

Port Stephens Heritage



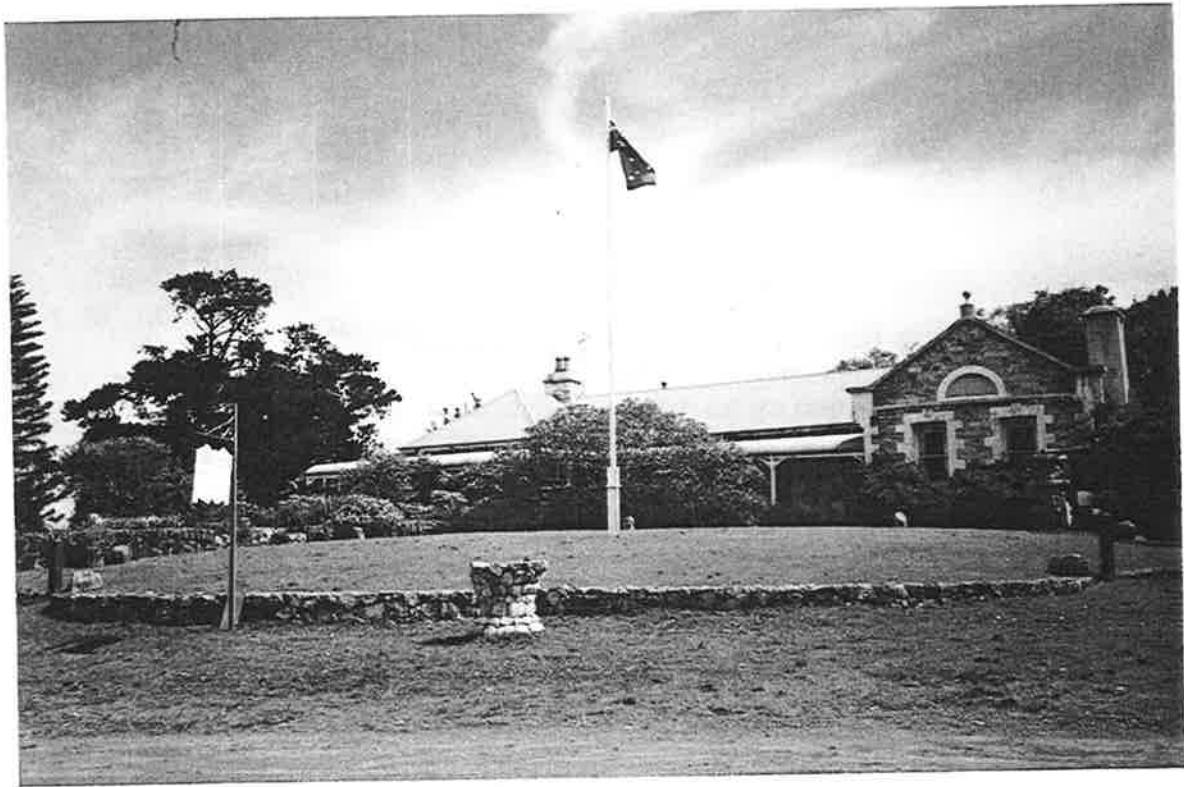
Tanilba House, Tanilba Bay, Port Stephens

Historical Context Report including Thematic Analysis prepared for the Port Stephens Council Community Based Heritage Study

by

Cynthia Hunter

Port Stephens Heritage



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Photo: Michelle Harrison 2000

FOREWORD

Previous planning instruments for Port Stephens have contained schedules of heritage items that have been biased towards the more obvious elements such as well-known historic homesteads, landmark buildings such as court houses and lighthouses, and archaeological sites such as Irrawang Pottery. Our heritage is much more diverse than this, and includes natural areas, Aboriginal sites and many other places of cultural significance.

With the aid of Cynthia Hunter's report, Port Stephens Council and the local community will be able to identify a representative list of items and places that more accurately reflect the patterns of human settlement of the area. These will include sites of significance to the aboriginal community, natural areas and places of non-indigenous cultural value demonstrating evidence of local industries such as fishing, oyster farming, shell grit quarrying and the many agricultural pursuits important in the development of Port Stephens.

Once heritage items have been identified and their significance assessed, appropriate management measures can be implemented. These may include statutory protection through listing on the Local Environmental Plan, possible inclusion on the State Heritage Register for sites of more than local significance, and active management through use of conservation policies, conservation management plans, Council's free heritage advisory service and possible financial assistance from the NSW Government's Heritage Assistance Program.

Councillor Steve Busteed
Mayor of Port Stephens Council

PREFACE

A necessary prelude to a heritage study for a local government area is an historical context report prepared by a qualified historian. Such a report should be based on an analysis of the history and historical geography of the study area to identify the historical geography of the study area to identify the historical themes of development in the area, using existing secondary sources and additional primary sources as required. The report should include research of historical maps, plans and photographs illustrating the settlement and growth of the study area at regular intervals and research of histories or other documents relevant to the responsibilities of the local council. Outcomes should include a summary history of the area, an indicative list of site, areas and landscapes which have potential evidence of historical themes and a bibliography of primary and secondary sources.

Port Stephens Council commissioned historian Cynthia Hunter to produce an historical context report on the entire Port Stephens local government area as part of the process of preparing a community-based heritage study of the area. Cynthia has researched the history of the area based on the State Heritage Themes developed by the Heritage Council of New South Wales and has also analysed the settlement patterns on a village by village basis. Her report provides Council with an excellent basis for the identification of heritage items throughout the local government area.

Chris Betteridge
Heritage Advisor Port Stephens Council

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2 Introduction

Heritage studies investigate and assess the heritage resources of an area and make recommendations about how they can be managed. As well as producing an inventory of significant items, a heritage study is a tool to use in the promotion of community identity through an understanding of cultural history.

An historical context report is that part of the heritage study that identifies and explains the major factors and processes, expressed as historical themes, that have influenced the history of an area. An analysis of history, including the very recent past, is central to heritage assessment and management. The historical context report provided a framework within which an item can be investigated for its heritage values.¹

Heritage items include landscapes, buildings, structures and relics, places and other works. They are valuable cultural resources that are not renewable and are becoming increasingly scarce. They need careful consideration by owners, managers and the community.

