



THE KOGARAH HISTORICAL SOCIETY

NEWSLETTER

AUGUST

1976

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AN INVITATION.
CELEBRATE WITH US.

On Sunday, 29th August, Carss Cottage will be celebrating its Fifth Anniversary as an Historic Museum.

To mark the occasion, we plan to open the Cottage from 1 p.m. on that day and to serve Devonshire Teas in the grounds, where the Kogarah Municipal Band will be providing light entertainment.

We hope all our Members will attend this happy event.

JUST A REMINDER! ARE YOU SURE YOU'VE PAID YOUR SUBSCRIPTION?

Sub. for ordinary Members - \$2.00
Pensioners & Students - \$1.50

To any who may have forgotten, please send your cheque so that there will be no interruption in receipt of next Newsletter.

THANK YOU.

Our next meeting will be held at 8 p.m. on Thursday, 12th August, on the second floor of the Civic Centre, Belgrave Street, Kogarah.

There will be a special talk, illustrated by very beautiful slides, entitled "Our Historic Buildings - Preserve or destroy". The talk is by Mr. K.F.Tye and is something you'll really enjoy!

The Raffle Prize has been donated by Mrs. James.

The ladies on Supper Roster are Mrs. Kelly and Mrs. James.

Please particularly note that the September meeting will be in the Presbyterian Church Hall, which is just one block away from the Civic Centre. Proceed up Belgrave Street to the next corner, turn right Kensington Street, and the Hall is a few yards away, facing the Hospital. (This is the Hall in which we met while the Civic Centre was being built).

SOCIAL NEWS. Many thanks to the members who attended our night at the Illawarra Guild Theatre. It was most enjoyable.

August 20th - Our Street Stall. Help! Help! Help! Anything to sell will be much appreciated. This is when we hope to raise funds for our Museum and we can only do so with your help! Jams - Cakes - Cakes - Knitwear - White elephants -- all will be most welcome. We really need your help on this day. Please see me at the next meeting.

September 12th - This is the date for our Walking Tour. Organised by Mr. Charles Gilbert. It is suggested we will meet at Queens Square at 1.30 p.m. and take a leisurely stroll with many interesting sidelights and visits. Donation 50 cents - children free.

Itinerary for 12th September - Approx. 1½ hours. To see - Sydney's Early Buildings and Places.

What made early N.S.W. such a "Colony of Contrast".

Brawling Carpet-Bagging Officers defying each Governor

John McArthur Master Minded armed rebellion against Governor Bligh of Bounty Fame.

Religious Apathy ... Eucumenical stirrings.

Former Convicts becoming wealthy merchants - ship builders and owners - Magistrates and Bank Directors.

See...Rare Illustrations (on actual site) of Sydney's very first buildings and places.

August 29th - 5th Anniversary of Opening of Carss Cottage Museum. (see the pink page and celebrate with us!)

October 23rd - 24th. Hill End Tour. Like Eric in 'Little by Little' we are adding a name here and there, and now have 29 adults and 5 children, with a possibility of 5 more adults. So it looks as though this tour might take place after all. Please give it some thought and if you are interested or know of anyone else who may like to come along let me have their name as soon as possible.

FOR SALE - Pink Royal Doulton Bathroom Basin including stand and two taps. In excellent condition. Excellent for a second bathroom or holiday home. Small cost to be donated to the Street Stall.

A THOUGHT FOR THE MONTH - Fine feathers make fine birds. But not always lady birds.

Sylvia Kelly.

MUSEUM REPORT. Many interesting items have been added to our Museum collection in the last few months. All are much appreciated and acknowledged with thanks. Mrs. E. Connon of Carlton has donated an Underwood Typewriter, at least sixty years old, and on behalf of Mrs. Baker, also of Carlton, a Christening Gown made in 1915.

Mr. and Mrs. Howard of Oatley have given a spindle-backed chair, with leather seat, also two small children's stools, one wooden and one of cane, and a number of old preserving jars and medicine bottles.

Mrs. W. Greenwood of Kogarah has donated an 1890 stereoscope and a large quantity of entertaining cards for three dimensional viewing.

