist destination in the summer months and when the streets are thronged with visitors it regains some of its former holiday atmosphere.

New Royal Hotel, Shellharbour, c.1905. The building to the left is the Steam Packet Inn. (Shellharbour Images, SCC).

The original Ocean Beach Hotel, Shellharbour, c.1935. (Shellharbour Images, SCC).

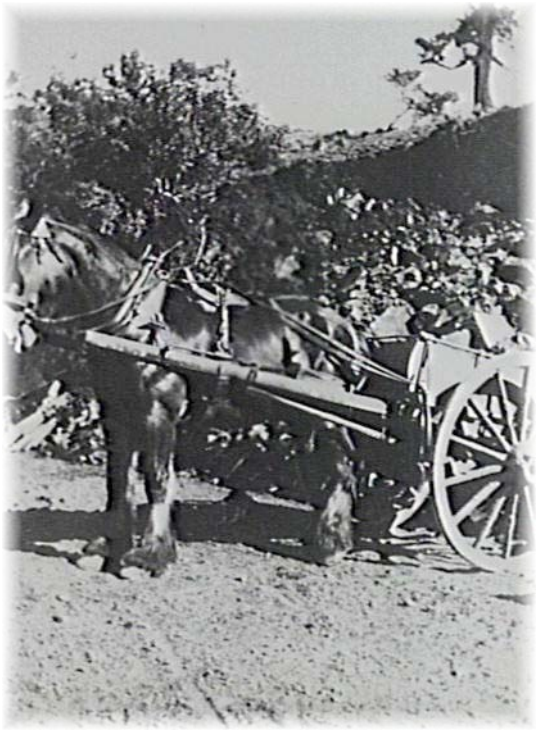
Shell Garage, Shellharbour, 1926, built by Ted Thomas and leased by Frank Crew and later by his brother Alf. (Shellharbour Images, SCC).

Albion Park Commercial Hotel on fire, 1954. The vacant site was purchased by Shellharbour Council and named the L.R. Mood Park in 1969. (Shellharbour Images, SCC).

12. From Here to There

Transportation in rural Australia in the 19th and early 20th centuries was a long, uncomfortable, dusty journey. Travelling from one place to another, even just a few kilometres, was often difficult because there were few, if any, man-made roads, mostly just simple bush tracks along which to travel. These tracks were rough and dusty in dry periods and muddy quagmires when wet; travelling could be perilous, with many losing their way and dying in the bush.

In the early 19th century, Shellharbour was accessible only on foot or horse through the dense scrub from Campbelltown or Appin, (although the rivers and escarpment were often impossible to negotiate), and later by boat to the port at Shellharbour. Transporting goods to market before the introduction of the railway lines in the Shellharbour City area was undertaken via ship departing from the port at Peterborough/Shellharbour from the mid 1850s. (Refer to the Shipping theme "Sea Lanes" for further information.) Horse and bullock teams were employed to cart produce to the port, crawling along the main north-south or east-west tracks of the rugged Illawarra. Transporting supplies and people into the Shellharbour area was almost as difficult; goods and passengers were conveyed to the port at Shellharbour from Sydney. Alighting at the pier they would thence travel on bullock wagons, horse drawn vehicles, (drays, lorries, spring carts, buggies or wagons), or even on foot to their destination.



Horse and cart load of blue metal coming out of Dunmore Quarry, c.1905. (Shellharbour Images, SCC).

Bridges and Roads

Whilst he waterways of the area initially formed natural barriers they subsequently enhanced access and encouraged development. Bridges and roads have been constructed since the incorporation of the municipality in 1859, shortening travel times and enabling journeys throughout the region. Macquarie Rivulet was bridged in 1858 and a bridge over the Minnamurra River was erected in 1872, although it had been serviced by a privately operated punt since 1861. The bridging of Lake Illawarra, the northern boundary of the municipality and the nearest access point for people from the north, was not completed until 1938. Consequently, Warilla's holiday character did not begin to change until the 1940s.[1]

Ben Rixon had cleared an old Aboriginal track up the Pass many years before the road was actually formed in the late 1890s.[2] The opening of Macquarie Pass in 1898 enabled ready conveyance of people and goods between the coastal plain and the highlands over the top of the escarpment, representing a locally significant step in the development of transportation in Shellharbour City area.

The proliferation of the motor car in the 20th century revolutionsed how people travelled and the distances they could easily cover. Today motor vehicles remain the preferred option, particularly as public transport into and around Shellharbour area is limited.

Road and Water Transport

Preceding motor vehicles were a handful local, privately operated horse-drawn coach services. Early tourists were transferred from the port or the railhead via horse-drawn coach to their destinations. The Timbs and Prior families provided limited services in the 19th century, with the Mood brother's manufacturing coaches locally from Shellharbour and later Albion Park; by 1879 a daily coach was arriving from Sydney at the Royal Hotel in Shellharbour Village. These professionals were rendered obsolete in the early

Gabriel Timbs' coach after picking up passengers from Albion Park Station, 1905. (Shellharbour Images, SCC).

20th century when motor vehicles arrived, replacing horse drawn passenger coaches with motorised omnibuses and coachbuilders with motor repair garages. The first service station appeared in Tongarra Road, Albion Park in 1923, owned and operated by the Harris family; Shellharbour received its first motor repair garage in 1926 when Edward Thomas opened his doors in Addison Street.[3] Barry Brownlee was a well known local who ran bus services from Albion Park for many years.

Ferry services are also a form of local transportation that has not continued into the 21st century. There were ferry services from Dapto, but the most famous service is that of the Lady Albion. Tourists boarded at the Windang Street jetty for a trip around Lake Illawarra, taking in Gooseberry Island and Lake Entrance, before dropping some at guest houses or holiday spots on the lake and returning others to the embarkation point to further their journeys.[4]

Iron Rails

Like shipping before it, the coming of the railway to the Illawarra was a major boon to the local economy and was the mode of transport that really brought the Shellharbour area economic prosperity and longevity. The impact of the railway was profound. Not only did it connect Shellharbour to Sydney enabling primary producers to access their market more efficiently, it brought tourist trade. Tourism has been instrumental in the development of the region in the 20th and 21st centuries.

Railway bridge, Albion Park, c.1908. (Shellharbour Images, SCC).

The majority of freight was handled by sea until the late 19th century, but the vagaries of coastal weather hampered shipping along the south coast of NSW and resulted in frequently unreliable services. These transportation problems led to local agitation in the early

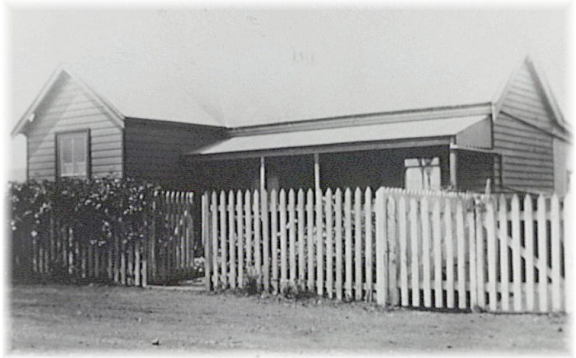
1870s for the construction of a railway line from Sydney, through the Illawarra, to Kiama. The estimated cost discouraged private enterprise from financing the venture, however the need was still great and agitation continued.[5]

After continual representations from the people at Shellharbour (who had, after all, lobbied the government successfully for the construction of Macquarie Pass),the government finally agreed to erect a line through the Illawarra. The route was surveyed and laid out through some of the most difficult terrain in the state. It was altered before, during and after construction to create a more manageable line using the easiest possible gradients and straightest route. Construction began on the Illawarra line in 1882, with the first portion of track opened for service between Sydney and Hurstville in October 1884. Bureaucratic bungling led to delays and a change in contractor in 1884, however the line continued to move forward and the next section between Hurstville and Sutherland was opened in December 1885. The following segment of the line was delayed due to the difficult landscape and sections beyond were ready in advance of it. The Clifton, (later South Clifton), to Wollongong portion was opened in June 1887.[6]

Shellharbour Railway Station, Dunmore, 2000. (Shellharbour Images, SCC).

The third section of line to be contracted was the part that entered the Shellharbour City area, as far as the northern banks of the Macquarie Rivulet. The contract was let to Proudfoot and Logan with work commencing at the end of 1883 using a largely immigrant Italian workforce. The contract for the fourth section between Macquarie Rivulet and North Kiama was later given to Monie and Company, and the whole area from Wollongong to North Kiama was opened in November 1887. Stations and signal boxes on this section of line included: Wollongong, Mount Kembla Crossing, Unanderra, Dapto Watertank, Dapto, Albion Park, (later Yallah), Oak Flats, (later Albion Park), Shellharbour and North Kiama, (now

William & Janet Stanford, the railway gate keepers at the Tongarra Rd/Oak Flats Rail Crossing, c.1925. (Shellharbour Images, SCC).



Oak Flats Railway Gate House, Kingston St, Oak Flats, c.1925. (Shellharbour Images, SCC).

Bombo). The final section of the line to Bomaderry was opened for traffic in June 1893.[7]

The construction of the line in the Shellharbour City area was relatively free of trouble and was constructed with comparative ease considering the problems experienced on other portions of the line. Long timber viaducts were erected over the Macquarie Rivulet and Minnamurra River and a tunnel bored between Oak Flats and Shellharbour.[8] To reduce the incline through Stoney Range, a tunnel was constructed at Croome, which now has the happy distinction of being the shortest railway tunnel in NSW.[9]

The first railway station in the vicinity of Shellharbour was opened in 1887 and although initially known as Albion Park, was changed to Yallah where it was sited.[10] Albion Park Station at Albion Park Rail, was initially called Oak Flats, but changed to its current name in 1888. A township grew about the station in the 1920s and Station Road was constructed at this time to link the railway station with Albion Park, the commercial centre of the period. The Illawarra Central Co-Operative Dairy Company siding was opened nearby in

Steam train hauling blue metal from Dunmore Quarry, c.1930, for the building of Sydney Harbour Bridge. (Shellharbour Images, SCC).

January 1913. Shellharbour Station, (which is in fact at Dunmore), was constructed three miles distant from the resort village of the same name and opened in 1887.[11]

A cream stage known as Oak Flats was open for less than a year, (January through September 1890), and situated at the Shellharbour Road level crossing. In 1925 a passenger platform was opened at the same site. Also in 1925 the cream stage at Croome opened near the northern portal of the small tunnel; later listed as a station for passenger stops, it closed after a few years.[12]

In 1923 a small line was linked to the main line at Shellharbour Station to allow the new quarry at Dunmore to access the rail network. Minnamurra Station was located outside Dunmore House,[13] the residence of the Fuller family, and opened on 23 December 1891. A new steel bridge was constructed over the Minnamurra River in 1923, replacing the old timber one. The death knell sounded for the small Minnamurra Station during investigations into railways in the early 1940s when it was discovered that the station serviced a single family whilst a considerable population was sited at the southern side of the river mouth; the station was consequently moved there in 1943.[14]

Up, Up and Away

In the 1920s flights to the Shellharbour City area were often landed in Stapleton's paddock on Tongarra Road, which provided a perfect space for the landing of an aircraft. As the area developed an airport was eventually inevitable, but it did not appear until WWII. In 1942 an airstrip was constructed south of the Macquarie River Bridge at Albion Park Rail as part of the Illawarra defence plan.[15] The airstrip was built on resumed land by the Civil Construction Corps for RAAF pilot training and the defence of the steelworks at Port Kembla.[16] The airstrip never saw much action and it was eventually given back to the owners at the end of hostilities.[17]

After the War the runways were developed for civil aviation. In 1952 South Coast Airways established an air service from the aerodrome, flying between Sydney and Melbourne via the South Coast and Bairnsdale. This was the first in a series of commuter air services that used the airport at Albion Park, continuing into the 21st century when QantasLink commenced daily commuter air services between the Illawarra Regional Airport and Melbourne from May 2005.[18]

In 1960 the Shellharbour Municipal Council was granted permissive occupancy of the site and facilities and later obtained ownership under the Commonwealth Aerodrome Local Ownership Plan. Council have leased the airport variously for pilot training school, aircraft maintenance operations and air shows. The aerodrome's moment of glory came in 1970 when Queen Elizabeth II and Prince Phillip, flew into Albion Park Airport, (as it was then known), on 10 April 1970 as part of their commemorative tour recognising the 200th Anniversary of Captain Cook's landing at Botany Bay.[20] Crowds thronged the little terminus in an effort to catch a glimpse of the royal couple and loyal monarchists swooned as the Queen bestowed the crowd with her customary enigmatic smile and mechanical wave.

In 1993 a new passenger terminal was constructed along with a restaurant, preceding a major upgrade in 2002 which culminated in the relocation of the Historical Aircraft Restoration Society from Bankstown. In 2005 the first major upgrade to the main north-south runway was undertaken, allowing heavier aircraft to use the facility.[19]

Queen Elizabeth II and Mayor Beaton at Albion Park Airport, 10th April 1970. (Shellharbour Images, SCC).

Launch of **Air Facilities Airline**, Albion Park Airfield, 24th February 1997. (Shellharbour Images, SCC).

13. Lest We Forget

The second half of the 19th century saw Shellharbour's first involvement with a foreign war with the commencement of hostilities in the Franco-Prussian War of 1870. From this time throughout the 20th century, Shellharbour people were involved in the war efforts for every major battle, including the Boer War, World Wars I and II, Korea and Vietnam. A recurrent theme in Shellharbour and the world over, no place was too small to be unaware or unaffected by conflict; men enlisted and were sent to face an enemy they didn't know, and frequently didn't understand. Women did what they could, helping in various war effort schemes, knitting, cooking, fund raising and keeping the country alive by working all the jobs left vacant by men. All of them worried and waited. Memorials to war and Australian warriors dot the Shellharbour landscape as a silent testimonial to the bravery and commitment of Shellharbour residents.

Shellharbour pioneers were fiercely proud of their Anglo-Saxon heritage and alleigance to Britain. It was not surprising then that Shellharbour loyalists, (especially at the settlements of Macquarie Rivulet/Tullimbar), fearing for the safety of the "mother country" in the Franco-Prussian War, resolved to join voluntary rifle and cavalry corps when these movement started in Australia. Within a month of the commencement of warfare 40 men from Albion Park and Tullimbar and 22 from Shellharbour had enrolled in the Illawarra Light Horse Corps – possibly the first to form in NSW. With much local praise these energetic partisans drilled, galloping across the lush meadows of the Illawarra and becoming well known throughout the district in the process. Without any call to action, enthusiasm waned quickly and the Illawarra corps faded into inactivity. Captain Weston, the original instigator and a local hero was not to be beaten and re-formed the corps in 1885. This new group seemed to have a fine time playing war, even enjoying a mock battle with their Kiama counterparts in 1888. The opposition jumped from the train and invaded Albion Park;[1] quite a spectacle for the citizens of Shellharbour, being the first and last invasion they would ever see.