An awareness of the importance and benefits of sound heritage conservation practice has grown in recent times because of the community's concern about the loss of heritage.

Historical Context

A heritage item needs to be considered in the context of the history and historical geography of the area surrounding it. When identifying the heritage items of a given area, a purely visual approach is inadequate. It is important to understand the underlying historical influences that have shaped and continue to shape the area.

Checking whether an item physically demonstrates any of the historical themes that shaped the area in which the item is located, can determine the item's historical significance.

This historical context report for the Port Stephens Local Government area attempts to provide a comprehensive general historical overview of the area. Additionally, it seeks to provide a thematic history of the physical and human influences that have contributed to cultural and environmental resources that are evident, or covert, in the landscape today. The report should provide a framework by which any item of possible heritage value can be assessed.

Acknowledgement

The contributions of all the members of the Port Stephens Council Heritage Study Committee to the realisation of this Thematic History Report is acknowledged with appreciation by the author.

¹ 'History and Heritage', Heritage Office publication 1996

3 Regional context

Geology, geography, climate and natural resources have determined the historic and contemporary identity of the Hunter Region. How Aboriginal people interacted with their environment and the nature of the changes that they made to the Region over an unknown time interval is an ongoing subject for research and reasoning. A clearer profile exists of the interaction of Europeans and other newcomers over the last 200 years and the transition of Aboriginal culture to its present status.

The geology, geography, climate and natural resources of the Hunter Region were unknown to the first European venturers. However, they responded quickly to what they found or observed although their expectations were founded on experiences gained in a remote homeland. Historical records tell that they found an agreeable climate, a variety of waterways, an apparently vast hinterland, fresh water and much wildlife, and an under utilised supply of resources such as land, coal, timber and shell.

Amongst the natural resources that define the Hunter Region are the geographic boundaries. These include the Great Dividing Range including the Barrington Range wherein the Manning River rises and then forms part of the northern boundary. The seacoast to the east with many Lake Entrances stretching from the Manning River Heads to south of the entrance to Lake Macquarie, is another important boundary. Traversing the region are the rivers and tributaries of a great system that converges on the Hunter River estuary and the Port Stephens waterway. If any one geographic feature dominates the region's history it is the river system and few activities escape its influence.

Past Aboriginal occupancy of the Hunter Region is evident from sites and artefacts that have been identified. Early documentation is subject to revisional study and new archaeological finds constantly bring new interpretations to previous opinions about Aboriginal impact on and interaction with, the environment. Europeans on the frontier of settlement were a diverse group and they interacted in dissimilar ways with Aboriginal people, also a diverse group. This interaction was sometimes with good will and sometimes in conflict. The region has a selection of special sites that illustrate Aboriginal themes in pre and post European times. Details about Aboriginal occupancy are pertinent to the region and although surviving descendants of the Worimi are relatively few, there are still strong elements of the Aboriginal community within the PS LGA.

Europeans arrived into the Hunter Region by sea, to several places on the coast, and the first explorations were along the principal rivers. In 1801, Newcastle first became a penal outpost where convicts were directed to gather coal. In 1804, this situation was made permanent. Then, from the 1820s until the cessation of transportation and the working-out of sentences, convicts dispersed throughout the region as proprietors of estates sought their labour to make the natural

resources productive and profitable. Almost all localities settled in the early wave of European occupancy depended upon convict or emancipist energy in the formative phase of development.

Land exploration to the region was delayed until 1818, due to the difficult sandstone country north of Sydney and the dividing presence of the Hawkesbury River. Only to the west could early land parties begin exploration. The overland routes that were found enabled livestock to be brought to the Hunter Region, initiating a great expansion of pastoral activities in the best and most easily accessed country that was revealed in the vicinity of the great river system. Sites along the Great North Road, to Wollombi, Singleton, Cessnock, and the Upper Hunter can be described in terms of this major line of exploration, which contributed so much to the understanding of the region and the direction of its subsequent use.

Finding land routes to the region rendered the formerly isolated convict settlement at Newcastle a less secure place. Within a few years this phase of occupancy came to an end, enabling further exploration, government directed survey, and organised settlement by proprietors of varied means, which followed quickly. By 1830, the region was well mapped and much land alienated either as large estates or small farms. The government held townships and reserves, and two great holdings were granted to private organisations, the Australian Agricultural Company (AA Company) and the Church and School Corporation (C&S). The early apportionment set the pattern for settlement and most present-day sites or buildings have their European origin in one of these categories.

Early 'trial and error' pastoral and agricultural enterprises reflected the lack of understanding of the Hunter Region climate. Clearing the land of its cover of vegetation led to soil erosion by rain and wind, and degradation by winter cold. The first wave of settlers attempted wheat growing and sheep raising. The relatively high rainfall made the coastal areas unfit for large-scale wheat growing and sheep prone to disease for the same reason. Many years passed before the likely frequency and magnitude of severe floods were understood. As time passed, pastoral and agricultural activities diversified as a result of environmental understanding and the need for a broader and more secure economic base to farming activities. Included here are the establishment of orchards, vineyards, hay making, vegetable raising, tobacco and sugar cultivation, and so on, most needing an industrial set-up to process and market the produce. In time, the areas most suited to particular activities were recognised and used.

The associated need for transport to convey produce to market was enhanced by the introduction of steam navigation between Morpeth and Sydney in 1831. This gave the Hunter Valley a marketing advantage over other productive regions in NSW, both inland and at more remote coastal locations, for much of the nineteenth century, or at least until the rail network including the 1889 Hawkesbury rail bridge, was established.

This coastal transport facility encouraged the proliferation of industrial development at villages along the navigable rivers such as Raymond Terrace, Maitland and Morpeth where soap

factories, tanneries, flour mills, breweries, and so on, complemented the intensity of farming development going on in the surrounding countryside. The Morpeth-Maitland area grew to be the largest centre outside Sydney, until the 1870s.