Dr. S. Hunt, of Kangaroo Point, has donated a most decorative lamp shade of ruby and clear glass, fluted and finely etched with a design of roses and scotch thistles. The fitment is of copper.

From Mrs. Flynn, of Peakhurst we have received a book on Liverpool Cathedral, illustrating both interior and exterior architectural details. There is also a British newspaper clipping describing this fine Cathedral.

In addition Mrs. Flynn has given some men's stiff white cotton collars, made in Ireland, about 1910.

Our next donor, Miss Edna James of Turramurra has presented a set of the Waverley novels bound in maroon and gold, a volume of the Works of Shakespeare, approximately 100 years old, and beautifully illustrated with colour plates; a set of the works of Charles Dickens also with illustrations. Pictorial Bible, Vol.2 (1855). Family Devotion Vol 2 (London Publishing Co.) Also a building plan for a villa at Penshurst Park for Mr. D. James, by the Architect, Mr. J. S. Hannan. This two-storey house can still be seen in Inverness Avenue, Penshurst. A hand written ledger records a library service conducted for many years (from 1903 onwards) possibly at the above address).

Mrs. H. Johnston, of West Ryde had donated a set of gent's blade razors, in a satin lined box, bearing the name Wilkinson, Pall-Mall, London.

We have also received a number of items from Miss G. Coxhead, Mr. R.J. Bough and Mr. V. Smith. A detailed listing of these will be included in next month's report, with (we hope) further acquisitions for the Museum.

Gwen Lean.

MUSEUM ROSTER.

August 8th	- Mrs. D. Hatton and Mrs. M. Grieve.
" 15th	- Mr. and Mrs. J. Howard
" 22nd	- Mr. J. Wright and Mr. K. Grieve
" 29th	- Mrs. A. McOnie and Miss M. Foley
September 5th	- Miss P. Harry and Mrs. E. Dodd
" 12th	- Mrs. C. Johns and Mrs. G. Taylor
" 19th	- Mrs. S. Kelly and Mrs. J. James
" 26th	- Mrs. D. Diment and Miss K. Duggan

To Open.

Mrs. D. Hatton
Mrs. J. Howard
Miss C. McEwen
Mr. J. Veness
Mr. J. Lean
Mrs. G. Johns
Mrs. S. Kelly
Miss C. McEwen

(If any date given is inconvenient, please see me at the next meeting, or phone 57-5940).

HOW DO WE KNOW WE HAVE THE GENUINE COCKY BENNETT?

It is sixty years since Cocky Bennett died and for the benefit of people who may enquire in the future it would seem to be advisable to record here why we are so sure that our stuffed and mounted bird is identical with him.

First of all, of course, is the evidence of Mrs. Sarah Bennett's relatives and the fact that for the whole sixty-year period since his death, the bird has been in their possession.

As stated in our article, Mrs. Bennett, in 1915, gave the bird to Mr. Murdoch Alexander Wagschall who was married to her niece and was the licensee of the Woolpack Hotel, Canterbury.

We have been given newspaper cuttings of the day which provide evidence that the bird died in May 1916 and that Mr. Wagschall intended to have it preserved by Tost & Rohu. When we were given the bird it was still in the original case which bears the following inscription "Cocky Bennett. Died May 1916. Aged 119 years. Stuffed and mounted by Tost & Rohu".

Among the 1916 newspaper cuttings was the photograph which has been re-printed in this Newsletter. Also given to us was an original postcard souvenir photo prepared for sale by Mrs. Bennett (as mentioned in the article) and a glass negative showing the bird sitting on the top of his cage. The bird depicted is obviously identical with the bird we possess.

Mr. Wagschall eventually passed the bird to his son-in-law and daughter, Mr. and Mrs. J. C. Easterling and it has remained in their home until Mrs. Elaine Pugh (of Stanwell Park), their daughter, paid a visit to our Museum and recognised that it was the most suitable spot for the bird to be displayed. She then arranged for it to be given to our Society.

Cocky Bennett had a distinctive appearance which would not be easily forgotten by one who was familiar with the bird. Such a one was Mrs. Grieve, the author of the article in this Newsletter, who, as a girl, lived near the Sea Breeze Hotel and remembers the bird well. Another was Miss Gwen Book who lived in Tottenham House and whose father was actually the landlord of the hotel. As stated in the article, Miss Cook took mail to the hotel almost daily and was thus familiar with the bird. Both ladies confirm that our bird is identical with Cocky Bennett.