The popularity of military activity in Shellharbour had highs and lows during the late 19th century. Military groups formed in support of the Empire and disintegrated only to be reformed again. This was not surprising when there was little call for their services. These colonial forces were far removed from the action and of little consequence to the war leaders of the Empire. The Illawarra corps did see some action during the great maritime strike of 1890, travelling to Sydney to help keep order.[2]

The next battle to pique interest in Shellharbour was the Boer War – a war which cost 500 Australian lives and which saw Australian troops initially engaged in active service in a foreign country by the vanity of one man, the irascible Captain Charles Cox. Conflict between the Afrikaners of the Transvaal and Orange Free State and the British in South Africa had been rapidly gaining momentum and in 1899 it reached boiling point. War was inevitable and Britain began preparations to send troops to crush the Boers and reassert control; requests for troops from the Colonies were made.[3]

The first colonial unit, Cox's lancers, arrived in Cape Town from London on 2 November 1899; the following month they were reinforced by soldiers from Australia and London. Cox's entire contingent did not stay, with the young and objectors travelling back to Sydney where they were welcomed by a jeering mob who thought all soldiers should fight for the Empire. The situation of Cox's lancers was hotly debated in Sydney where some defended citizen soldier's rights to refuse to fight in a foreign war whilst others thought they were duty-bound to participate. The NSW Government

was by now raising contingents of men to fight in South Africa, but they would fight on their own terms, not as part of the British army as some had envisioned. By early 1900 the war was not going well for the British and many of the earlier dissenters now enlisted to assist the Empire, some voluntarily and others under duress.[4]

Private Atchison

Shellharbour native, Samuel Charles Atchison, was a quiet, devout Presbyterian who was born at Bass Point in 1877 to an Irish father and English mother. Spending his early years with his family farming at Bass Point, as a teenager he moved to Carlingford to work as an orchardist. Atchison was prominent in the Presbyterian churches at Epping and Carlingford, teaching Sunday school as he had done in Shellharbour. A well liked, quiet and athletic man, Atchison joined the Scottish Rifles as an infantryman; he was a citizen soldier and donned his kilt but a few hours per week for practice – in no way a professional. Nonetheless, when NSW decided to send men to the front, Atchison immediately enlisted in the NSW Infantry, the only NSW infantry unit to be sent to South Africa, arriving on 6 December 1899 at Cape Town.[5]

"...Poor Atchison, who lost his life the other day, was killed by a shrapnel shell...The shell burst right opposite his chest, on the horse's neck killing the horse instantly, and the poor fellow received the shrapnel in almost every part of his body, completely disembowelling him. He died in a few hours....The deceased was the quietest young fellow in the contingent, liked and respected by us all, for he was an obliging and respectable young man."

An extract from a letter penned by Private John Millington, printed in the Sydney Morning Herald, n.d.

The grave of Samuel Atchison, Albion Park Pioneer Cemetery, 1980. (Shellharbour Images, SCC).

Atchison's company was on outpost duty at Enselin from 10 December 1899 – 30 January 1900. Converted to Mounted Rifles on 1 February, the company joined Major Clements at the relief of Colesberg. Atchison was killed on 20 February 1900, probably at Woolvefontein, South Africa during a Boer attack on the British Arundel camp.[6] "Sammy" Atchison was the only casualty on that day, being struck by shrapnel from a Boer shell that exploded close by fatally wounding him and killing his horse instantly. He lived but a few hours and was accorded a military funeral and buried by his fellow infantrymen. Private Atchison was the 21st Australian solider to die in the conflict and the first from the Illawarra. He was 24 years old.[7]

Memorials to Atchison appeared in newspapers in Sydney, Carlingford and Shellharbour. Memorial services were held in the Epping Presbyterian Church and in May 1900 a font placed in the church to commemorate his death. The Shellharbour people took *"...steps towards perpetuating the name of Private S.C. Atchison, of the Scottish Rifles.."* and held a meeting to ensure his name stayed *"evergreen"*.[8] Through public subscription the first war memorial in Shellharbour was erected to Private S.C. Atchison. The monument was moved from its original location on the northern bank of Little Park at Shellharbour in 1957 due to erosion and placed in its current position in Caroline Chisholm Park, Addison Street Shellharbour.[9] A commemorative service was held by Albion Park and Warilla RSL Sub-Branches in conjunction with Shellharbour City Council on 20 February 2000.[10]

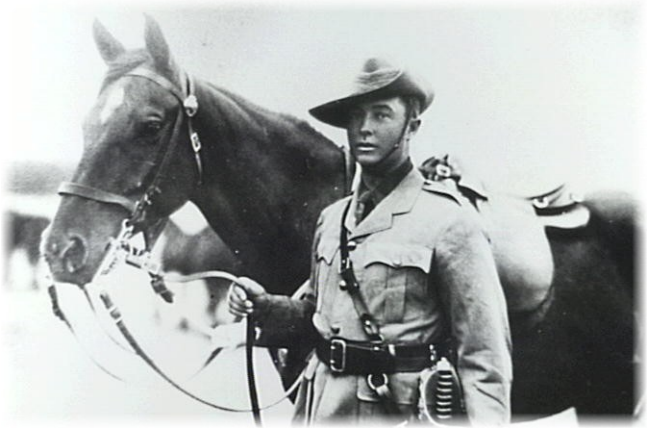
The first great war of the 20th century saw another military unit from Shellharbour journey to Sydney. The first unit travelled to Sydney in August 1914 and in 1917 another 250 men from Albion Park enlisted in the Light Horse Company and many of the local reserve rifle corps, (formed in the early 1890s), also signed up. Locals did their best to support Australian troops overseas, raising money and subscribing to war loans. The Albion Park War Chest Committee raised funds, sent clothes and welcomed returned soldiers.[11]

Sergeant C.V. Ziems with another unknown sergeant, 1914. (Shellharbour Images, SCC).

Colonel Fuller

Colin Dunmore Fuller, as his name suggests, was one of the 14 children born to George Laurence Fuller and his wife Sarah at *Dunmore*. The Fuller family were instrumental in the development of the area and became locally famous as a result. Colonel Colin Fuller was an illustrious military man, dashing in his uniform and climbing the ranks to Colonel before the end of WWI.

Fuller had enlisted in the 1st Australian Light Horse in 1905, but when the 28th (Illawarra) Light Horse was established in 1912 on the recommendation of Lord Kitchener, Fuller was transferred to become the first commanding officer. All had to supply their own mount, and Fuller rode a horse bred



Colonel Colin Fuller, of the 6th Australian Light Horse, c.1915. (Shellharbour Images, SCC).

at *Dunmore* known as "Bobs". Two years later Fuller took the Illawarra Light Horse into camp in Sydney just after WWI began and was soon shipped to the frontline. Fuller left the 28th Light Horse and joined the 6th of the Australian Imperial Force, (AIF), and was later promoted to Major before leaving for the Front.

Fuller's leadership and personal skills ensured he excelled in his military command posts, acting in higher roles when the need arose and always performing well, looking out for the safety of his men. Well respected, Fuller received commendations and medals for his achievements in WWI at the Battle of Romani, and at Katia. Upon his return to Shellharbour, Fuller took over the reigns at *Dunmore* and was forced to sell in the late 1940s, moving to Sydney where he spent his last few years, dying in 1953.[12]

> *"When the news came through that Germany had accepted the Armistice terms of the Allies, great excitement reigned yesterday. The little folk of the schools turned out with waving flags and cheered. It will stand a memorable day in history after years for them. The churches and school bells range [sic], quarry whistles blew and bunting was displayed everywhere."*
>
> *Anon, 19/11/1918, Kiama Independent*[13]

Another local WWII veteran was Brian Rafferty, who worked as a

Red Cross Nurses at Albion Park, c.1915. (Shellharbour Images, SCC).

wireless operator in a Lancaster bomber. Shot down over France in 1944, Rafferty parachuted to safety in a French forest and a few weeks later made his escape with the assistance of a 16-year old Resistance fighter. In an interesting footnote to this story, Rafferty and the un-named Resistance member met in Albion Park in 1988 at the Anzac Day reunion.

The Digger's Gun

Developed at Brewster's Garage (cnr Tongarra Rd & Terry St, Albion Park) with parts manufactured in a small local engineering shop, one of the most important technical achievements in WWII, the "Digger's Gun" (or Owen Gun), was invented and developed by local veteran and gun enthusiast, Evelyn Ernest Owen. With unprecedented accuracy and range, combined with its durability and reliability, the Owen Gun was a most useful tool in the tough conditions often encountered by troops. Tested in water, mud and sand, the Owen Gun outperformed all its counterparts from leading western nations. The invention was improved by Owen during the 1930s, but like many new devices was not immediately recognised as a valuable tool. Owen attempted to interest the military in his invention in 1939, but was told there was little use for his submachine gun. Disheartened, Owen had enlisted to serve as a soldier, but his life took an unexpected twist when Vincent Wardell, manager of Lysaght, Port Kembla, took an interest in Owen and his gun.[14]

> *"To say that he [Evelyn Owen] influenced the outcome of the war is an understatement. In the jungles of the Pacific theatre, the submachine gun was in its element."*[15]

Wardell recruited help from his friend and BHP director, Essington Lewis, and was instrumental in the recognition of the gun's potential and its manufacture for use in the WWII campaign.[16] Owen was transferred from the Australian Imperial Forces in mid 1941 and began work at Lysaght's to assist in the manufacture of his gun. The following year the gun was put to work against the Japanese in New Guinea. Over 45,000 Owen submachine guns were manufactured during WWII and used in subsequent hostilities including Korea and Vietnam.[17] Owen was paid for his work in 1946, but almost half of his earnings and royalties were taken from him in tax, leaving him in a parlous financial situation.[18]

After the end of WWII, Owen lived out his days in a little shack at the base of Macquarie Pass. Owen is recalled by many who remember the war, including family, friends, neighbours and those that worked at Lysaght's factory. He was said to be a quiet, unassuming young man, however his attractive countenance hid inner demons, suicidal tendencies and a penchant for alcohol which eventually led to his early death. Evelyn Owen died at the age of 33 in 1949; an unrecognised genius in his own life time, today he is remembered as a star of the Illawarra who changed the course of WWII in the Pacific.[19]

First Lft. Bert E. Weston, c.1945. (Shellharbour Images, SCC).

"Killer" Caldwell

Famous Wing Commander, Clive "Killer" Caldwell, has also been adopted as a local hero by Albion Park. Caldwell lived in Albion Park as an infant in the mid 1910s for a few years whilst his father managed the Albion Park Branch of the English, Scottish and Australian Bank. The memories of residents of the era are incongruous to Caldwell's deadly middle name. Famed in Albion Park for riding his tricycle along the footpath in front of his father's bank, this innocent boy grew into Australia's top fighter pilot during WWII, downing almost 29 enemy aircraft.[20] Caldwell didn't relish his imposing nickname, but it stuck and seemed to be appropriate as he was precise in his craft, rarely returning from missions with any ammunition left. He attempted to leave the RAAF in 1945 as part of the 'Morotai Mutiny' in which seven officers tendered their resignations in protest against the RAAF's role in the latter stages of WWII. His outstanding record saved him from a court martial and he was honourably discharged in 1946. Caldwell died in 1994.[21]

Gabriel Joseph Timbs, c.1945 who joined the RAAF as ground staff in 1939 and served in the Pacific theatre, particularly Borneo. (Shellharbour Images, SCC).

John Martin Hazelton (and girlfriend), c.1940 at Shellharbour, who died in New Guinea in 1942 while on active service. (Shellharbour Images, SCC).

Defence Installations

The vast area still available in the Shellharbour region during WWII allowed the construction of defence installations in the locality, including an airstrip, training camp and observatory post. In 1942 an airstrip was constructed south of the Macquarie River Bridge at Albion Park Rail as part of the defence of the Illawarra.[22] It was constructed on resumed land, (which was part of the original grant to Andrew Allen named *Waterloo*), by the Civil Construction Corps for RAAF pilot training and the defence of the steelworks at Port Kembla.[23] The airstrip never saw much action and it was given back to the owners at the end of hostilities,[24] becoming the commercial aerodrome for the region. There was also said to be an army training camp at Barrack Point, although little information is available. The WWII observation post is believed to have been at Dunster's Hill, where lookouts were posted to send information of any enemy sighting to the gun battery at Port Kembla, known as *Hill*

60. To aid the transfer of information a cable was run under Lake Illawarra to *Hill 60*.[25]

RSL Clubs

RSL clubs in Shellharbour at Albion Park and Warilla stand as memorials to fallen soldiers from the locality and an opportunity for ex-servicemen to remember their comrades, commemorate their supreme sacrifice, whilst enjoying the social aspects of the association. The Albion Park RSL Sub-Branch was formed on 25 May 1944 and after much effort, erected a clubhouse known as the Albion Park Memorial Hall and Club on the corner of Hamilton and Tongarra Roads, which was completed in 1953 and opened on 21 March that year. Memorial gates, with bronze plaque, were added

WWII observation post below Dunster's farm, "The Hill", as it was in 1991. (Shellharbour Images, SCC).

in 1959. The club was largely destroyed by fire in April 1970, but rebuilt the same year. A new club replaced the old in 2000 on the corner of Hamilton and Taylor Roads.[26] The Albion Park RSL Sub-Branch Memorial Garden was demolished at this time.

The Warilla RSL Sub Branch, (with headquarters on Shellharbour Rd, Warilla), has a granite cenotaph with memorial garden and a columbarium containing ashes of local returned servicemen and women; 70 veterans are recorded on this memorial. Honour rolls, a field gun, anchor and propeller at Albion Park RSL, the artillery gun at Warilla RSL and the honour rolls at the Centenary Hall, Albion Park, also stand as silent memorials to all armed conflicts involving Australian soldiers in the 20th century. Memorial plaques containing sand from Gallipoli were introduced to the area in 2005 at Shellharbour City Centre, organised by ex-servicemen from Albion Park and Warilla RSL Sub-Branches. These are new memorials to Shellharbour's lost citizens and its role in world conflicts of the 20th century.[27]

14. Lending A Hand

"Work such as this great and noble woman did ought never to be forgotten, least of all in places like Shellharbour where she did so much for settlement."[1]

The first instance of social welfare in the Shellharbour area was the settlement of impoverished families on clearing leases organised by Caroline Chisholm. A woman of powerful inner substance, and an even more imposing physical presence, Chisholm made her mark in the relatively young colony in the mid 19th century by aiding immigrants who found themselves in a foreign land struggling under the weight of too many immigrants and not enough work or means of subsistence.

Caroline Chisholm arrived in Australia from India with her family and ailing husband in 1838 in a hope that the drier air and sunshine of Sydney would benefit her husband's health. Confronted by the plight of young female immigrants, her devout Christian sensibilities could not bear the thought of young women having to turn to the seedy profession of prostitution to survive. Her charity first extended to these desperate souls before encompassing men and later whole families. Initially, working from her own home, her philanthropy entailed finding homes and work for young women, but as more and more arrived in the colony she realised that a more established system of aid was necessary. Her pleas to community and government eventually paid off with monetary and voluntary assistance from the community and some property assistance from Governor Gipps. Her purpose and determination impressed Gipps, who noted Chisholm as:[2]

"...a handsome stately young woman, who proceeded to reason the question, as if she thought her reason, and experience, too, worth as much as mine".[3]

This small snippet is a sign of the times in which Mrs Chisholm worked, when women were not expected to take on public roles or have a political position. Nevertheless, Caroline Chisholm continued with her campaign, supported wholeheartedly by her husband.