Timber cutting occurred over most of the region from as early as 1804. At first, only a few species of timber, and especially cedar, were taken for commercial sale, but the clearing process helped prepare land for settlement and farming. Milling sites were set up and timber was used for houses and farm outbuildings, fencing, shipbuilding near rivers, bridge building, wharves, and some industrial buildings. Much timber was merely burnt. When the easily accessed timber close to the settled areas declined in availability, the more remote, mountainous forest areas were identified as new sources. By the time these areas were exploited, more species had been identified as economically favourable and the mountainous land itself was seen as more suited for tree regeneration than farming. The settlement of the northern part of the region around Port Stephens, as well as the western part such as Lake Macquarie and the Watagan Mountains, have origins in the timber industry.

In the coastal area, lower rivers, and lakes of the region, fishing is a continuing primary industry and many small settlements owe their origin to the few hardy people who first won a living by this means. Later, the availability of ice making equipment aided fish marketing. The areas whose heritage includes fishing communities, of many nationalities, are now places where modern transport has overcome earlier isolation and enabled people from towns or cities to enjoy leisure time.

The most outstanding resource of the region other than its farming and grazing lands, and the one that was first and then constantly exploited by Europeans, was the coal bearing lands. Coal was first mined near the coast at Newcastle. Subsequent mines were opened progressively westward in a manner that imparts a distinct character to most of the suburbs of Newcastle, Lake Macquarie, Maitland, Cessnock and Singleton. The heritage of most items in these areas relates in some way to coal mining, related industries, and related activities of mining communities such as the retail cooperative movement, and various cultural expressions. Perhaps the most dominant associated theme with that of coal mining is that of transport because of the need to convey coal to a harbour or to a railhead. In time, and arising from the abundance of coal at Newcastle, associated industries such as copper and tin smelting, machinery making, brickworks, potteries, and soap and candle manufacture were centrally established. The population increases resulting from the expanding coal and related industries favoured expanding agricultural activity to provide the necessary food supplies for the people.

Exploiting other mineral resources in the region has certainly given individual localities particular heritage qualities, but collectively these resources are overshadowed by coal. Included are gold finds in the Barrington Ranges at such places as Stewarts Brook, Wangat, Copeland, Barrington and Coolongolook; alum mining at Bulahdelah; mineral sand mining on the coast

and lakes; and clay (brick making, potteries), sand, and stone used for building and road work. These resources have created associated industries, local development, and brought waves of prosperity to localities at particular times.

With the development of technology and the fostering of professional farming practices, by the turn of the century most farmers turned to intensive dairying as a secure and rewarding livelihood. Cooperative marketing and management strategies for dairy products appeared. Again, appropriate transport was an essential ingredient to this activity and distinctive methods evolved along with the industry.

Development in the region reflects settlement policies, economic cycles, resource exploitation and technological change. Once heavily populated rural areas cast off their people to urban centres, particularly when expanded mining and new industries such as smelting, steel making, manufacturing, and shipbuilding on a large scale called for large work forces. Under the influence of such change, Newcastle became the focus of the region. The workforce assembled for these undertakings included many new arrivals from overseas countries.

Subsequent expansion of Newcastle-based industries and exports extended the areas of industrialisation and former proximate rural localities are now industrial areas. Population increases in recent times have been accompanied by changed and diversified land use.

The heritage themes of the Hunter reflect the people who lived and worked in the region and their achievements. These people frequently came from elsewhere, bringing with them elements of their own cultural background. These influences should be apparent in the communities they established, the buildings they erected, the institutions they set up, the work they did, especially if highly skilled or specialised, and the changes they made under the predominant influences of a distinctive mix of climate, landscape, and natural resources.

4 Port Stephens Local Government Area

In the forty years between first arrival in 1788 and 1829, European occupation of NSW spread from Port Jackson to an area of NSW designated as the Nineteen Counties and within which the government tried to confine settlement.

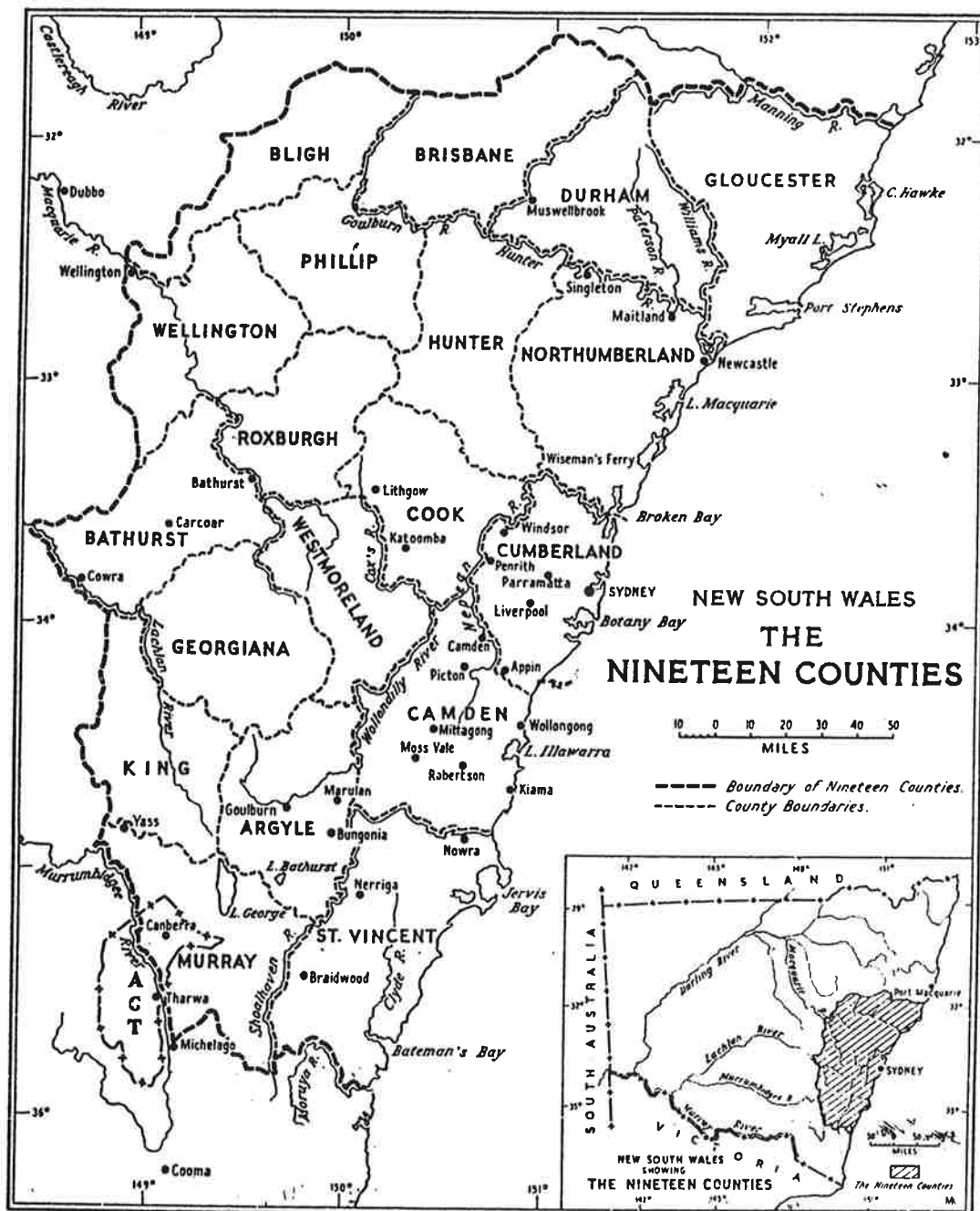
The County of Durham was one of nineteen counties marked by surveyor Henry Dangar. It was defined in 1821 as that land bounded on the south and west by the Hunter River, on the north by the Manning River and on the east by the seacoast.