In 1957 a stuffed parrot was displayed in a Museum at Kurnell and wrongly stated to have been Cocky Bennett. We hold a newspaper cutting in which Mr. J. C. Easterling wrote "The bird (Cocky Bennett) was stuffed and mounted by Tost & Rohu and is now in my possession at 35 First Avenue, Ashbury (where it may be inspected) and not in the Animal Museum at Kurnell as stated".

Later, when the Kurnell Museum was closed, the stuffed parrot was acquired by the Licensee of the Sea Breeze Hotel. Thereupon, in Column 8 of the "Sydney Morning Herald" there appeared an announcement that "Mrs. Elaine Pugh of Stanwell Park claims that the stuffed cockatoo now in Tom Ugly's Sea Breeze Hotel is an imposter. The genuine stuffed Cocky Bennett, she points out, has been in her family's possession for 45 years and now resides peacefully in their home in Ashbury. Lending formidable support to Mrs. Pugh's claims are her family's associations with the old Cockatoo, which died in 1916. Her Great-Great-Aunt, Mrs. Sarah Bennett, kept the old Sea Breeze Hotel when Cocky Bennett was in his prime.

At the Sea Breeze Hotel the stuffed cockatoo is still on display but does not bear any inscription claiming it to be Cocky Bennett. However, as it is displayed in the "Cocky Bennett Bar", customers could be forgiven for thinking that it is identical with Cocky Bennett.

BUT, QUITE DEFINITELY IT IS NOT THE COCKY BENNETT.

V.S.S.

LIBRARY REPORT.

"The Roadmakers: a history of Main Roads in New South Wales" has recently been added to our Library. This book will be of interest to social and industrial historians, engineers, photographers, bridge lovers, transport historians, perhaps conservationists and even inquisitive tourists - so that includes nearly all of us.

A history of roads and roadmaking in N.S.W. must be, in effect, a record of settlement in a remote area; of the growing desire of people for better communication by land for social and commercial reasons; and finally of the changes and developments as the population grew and technological knowledge advanced. This information appears in this book which was devised and published by the N.S.W. Department of Main Roads to give highlights of roadmaking activities in N.S.W. Accompanying text and photographs are numerous maps and diagrams about the Main Roads system.

Taking it for granted that you are sure to be interested in the history which is the main substance of the book I will pass quickly on to some other aspects. In the photographic record you may recognize and compare scenes of your youth - the muddy "missing link" in road construction at St. Peters for instance, "the battlefields of Parramatta Road" or going back a few years there is a photograph of an old wooden bridge at Frog's Hollow Creek, Rockdale in 1876 (the year my grandfather was born) 100 years ago. There are some beautiful reproductions of paintings of the Roadmakers, and gruesome reminders that our earliest earth moving equipment consisted of the primitive tools of chained and hobbled convicts.

If your interest is engineering of course there is plenty for you about methods of surfacing and construction, bridges, machinery, roads and vehicles in mud, dust, flood and snow. It is a record of modes of transport and equipment seen on the roads over the decades. The quality of this book is considerable and we recommend it to you.

In 1811 Governor Lachlan Macquarie proclaimed: "The Construction and Preservation of safe and commodious High-ways is a matter of great and general Importance, and tends greatly to increase Commerce and promote Civilization". (Sydney Gazette, 6th April 1811). The officers of the Department of Main Roads are proud of past achievements and look forward to new challenges with zeal. (The Roadmakers. N.S.W. Department of Main Roads. 1976. \$15.00)

E. Howard.

"CITY 1"

There have been many criticisms of the weight and size of Sydney's Telephone Directory - so much so, that it is now divided into sections. To make most calls it is necessary to dial up to seven numerals.

But if you wish to ring a friend on S.T.D. at, for example, Pooncarie, in order to raise his local exchange, you must dial 050289211 - and then ask for his number!

When compared with this, how simple it must have seemed in 1885 when, in order to speak to Richardson and Wrench, the well-known Estate Agents, all you needed to do was to ask the operator for "City 1".