Mrs Chisholm realised that she could not find work and lodgings for all the needy in Sydney Town. She began looking further afield, initially taking a small group of charges to other settlements then out into the countryside, finding work and lodging for them along the way. These small groups of perhaps 10 women grew into the hundreds and to include men, women and children on subsequent missions.[4]

The commercial depression of the early 1840s saw Chisholm's work become ever more difficult. Chisholm oft lamented the mass of land in the colony that was unavailable for use by a large percentage of the population due to high handed and exclusive land laws governed by men in Downing St, London. At a British Select Committee meeting in 1843, (called to enquire into the reasons for the Colony's economic distress), Chisholm told the committee that people emigrate to *"live and have land"*, and that she had been in contact with large landholders who were willing to assist in her experiments to settle families. This first experiment was supported by Captain Robert Towns of Shellharbour who agreed to let her have 4000 acres of land in Shellharbour on easy terms and to provide rations for the families placed there for five months.[5] (Towns had already settled 14 English and Scottish families in 1836-37 in a similar scheme developed by Dr. John Dunmore Lang. The original settlers were required to clear the land and many eventually became property owners themselves).[6]

Having given the new settlement scheme much thought and planning, in December 1843 Chisholm travelled with her charge of 23 families to Shellharbour to settle them on Captain Towns' land.[7] To assist further, Towns engaged a schoolmaster to teach the settlers' children and two Bushmen to counsel them on clearing and cropping the land.[8]

The Shellharbour experiment was a huge success and the families soon became self-sufficient. Further experiments continued and Chisholm carried on her charitable work for immigrants whilst living in Australia and London until the early 1860s when her health prevented her from continuing. Mrs Chisholm had not only physically assisted immigrants who had arrived in Australia, but assisted their passage to the Colony from Britain, and importantly had made inroads into the political aspects of, and attitudes to, immigration and social welfare. Her influence was even felt in Europe and her endeavours were recognised in her lifetime as they are in death. Caroline Chisholm died in London on 27 March 1877 having assisted well over 11,000 documented people, (probably twice that number in reality) in Australia. Caroline Chisholm and her social work in the Illawarra and Australia have been honoured in Shellharbour village with a park (in Addison Street), named as a tribute. A monument to her efforts also stands in the Tongarra Museum.

Housing Commission

Similar to Caroline Chisholm's efforts in Shellharbour was the more recent Commonwealth housing commission scheme. Housing Commission activity after WWII concentrated on developments on large estates, one of which was at Warilla. In the early 1970s more than a quarter of the total Shellharbour population were Housing Commission residents, profoundly affecting the social demographic of the area:[9]

> *"Wollongong's southern suburbs already suffer from many physical and social problems which stem from their low economic status and the fact that rapid urban growth there has far outstripped public planning and investment. These deficiencies…are greatest in the Shellharbour area."*[10]

The population at this time boomed with young families, many of immigrant background, moving into the area to take advantage of industrial jobs (at Port Kembla Steelworks or related industries) and housing was provided by commission estates. Coupled with this low economic status was the propensity to leave school early, narrowing chances of change. The families were large and the problem of housing and services great. Serious efforts were made to place people in accommodation near work (not unlike Caroline Chisholm over a century before) and provide opportunities for social and economic improvement. These estates were principally established to support established industry and provide a starting base for employees, rather than being part of a larger welfare package for the unemployed (as is more common in NSW). This is an important distinction that sets these estates apart from other housing commission developments in the State.

The Shellharbour Mutual Improvement Society was a local progress association which aimed to support the growth and development of the community, becoming involved in all aspects of society, including basic facilities and entertainment.

Social and Welfare Groups

Social welfare groups of the 19th century were indicative of prevailing attitudes at the time. They fulfilled a valuable social and welfare role in rural communities and were well supported. Examples of these are the Shellharbour Total Abstinence Society and the Sons of Temperance – Allowrie Division, both extolling the Christian virtue

of restraint. The Sons of Temperance constructed their own hall, the Temperance Hall, (later the Empire Hall), for society activities on the south-east corner of Addison and Sophia Streets, Shellharbour in 1882/3.[11] The Albion Park Red Cross catered lunches and morning teas at the Albion Park Cattle Sales for almost 40 years.

15. Municipal Moments

For the first 50 years of the Colony life was fairly primitive and the administrative focus was on managing the convict system and staving off immediate starvation. The Colonial Administration did provide basic services, but for the most part life was fairly disorganised. There is no evidence of a community desire for self-government, and it was the Colonial Government who finally pushed for it. The Colonial Government wanted to shed the expense of services that were deemed to be of purely local benefit and it was believed that locals needed to accept responsibility for self-taxation that was necessary to pay for local improvements.[1]

Various attempts to introduce municipal self-government failed in the 1840s due to a lack of public support. But in the 1850s the public began to realise that central legislature could not fairly provide for all settlers, (town and rural dwellers). Consequently municipal incorporation gained increasing community support. Further attempts for municipal incorporation were thwarted until the Municipalities Act was passed on 28 October 1858, under which 37 municipalities were incorporated. Flaws in this Act were rectified by the Municipalities Act 1867, which gained wider acceptance. Numerous amending Acts followed to further refine local government.[2]

The Municipality of Shellharbour was proclaimed on 4 June 1859 under the auspices of the 1858 Act. There was a warm response to self-government in the Shellharbour locality with 200 residents signing the petition to incorporate the municipality at *The Settlers Arms* in Shellharbour - a stark contrast to the tepid response to the legislation in many other areas of the state.[3] The first councillors were elected on 21 June with Mr. W. Wilson taking the honours as first Mayor; other pioneer families represented on Council included the Moles, McGill, Russell, Collins, Martin, James and Dunster families.[4]

The first aldermen and town clerk of the newly established Shellharbur Municipal Council, 1870. (Shellharbour Images, SCC).

The first council meeting was held at the old Shellharbour schoolroom on 22 July 1859. A more suitable room was later leased by the Council from Edward Graham at the Peterborough Store (corner Mary and Addison Streets) until the council chambers were constructed in Addison Street. The first purpose-built chambers in Addison Street were constructed by stonemason Matthew Dinning using local basalt in 1865 and the first meeting was held there in February 1866. These chambers closed in the late 1890s when council moved its headquarters to Albion Park. The move was forced by the transfer of the commercial centre to Albion Park after the railway came through the area in 1887. Shipping declined and with it the prestige of the harbour-side village. New chambers were constructed in Tongarra Road (formerly Flinders Street) Albion Park,

on land purchased from Henry Fryer just east of the Post Office. The weatherboard building (including hall, clerk's office, library and

The first Shellharbour Council Chambers as they stand today. (Shellharbour Images, SCC).

chambers) housed the first Council meeting in Albion Park on 23 December 1897.[5] The Council Chambers in Albion Park were re-modelled with the erection of a brick front entrance in 1953.[6]

In 1969 council moved once again, this time to the emerging residential centre of Warilla (corner of Shellharbour and Lake Entrance Roads) to newly erected chambers. Meetings are still held there although the administrative offices of council outgrew the Warilla structure years ago and moved to Lamerton House in Shellharbour City Centre. Due to further legislative changes, the

The official opening of the additions to the third Council Chambers, Albion Park, 9th January 1953. The building is now used as a Rural Fire Services administrative centre. (Shellharbour Images, SCC).

municipality gained city status on 1 January 1996 and has been known as Shellharbour City Council ever since.[7]

The second Shellharbour Council Chambers, at Albion Park, c.1920. (Shellharbour Images, SCC).

On 3 November 2004, a full Council meeting of Shellharbour City Council was held at the Centenary Hall in Tongarra Road, Albion Park, 107 years after the Council first sat at Albion Park. The reason for the venue change was social, with Councillors deciding that roving meetings throughout the wards of the local government area would be of benefit to the community.[8]

Council has continued to manage the same area and boundaries since its inception, despite changes to governance legislations. Since its incorporation, Council has been responsible for the development of the locality as instructed in local government

legislation. Initially concentrating on the development of roads and bridges to increase local mobility and accessibility, the Council later turned its attention to the development of other services. These included water, electricity and sanitary conveniences as well as recreational facilities, libraries, cemeteries, and social and community amenities.

16. Communication

The isolation of the Shellharbour area in the 19th century hampered the transfer of information as well as people and produce. This led to some distinctive initial communication devices and techniques; eventually newspapers, postal services and telephones were introduced bringing the world to Shellharbour. During the first years of European settlement the Dunster's Hill signal was an important communication tool in the local area. The Dunsters and other local families used telescopes to search the horizon for ships entering the Shellharbour port. A flag signal would be put up to spread the word of the arrival of a vessel, and the information would be carried to schools so children could be used as messengers to alert their parents to the presence of a ship. One such telescope was donated to the Tongarra Museum by Joseph Smith of *Cooby*, and is held at the museum in Russell Street, Albion Park.[1]

Letters from Home

It is likely that mail travelled in and out of the Shellharbour locality via ship from the port at Peterborough in the early years of settlement before the establishment of official post offices. Even so there are reports that early residents so inclined also undertook the journey to Dapto to collect and send mail. Many post offices started out life as small receiving offices until the population had grown sufficiently to warrant upgrade to a full Post Office. Until the Post Office was rendered official status, the Postmaster or Postmistress was responsible for providing premises from which to run the office. As a result, the norm was locals based in shops, schools or homes. Unofficial post office receiving depots were also a feature of rural life in 19th and early 20th century NSW. One such unofficial depot was conducted by Mrs. Elizabeth Brownlee in the early 1900s at upper Yellow Rock; another operated in the early 1920s at the farm owned by Mr. William McBarron.[2]

Post Masters changed frequently as the settlements developed. Post Offices offered varied services almost from their earliest existence, and were often combined post and telegraph offices as well as branches of the Government Savings Bank and Money Order Offices. Work demands were often quite high as the Post and Telegraph Master was expected to run all available services as well as provide telegraph line maintenance when required and to occasionally deliver mail. The first post office in the area was at Shellharbour itself. From at least 1857, postal distribution was assumed by Michael Hassen, the teacher at the first small school in the port village. Hassen was paid the small sum of £12 per annum allocated to rural mail distributors at the time. As the locality name "Peterborough" already existed in other states, the village name was changed to Shellharbour by the Postmaster General.[3]

Following Hassen's death in 1858, Edward Graham took over the postal service which was conducted from his *Peterborough Store* on the corner of Mary and Addison Streets, Shellharbour. Premises and postmasters changed frequently, and in 1871 the office was moved to the end of Addison Street to *Allen's Store*, where it remained until 1949.[4&5] Even after Mr. Walter Allen's death in 1876, the Allen family, headed by Walter's wife Charlotte, continued to run the local postal services, which included delivering mails to outlying districts twice weekly; a telegraph service had been added by 1900.[6] Mr. Jack Godfrey had been Postmaster at Dunmore, but in 1959 took over the Allen's Post Office in Shellharbour. In 1964 the Post Office moved from the Allen's store across Addison Street, then a few doors east in 2005.[7]

Albion Park was not far behind Shellharbour in the postal services race. A post office opened at Albion Park in 1861 with Robert Popple as Postmaster. Like Shellharbour, premises and postmasters

changed frequently, with local dressmakers, storekeepers and teachers, like Mr. John Wilson, periodically filling the post.[8] Wilson taught at Albion Park Public School in the early 1870s and in 1874 took over the postal services of the area, partitioning off a small space in the school room to handle the mail and using his young charges to deliver mail to their parents on the way home.[9] A telephone was installed at the office in 1886 to transmit telegrams to the nearest Telegram Office at Kiama. Money Order facilities came the following year and by the end of the decade the telegraph had finally been extended to Albion Park. A dedicated Post Office building was constructed in Tongarra Road, Albion Park and opened in July 1895. A telephone exchange was opened in August 1911.[10]

Other Post Offices have popped up in the locality and then closed with the changing fortune of the settlements. The Tullimbar store held the first post office there from 1873 and was conducted by the store owner, Thomas Davis, for the residents of Tullimbar, Yellow Rock and Macquarie River. The office at Tullimbar closed and services were transferred to Tongarra in 1894/5 when the official Post Office opened at Albion Park. At Marshall Mount, the post office was run by teacher John Banfield from January 1881.[11] Dunmore boasted an office from 1890; Lake Illawarra South had services from 1926; Oak Flats from the mid 1930s. Postal Services commenced in Warilla from 1955, with an official office operating from 1969 through to the present. Albion Park Rail and Barrack Heights also had offices, and another opened in Stocklands, (then Shellharbour Square), in the Shellharbour City Centre in 1986.[12]

Extra. Extra! Read All About It!

> *"Newspapers have played an integral part of [sic] Australian society. Throughout our nation's history, newspapers have appealed to many different interest groups reflecting the history and diversity of Australian society in terms of religion, politics, race and gender."*[13]

Newspapers not only impart information but are valuable research tool as they record events past, and provide an insight into a way of life that no longer exists. Papers offer clues about local and national reaction to events in the world at large and locally. Throughout the 19th century, weekly newspapers were a common feature of Australian life, regardless of location. Daily papers were not available in regional areas, so rural pioneers relied on weekly "rags" to keep abreast of events. Initially papers featured simple print and advertisements, however as technology improved etchings and then photographs began highlighting articles. Technology has also changed paper publishing, influencing style, layout and content. In the 21st century, world news is reported almost instantaneously using information from the World Wide Web, but in times gone by readers often had to put up with outdated information that was carried to Australia by sea.[14]

The first newspapers available in the Shellharbour City area were printed in Sydney and sometimes included news items about Kiama and the locality. Examples include *The Australian*, *The Sydney Herald*, (becoming *The Sydney Morning Herald* in the 1840s), and *The Empire*. Periodicals also featured many articles on the development of the Illawarra, including *The Illustrated Sydney News*, *The Sydney Mail* and *The Australian Town and Country Journal*.[15]

The first broadsheet of the Illawarra was *The Illawarra Mercury*. Established in Wollongong by Thomas Garrett, the paper's first edition was published in October 1855. *The Kiama Examiner* followed three years later and was published by Robert Barr; this paper was purchased by the Mercury in 1862. Mergers and acquisitions were characteristics of the newspaper industry. Many papers were established in the 19th and early 20th centuries, published for a short time before a larger or wealthier competitor made advances to purchase the paper. Most were absorbed into

the purchaser, although some papers were simply shut down, effectively wiping out the competition; sometimes the names of two merged papers were put together to make a new publication. Interestingly, when *The Kiama Independent* purchased *The Kiama Reporter* in 1920, the papers were published in tandem with alternating issues, *"…making it necessary to read both to secure consecutive news."* The Reporter was finally discarded in 1946 and the Independent was published twice weekly. Some papers, like *The Illawarra Mercury*, have maintained a strong base and survived the pitfalls of publishing from the mid 19th century for 150 years, but others have fallen by the wayside quickly, for example *The South Coast Chronicle* and *The Orbit* lasted but three months each.[16]

Joseph Weston, formerly a dairy farmer, took to editing and established the very successful *Kiama Independent* in 1863. Robert Barr was in partnership with Weston and printed the paper until 1867 when he left Weston as the sole proprietor of the Independent. The following year Barr established *The Kiama Pilot* with Mr. Logan, but by the end of the 1870s this venture had folded and Barr returned to work at the Independent. Joseph Weston died in 1913 leaving the running of the paper to his son, John. *The Kiama Independent*, (retained by the Weston family into the 21st century), remained a strong publication throughout the 20th century.[17] Many papers have been published locally, some even within the bounds of the Shellharbour City area, although most have been published elsewhere in the Illawarra. *The Lake Times* is printed in Shellharbour and provides local news in the 21st century.

Local correspondents often provided articles featuring locally significant information for newspapers that were printed outside of the Shellharbour City area, but widely read within the boundaries. Leo O'Dwyer, (publisher of the short lived *Kiama Sentinel*), and his nephew John, both reported for the Kiama Independent, John working for 45 years reporting sport news, district events and obituaries. At one point John O'Dwyer was also correspondent for the Lake Times.[18]

(For a full list of local newspapers see Appendix C).