Gloucester was marked off eastward from Durham as a separate County in 1829. Gloucester is a triangular region and north easternmost of the Nineteen Counties, extending from the northern side of the Hunter River to the Manning River by way of the coast, defined on the north by that river and the west by the Williams River. (Illustration 1)

4.1.1.1 Illustration 1

New South Wales: the Nineteen Counties

From TM Perry, *Australia's First Frontier*, p. 8

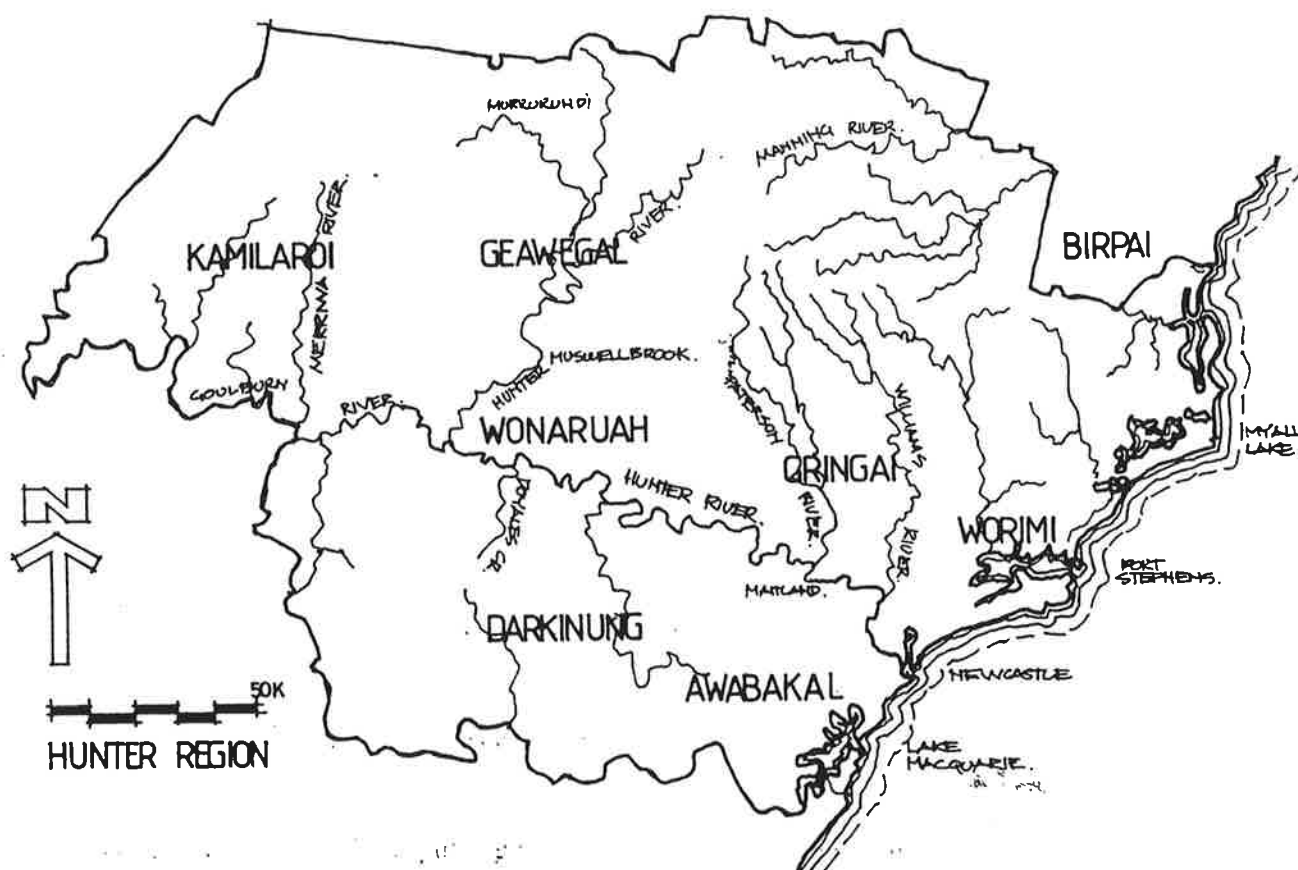


4.1.1.2 Illustration 2

Map showing occupancy of the Hunter Valley by traditional Hunter Valley people

Adapted from H Brayshaw *Aborigines of the Hunter Valley*

and reproduced in *Riverchange*, p. 40



Both counties are part of the territory of the indigenous Worimi people whose area of occupation extended westward to the mid-Hunter Valley. (Illustration 2)

For both indigenous and non-indigenous people, the boundaries of their respective territories served to regulate behaviour and organisation.