COCKY BENNETT, LATE OF THE SEA BREEZE HOTEL.

Comes to reside in our Museum

By M. Grieve

Known to many thousands of residents, and visitors from far and wide the most famous bird in the St. George district was undoubtedly Cocky Bennett. He spent almost the whole of the last twenty-five of his reputed one hundred and nineteen years with his mistress, Mrs. Sarah Bennett, who was the licensee of the equally famous Sea Breeze Hotel at Dover (Tom Uglys) Point until she retired in 1915.

Cocky Bennett, sixty years after his lamented death in 1916, (which was extensively reported in Sydney's newspapers of the day) has been returned to almost within screeching distance of his old home and has come to reside permanently in Carss Cottage Museum. Thousands more people, many not even born during his former glory, will now become familiar with his almost featherless form.

"What Bird is That?" by Neville Cayley, is a book to which we often have recourse to determine the name of some strange bird, but in the case of Cocky Bennett we would almost need an indentikit picture of him, made in his youth! However, we know that he was a sulphur crested cockatoo, a species which was first noted west of the mountains in 1790. According to Mr. Cayley, it is one of the most popular cage-birds and is renowned for its longevity. He cites a case where such a bird lived for one hundred years in captivity and notes that it would probably live much longer in its natural state. From another source I learn that "the familiar cocky, the sulphur-crested cockatoo (*Cacatua galarita*) also known as the white cockatoo, is one of Australia's best-known birds and is a favourite pet. It is found all over the country, except in the south-west. Fond of wheat, it raids crops in large flocks, but continues to multiply in spite of the resulting trapping and shooting. The flocks have scouts posted in trees as lookouts, hence "Cockatoo" as a slang term for a sentinel watching some illegal human activity".

When writing a biography about some famous character, it is usual to record the date of birth, but in the case of Cocky Bennett the exact date is unknown, although Mrs. Bennett, no doubt because of popular demand, selected the first of September as his birthday. And on that date he invariably received a large batch of birthday cards from his fans.

In those distant days, the general store and post-office was situated at the corner of King Georges Road and Princes Highway (then known as Woniora Road and Kogarah Road) on what is now the Todd Park side. Mrs. Stores was the proprietor and from her the locals collected their mail which was brought by horse-drawn coach from Kogarah. Miss Gwen Cook, the daughter of Mr. R.A. Cook of Tottenham House (who was the actual landlord of the hotel) always picked up the Sea Breeze Hotel mail when collecting her own and recalls the increase in quantities which always occurred when the date of Cocky Bennett's birthday approached.



The Late Cocky Bennett,

Such was the fame of Cocky Bennett, that to fill a popular demand, Mrs. Bennett had for sale very clear post-card sized photographs of the bird, sitting on top of his cage, on which was printed the following inscription: "Cocky Bennett Sea Breeze Hotel, Tom Ugly's Point. Aged 118 Sept. 1st, 1914"

Concerning Cocky Bennett's early life, it is known that he was acquired by Mr. & Mrs. J.C. Bowden, probably while they kept Bowden's Durban Club Hotel in Elizabeth Street, Sydney. The bird was bequeathed to Mr. Bowden under the

will of a Captain Ellis who served in the South Sea islands. The Captain got the bird from the cook of the first ship on which he served as a boy of nine years of age. Captain Ellis died in the Solomon Islands at the age of 87 years after Cocky Bennett had travelled with him for 78 years. It is said that he circumscribed the world seven times. The captain's nephew cared for the bird for some time after the captain's death and eventually made a special trip from Melbourne to Sydney to hand it over to the Bowdens.

Mr. Bowden died in 1889 and a few years later Mrs. Sarah Bowden married Mr. Charles Bennett. In 1893 they moved to Tom Ugly's Point and Mr. Bennett became licensee of the Sea Breeze Hotel. The Society possesses a photograph taken at the time showing the front of the single-storey hotel on which is painted a large sign reading "Charles Bennett, Sea Breeze Hotel, Tom Ugly's Point". Mr. Bennett died 1899 and Mrs. Bennett continued as licensee until she retired in 1915. It will be noted that the above dates roughly verify the Cockatoo's age as being 118 years when the above mentioned photograph was taken in 1914.