Radio Days

The preferred form of entertainment in the first half of the 20th century was the wireless or radio. Radio telephony was established during WWI, with the first Australian transmission in 1919. The first stations were established in 1923, although the new invention was not limited to authorised stations at this time and many amateurs broadcast recordings of music and personal rhetoric. The device was instantly recognised as a powerful communication tool for purposes of entertainment and the conveyance of information to the masses. By the early 1940s – radio's golden age - there were about 130 commercial stations and about the same number of ABC stations in operation. The commercial stations provided much local content, whereas the ABC stations were programming "culture", news, education and parliamentary broadcasts.[19] The powerful tool of radio has since diversified with modern talkback, easy listening and alternative stations on both AM and FM bands continuing to compete with the ABC broadcaster. Long gone are the radio soap operas that were favourites of many generations in the first half of the 20th century.

Throughout the 1940s, 1950s and 1960s, radio remained an integral component of family life. Parents listened eagerly for news from the War Front and to the speeches of their favourite politicians. By far the most vivid memory most people have of radio in this period are of the radio serials and quiz shows. The perennial favourites *Blue Hills* and *The Lawsons* kept families entranced for years. Children playing in the streets and lanes would race home as the sun set in time to help their parents listen to *Pick a Box* and other quiz shows. Ensconced around the Kosi stove, it was a time for

simple and wholesome family entertainment. During times of war, radio was a lifeline for women left behind. Desperate for news of loved ones, radio reports were often the only information available and provided a valuable thread of communication, linking families scattered across the globe.

Radio 2WL was established by Russell Yealdon in 1931, commencing transmission from his Wollongong home on 18 July 1931. The first local radio station of the Illawarra, (now known as Wave FM), served the Illawarra community from Wollongong to Kiama, eventually moving from its foundation base of Wollongong to Warrawong.[20] Radio 2WL claims to have given the first Aboriginal woman, Gambanyi or Pearl Gibbs, the chance to broadcast on radio. A faithful Aboriginal rights campaigner, Gibbs' talk was aired in 1941.[21]

Shellharbour residents now enjoy three stations with significant local content; Radio ABC Illawarra (formerly 2WN) and I98-FM (formerly 2OO-AM) have joined the aforementioned in the latter 20th century. Despite inroads by television and the internet, radio remains a strong and vital component of the communications system.

17. Seaside Rendezvous

Lachlan Macquarie is frequently referred to as the first tourist in Shellharbour, based on his tour of the area in 1822.[1] Decked out in trousers, frockcoat, waistcoat, cravat and top hat, Macquarie's visit was far from a light-hearted holiday and his interests in the area went beyond mere sight-seeing. Macquarie could not have envisaged the board-short and bikini-clad holiday-makers that would follow him 150 years later (and would probably have been scandalised had he been able to). Despite their outward differences, the members of Macquarie's party and the sun-lovers of the 20th century fell in love with the same natural landscape and lingered to enjoy the same lake, beaches and rivers. A popular recreation destination since the late 19th century, the development of Shellharbour has been influenced by holiday-makers almost as much as farmers.

Picnic group, c.1900. (Shellharbour Images, SCC).

Before the Shellharbour area became known as a place for Sydney-based tourists, the local population was developing a recreational pattern of their own largely based on the Victorian mania for picnicking. The Shellharbour foreshore, Dunster's Hill and Macquarie Pass offered exceptional picnicking grounds and the local newspapers extolled the scenic virtues of the district on a monotonously regular basis. Still too far from Sydney to be an easy day trip, Shellharbour locals were able to enjoy the region's beauty in relative peace. Nonetheless, it seemed inevitable that news of the beautiful Illawarra would leak out, and the Sydney broadsheets began speaking of the ideal seaside resort south of Wollongong, based on articles that were appearing in the *Kiama Independent*:[2]

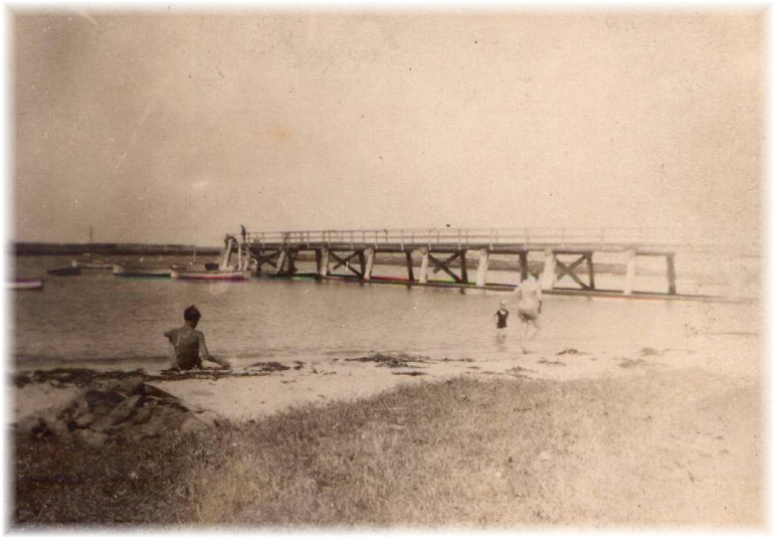
"Comparatively few are aware of the many delightful nooks and corners and pleasant health-giving spots which are to be found at Shellharbour....Nor is Shellharbour more excellent on account of its rural beauty than its healthiness...The salubriousness of its atmosphere and its delightful scenery certainly deserve to be well-known to seekers of health and recreation."

Anon, 22/11/1866,
Kiama Independent[3]

From the 1860s onwards tourists came in increasing numbers, attracted by the promises of scenic beauty and health-giving properties of the sunshine and seabreezes. At a time when infectious disease was a serious concern and sanitary services in many areas rudimentary at best, Shellharbour was in an ideal position to promote itself as a health spa. Sydney's southern suburbs had been doing this for some time and it seemed a natural progression that the Illawarra would follow. Advertisements for Oak Flats in the 1930s pushed the therapeutic aspects of the local landscape. The warm, muddy, incredibly salty waters of Lake Illawarra were said to rival the famous

Medlow Baths at the Hydro-Majestic Hotel in the Blue Mountains for its remedial properties. Before long, Lake Illawarra was filled with ailing bodies basking in the warm shallows and congregating on the grassy bank. Soothed by sun and salt, parents watched indulgently as their children frolicked in the water.[4]

Transport was, of course, the key to unlocking the power of tourism for Shellharbour; first ships, then trains, and finally cars brought visitors. Advancements in shipping in the mid to late 19th century played a major part in the future tourism of Shellharbour. The development of shipping technology in the 1860s and 1870s, coupled with the port at Peterborough, meant that vessels could transport produce and people in and out of Shellharbour in a more timely fashion.[5] Produce steamers began to carry more and more human cargo, particularly on weekends. The Peterborough Jetty saw the arrival of many seasick travellers, disgorged from the cramped confines of the steamers into the bracing sea air.



Swimming at the harbour, Shellharbour, c.1915. (Shellharbour Images, SCC).

With the introduction of the railway in the late 1880s, Shellharbour's isolation ended and the area became easily accessible to the outside world. Macquarie Pass opened in 1898 and quickly became one of the most popular picnic destinations. The cool forest ferns and towering trees were the transition zone between the coast and the highlands and day-trips from Albion Park to Macquarie Falls were a major local attraction.[6] From 1898 the south coast was declared a tourist district by the NSW Rail Commissioners (an august body of men who knew nothing about tourism and, some said, not much about railways either), which meant that tourists could purchase a return ticket valid for 1 month for travel between Clifton and Nowra. This in turn resulted in the establishment of the South Coast Tourist Union in the late 1890s, promoting destinations from Thirroul to Nowra.[7]

The introduction of the railway increased the amount of tourists in the district dramatically; conversely, it halted the expansion of Shellharbour village and brought shipping to a standstill. From the 1890s, property and land sale at Shellharbour was focused on enticing tourists to buy land and build weekenders. The area was advertised as a "seaside resort with potential for shell collecting" (a popular 19th century pursuit), rock bathing and fishing.[8] In 1892 William Mathie and John Fraser released trout into the Macquarie Rivulet for the benefit of locals and holiday-makers alike, the spawn of which still exist and delight trout fisherman today.[9] Prawning became a popular pastime in Lake Illawarra, the black nights lit by lantern and laughter; partially lit faces made a surreal picture on the dark skin of the water and snatches of conversation drifted across the lake between prawning parties.[10]

Strangely, boating for leisure did not develop at Shellharbour until well into the 20th century. The Hacking and Georges Rivers, to the south of Sydney, were alive with small watercraft in the late 19th century, but the craze for rowing did not reach Shellharbour for some time. Certainly the difficulty of transporting small boats to Shellharbour would have been a considerable deterrent in the

early days and there was no local boat-building industry in the 19th century. It was not until the 1920s that a boat-builder set up shop in Oak Flats, building small pleasure craft. In the 1930s, a boat shed was finally erected at the end of the small point at Central Park, Oak Flats, where row boats could be hired.[11]

The Shellharbour village had developed into a picturesque seaside resort, well equipped to take advantage of the burgeoning tourist trade with its shops, hotels, guesthouses, banks and post office. Always a busy trade port, the harbour became increasingly congested with private yachts and other small craft. The resumption of the Shellharbour seafront and cemetery for recreation purposes in 1889 evidenced its growing popularity. Rock (or sea) baths were highly desired as bathing in sea water was fashionable. Many swimmers were horrified by nude bathers, who threw society's conventions to the wind and enjoyed the harbour *au naturel*. A successful campaign was mounted to enforce the wearing of proper costumes and protect the modesty and sensibilities of all – a similar argument continues at many beaches today! Rock baths were constructed between the jetty and the former cemetery in 1895. They were so popular that in high summer every square centimetre was occupied with a bathing body and it was not possible to swim at all. The baths ran on a strict gender-based schedule so that Victorian morality was not undermined by the proximity of female flesh, not that much of it was on display as the standard lady's bathing costume was something akin to knitted chain mail and threatened to drown it's wearer in anything more than a few inches of water. Those that desired more freedom of movement and could cope with a bit of sand in their cossie – usually locals - forsook the human soup of the baths for the harbour.[12]

Lake Illawarra South, taken from the sand dunes at Warilla Beach, c.1925. (Shellharbour Images, SCC).

Arbour Day celebrations in 1895 resulted in the planting of Norfolk Pines along the harbour-front; these magnificent trees have become such an intrinsic part of the foreshore that it is virtually impossible to imagine Shellharbour without them. They were the first real attempt at formal landscaping of the foreshore and added much to the setting of the village. From the 1890s onwards, tourists and holiday-makers flocked to Shellharbour and its environs, attracted as ever by the sun, sea and mountains.[13] The proliferation of motor vehicles in the 1920s brought a new wave of tourists to the district. The area was already known as an ideal summer holiday place but motor cars, however slow, put Shellharbour within reach of day-trippers from Sydney's south. Macquarie Rivulet and the shores of Lake Illawarra remained the most popular destinations and entrepreneurs pounced on these areas, snapping up land to build small weekenders as holiday-lettings. Many tourists still preferred to camp and in 1927 it was reported that there were 2000 campers on the shore at Lake Illawarra South, all enjoying the fishing, bathing, boating and yachting (and presumably the noise of

The McIlqulhams on holiday at **Nimrod**, Fisher St, Oak Flats, 1934. (Shellharbour Images, SCC).

other revellers).[14] Surfing enjoyed increasing popularity in the 1920s although picnicking remained the number one holiday activity during this period. In the 1930s, a brass band played on the Shellharbour seafront heightening the carnival atmosphere.[15]

By the late 1920s, camping was falling out of favour, particularly amongst the growing middle-class and a more salubrious type of accommodation was required. Harradine built the first boarding house of 40 rooms in 1929 at Lake Illawarra South, called *Clermont Guest House*. Grocers, butchers, a baker and a milkman came to service those holidaying on the shores of the lake and in 1930 the *Ocean Beach Hotel* opened at Shellharbour for tourist accommodation. Although much remodelled, the *Ocean Beach Hotel* still enjoys the same panoramic view of the harbour.[16]

From the 1920s, the entire district saw a proliferation in the construction of holiday homes, first at Oak Flats but later encompassing Albion Park Rail, Lake Illawarra and from the Lake to Shellharbour, forming new townships as a result. The southern areas developed quicker than the north, which was still hampered by difficult road access. In the mid 1920s, Windang (on the northern side of the lake) was named with its southern counterpart prosaically named Lake Illawarra South. Regardless of the name, people still flocked to vacation there.[17]

Fibro and weatherboard cottages mushroomed, with everyone vying for position as close to the water as possible. Today, they are a potent reminder of the childhood summer holidays of several generations of Australians and the rise of beach culture. Toddlers learnt to swim and build sand castles; teenagers wandered and learnt to love; parents put aside their daily cares and relaxed with friends and holiday acquaintances. Christmas meant sandy feet and peeling noses and hot sticky bodies crowded around a laminex table for lunch. Prawns and fish rubbed shoulders with roast turkey and a scorching pudding and when the last zac had been found, the family was replete. Adults slumbered through the hot afternoons, punctuated by the banging of screen doors as perpetually energetic children charged between house and beach. By the 1960s, beach holidays had become part of the fabric of Australian life, so much so that some families adopted it as a permanent lifestyle. Weekend cottages became week-day houses, were extended to accommodate growing families and eventually replaced with more modern housing. The holiday cottages that remain speak not only of an important period in Shellharbour's history, but a seminal period in Australian life that continues

Fred McIlqulham on the shores of Lake Illawarra at Oak Flats, 1934. (Shellharbour Images, SCC).

to influence us today.

The development of holiday housing and then permanent settlement provided the impetus for civic improvement throughout the district. When the south coast was declared a tourist district in 1898, Shellharbour Municipal Council was able to request state government funding for the upkeep of roads – a considerable boon in a district that was permanently beset by transport problems. The most notable civic improvement was the erection of a bridge over the mouth of Lake Illawarra between Windang and Warilla in 1938, ensuring improved access from Sydney to Shellharbour. In 1955, the piers of this bridge were reconstructed in concrete.[18]

Camp site on the banks of Lake Illawarra. Matthew's Boatshed and holiday cottage in Karoo Bay is visible at the rear of the picture, 1938. (Shellharbour Images, SCC).

Throughout the 20th century tourism in Shellharbour remained focussed on simple holiday experiences such as bushwalking, boating, swimming and fishing. Very little formalised tourism infrastructure was introduced and the area was not widely promoted as a tourist destination. Those who had always holidayed in Shellharbour continued to do so and tourism numbers remained relatively static. It is only in recent years that Shellharbour's potential for tourism has been formally recognised and a new form of development touted as a result. The Shellcove development is expected to provide the impetus for future large-scale tourism development in the area. A proposed marina and foreshore development will include a new hotel, holiday apartments, restaurants, retail and commercial ventures and recreational facilities. For the first time in its long history, Shellharbour is making a break from the traditional low-key approach to family holidaying and moving towards a highly formalised, economically driven style of tourism. Only time will tell if this approach will be successful. What is certain is that it will change forever the face of holidaying at Shellharbour.

North Shellharbour Beach in the 1950s. (Shellharbour Images, SCC).

Shellharbour Surf Life Saving Club March Past Team, c.1957.

Keith Hockey teaching kids to swim at Shellharbour Pool, c.1955.

Paul Shacklock surfing at Windang Island, 1964.

Surf patrol group at Warilla Beach, c.1969.

Shellharbour Pool (now the Beverley Whitfield Pool) in the 1950s.

(All images from Shellharbour Images, SCC.)

The Dunster family driving their buggies to a picnic spot, no date.

Picnic at Lake Illawarra foreshore, 1956.