The physical characteristics of the Nineteen Counties are summarised in Illustration 3 wherein highlands and sandstone plateaux are dominant features but a coastal plain extends from near Broken Bay to the Manning River and alluvial flood plains flank the coastal rivers. The physical patterns underlie and influence the county boundaries.

Shortly after the establishment of the town of Raymond Terrace, a statute known as the Country Towns Police Act, passed in 1838, made a distinction between official towns and areas outside them, amounting to an early form of zoning. Certain activities were not allowed outside the boundaries of a town. A similar statute passed in 1848 prohibited noxious industries close to towns. Until towns became incorporated, the Country Towns Police Act in its evolving forms regulated what activities were permissible in a town.²

In the 1840s, an attempt at local government saw the appointment of District Councils throughout the settled districts. Each District Council was to manage a large tract of country, not all settled land. This first attempt at local government was concerned with road works, law and order, and education.

In 1857, legislation enacted in NSW allowed for setting up elected municipal councils. However, Raymond Terrace did not adopt municipal government until 1884.

Incorporation for a 'Shire' for the wider and rural district centred on Raymond Terrace was under consideration by the residents in the 1890s. In 1906, legislation made such incorporation compulsory throughout NSW. Both the Municipal and Shire Councils had their headquarters in Raymond Terrace, the only urban area of any size in the Shire. The two incorporated organisations merged in 1937, according to contemporary legislative requirements. Population outside the lower part of the Shire remained relatively small until the post World War Two eras.

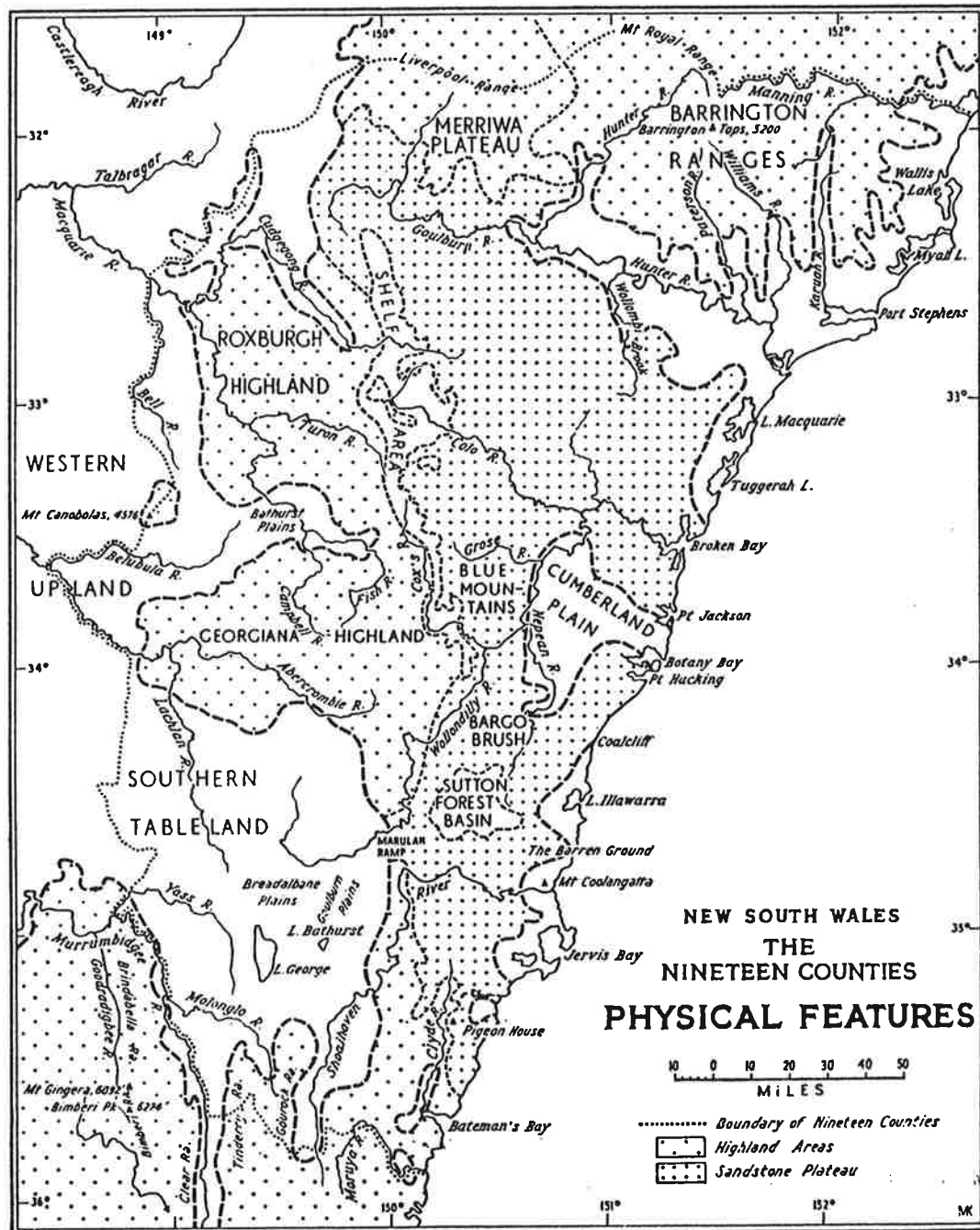
Today, the Port Stephens Local Government Area (PS LGA) includes the south easternmost part of the County of Durham and that part of the County of Gloucester south of the Port Stephens waterway. Stockton, the sandy peninsula at the southern extremity of Gloucester, is included within the Newcastle LGA. In geographic terms, this peninsula is part of the PS LGA's coastal and riparian zone. (Illustration 4)