Since the days of the motor-car and the construction of the Georges River Bridge, no doubt thousands of tourists speed by the Sea Breeze Hotel without even noticing its existence. But that was not always so. When only horse-drawn vehicles were in vogue, and long distances were not undertaken from choice, Tom Ugly's Point, with its glorious river views and its nearby Woniora Pleasure Grounds, served as an ideal picnic spot and was the destination for dozens of horse-drawn buses and hundreds of cyclists, especially on public holidays. To these were added travellers to places further afield and these, while waiting for the punt, added their numbers to those who took the opportunity to slake their thirst or partake of oysters or other sea-foods at one of the several dining-rooms at the hotel.

And not many left without paying a visit to Cocky Bennett in his cage on the verandah. The St. George Hospital, in those far-off days when it was known as the Kogarah Cottage Hospital, benefited regularly from the generosity of Cocky's friends who contributed well to a collection-box attached to his cage.

Cocky's quaint appearance of extreme old-age was accentuated by an almost featherless skin and a beak which exceeded by several inches the usual length and which needed frequent paring to prevent it penetrating his breast. But added to this was his great ability as a talker. The fact was that his early life at sea and his subsequent residence in hotels all encouraged his use of unseemly adjectives. Because of his almost featherless condition, the sight of Cocky flapping his bare wings while he loudly declared "If I had another (adjective) feather I'd fly" was something all wanted to see and hear - and having seen and heard they told others from far and wide and so made Cocky Bennett famous, not only throughout the metropolitan area but, because of travellers' tales, over a much wider area.

When Sarah Bennett left the Sea Breeze Hotel in 1915 she presented the bird to her nephew, Mr. Murdock Alexander Wagschall who was the licensee of the Woolpack Hotel, George Street, Canterbury and Cocky Bennett was installed in the Bar where he made many new friends and continued to demonstrate his ability to talk - and swear!

However, a year later, the Bar became unnaturally quite and it was evident that Cocky Bennett was ill. The next day the 26th May, 1916, newsitems in all the Sydney newspapers announced the death of Cocky in his 119th year and the fact that Mr. Wagschall intended to have him mounted by Tost & Rohu the then well-known taxidermists.

And so, for a period of sixty years the stuffed bird has remained in the possession of firstly, Mr. & Mrs. Wagschall and then their son-in-law and daughter, Mr. & Mrs. J.C. Easterling of Ashbury. Fortunately, Mrs. Elaine Pugh of Stanwell Park who is a daughter of Mr. & Mrs. Easterling, called and inspected our Museum and recognized that here in the district where he was formerly so well-known was the ideal spot for him to be displayed and arranged for him to be given to our Society. So it is to Mrs. Pugh that we express our thanks.

Although it has been stated by an ornithologist that a wrong diet and not merely old age has helped to contribute to Cocky Bennett's ancient featherless appearance, it is a fact that such appearance nevertheless seems to add truth to an old story concerning which our Historical Society is not willing to vouch. It is said that when in 1776, a party from the 'Endeavour' rowed ashore at Kurnell and a world-famous explorer stepped on to a rock, and dodged some spears, Cocky Bennett himself was perched on a nearby ti-tree and in a loud and clear voice was heard to say "Captain (adjective) Cook, I presume!".