Picnic at D'Arcy Dunster Park, Macquarie Rivulet, c.1930.

Picnic group c.1900.

Picnic at Macquarie Pass, c.1915.

(All images from Shellharbour Images, SCC.)

Elliot's Campground, Warilla, c.1951.

Bill Muir, caretaker of Basset Park Caravan Park, Shellharbour, repairing tents on his sewing machine, c.1960.

Foam from rough seas flowing through Basset Park Campground, Shellharbour, c.1955.

Basset Park Caravan Park, 1994.

Scout camp, c.1955.

(All images from Shellharbour Images, SCC.)

18. Modernisation

By 1900, Albion Park had become the dominant commercial centre in the region, exceeding Shellharbour in population, facilities and potential. Shipping had declined and the railway had arrived but the landscape was still pastoral. Dairying predominated but tourism was growing steadily. From the late 19th through the 20th century there was a gradual, but very apparent, change from agriculture to residential expansion, light and extractive industries, and most importantly for the development of the Shellharbour City area in the 20th century, tourism.

Despite the advances in transport to and from Shellharbour Municipality, the area remained remote as the roads still left much to be desired and the watercourses of the region, including the Minnamurra and Macquarie Rivers and Lake Illawarra, all proved to be effective barriers to the outside world. The opening of Macquarie Pass in 1898 heralded the beginning of greater access to the district. The bridging of Lake Illawarra in 1938, allowing access from Wollongong to Shellharbour, gave an even greater boost to population growth but it was the proliferation of motor vehicles in the mid-20th century that brought holiday-makers in droves.

From the 1890s, the influx of day-trippers and holiday-makers into the Shellharbour area had a dramatic impact on the appearance of the locality as it preciptated the residential sprawl evident today. Once sparsely settled and largely rural, tourists began the transformation of the landscape. The large 19th century estates were subdivided for sale to holiday-makers and investors and the transformation of the landscape was completed by migrants in the later half of the 20th century. The demand for land resulted in an increase in prices which lead to further subdivisions. From the 1890s, property and land sale at Shellharbour was focussed on gaining the tourist dollar and holiday-makers were enticed to buy land and build a weekender.[1]

In time, the holiday-makers of the early 20th century also fell in love with the idyllic holiday resort so much that they either moved in or built holiday homes, particularly at Oak Flats, Albion Park Rail, Lake Illawarra and from the Lake to Shellharbour, creating new townships as a result; the southern areas developed quicker than the north which was still hampered by road-making difficulties. In the mid 1920s, Windang on the northern side of the lake was named, while its southern counterpart was lumbered with the literal, Lake Illawarra South. Regardless of the name, people still flocked to vacation there.[2]

Residential development began in earnest in the 1920s when Oak Flats, Lake Illawarra South and Albion Park Rail were subdivided and holiday homes constructed. The Oak Flats area was originally granted to John Horsley in 1821 and known as the *Oak Flats* run. Ownership changed a few times variously to the Wentworth, Hughes and Towns families until 1880 when the 1200 acre property was purchased by George Warburton Fuller. Fuller eventually subdivided the estate and on 15 March 1921 auctioned the Oak Flats subdivision; lots 9 – 11 eventually became Oak Flats suburb, being further subdivided in the later 1920s by two developers into the Panorama Estate, Lake Illawarra Township Estate and Kembla Vista Estate, respectively.[3]

The Panorama Estate was owned by the Orange family of Albion Park Rail who intended the area to be a holiday retreat and constructed guest accommodation, *Illawarra House*, and established a ferry service, (with jetty), to bring people to the area from the train at Albion Park Rail. A dismal failure, the project dissolved and the guest house was moved in the mid 1930s to Lake Illawarra South and renamed *California*. Lot 10 was developed into the Lake Illawarra Township Estate in 1925 by C.R. Staples & Co.

and included the wide scenic Central Avenue with views north to Lake Illawarra and south to *Dunster's Hill*; the remainder was laid out in a grid, like the majority of subdivisions of the period. About half of Lot 11 was also subdivided into the Kembla Vista Estate by C.R. Staples & Co. These town estates were offered for sale in the 1920s, however the Depression was imminent and although sales interest ensued and some houses were constructed, the development of Oak Flats did not really take off until the late 1940s when European immigrants came to Shellharbour to take advantage of affordable housing.[4]

> *"In the late 1920s and early 30s during the Great Depression, quite a few bocks of land in the newly opened up Oak Flats Estate were 'squattered' [sic] on by out-of-work men and sometimes with their families. Tents and rough dwellings were used, a favoured form of construction being fruit boxes nailed together then covered with hessian and a thin coating of sand and cement."* [5]

After the subdivision of Oak Flats some built holiday homes which were available for rent, whilst others lived in the new development permanently. Shops sprang up to cater for the new development, the first on the southern side of Fisher Street adjacent to houses 31 and 33 today where once stood a house called *Nimrod*.[6]

Albion Park Rail, as its name suggests, was established in the late 1880s when the area was chosen as the most suitable site for a railway station on the new Illawarra railway line. The railway brought people to the area, and with the construction of the ICCD Society buildings in 1899, business and dwellings began to appear. A subdivision between the railway and Lake Illawarra was cleared, but the area remained fairly stagnant until the highway, (following Telegraph Lane), came through in 1928, securing the settlement. Following the road, Albion Park Rail began to prosper; more shops and residences came to line the highway necessitating the introduction of facilities including church, school and public hall. Throughout much of the 20th century, Albion Park Rail grew and in the 21st century remains a landmark on the highway for travellers heading further south.[7]

The post-WWII population boom, resulting from foreign migration saw expansion at Warilla. As a result of this dramatic influx of people existing services were stretched to the limit and eventually failed. Public transport was almost non-existent and jobs, apart from industrial jobs to the north at Port Kembla and Wollongong were hard to find. Services were constructed from 1970s – 1990s to provide adequate facilities for the people of Shellharbour, including community facilities such as schools, libraries, halls and child care as well as shopping centres.

Progress associations have had an almost magical effect on settlements throughout the European history of NSW, converting disparate settlements into working communities and providing for the needs of the residents. Incorporation of the municipality in 1859 brought about many changes and services for the community, especially roads and bridges.

The Illawarra generally has undergone massive growth since the 1950s through post-war migration and expansion of the steel works at Port Kembla. By 1960, the suburbs of Wollongong closest to Port Kembla steel works were settled and the NSW Housing Commission commenced its development of the Warilla area. In the 1960s, the Reddall section of the Peterborough estate was subdivided and the NSW Housing Commission settled many families in Warilla, Warilla North, Mount Warrigal, Barrack Point and Barrack Heights.[8]

The suburbs of Yellow Rock, Tullimbar, Tongarra, Calderwood, North Macquarie, Croome and Dunmore have undergone the least change with only moderate population growth and a continuation of

agricultural and pastoral activities. Light and extractive industries have also continued, much as they did in the 19th century.[9]

Electricity

> *"The Mayor and Aldermen Fraser and Allen (select committee) presented a report to council on the subject of lighting the townships of Albion Park and Shellharbour, recommending the erection of 20 lamps in all to be divided in proportion to rates receivable from each township."*
>
> Anon, 22/7/1899, *Kiama Independent*[10]

The orange glow of candles faded to make way for the muted radiance of kerosene lamps in the 1890s. Oil lamps lit the streets of Shellharbour and Albion Park from 1899. Kerosene lamps in turn gave way to buzzing electric light in 1928, which was provided to Shellharbour and Albion Park from the Power House constructed at Port Kembla in 1913. Rural electrification came in the late 1940s after the end of WWII.[11]

Water supply

> *"Shellharbour, like other parts of the district, has been visited with a beautiful rain, thus relieving the anxiety respecting the probably want of water. It is an unfortunate circumstance for this place that it has no permanent water supply…Some of our townsmen have determined not to be short of water during future drought. Notable among the number are Messrs Arnold and H. Hicks, each having had enormous excavations on their premises for a water supply."*
>
> Anon, 10/9/1878, *Kiama Independent*[12]

Although the Shellharbour area is bounded to north and south by rivers, (the Macquarie Rivulet and Minnamurra River respectively), the region can still be affected by drought. The drought of 1862 saw the digging of a well at Shellharbour swamp to aid the villagers there. Most people had household water tanks, but even so, drought wreaked havoc on industry and private homes. Dry periods saw people digging in the sand to extract buckets of water; rivers dried out until they were no more than a chain of shallow waterholes and water was carted from miles away. Town water was requested a few times in the 19th century but the proposals were variously abandoned. In 1945 Lake Illawarra South was the first area in the municipality to receive a reticulated water supply which was piped across the bridge from Windang. Ten years later Shellharbour, Albion Park and Oak Flats got town water, (supplied from dams in the Nepean System[13]), and by the end of the 1950s all suburbs of the municipality had a reliable water supply.[14]

Libraries

Public and private libraries have existed for the recreational benefit of local residents since the latter half of the 19th century. The first library in the locality was located at Shellharbour, the focus of the district in the mid 19th century. Most libraries are solid, hushed institutions that give the impression of having been in place forever. This could hardly have been further from the truth in Shellharbour as the first library roved the village looking for a suitable home. The library opened first in the 1860s and was housed at the Presbyterian and Wesleyan churches.[15] In January 1874 the collection was proclaimed as the Shellharbour Public Library, with opening honours bestowed on the then Mayor, Mr. Robert Wilson. For the next 20 years it is unknown exactly where the collection was housed, but finally in 1896 a home was found with the School of Arts. In 1924 the Thomas Memorial Library was opened at the School of Arts, honouring surveyor W.M. Thomas and housing over 1,000 volumes donated by the book-loving benefactor.[16]

The *Library Act 1939*, forced local councils to become involved with the provision of library services to its constituents. Despite legislative requirement the library remained at the School of Arts until the early 1950s when it was removed to the Shellharbour Public Hall, (cnr Addison and Wentworth Street), and became the Shellharbour Branch Library – the main library of the municipality. In 1996 the Shellharbour library made its final move (to date) to the vacated Baby Health Centre in Wentworth Street.[17] The library has been in continuous (if nomadic) use for well over 100 years.

Similarly, the Albion Park School of Arts also provided for the advancement of literacy in the locality. The Albion Park School of Arts was established in 1898 and from its inception ran a library from a room at the Council Chambers in Tongarra Road. The School of Arts was eventually supplanted by the Albion Park Literary Institute, which continued the extant library in the council building until it moved to the Literary Institute building in Flinders Street in 1929.[18] After the demolition of the Literary Institute building, probably in the latter 1950s, the library was in limbo until the Albion Park Branch Library was opened in 1960 in the Centenary Hall which had been erected the year before. The final move for the Albion Park Library occurred in 1986 when it was transferred to its own purpose-built property in Russell Street. Municipal branch libraries were opened at Warilla in 1968 and Oak Flats in 1976. The Warilla Library is now the central base of the municipal libraries.[19]

A Final Word ...

Today Shellharbour is a bustling, thriving community as culturally diverse as any in Australia. Remnants of its agricultural past remain in the hinterland, extractive industries have grown steadily and Shellharbour Village and Lake Illawarra continue to attract tourists. However, the pace of life has accellerated here, as it has everywhere, and Shellharbour's citizens are, for the most part, no longer simple farmers and shopkeepers. Intense residential development in the late 20th and early 21st century has resulted in a highly urbanised environment. Sandwiched between the urban sprawl of Wollongong to the north and growing regional centres to the south, Shellharbour has become a pit-stop on the way to somewhere else; a commuter suburb for workers in the steel and technology industries of Wollongong. If the Osbornes, or the Wentworths, or the McGills were to visit Shellharbour in the 21st century it would not be a place they could recognise or understand. The tight-knit communities that tilled the first soil, felled the first trees and worked co-operatively to develop the dairy industry no longer exist. What has grown in its place is a new community, with different values and goals for its shire. The picturesque setting of Shellharbour Village remains unchanged, as developers have not found a way to build on the ocean, and the area is still enclosed in the embrace of the Macquarie Ranges. At this point in time, it is a place of stark contrasts - vivid green pastures juxtaposed against the scarred earth and mountains of soil that will become Tullimbah Village; the tranquil lake surrounded by intense residential development; the blue ocean and white sandy beaches backed by ever-more opulent homes; the tiny village that was Peterborough with its grid of streets leading to the ocean and the new suburbs like Flinders with their endless cul-de-sacs and pattern-book architecture.

When people first settled in Shellharbour, Indigenous and European, they were embarked upon a journey that has not yet concluded. People have come from all over the globe to live in this place and will continue to do so, as long as Shellharbour is able to maintain its unique identity. We look foward to the next chapter in Shellharbour's long and interesting history.

Bibliography

Allen, D., *A Case for Quarrying in the Kiama Shellharbour Area*, no publisher, no date.

Anon., *Planning for Blue Metal Quarrying in the Municipality of Shellharbour & Kiama & Tablelands Sub-Region*, NSW Department of Planning and Environment, no date.

Anon, 1971, 'Early Days of South Coast Group Seven Rugby League', in *Our Sporting Heritage*, The Tongarra Heritage Society, Inc., Albion Park. (Unpublished Manuscript)

Anon., *Old Pioneer's Reminiscences of Illawarra (1830s-1920s)*, Illawarra Historical Publications, 1989.

Anon, 5/7/1963, *Kiama Independent Centenary Supplement*, Kiama Independent.

Anon, 6/6/1984, 'Shellharbour celebrates 125 years', in *The Lake Times*, p. 17.

Anon, n.d., 'Who's Who in Australian Military History: Lieutenant Evelyn Ernest Owen', *Australian War Memorial*, http://www.awm.gov.au/people/8479.asp.

Anon, 12/9/1879, "Wrecks", in *The Kiama Independent*.

Anon, 18/3/1998, 'The History of Public Housing in New South Wales', in NSW Department of Housing - http://www.housing.nsw.gov.au/history.htm.

Anon, n.d., 'Clive "Killer" Caldwell', in *Warringah Radio Control Society Incorporated* - http://www.wrcs.org.au/articles/62.htm

Anon, n.d., 'The History of Australian Radio', *Radio Adelaide 101.5 FM* - http://www.radio.adelaide.edu.au/intro/history_OZ-radio.pdf

Australian Bureau of Statistics, 2002, *Australian Demographic Statistics: Population Special Article – Populations of Australia and New Zealand, A comparison* - http://www.abs.gov.au/Ausstats/abs@.nsf/0/e189e54401c21e76ca256acc0081e06c?OpenDocument

Australian Encyclopaedia Volumes II & II, Angus & Robertson Limited, sydney, 1925.

Bayley, W.A., 1959, *Green Meadows: Centenary History of Shellharbour Municipality NSW*, Shellharbour Municipal Council, Albion Park.

Bertie, C.H., 1911, "Matthew Flinders: Australia's Navigator", in *RAHS Journal*, Vol. 3, Part 7.

Bishop, Hitchcock & Irwin Architects, *John Thomas Bakery & Residence*, photographic study, October 2000.

Bone, Graeme, *The Green Book*, no publisher, no date.

Brownlea, Arthur Alexander, *A Medical Geography of Infectious Hepatitis: Ecological parameters in a System of Illawarra Communities*, Thesis submitted for PhD, Macquarie University, Sydney, no date.

Clark, G., n.d., 'Personal Histories: Colonel Colin D. Fuller DSO, Order of the Nile, 6th Light Horse regiment 1882 – 1953', in *The*

Australian Light Horse Association - www.lighthorse.org.au/Perhist/fuller.htm.