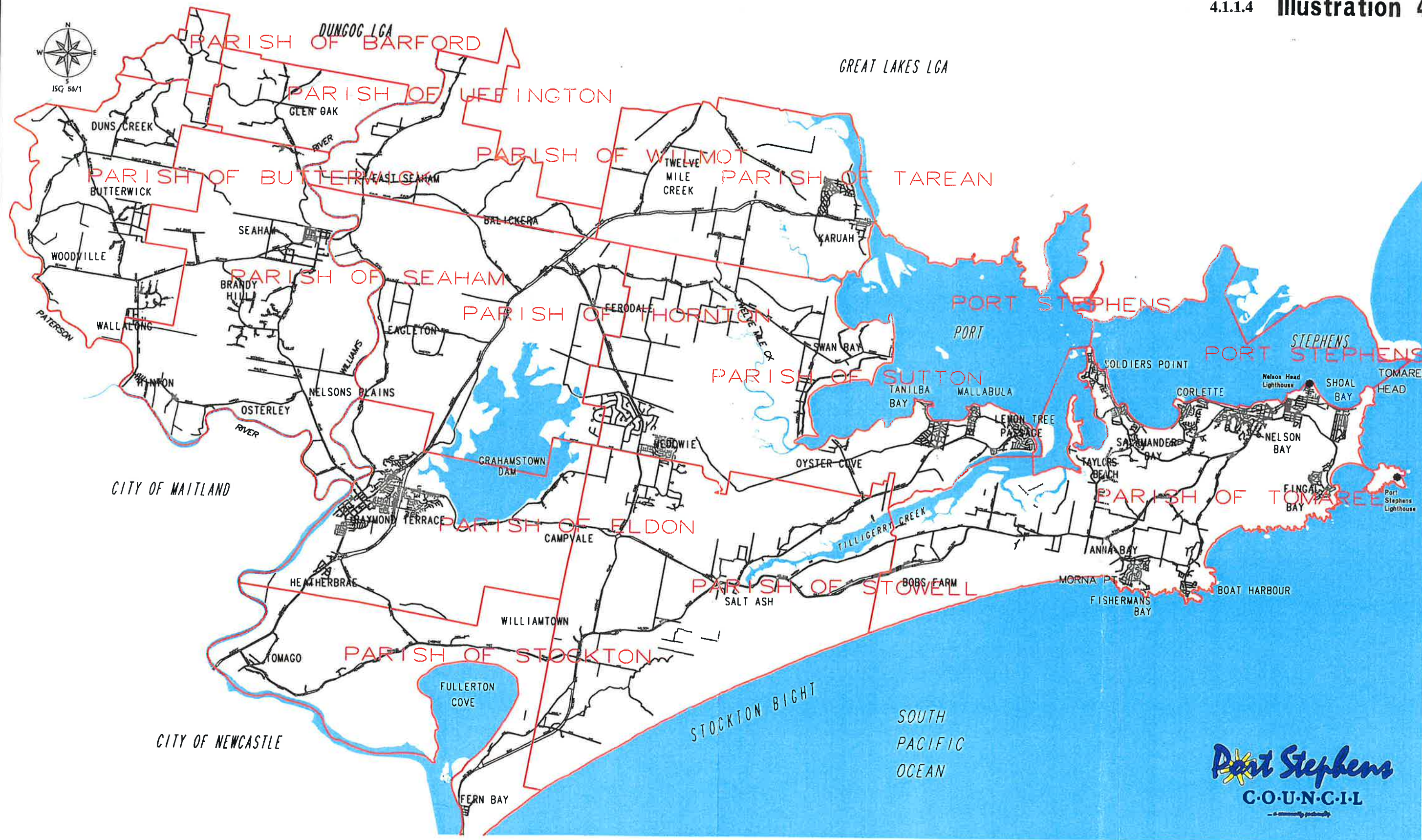
The historical themes that dominate the PS LGA fluctuate according to either the physical or administrative influences on human endeavour in the area.

² Hunter Region Heritage Study, Historic Towns and Settlements, p. 33

4.1.1.3 Illustration 3

The Nineteen Counties: Physical Features
From TM Perry, *Australia's First Frontier*, p. 9