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Some notes on

THE GREAT NORTH ROAD

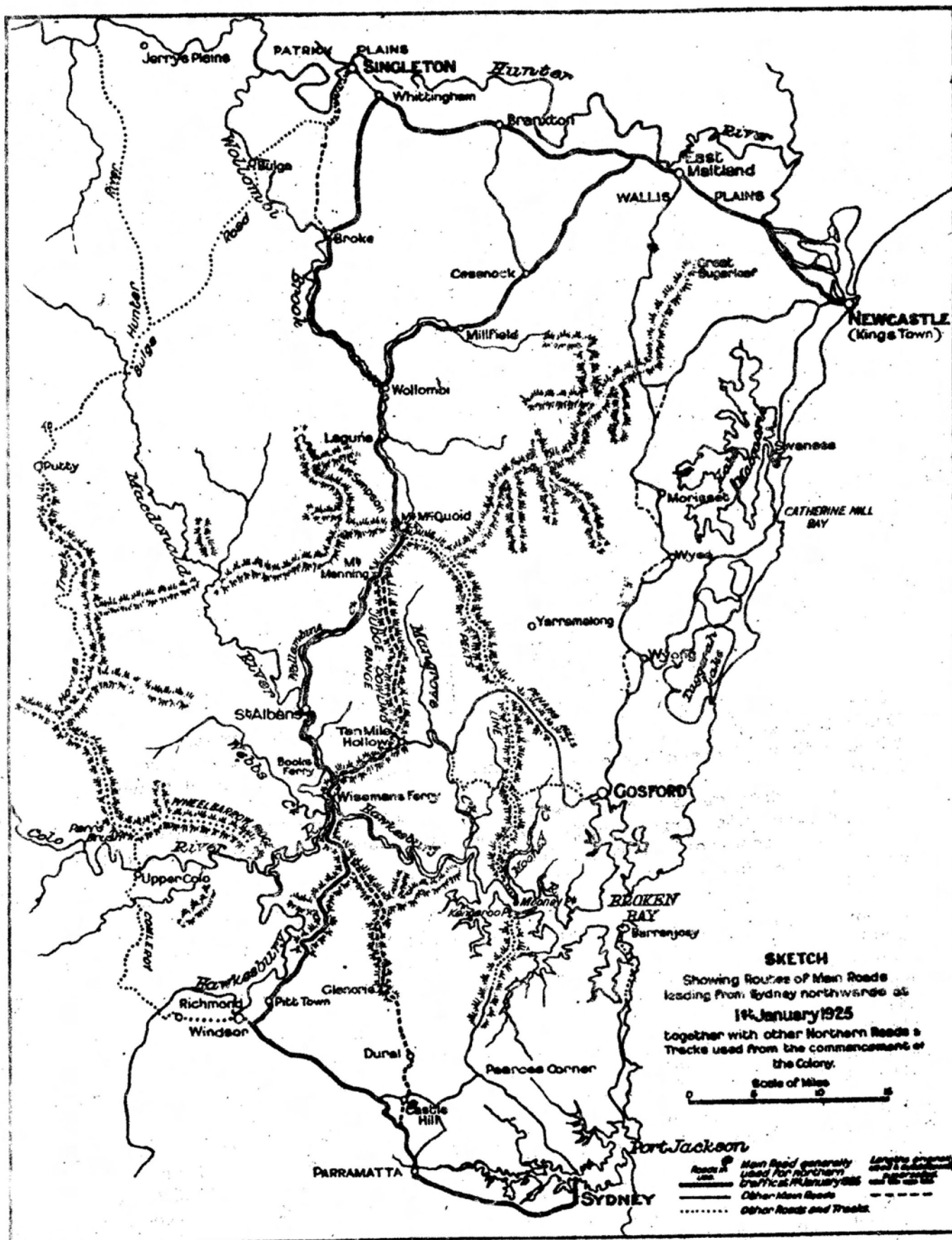
By R. and U. FITZHARDINGE

If we now travel from Sydney to Newcastle by road without crossing the Blue Mountains, we have a wide choice of routes, but we are restricted to the same three main road crossings of the Hawkesbury which faced the road traveller of 1850:-

- a) Near Windsor or Richmond, leading to the Bulga, now Putty-Singleton Road
- b) Near Wiseman's Ferry, leading to the now unused Old North Road, and the present road north through St. Alban's
- c) At Peat's Ferry, where the ferry and rough tracks have been replaced by bridges and the Pacific Highway complex.

The problem of road access between Sydney and the Hunter Valley is as old as settlement along the Hunter. In 1791 William Bryant, a convict, stole a cutter from Governor Phillip. On his way to Timore he put in at the mouth of the Hunter and found coal there; this was reported in London in 1792 by his wife when she reached there after her husband's death in Timor. Lieutenant Shortland found coal too in 1797, and in 1801 the Coal River Penal Settlement was established. This was followed in 1804 by a permanent settlement on the site of Newcastle, and coal was mined and even exported.