Community Relations Commission, n.d., *Resource Handbook for Chief Executive Officers and Senior Managers: Ethnic Affairs in the NSW Public Sector – Appendix 2: Population Profile of NSW* - http://www.crc.nsw.gov.au/publications/resourcehandbook/appendix_2.htm, Community Relations Commission.

Cook, R., 2005, *Radio 2WL*. (Unpublished manuscript)

Cook, R., 2005, *Housing Commission, Warilla*. (Unpublished manuscript)

Darracot, J., McBarron, E. & Hatch, M., *Tullimbar Public School NSW 1920-40 Period*, The Tongarra Heritage Society Inc., Albion Park, 1986.

Department of Immigration and Multicultural and Indigenous Affairs, 2005, *Fact Sheet 4 – More Than Sixty Years of Post-war Migration* - http://www.immi.gov.au/facts/04fifty.htm., Department of Immigration and Multicultural and Indigenous Affairs.

Derbyshire, Jim, *The Mcdonalds - 100 Years at Marshall Mount*, Tongarra Heritage Society Inc., no date.

Derbyshire, J. and Allen, D., 1987, *Land Between Two Rivers: a historical and pictorial survey of Shellharbour Municipality*, Shellharbour Municipal Council, Shellharbour.

Flinders, M., 1840, *A voyage to Terra Australis*, facsimile edition 2000.

Fraser, A., 1923, 'Albion Park', in *The Royal Australian Historical Society Journal, Vol. 8 Supplement*, pp. 369 – 370

Fuller, L. & Mills, K., *Native Trees of Central Illawarra including the Kiama and Shellharbour Municipalities*, Weston & Co. Pty Ltd, Kiama, 1985.

Gillis, D., 2005, *History Notes of the Shellharbour City Area*, The Tongarra Heritage Society Inc, Shellharbour, 2005.

Gillis, D., 2004, 'School of Arts – Social Life – Library', in *History Notes of Shellharbour City Area (Draft)*, The Tongarra Heritage Society Inc.

Gillis, K., 2002, *Study on Oak Flats Township 2529*, The Tongarra Heritage Society Inc., Albion Park.

Gillis, D., 2005, 'Transportation in Shellharbour: Cedar to City – Community and Heritage', in *The Tongarra Heritage Society Inc Newsletter No. 87*.

Greville's Post Office Directory 1872, copy held at Tongarra Heritage Museum, Albion Park, NSW.
Greville's Electoral List 1855, copy held at Tongarra Heritage Museum, Albion Park, NSW.

Harris, Claude, *The Tongarra Mine*, Tongarra Heritage Society Inc., Albion Park, no date.

Hildred, J., 1997, (Collator), *The History of Forbes, NSW Australia*, Forbes Shire Council, Forbes.

Hoctor, M., 29/12/1999, 'Celebrating our Beginnings: Shellharbour 1817 – 1917', *Lake Times Special Supplement*, WestonPrint, Blackbutt.

Hughes, Robert, *The Fatal Shore*, The Harvill Press, London, 1987.

Hurrell, A.A., (Compiler), 2000, *Private Samuel Atchison: Killed in action during the Anglo-Boer War, 20th February 1900*, no publisher.

Hynde, Tamara, *Stoney Range Archaeological Site, Shellharbour*, The tongarra Museum, Albion Park, NSW, 2002.

Iliffe, D., 17/2/2000, "Honouring the Illawarra's first fallen soldier: War Centenary", In *Illawarra Mercury*, Wollongong.

Isaacs, V. & Kirkpatrick, R., 2003, *Two Hundred Years of Sydney Newspapers: A Short History*, (Rural Press Ltd, NSW), in National Plan for Australian Newspapers Project: History, The National Library of Australia - http://www.nla.gov.au/nplan/history.html

Jervis, J., 1942, "Illawarra: A Century of History, 1788 – 1888, Part I", in *RAHS Journal*, Vol. 28, Part 2.

Jervis, J., "Cedar and the Cedar Getters", *RAHS Journal*, Vol. 25, Part 2, 1939.

Kaul, Julia, *Shellharbour Council European Heritage Study*, Shellharbour Council, August 1995.

Keats, W., 2003, "Ships sunk off the Australian Coast 1939 – 1945", *Big Volcano – Walk of Remembrance and Centaur Memorial* - http://www.bigvolcano.com.au/stories/THDHS/

Lavelle, S., 1996, *Albion Park Pioneer Cemetery Conservation Plan,* Report to Shellharbour City Council.

McDonald, W.G., 1975, *The First Footers: Bass and Flinders in the Illawarra, 1796 – 1797*, Illawarra Historical Society, Wollongong.

McIlquham, D., n.d., 'Some Random Recollections of Oak Flats', quoted in *The Tongarra Heritage Society Inc. Newsletter No. 37* October 2000, The Tongarra Heritage Society Inc., Albion Park

Maiden, H.E., 1966, *The History of Local Government in New South Wales,* Angus & Robertson, Sydney.

NSW Planning & Environment Commission, 1973, *Shellharbour New Town: the Development of Housing Commission Site 7200,* NSW Planning & Environment Commission, Sydney.

O'Dwyer, J., 2004, '60 Years of History', in *The Tongarra Heritage Society Inc Newsletter No. 82*, The Tongarra Heritage Society Inc., Albion Park.

Perumal Murphy Wu, *Illawarra Regional Heritage Study Review,* Part 1 Historical Overview, September 1993.

PulseTec Pty. Ltd., 2002, 'History of Rugby League', in *New South Wales Rugby League* - http://www.nswrl.com.au/index.cgi?sID=35&det=1&intArticleID=16

Richardson, C., 31/8/1973, 'Shellharbour shows the way to handle sport', In *Illawarra Mercury*, Wollongong.

Rowland, E. C., *The Story of NSW Railways*, JRAHS Vol. 40, Part 5, 1954.

Sally Gray & Associates, *Merrigong: A cultural map of the Illawarra escarpment,* A report to the Illawarra Region of Councils, no date.

Singleton, C.C., 1972, *Railway History in Illawarra,* New South Wales, Illawarra Historical Society, Wollongong.

Swann, M., 1920, "Caroline Chisholm", In *RAHS Journal, Vol. 6*, Part 3.

The Tongarra Heritage Society Inc., n.d., *From Muth to Mood & German Migration to NSW in the 19th Century*, Tongarra Heritage Society Inc., Albion Park.

Timbs Family Trees Incorporated, *Journey Through Timbs,* self published, no date.

The Official Magazine of the Australian War Memorial, Vol. 8.

The Tongarra Heritage Society Inc., n.d., *Shipwrecks on Shellharbour Coastline*. (Unpublished manuscript)

The Tongarra Heritage Society Inc., n.d., *Epidemics*. (Unpublished manuscript)

Thomas, S., 1975, *The Town at the Crossroads: A story of Albion Park,* Weston & Co. Publishers Pty. Ltd.

Thomas, Stan, *Three Score Years and Ten*, Weston & co. Publishers Pty Ltd, Kiama, 1981.

Todd, Jan, *Milk for the Metropolis: a century of co-operative milk supply in New South Wales,* Hale & Iremonger, sydney, 1994.

Verity, W., 26/4/2005, 'Gallipoli sand finds new home', in *Illawarra Mercury* - www.illawarramercury.com.au

Verity, W., 14/5/2005, A Tortured Genius and From 'gangster gun' to the 'Digger's darling', *The Illawarra Mercury Weekender*, Wollongong.

Warby, P.A., 2000, *Albion Park RSL Memorial Club Ltd: A complete history, 1944 – 2000*.

Wilcox, C., 1999,"The first Australian unit in the Boer War", *In Wartime*
www.maritime.heritage.nsw.gov.au.

Endnotes

Chapter 1

[1] Bertie, C.H., 1911, "Matthew Flinders: Australia's Navigator", pp. 295 - 297, In *RAHS Journal*, Vol. 3, Part 7.
[2] Ibid.
[3] Flinders, Matthew, *A voyage to Terra Australis*, 1840, facsimile edition 2000, p.4.
[4] Ibid., p.4.
[5] The actual dimensions of the first and second *Tom Thumbs* are debated. The first boat was definitely smaller than the second and it is most likely the first was about 8 foot and the second about 11 foot. Some sources note the second could have been up to 15 or 16 feet in length.
[6] Ibid.
[7] Bertie, C.H., 1911, "Matthew Flinders: Australia's Navigator", pp. 295 - 297, In *RAHS Journal*, Vol. 3, Part 7.
[8] Flinders, op. cit., p.xi.
[10] Jervis, J., 1942, "Illawarra: A Century of History, 1788 – 1888, Part I", pp. 67 – 68, In *RAHS Journal*, Vol. 28, Part 2.
[11] Jervis, J., 1942, p. 68.
[12] McDonald, W.G., 1975, *The First Footers: Bass and Flinders in the Illawarra, 1796 – 1797*, pp. 12 – 14.
[13] McDonald, W.G., 1975, pp. 15 – 16.
[14] McDonald, W.G., 1975, pp. 18 – 19.
[15] McDonald, W.G., 1975, pp. 19 – 29.
[16] Jervis, J., 1942, pp. 74 – 77.
[17] Derbyshire, J. and Allen, D., 1987, *Land Between Two Rivers: a historical and pictorial survey of Shellharbour Municipality*, p. 28.
[18] Jervis, J., 1942, pp. 74 – 83.

Chapter 2

[1] Jervis, J., *Cedar and the Cedar Getters*, JRAHS # 25, part 2, 1939, pp.134-135.
[2] *General Order of the Colony of New South Wales*, 14th August, 1819.
[3] Derbyshire, J. & Allen, D., *Land Between Two Rivers*; *a historical and pictorial survey of Shellharbour Municipality*, Shellharbour Municipal Council, 1984, p.28.
[4] *Sydney Gazette*, 1st July 1826.
[5] Quoted in Jervis, J., op. cit., p.137.
[6] Ibid., p.137.
[7] Quoted in Jervis, J, op. cit., p.137.
[8] Derbyshire, A. & Allen, D., op. cit., p.28.
[9] Ibid., p.28.
[10] Jervis, J., op. cit., p.138.
[11] Ibid., pp.139-140.
[12] Quoted in Vader, 1987 p.? http://www.nccnsw.org.au/bushland/reference/vegman04/#Heading3

Chapter 3

[1] Derbyshire J. & Allen, D., *Land Between Two Rivers*, op. cit., p.30.
[2] Bayley, William A., *Green Meadows: Centenary History of Shellharbour Municipality New South Wales*, Shellharbour Municipal Council, Albion Park, 1959, p.18.
[3] Derbyshire, op. cit., p.30.
[4] Bayley, op. cit., p.21.
[5] Derbyshire, op. cit., p.30.
[6] Bayley, op. cit., p.21.
[7] Quoted in ibid., p.22.
[8] Quoted in ibid., p.22.
[9] Ibid., pp. 22-23.
[10] *The Australian Encyclopaedia*, p.649.
[11] Bayley, op. cit., p.24.
[12] Derbyshire, op. cit. P.32 and *History Notes of Shellharbour City Area – The Foundations, Land Grants*, The Tongarra Heritage Society Inc, 2004, p.1.
[13] Derbyshire, op. cit., p.32.
[14] Ibid., p.32.
[15] Ibid., p.32 and the *Encyclopeadia of Australia*, p.548.
[16] Ibid., p.32.
[17] Bayley, op. cit., pp.23-24.
[18] Hughes, R., *The Fatal Shore*, pp.62-65.
[19] Timbs Family Tree Inc., *Journey Through Timbs*, p.1.

[20] Ibid., p.1.
[21] Bayley, op. cit., pp.26-26.
[22] Ibid., p.26.
[23] Huxley, T.H., *Autobiography*, 1889, original held by the University of Adelaide Library and rendered into HTML for the UA Library Electronic Texts Collection on 2nad August, 2003.
[24] Ibid.
[25] Baker, D.W.A., *Preacher, Politician, Patriot: The Life of John Dunmore Lang*, Melbourne University Press, 1998, np.
[26] Ibid.
[27] *The Australian Encyclopaedia*, op. cit., p.717.
[28] Bayley, op. cit., p.27 and Derbyshire, op. cit., p.34.
[29] *The Australian Encyclopaedia*, p.255.
[30] Ibid., p. 255.
[31] Bayley, op. cit., pp.29-30, Derbyshire op. cit., p.34 and *The Australian Encyclopaedia*, op. cit., p.255.
[32] Quoted in Bayley, op. cit., p.30.
[33] Bayley, op. cit., pp. 28-29.
[34] Ibid., p.30.
[35] Ibid., p.30.

Chapter 4

[1] Derbyshire, J. & Allen, D., 1987, p. 26.
[2] Fraser, A., 1923, 'Albion Park', in *The Royal Australian Historical Society Journal, Vol. 8 Supplement*, pp. 369 – 370.
[3] Derbyshire, J. & Allen, D., 1987, p. 26.
[4] Bayley, W.A., 1959, pp. 35, 63.
[5] Thomas, S., 1975, p. 12.
[6] Derbyshire, J. & Allen, D., 1987, p. 26.
[7] Thomas, S., 1975, p. 13.
[8] Thomas, S., 1975, pp. 12 – 13.

Chapter 5

[1] Gillis, Kevin & Dorothy, *The Clover Hill History, Macqaurie Pass National Park*, A Historic Background for the National Parks & Wildlife Service, Tongarra Heritage Society Inc., Albion Park, 2001, p.1.
[2] Ibid., p.1.
[3] Furlong, Ted, *Short History of Macquarie Pass: Commemoration of the Centenary of Opening 1898-1998*, The Tongarra Heritage Society Inc., 1998pp. 1-2.
[4] *Charles Throsby to Governor Macquarie*, 22nd January 1820, Macquarie Collection, Mitchell Library NSW.
[5] Wild, Joseph, *Journals of Joseph Wild*, Bonwick Transcripts, Mitchell Library NSW.
[6] Jervis, James, *A History of the Berrima District 1798-1973*, Library of Australian History in association with Wingecarribee Shire Council, 1986, pp.12-13.
[7] Giles, Ian S., *The winds of change: a history of Robertson A.&H. Society and agriculture of its district*, Robertson A. & H. Soceity, 1979, pp.4-5.
[8] *Thomas Mitchell to Robert Hoddle*, March 1830, Bonwick Transcripts, Mitchell Library NSW.
[9] From the Journal of Robert Hoddle, quoted in Giles, I.S., op. cit., p.6.
[10] Ibid., p.6.
[11] Furlong, T., op. cit., p.2.
[12] Giles, I.S., op. cit., p.6.
[13] Furlong, T., op. cit., pp.4-5.
[14] *Bowral Free Press*, Wednesday 17th July, 1889.
[15] Nunan, W. & T., *The Black Swan*, p.287, quoted in Furlong, op. cit., p.8.

Chapter 6

[1] Bayley, op. cit., p. 89.
[2] Ibid., p. 89.
[3] Ibid., p.90.
[4] Ibid., pp. 90-91.
[5] Ibid., p. 91.
[6] Ibid., p. 92.
[7] Todd, J., *Milk for the Metropolis: a century of cooperative milk supply in New South Wales*, p. 21.
[8] Ibid., p. 22.
[9] *Kiama Independent*, 4th April 1882 and also in ibid., pp. 22-23.
[10] Bayley, W.A., *Blue Haven*, p. 91 and also in ibid., pp. 22-23.
[11] Bayley, W.A., *Illawarra Pastures*, p. 8 and also in ibid., p. 25.
[12] *Illawarra Mercury,* 29th November 1888 and also in ibid., p. 35.