DATE JULY, 2000

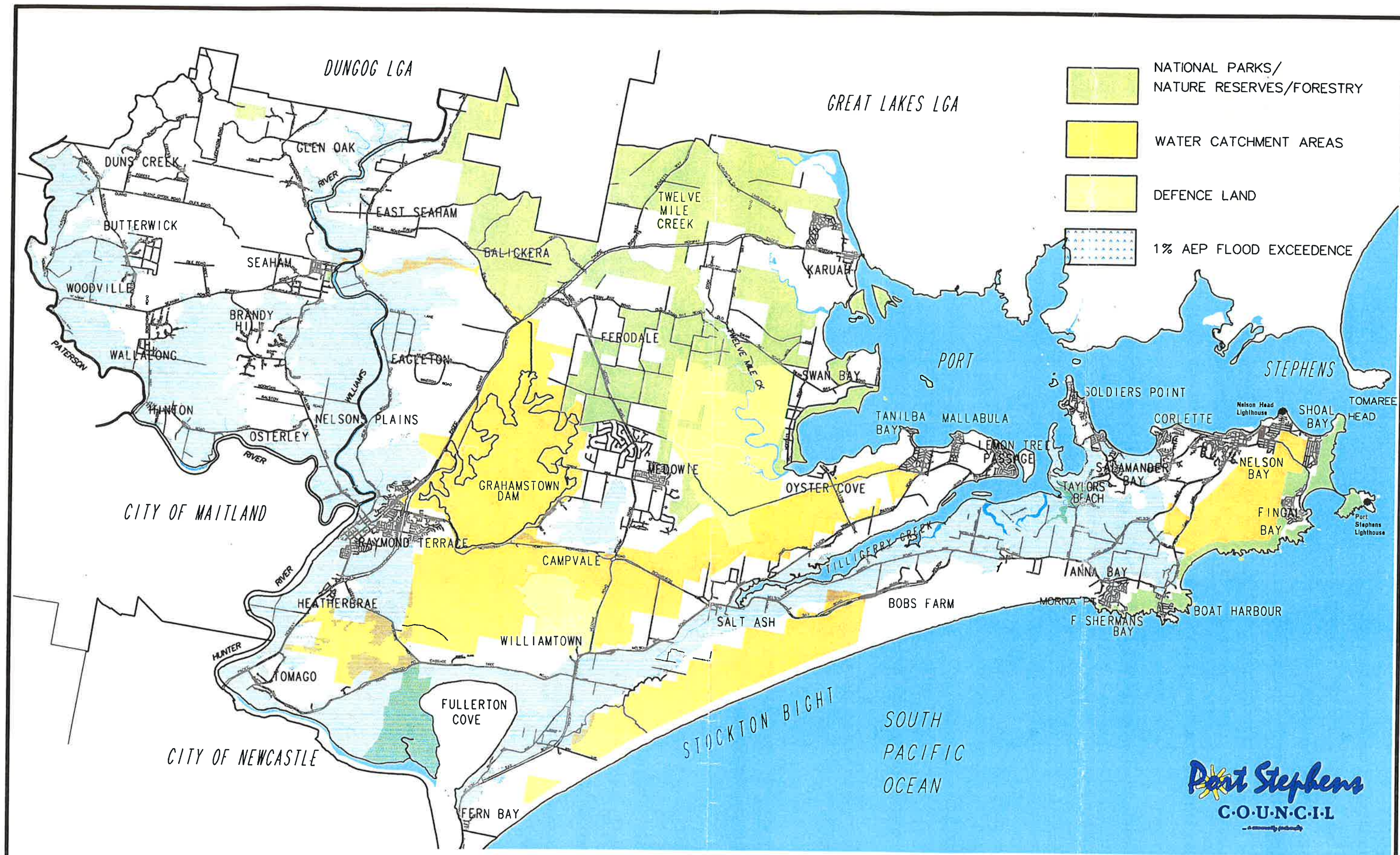
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PORT STEPHENS LOCAL GOVERNMENT AREA

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Port Stephens Council – LAND USE PLANNING SECTION

PORT STEPHENS LOCAL GOVERNMENT AREA

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5 Geological Origin of PS LGA

From about 500 to 450 million years ago, most of eastern Australia was under the sea and a marine trough divided northern Australia from a southern landmass. The Carboniferous period (340-270 million years ago) was one of great volcanic activity, with volcanoes ejecting vast quantities of lava and ash. This was a major land building event, creating the mass of the New England tableland of which the Tomaree Hills are a residual part. Accompanying the volcanic activity was glacial action, which enabled much of the volcanic ash to be carried along by glacial streams.

A complexity of changes and alternating conditions followed. Sinking of the land surface allowed an influx of the sea although volcanic action continued. The sea receded and gave way to swamp conditions under which the Greta coal measures were deposited. Subsidence once again permitted an influx of the sea in which sediments were laid down. Further earth movements over a long period of time led to a buckling of the earth's crust into a series of anticlines and synclines accompanied by faulting. During this time (Permian) the Tomago and Newcastle Coal Measures were deposited under further terrestrial swampy conditions.

Rock formations along the southern margins of the (New England) tableland plateau were affected by the folding, faulting, fracturing and distorting of these earth movements. In the Port Stephens area they were folded into a large anticline that sank below sea level, then subsequently were uplifted in the Tertiary period, forming a plateau, following which softer sedimentary rocks were eroded away. The high peaks of the 'Tomaree Hills' are residual areas of this plateau. These hills are porphyritic extrusions of the acid lava flows. The occurrence of the volcanic rock *rhyodacite ignimbrite* on Tomaree Head is said to be unique to the NSW coast. The formation of this rock has been explained by geologists BG Thom and other thus: During eruption in the Carboniferous period, the rock was shredded into minute shard-like fragments that became welded together when reaching the ground surface. The welded shards, although discontinuous, give the rock a distinctive streaked appearance.³

Since Tertiary times, and when the Valley was in an uplifted state, changes in landform resulted from erosion, cutting the plateau into the present river system. During the Quaternary period there was a change of sea level, which flooded the low coastal areas. A subsequent minor elevation in mid-Recent times is evidenced by the development of raised rock platforms, beaches, sand spits, bars and tied islands. These minor changes in sea level have been responsible for the formation of Lake Macquarie. The submergence also created Port Stephens and sand deposit over a long period of time subsequently built up areas to the north and south of the hills. Some high points remain as islands, eg. Cabbage Tree Island, Boondelbah Island, Little Island and Broughton Island while others are part of the mainland, such as Yacaaba and Tomaree Heads.

³ Quoted in *Tomaree Head Conservation Management Plan*, vol 1, Historical Overview, p. 7

The present course of the Hunter River, in the vicinity of the coast, differs from that of the past. From time to time, the river mouth moved through a wide area that stretched from Nobbys to Morna Point. During this period, a coarse shingle was spread over the extensive estuary. Later submergence allowed the ocean to fill the valley and a wide bay extended south to Merewether, west to Maitland and north to Port Stephens. Three rivers flowed into the wide bay, the Hunter, Williams and Karuah. Geologist Edgeworth David has suggested that the Hunter and Williams once flowed towards Tilligerry Creek.