Windsor on the Hawkesbury was settled in 1794, and though there was no through road to the Hunter Valley, convicts who escaped from the Hunter River area were finding their way down to the Hawkesbury. In 1819 John Howe, Chief Constable in Windsor from 1814 to 1821, set out to find a practicable route from the Hawkesbury to the Hunter, with encouragement from Governor Macquarie. Two other men had already gone some of the way, but Howe was the first known to have



completed the journey. He crossed the Colo River down near its junction with the Hawkesbury and went up the ridge which runs to the north and forms a watershed between the Colo and Webb's Creek. Then he followed a creek system which led him through what is now called Howe's Valley across the Macdonald River and so eventually to the Hunter.

Howe set out again in 1820, apparently to find a better route. This time he crossed the Hawkesbury near Richmond and turned north along what is now the Comleroy Road. Then down into Big Wheeny Creek and over the high ridge which separates it from the Colo. He crossed the Colo at the head of tidal influence, climbed the ridge and joined his previous route at Parr's Brush. He followed it north again as far as the Macdonald, and then headed east and north through Bulga to Patrick's Plains or Singleton.

The Bulga road was built along this route and was opened to traffic on March 6th, 1823. In the Sydney Gazette appears, "the road from Richmond to Wallis Plains is open for the public. A written permit must however be obtained from this Office, (Colonial Secretary's), designating the brands of the animals proposed to be driven; and enumerating their numbers; and naming the individuals intending to accompany them, together with the ships they came by; the Indulgences (if any) that they possess; and specifying the days during which the journey will be accomplished."

The new road provided crossings of the Big Wheeny and Colo above tidal influence, but it ran through some very steep country in that area. In a book published in 1827 it is described as a "rugged bridle path". The settlement of Putty was established on it, but its outlet developed north through Bulga to Singleton, not south across the Colo. The section of the road from Colo to Putty, a distance of 44 miles, was generally barren, and in dry times almost waterless, and it was used mainly as a stock route for cattle. Other shorter routes between the Hawkesbury and Hunter were very soon opened up and the Bulga Road received far less official attention.

About 1930 a low level bridge was built at Upper Colo on Howe's Bulga Road, and a saw-mill was established across the river at Parr's Brush, but few vehicles went beyond it until the road towards Putty was reconditioned. This was begun in 1938 as a defence measure, to provide a route to Newcastle free of major bridges. A more direct route was provided from Windsor to the Colo, which was crossed at Moran's Crossing, about five miles downstream from the crossing on Howe's route. There was a new and easier ascent up the ridge to Parr's Brush, but the remainder of the route followed Howe's road.

The Bulga Road had only just been opened in 1823 when it became clear that another shorter route to the Hunter Valley was needed as settlement there was increasing. In 1823 Major Morisset, commandant of the Newcastle settlement, travelled overland to Windsor from Maitland via Wollombi and the valley of the Macdonald River which flows into the Hawkesbury near Wiseman's Ferry. In 1825 Governor Brisbane had a new route surveyed from the Windsor Road, through Castle Hill, Dural and Glenorie, then along a ridge and down to Wiseman's. Across the river the route ran up the Judge Dowling range and along it to Mt. Quod, then down Wollombi Brook to Wollombi. The Great North Road ran from Wollombi through Broke to Patrick's Plain, while another road turned north and east to Maitland.

The road from Sydney to Newcastle was completed in 1830. A ferry across the Hawkesbury, a short distance below the present crossing, was provided by Solomon Wiseman. He had been running licensed premises nearby since 1821, and had received a grant of land in 1823. Both the descent to the ferry and the

climb on to the Judge Dowling range were very steep and rugged, so in places the road was cut into solid rock, and much stone-walling was needed; at one stage 520 convicts were employed on the work.

As settlement spread up the Macdonald River St. Alban's was established as its centre. At first access was by water, but soon a track was made from the Great North Road north of Wiseman's Ferry; this crossed the Macdonald at Book's Ferry and went on up to St. Alban's. This track was surveyed in 1864 through to St. Alban's and on to join the mountain road from Wiseman's Ferry at Mt. Manning. The northern part of the road beyond Mt. Manning was unchanged; it ran to Wollombi, where Wiseman's son had opened an inn, then on by various routes to the Hunter Valley. By 1881 this road through St. Alban's carried most of the traffic. Although it was four miles longer than the mountain road, it was preferred by travellers as it avoided the 44 miles of lonely and barren country through which the mountain road passed. This road through St. Alban's remained the usual route to the Hunter until the Peat's Ferry road was re-opened in 1930, with ferries and later bridges, across the Hawkesbury; but the first ten miles of the mountain road north of Wiseman's Ferry did remain in use for some time because of a track from it across to Gosford.