[13] Ibid., pp. 35, 43.
[14] Ibid., p. 43.
[15] *Farmer's Cooperative New*, 30th January 1900, p. 8 and also in ibid., p. 43

Chapter 7

[1] Gillis, D., 2005, "The Shellharbour Harbour", In *History Notes of Shellharbour City Area*, p. 5.
[2] Anon, 21/11/1855, *Sydney Morning Herald*, Quoted in Bayley, W.A., 1959, p. 34.
[3] Gillis, D., 2005, "The Jetties and Shipping", In *History Notes of Shellharbour City Area*, p. 6.
[4] Bayley, W.A., 1959, p. 82.
[5] Bayley, W.A., 1959, p. 32.
[6] Gillis, D., 2005, "The Jetties and Shipping", In *History Notes of Shellharbour City Area*, p. 6.
[7] Bayley. W.A., 1959, p. 40.
[8] Bayley, W.A., 1959, p. 82.
[9] Gillis, D., 2005, "The Jetties and Shipping", In *History Notes of Shellharbour City Area*, p. 6.
[10] Gillis, D., 2005, "The Jetties and Shipping", In *History Notes of Shellharbour City Area*, p. 6.
[11] Gillis, D., 2005, "The Shellharbour Harbour", In *History Notes of Shellharbour City Area*, p. 5.
[12] Bay;ey, W.A., 1959, p. 85.
[13] Gillis, D., 2005, "The Jetties and Shipping", In *History Notes of Shellharbour City Area*, p. 6.
[14] Bayley, W.A., 1959, p. 114.
[15] The Tongarra Heritage Society Inc., n.d., *Shipwrecks on Shellharbour Coastline*.
[16] Anon, 12/9/1879, "Wrecks", in *The Kiama Independent*.
[17] Keats, W., 2003, "Ships sunk off the Australian Coast 1939 – 1945", *Big Volcano – Walk of Remembrance and Centaur Memorial* - http://www.bigvolcano.com.au/stories/THDHS/
[18] The Tongarra Heritage Society Inc., n.d., *Shipwrecks on Shellharbour Coastline*.

Chapter 8

[1] Fraser, J., quoted in Bayley, W.A., 1959, *Green Meadows: Centenary History of Shellharbour Municipality NSW*, p. 28.
[2] Gillis, D., 2005, 'Schools", in *History Notes of Shellharbour City Area (Draft)*, p. 63.
[3] Gillis, D., 2005, p. 61.
[4] Bayley, W.A., 1959, p. 106.
[5] Bayley, W.A., 1959, p. 69.
[6] Bayley, W.A., 1959, p. 106.
[7] Derbyshire, J. & Allen, D., 1987, p. 101.
[8] Anon, 18/3/1870, *Illawarra Mercury*, cited in Gillis, D., 2005, pp. 61 - 62.
[9] Bayley, W.A., 1959, p. 39.
[10] Bayley, W.A., 1959, pp. 56 – 57.
[11] Gillis, K. & Gillis, D., 2005, Pers Comm.
[12] Bayley, W.A., 1959, p. 56.
[13] Bayley, W.A., 1959, p. 40.
[14] Derbyshire, J. & Allen, D., 1987, p. 101.
[15] Gillis, D., 2005, 'Schools', in *History Notes of Shellharbour City Area (Draft)*, pp. 64 – 69.

Chapter 9

[1] Quoted in Hoctor, M., 29/12/1999, 'Celebrating our Beginnings: Shellharbour 1817 – 1917', *Lake Times Special Supplement*, p. 25.
[2] The Tongarra Heritage Society Inc., n.d., *Epidemics*.
[3] Bayley, W.A., 1959, p. 121.
[4] Gillis, D., 2005, "Cemeteries", In *History Notes of Shellharbour City Area*, p. 58.
[5] Bayley, W.A., 1959, p. 121.
[6] Gillis, D., 2005, "Cemeteries", In *History Notes of Shellharbour City Area*, p. 57.
[7] Bayley, W.A., 1959, pp. 70 – 72.
[8] Bayley, W.A., 1959, p. 121.
[9] Lavelle, S., 1996, *Albion Park Pioneer Cemetery Conservation Plan*, pp. 7 – 11.
[10] Gillis, D., 2005, "Cemeteries", In *History Notes of Shellharbour City Area*, p. 60.

Chapter 10

[1] Department of Immigration and Multicultural and Indigenous Affairs, 2005, *Fact Sheet 4 – More Than Sixty Years of Post-war Migration* - http://www.immi.gov.au/facts/04fifty.htm.

[2] Australian Bureau of Statistics, 2002, *Australian Demographic Statistics: Population Special Article – Populations of Australia and New Zealand, A comparison* - http://www.abs.gov.au/Ausstats/abs@.nsf/0/e189e54401c21e76ca256acc0081e06c?OpenDocument

[3] Derbyshire, J., n.d. (Compiler), *From Muth to Mood & German Migration to NSW in the 19th Century*, pp. 3 – 4.

[4] Bayley, W.A., 1959, pp. 27 – 30.

[5] Derbyshire, J., n.d. (Compiler), *From Muth to Mood & German Migration to NSW in the 19th Century*, pp. 4 – 6.

[6]

[7] Derbyshire, J., n.d. (Compiler), *From Muth to Mood & German Migration to NSW in the 19th Century*, pp. 11 – 12.

[8] Derbyshire, J., n.d. (Compiler), *From Muth to Mood & German Migration to NSW in the 19th Century*, pp. 12 – 13.

[9] Derbyshire, J., n.d. (Compiler), *From Muth to Mood & German Migration to NSW in the 19th Century*, pp. 13 – 14.

[10] Department of Immigration and Multicultural and Indigenous Affairs, 2005, *Fact Sheet 4 – More Than Sixty Years of Post-war Migration* - http://www.immi.gov.au/facts/04fifty.htm.

[11] Gillis, D., 2004, 'Libraries', in *History Notes of Shellharbour City Area (Draft)*, p. 41.

[12] Bayley, W.A., 1959, pp. 150 – 151.

[13] Derbyshire, J. & Allen, D., 1987, p. 99.

[14] Community Relations Commission, n.d., *Resource Handbook for Chief Executive Officers and Senior Managers: Ethnic Affairs in the NSW Public Sector – Appendix 2: Population Profile of NSW* - http://www.crc.nsw.gov.au/publications/resourcehandbook/appendix_2.htm

Chapter 11

[1] Gillis, D., 2004, 'Shellharbour Village', In *History Notes of Shellharbour City Area (Draft)*, p. 3.

[2] Bayley, W.A., 1959, pp. 40 – 85.

[3] Gillis, D., 2004, 'People and Places: Robert Wilson's Steam Flour Mill', in *History Notes of Shellharbour City Area (Draft)*, pp. 11 - 16.

[4] Gillis, D., 2004, 'Shellharbour Village' and 'John Thomas', In *History Notes of Shellharbour City Area (Draft)*, pp. 3, 22.

[5] Gillis, D., 2004, 'People and Places: Robert Wilson's Steam Flour Mill', in *History Notes of Shellharbour City Area (Draft)*, pp. 11 - 15.

[6] Gillis, D., 2004, *History Notes of Shellharbour City Area (Draft)*, pp. 22 - 25.

Chapter 12

[1] Derbyshire, J. & Allen, D., 1987, p. 25.

[2] Derbyshire, J. & Allen, D., 1987, p. 84.

[3] Gillis, D., 2005, 'Transportation in Shellharbour: Cedar to City – Community and Heritage', in *The Tongarra Heritage Society Inc Newsletter No. 87*, pp. 2 – 3.

[4] Gillis, D., 2005, 'Transportation in Shellharbour: Cedar to City – Community and Heritage', in *The Tongarra Heritage Society Inc Newsletter No. 87*, p. 3

[5] Singleton, C.C., 1972, *Railway History in Illawarra, New South Wales*, p. 5.

[6] Singleton, C.C., 1972, pp. 5 – 11.

[7] Singleton, C.C., 1972, pp. 10 – 12.

[8] Singleton, C.C., 1972, pp. 10 – 12.

[9] Derbyshire, J. & Allen, D., 1987, p. 84.

[10] Derbyshire, J. & Allen, D., 1987, p. 84.

[11] Singleton, C.C., 1972, p. 52.

[12] Singleton, C.C., 1972, p. 52.

[13] Derbyshire, J. & Allen, D., 1987, p. 84.

[14] Singleton, C.C., 1972, p. 53.

[15] Bayley, W.A., 1959, p. 156.

[16] Gillis, D., 2005, 'Airport', in *History Notes of Shellharbour City Area (Draft)*, p. 84.

[17] Bayley, W.A., 1959, p. 156.

[18] Gillis, D., 2005, 'Airport', in *History Notes of Shellharbour City Area (Draft)*, pp. 84 - 85.

[19] Gillis, D., 2005, 'Airport', in *History Notes of Shellharbour City Area (Draft)*, pp. 84 - 85.

[20] Gillis, D., 2005, 'Airport', in *History Notes of Shellharbour City Area (Draft)*, pp. 84 - 85.

Chapter 13

[1] Bayley, W.A., 1959, pp. 72 – 73.
[2] Bayley, W.A., 1959, pp. 108 – 109.
[3] Wilcox, C., 1999, "The first Australian unit in the Boer War", In *Wartime – The Official Magazine of the Australian War Memorial*, Vol. 8, pp. 3 - 9.
[4] Wilcox, C., 1999, "The first Australian unit in the Boer War", In *Wartime – The Official Magazine of the Australian War Memorial*, Vol. 8, pp. 3 - 9.
[5] Hurrell, A.A., (Compiler), 2000, *Private Samuel Atchison: Killed in action during the Anglo-Boer War, 20th February 1900*, pp. 1 – 3.
[6] Hurrell, A.A., (Compiler), 2000, *Private Samuel Atchison: Killed in action during the Anglo-Boer War, 20th February 1900*, pp. 1 – 5.
[7] Hurrell, A.A., (Compiler), 2000, *Private Samuel Atchison: Killed in action during the Anglo-Boer War, 20th February 1900*, pp. 1 – 5.
[8] Extracts from the South Coast Herald and Illawarra Guardian, quoted in Hurrell, A.A., (Compiler), 2000, *Private Samuel Atchison: Killed in action during the Anglo-Boer War, 20th February 1900*, p. 6.
[9] Bayley, W.A., 1959, p. 121.
[10] Iliffe, D., 17/2/2000, "Honouring the Illawarra's first fallen soldier: War Centenary", In *Illawarra Mercury*, p. 14.
[11] Bayley, W.A., 1959, pp. 108 – 109.
[12] Clark, G., n.d., 'Personal Histories: Colonel Colin D. Fuller DSO, Order of the Nile, 6th Light Horse regiment 1882 – 1953', in *The Australian Light Horse Association* - www.lighthorse.org.au/Perhist/fuller.htm.
[13] Quoted in Hoctor, M., 29/12/1999, 'Celebrating our Beginnings: Shellharbour 1817 – 1917', *Lake Times Special Supplement*, p. 28.
[14] Verity, W., 14/5/2005, *A Tortured Genius* and *From 'gangster gun' to the 'Digger's darling'*, The Illawarra Mercury Weekender, p. S8.
[15] Verity, W., 14/5/2005, *A Tortured Genius* and *From 'gangster gun' to the 'Digger's darling'*, The Illawarra Mercury Weekender, p. S8.
[16] Verity, W., 14/5/2005, *A Tortured Genius* and *From 'gangster gun' to the 'Digger's darling'*, The Illawarra Mercury Weekender, p. S8.
[17] Anon, n.d., 'Who's Who in Australian Military History: Lieutenant Evelyn Ernest Owen', *Australian War Memorial*, http://www.awm.gov.au/people/8479.asp.
[18] Verity, W., 14/5/2005, *A Tortured Genius* and *From 'gangster gun' to the 'Digger's darling'*, The Illawarra Mercury Weekender, pp. S8 – S9.
[19] Verity, W., 14/5/2005, *A Tortured Genius* and *From 'gangster gun' to the 'Digger's darling'*, The Illawarra Mercury Weekender, pp. S8 – S9.
[20] Gillis, D., 2005, 'Airport – Albion Park' in *History Notes of Shellharbour City Area (Draft)*, p. 83.
[21] Anon, n.d., 'Clive "Killer" Caldwell', in *Warringah Radio Control Society Incorporated* - http://www.wrcs.org.au/articles/62.htm
[22] Bayley, W.A., 1959, p. 156.
[23] Gillis, D., 2005, 'Airport', in *History Notes of Shellharbour City Area (Draft)*, p. 84.
[24] Bayley, W.A., 1959, p. 156.
[25] Gillis, K., 2005, Pers. Comm.
[26] Warby, P.A., 2000, *Albion Park RSL Memorial Club Ltd: A complete history, 1944 – 2000*, pp. 1 – 37.
[27] Verity, W., 26/4/2005, 'Gallipoli sand finds new home', in *Illawarra Mercury* – www.illawarramercury.com.au.

Chapter 14

[1] Carruthers, Sir J., quoted in Bayley, W.A., 1959, p. 30.
[2] Swann, M., 1920, pp. 134 - 136.
[3] Swann, M., 1920, p. 136.
[4] Swann, M., 1920, pp. 137 – 138.
[5] Swann, M., 1920, "Caroline Chisholm", pp. 138 – 139, In *RAHS Journal*, Vol. 6, Part 3.
[6] Bayley, W.A., 1959, pp. 27 – 29.
[7] Swann, M., 1920, p. 139.
[8] Bayley, W.A., 1959, p. 29.
[9] NSW Planning & Environment Commission, 1973, p. 3.
[10] NSW Planning & Environment Commission, 1973, *Shellharbour New Town: the Development of Housing Commission Site 7200*, p. 1.
[11] Bayley, W.A., 1959, p. 61.

Chapter 15

[1] Maiden, H.E., 1966, *The History of Local Government in NSW*, pp. 5 – 31.

[2] Ibid, p. 80.
[3] Gillis, D., 2004, 'The Proclamation and Municipality of Shellharbour', in *History Notes of Shellharbour City Area (Draft)*, p. 8, 15.
[4] Anon, 6/6/1984, 'Shellharbour celebrates 125 years', in *The Lake Times*, p. 17.
[5] Gillis, D., (Ed), 2004, 'Local Government comes back to Albion Park' in *The Tongarra Heritage Society Inc. Newsletter No. 82*, p. 3.
[6] Gillis, D., 2004, 'The Proclamation and Municipality of Shellharbour', in *History Notes of Shellharbour City Area (Draft)*, p. 8.
[7] Gillis, D., (Ed), 2004, 'Local Government comes back to Albion Park' in *The Tongarra Heritage Society Inc. Newsletter No. 82*, p. 3.
[8] Gillis, D., (Ed), 2004, 'Local Government comes back to Albion Park' in *The Tongarra Heritage Society Inc. Newsletter No. 82*, p. 3.

Chapter 16

[1] Gillis, K., 2005, Pers. Comm.
[2] Gillis, D., 2004, 'Post Offices', in *History Notes of Shellharbour City Area (Draft)*, p. 48.
[3] Gillis, D., 2004, 'Post Offices', in *History Notes of Shellharbour City Area (Draft)*, p. 45.
[4] Bayley, W.A., 1959, p. 62.
[5] Gillis, D. & Gillis, K, 2005, Pers. Comm.
[6] Gillis, D., 2004, 'Post Offices', in *History Notes of Shellharbour City Area (Draft)*, p. 46.
[7] Gillis, D. & Gillis, K, 2005, Pers. Comm.
[8] Harris, C., n.d., 'A Story on Albion Park Post Office', quoted in *Shellharbour Memories, pp. 82 – 85.*
[9] Thomas, S., 1975, p. 21.
[10] Harris, C., n.d., 'A Story on Albion Park Post Office', quoted in *Shellharbour Memories, pp. 82 – 85.*
[11] Bayley, W.A., 1959, pp. 75 - 76.
[12] Gillis, D., 2004, 'Post Offices', in *History Notes of Shellharbour City Area (Draft)*, pp. 47 - 48.
[13] Isaacs, V. & Kirkpatrick, R., 2003, *Two Hundred Years of Sydney Newspapers: A Short History*, in National Plan for Australian Newspapers Project: History, The National Library of Australia - http://www.nla.gov.au/nplan/history.html
[14] Isaacs, V. & Kirkpatrick, R., 2003, *Two Hundred Years of Sydney Newspapers: A Short History*, in National Plan for Australian Newspapers Project: History, The National Library of Australia - http://www.nla.gov.au/nplan/history.html
[15] Anon, 5/7/1963, *Kiama Independent Centenary Supplement*, pp. 1 – 12.
[16] Anon, 5/7/1963, *Kiama Independent Centenary Supplement*, pp. 1 – 12.
[17] Anon, 5/7/1963, *Kiama Independent Centenary Supplement*, pp. 1 – 12.
[18] O'Dwyer, J., 2004, '60 Years of History', in *The Tongarra Heritage Society Inc Newsletter No. 82*, p. 2.
[19] Anon, n.d., 'The History of Australian Radio', *Radio Adelaide 101.5 FM* - http://www.radio.adelaide.edu.au/intro/history_OZ-radio.pdf
[20] Gillis, D. & Gillis, K., 2005, Pers Comm.
[21] Cook, R., 2005, *Radio 2WL*.

Chapter 17

[1] Derbyshire, J. & Allen, D., 1987, p. 76.
[2] Bayley, W.A., 1959, p. 145.
[3] Quoted in Hoctor, M., 29/12/1999, 'Celebrating our Beginnings: Shellharbour 1817 – 1917', *Lake Times Special Supplement*, p. 20.
[4] McIlquham, D., n.d., 'Some Random Recollections of Oak Flats', quoted in *The Tongarra Heritage Society Inc. Newsletter No. 37 October 2000*.
[5] Bayley, W.A., 1959, p. 112.
[6] Derbyshire, J. & Allen, D., 1987, p. 76.
[7] Bayley, W.A., 1959, p. 145.
[8] Derbyshire, J. & Allen, D., 1987, p. 78.
[9] Derbyshire, J. & Allen, D., 1987, p. 78.
[10] Bayley, W.A., 1959, p. 152.
[11] McIlquham, D., n.d., 'Some Random Recollections of Oak Flats', quoted in *The Tongarra Heritage Society Inc. Newsletter No. 37 October 2000*.
[12] Bayley, op. Cit., p. 122.
[13] Ibid., p. 122-123.
[14] Derbyshire, J. & Allen, D., 1987, p. 78.
[15] Bayley, op. cit., p. 146.

[16] Ibid., p. 152.
[17] Bayley, W.A., 1959, pp. 123, 152.
[18] Bayley, W.A., 1959, pp. 145 – 152.

Chapter 18

[1] Derbyshire, J. & Allen, D., 1987, p. 78.
[2] Bayley, W.A., 1959, pp. 123, 152.
[3] Gillis, K., 2002, *Study on Oak Flats Township 2529*, p. 1.
[4] Gillis, K., 2002, *Study on Oak Flats Township 2529*, pp. 1 - 5.
[5] McIlquham, D., n.d., 'Some Random Recollections of Oak Flats', quoted in *The Tongarra Heritage Society Inc. Newsletter No. 37 October 2000*.
[6] McIlquham, D., n.d., 'Some Random Recollections of Oak Flats', quoted in *The Tongarra Heritage Society Inc. Newsletter No. 37 October 2000*.
[7] Thomas, S., 1975, p. 120.
[8] Derbyshire & Allen, op. Cit., p. 99.
[9] Thomas, S., 1975, pp. 121 – 123.
[10] Quoted in Hoctor, M., 29/12/1999, 'Celebrating our Beginnings: Shellharbour 1817 – 1917', *Lake Times Special Supplement*, p. 27.
[11] Bayley, W.A., 1959, p. 154.
[12] Quoted in Hoctor, M., 29/12/1999, 'Celebrating our Beginnings: Shellharbour 1817 – 1917', *Lake Times Special Supplement*, p. 21.
[13] Derbyshire, J. & Allen, D., 1987, p. 25.
[14] Bayley, W.A., 1959, p. 52, 109, 155.
[15] Bayley, W.A., 1959, p. 58.
[16] Gillis, D., 2004, 'School of Arts – Social Life – Library', in *History Notes of Shellharbour City Area (Draft)*, p. 38.
[17] Gillis, D., 2004, 'Libraries', in *History Notes of Shellharbour City Area (Draft)*, p. 40
[18] Thomas, S., 1975, p. 39.
[19] Gillis, D., 2004, 'Libraries', in *History Notes of Shellharbour City Area (Draft)*, pp. 41 - 42.

Appendix A - Shipwrecks

Name	Date	Where	Comments
Amphitrite	15 May 1851	Shellharbour	The *Amphitrite*, a wooden ketch under the command of one of the owners, William Baxter, went ashore at Shellharbour on 15 May 1851; it soon became a complete wreck. The remains of the ketch have not been found. The vessel was 17 tons, 11.8m in length and built at Brisbane Water, NSW, in 1847. Registered at Sydney as 29 of 1850.
Echo	21 March 1863	Bass Point	The *Echo* was a wooden schooner. On a voyage from Shoalhaven to Sydney with a cargo of wheat, maize and potatoes, she struck a rock near Long Point, Shellharbour and was wrecked. The remains of the schooner have not been found. The vessel was 21 tons, 11.3m in length, built at Sydney in 1843. Registered at Sydney as 76 of 1848, Official No. 32472.
Blackwall	20 July 1876	Shellharbour	The *Blackwall* was a 66 ton wooden screw steamer built by Rock Davis at Brisbane Water, NSW in 1874 and owned by the Illawarra Steam Navigation Company. The vessel was primarily used to transport general produce along the NSW coast. The steamer was wrecked when the anchor dragged on Shellharbour Reef and eventually refloated. Her Master at this time was W.D. Thompson.
Bertha	9 September 1879	Bass Point	The *Bertha* was a wooden top sail schooner on a voyage from Sydney to Kiama driven ashore in a gale. The schooner became a total wreck on the north side of Bass Point. The Bertha was under the command of Frederick Mahler and owned by F.W. Cook. She was carrying 3 crew and 2 passengers and Aboriginal witnesses to the wreck saved the lives of the Captain and crew by taking a line from the vessel to the shore. The Bertha, in ballast at the time of loss, was engaged in the transport of blue metal from Kiama to Sydney. The remains of the schooner have not been found. The vessel was 64 tons, 22.1m in length, built by Edward Davis at Davistown, Brisbane Water, NSW in 1864. Register at Sydney as 64 of 1864, Official No. 49269.

Note: All shipwreck information is quoted from the NSW Maritime Heritage website database, available at www.maritime.heritage.nsw.gov.au.

Franz	9 September 1879	Lake Illawarra	The *Franz* was a wooden schooner on a voyage from Sydney to Kiama when she was wrecked in an easterly gale just north of Lake Illawarra. She was owned by F.W. Cook and engaged in carrying blue metal but was in ballast at the time of loss. The Master was John Jenkins; he and six other crew were all saved. The remains of the schooner have not been found. The vessel was 148 tons, 25.2m in length and built near Hamburg, Germany, in 1862. Registered at Sydney as 73 of 1875, Official No. 64388.
Our Own	21 August 1880	Bass Point	*Our Own* was a wooden paddle steamer, wrecked on the beach near Bass Point after sufferring machinery failure. Two lives were lost. She was carrying general cargo and a steam engine. The vessel was 73 tons, 26.94m in length and built by Reuben Greentree at Nowra in 1878. Registered by the owner, John McArthur & Co., at Sydney as 45 of 1878, Official No. 74982.
Alexander Berry	1 July 1901	Bass Point	A wooden screw steamer owned by the Illawarra Steam Navigation Company when wrecked at Bass Point. Four of the five crew lost their lives in this tragic event. The vessel was 62 tons, 24.6m in length and built by James Bower & Co. at Pyrmont, NSW in 1873. Registered at Sydney as 6 of 1874, Official No. 69740. The wreck site has been located.
Comboyne	27 November 1920	Bass Point	The *Comboyne* was a wooden screw steamer wrecked after striking an object about 1 mile off Bass Point. The ship was engaged in the timber trade for Allen Taylor & Co. and was under the command of Captain Woods. The remains of the steamer have not been found. The vessel was 281 tons, 42.42m in length and built by Ernest Wright at Tuncurry, NSW in 1911. Registered at Sydney as 25 of 1911, Official No. 131486.
Kiltobranks	21 February 1924	Shellharbour	The *Kiltobranks* was a wooden screw steamer with a cargo of blue metal under the command of Captain Gardiner. The remains of the steamer have never been found. the vessel was 272 tons, 40.75m in length and built by Rock Davis at Blackwall, NSW in 1908. Registered at Sydney as 36 of 1908, Official No. 125170.
Cities Service Boston	16 May 1943	Bass Point	A large steel screw steamer, she ran aground at Bass Point during a storm. Members of the Australian 6th Machine Gun Battalion camped nearby, assisted in the rescue of the crew. All the crew were saved but four of the rescuers died. The steamer was 9348 tons, 153.3m in length and built in 1921 in New York. The wreck site has been located.

Appendix B - Public & Denominational Schools

Note: unless otherwise indicated in the "Closed" column, school are still operating.

Name	Opened	Closed	Comments
Albion Park 1	1872	1892	West of current settlement, replaced by Albion Park 2 closer to the settlement.
Albion Park 2	1892/3	1998	
Albion Park Rail Public School	1959		
Albion Park High School	1991		
Balarang Public School	1991		
Barrack Heights Primary School	1976		
Corpus Christi Catholic High School	2006		Oak Flats. Yet to open - slated for March 2006.
Croome	1864 1884	1884 1922	School demolished in early 20th century. The site is marked by the trees planted by the school on Arbour Day in 1890.
Croome Park School	1865	c.1880s	
Father Smythe Memorial Convent School/Stella Maris Primary School	1857/8		Shellharbour, run by the Sisters of Charity.
Flinders Primary School	2002		
Lake Illawarra South Primary School	1954/5		Reddall St.
Macquarie River Church of England School	Unknown	c.1860	Located near Albion Park. See Macquarie River Public School for further information.
Macquarie River Public School	1859 1897	1897 1973	Converted to a public school from the Macquarie River CoE School. Later replaced by Tullimbah School.
Marshall Mount National School	1859 1897	1897 1973	A new one-room school replaced the old one on the same site in 1897.
Minnamurra	1976		
Mount Terry Public School	1995		Albion Park
Mount Warrigal Primary School	1967		
Nazareth Catholic Primary School	2000		Blackbutt

Oak Flats Public School	1952		
Oak Flats High School	1962		
Peterborough/Minnamurra	1864 1881	1881 1907	Building replaced in 1881.
Presbyterian School, Albion Park	1859	Unknown	
Shell Cove Primary School	2005		
Shellharbour 1	1843	1850	Corner Addison and Wentworth Streets.
Shellharbour 2	1851	1870	Located in Mary St, the 1870 building was demolished in 1929 to make way for a new one.
Shellharbour 3	1870		Present location.
Shellharbour Anglican College	2004		Dunmore. Caters for students from K - 7.
Stockyard Mountain	1884	1904	
Stony Creek National School	1864	c.1870s	
St Paul's Catholic School Albion Park	1881		
St Joseph's Catholic High School	1982		
Tongarra	1870s 1895	1894 1920	
Tongarra Campus High School	1989		Formerly Illawarra Christian School. Caters for students from K - 12.
Tullimbah Public School	1881	1965	Albion Park
Tullimbah Church of England School	1856	1882	
Warilla High School	1965		
Warilla North Primary School	1964		
Warilla Public School	1956		
Yellow Rock (Stockyard Mountain)	1884	1904	

Appendix C - Newspapers In & Around Shellharbour

Name	Established	Closed	Comments
Albion Park & Shellharbour Chronicle Advertiser	1904	1905	
Albion Park & Shellharbour Light			Incorporated into South Coast Register.
Dapto & Albion Park Advertiser			Incorporated into Illawarra Mercury.
Dapto & Albion Park Guardian	1895	1906	
Illawarra Banner	1863	1876	Founded by William Bowe at Figtree and incorporated into The Argus in 1876.
Illawarra & South Coast Districts Advertiser			Incorporated into the South Coast Times.
Illawarra Daily Mercury	1950		
Illawarra Mercury	1855	1950	
Illawarra Star	1937		
Kiama Examiner	1858	1862	
Kiama Independent	1863		Established and still operated by the Weston family.
Kiama Pilot	1868	c . 1 8 7 3 - 1878	
Kiama Reporter	1877	c.1886	Established by F.W. Wilson who also published the Kiama Observer from 1885.
Kiama Sentinel	1931	1932	Published by Leo O'Dwyer for 13 months. Printed at Berry and circulated free.
Lake Times	1979		Incorporated into the South Coast Times.
Northern News			
NSW South Coaster	1981		
Orbit			Published by Jones at Shellharbour and lasted less than 3 months.
Port Kembla Bulletin	1965		
Port Kembla Pilot	1925	1926	Incorporated into the Illawarra Mercury.
South Coast Chronicle	1895	1895	Lasted only 3 months.

South Coast Herald	1895		Published every Friday at Dapto. Incorporated into the Illawarra Mercury.
South Coast Register	1885		
South Coast Times	1876	1968	Incorporated into the Illawarra Mercury.
Warilla Community Voice	1977		Established at Warilla and circulating at least from the 1970s.
Warilla Gazette			Circulating from at least 1971.
Wollongong Advance	1959	1960	
Wollongong & Shellharbour Advertiser	1982		Incorporated into the Illawarra Mercury.
Wollongong Argus	1876	1900	Incorporated into the South Coast Times.
Wollongong Express	1859		

Appendix D - National, State & Local Themes

National Theme	State Theme	Local Theme
Peopling the continent	Exploration	Exploration Of The Illawarra
Tracing the evolution of a continent's special environments	Environment	The Most Beautiful Wood
Peopling the continent	Pastoralism Agriculture Land Tenure	From Forest To Farm
Peopling the continent	Aboriginal Contact	King Mickey
Tracing the evolution of a continent's special environments	Land Tenure Environment Transport	Up The Pass
Developing local, regional & national economies	Industry Labour Commerce Technology Persons	Milk Money
Developing local, regional & national economies	Transport Commerce Persons	Sea Lanes
Educating	Education	Living & Learning
Marking the phases of life	Death	Six Feet Under
Peopling the continent	Migration Ethnic Influences	From A Distant Land
Building settlements, towns & cities	Townships	A Village By The Sea
Developing local, regional & national economies	Transport Technology	From Here To There
Marking the phases of life	Defence Death Events Persons	Lest We Forget

National Theme	State Theme	Local Theme
Developing cultural institutions & ways of life	Welfare Persons	Lending A Hand
Governing	Government & Administration	Municipal Moments
Building settlements, towns & cities	Communication	Communication
Developing cultural institutions & ways of life	Leisure	Seaside Rendezvous
Building settlements, towns & cities	Utilities Townships	Modernisation