Routes nearer the coast developed too. The New South Wales Calendar and Directory for 1832 mentions a coast road from Sydney to Newcastle, including a ferry from "Burrenjuhuy" to Brisbane Water, so a route from Gosford up to the Hunter Valley was developing; there was also the link with the Wiseman's Ferry road system.

About 1840 George Peat, a shipbuilder, built a lugger to use between his grants of land on both banks of the Hawkesbury at Kangaroo and Mooney Points. It later developed into a public ferry which connected with tracks between Gosford and Sydney; the ferry ceased to run when the railway between Sydney and Newcastle was opened in 1889. In 1930 a ferry service was started to connect the southern and northern parts of the Pacific Highway. It has now been replaced by bridges.

So we can choose, the Pacific Highway - or Tollway --- the road through St. Alban's; and the Putty - Singleton road; they will all take us up to the Hunter Valley.

References -

T.H.UPTON

"The Establishment of Direct Road Communications between Sydney and Newcastle"

Journal of the Institute of Engineers, Aust. Vol. 4 No. 5 May 1932, pp 159-174; Vol. 4, No. 6 June 1932, pp 204-211; Vol. 4, No. 7, July 1932, pp 234-240.

H.H. NEWELL

"Road Engineering - its Development in Australia 1788-1938, Part 1" Journal of the Institute of Engineers, Australia, Vol. 10, No. 2, February 1933, pp 41-70. Part 11, Vol. 10, No. 3, pp 97-105.

THE KOGARAH HISTORICAL SOCIETY
(Sponsored by Kogarah Municipal Council)

PATRONS: The Mayor of Kogarah & Ald. K. R. Cavanough, A.M.

President:
Mr. J. E. Veness,
6 Lance Street,
BLAKEHURST, 2221

'Phone: 546 3932

Hon. Treasurer:
Mrs. G. Johns,
38 Princes Hghwy,
KOGARAH, 2217

'Phone: 587 4848.

Hon. Secretary:
Mrs. B. Butters,
36 Louisa Street,
OATLEY, 2223.

'Phone: 57 6954

Vice-Presidents: Mr. V. S. Smith & Mr. N. Kelly.

OBJECTIVES: To promote interest in the history of Kogarah Municipality and Australia in general.
To give support to the preservation of historic buildings and other objects considered to be of historic value.

MEMBERSHIP: Any enquiries regarding membership should be directed to the Hon. Secretary. Visitors are especially welcome.

Subscriptions - Ordinary Members: \$2.00 per annum.

Pensioners: \$1.50 " "

Students: \$1.50 " "

MEETINGS: Meetings are held on the second Thursday of each month, commencing at 8 p.m. in the Exhibition Lounge of the Civic Centre, Belgrave Street, Kogarah. (Take lift to Second Floor and turn to right.)

PARKING: Cars may be parked in the ground floor parking area, the entrance to which is in Wick's Lane at the rear of the Civic Centre. Post Office Lane alongside the Civic Centre has one-way traffic and it is necessary to enter at Montgomery Street end. From that lane you turn left into Wick's Lane and use the first entrance into the parking area. An alternative way is to enter Wick's Lane from Kensington Street.

CARSS PARK MUSEUM: Open Sundays and Public Holidays from 1 to 5 p.m.

Admissions: 30c Adults, 10c Children. Maximum 80c for one family.

DONATIONS FOR MUSEUM. Donations of items of historical interest suitable for inclusion in the Museum may be left with the Attendant. Please be sure to leave your name and address and details of object.

CONTRIBUTIONS TO NEWSLETTER: Contributions of articles and information of local interest for publication in this Newsletter will be welcomed if forwarded to the Publications Officer:

Mr. V. S. Smith,
26 Prince Edward Street,
CARLTON, 2218

'Phone: 587 2938.