A natural phenomenon is that ocean currents off the NSW coast deposit sand behind any headland jutting out to sea. Huge deposits of sand built up behind the headlands of Port Stephens. Prevailing winds blew this deposit inland until dunes built up to such a height that the Hunter River was diverted southwards, establishing its present course. By this means the area north of the present Hunter estuary, south of Port Stephens and east to Stockton Bight became the 'sand beds' of today. This process could have started about 5000 years ago. Today, near the beach the sand beds are bare dunes and elsewhere they are vegetated low hills, moors and swamps. The impervious layer beneath the sand and delta deposits retains water that seeps through, allowing accumulation. There is a slow flow of underground water towards the river and coast.⁴

Port Stephens today covers an area of 10,162 hectares, almost twice the area of Sydney Harbour. The long axis runs east-west for about twenty-one kilometres. The harbour is divided into two unequal parts by the presence of a ridge that is part of the 'left-overs' of the Carboniferous lava flows. At this point a distance of about 400 metres separates the southern and northern shores. Before submergence, this ridge formed a divide between the Karuah and Myall Rivers. The eastern part of Port Stephens is the drowned valley of the Myall River. The western part is the drowned valley of the Karuah River, which formerly followed a southern course and joined with the Hunter River. All that remains of that old river course are low lying deposits of soil, salt and shell. An 1848 description of Port Stephens recognised the body of water as a large estuary of the two rivers.⁵

In the district of Port Stephens are many dried up lagoons, which have silted up with sand and rotted vegetable matter and support a full range of vegetation communities. Examples are the salt marsh and mangrove forest areas of Kooragang and Fullerton Cove, the open dry sclerophyll forests of the Tomago sand beds, the coastal heath communities and littoral rain forest remnants along the Hunter and Williams Rivers, and dry rain forest communities of Snapper Island. Some of these areas support Christmas Bells, Flannel Flowers, Crimson Bottle Brush, Banksias and Boronias. These areas impart their own particular influence to the environment.

⁴ Abridged from B Nasher, *Geology of the Hunter Valley*, and C Hunter, *Raymond Terrace History and Heritage*

⁵ WH Wells, *A Geographical Dictionary*, p. 374

6 Occupancy of the PS LGA prior to colonisation

The earliest observations by colonists about the inhabitants of the Hunter Region noted their territorial organisation, scattered camp fires, nomadic lifestyle, seasonal migrations, economy based on exchange, technology built on tools made of natural materials such as shell, plant forms and stone, and land management system reliant on fire. Like most societies, the Aboriginal people exploited their environment to the limit of their technological development.

Among the colonists of the 1820s were several specialised people who documented the whole new environment including the Aboriginal people. Each view was from a particular perspective. For example, Reverend Threlkeld was a Christian missionary who sought to bring Christianity to the Aborigines. Robert Dawson was a business manager who sought their cooperation by working for the Australian Agricultural Company in exchange for rations. The administrator at Newcastle Penal Camp sought their cooperation by tracking escaped convicts and obtaining food such as fish and game. In exchange, they were introduced to European technology such as weapons and items of glass and iron, activities such as horse riding, and different customs such as dress, diet and beverages.

Amongst the colonists, some of whom assumed a right to impose new land management practices, were men highly educated by European standards who observed and documented Aboriginal culture around them. These men included JW Boyde, CE Doyle, CF Holmes, A Hook, Dr Ellar McKellar McKinlay and Walter Scott. McKinlay, Scott, Hook and Boyde documented the Gringai tribe (Aborigines of the Williams River area) and Holmes the 'Hunter River tribe'. All these men lived along the Paterson, Allyn and Williams Rivers in the mid-19th century and Holmes and Scott lived within the PS LGA.⁶

Later recorders of local Aboriginal culture include WJ Enright. The Bennett family, proprietors of the *Dungog Chronicle* also documented knowledge and language in their newspaper. The *Dungog Chronicle* Print published two booklets, *The Earliest Inhabitants Aboriginal Tribes of Dungog, Port Stephens and Gresford* and *Port Stephens Blacks*. In 1980, Boris Sokoloff's revision and interpretation of much of this knowledge was published as *The Worimi Hunter-gatherers*. All this documentation by learned people sensitive to the predicament of the Aboriginal culture nevertheless wrote from a European perspective, using a language foreign to the subject under study. Revision incorporating a neo-Aboriginal perspective will add to the body of knowledge upon which heritage themes can be applied to historic evidence of the Aboriginal culture.

European occupation and development of the best agricultural land of the Lower Hunter displaced the nomadic Aboriginal people physically and culturally. The northern part of the PS LGA was less suitable for agriculture and supported only a small European population until the

mid-20th century. This, combined with the establishment of a Mission Station at Karuah, enabled a residual Aboriginal community to retain an association with traditional land in this area. Enright noted that historical records dealing with the Seaham area contained no accounts of violent encounters between settlers and hunter-gatherers.⁷ No records of significant overt conflict have been noted in the Lower Hunter or elsewhere in the PS LGA, although there are accounts of isolated violent interactions. Colonisation nevertheless had a devastating impact on the Aboriginal population here, as elsewhere, arising from dispossession of traditional lands, hunting grounds, introduction of new diseases and influences that led to dissipation of customs and values. However this area was only part of the territory of the Worimi whose members travelled through an extensive district.

7 Exploration of the PS LGA by navigators and colonists

The first known documentation of the arrival of deep sea sailing ships from New World countries to the coast of Eastern Australia is believed to be the 1770 voyage of HM barque ENDEAVOUR under Lieutenant James Cook. Author John Heath claims in his essay 'Muloobinbah' that 'Cook's arrival was not the first encounter of this kind. Oral traditions throughout the country recorded the visits of many different strangers. There was no reason to believe that its consequences would be any different to those of similar earlier events'.⁸

The following summary provides an introductory chronology of modern knowledge about the coast between Newcastle and Port Stephens. The significant early themes, which interact in the period 1770 to 1841, are introduced.

7.1 1770 Voyage of ENDEAVOUR

In fine weather, on 11 May 1770, Lieutenant James Cook in ENDEAVOUR took a southerly noon bearing from a point that is now known as Nobbys. By dusk that evening, ENDEAVOUR was off Port Stephens, recognised then as a fine harbour and named after Phillip Stephens, Secretary to the Admiralty.⁹

Cook's 18th century voyages were undertaken in a period of peace and with a view to the advancement of geographic knowledge. The discoveries made by these voyages were immediately made known to the world - to navigators, scientists, the mercantile sector and other interested people. They mark the period when the knowledge of Australia by the western civilisations began to assume a definite and accurate form.¹⁰

⁶ These observers contributed to AW Howitt's major study *Native tribes of South East Australia* published in London in 1904

⁷ WJ Enright, 'The Life and Habits of Natives, Seaham before White Man's Coming', 1938, reproduced in Raymond Terrace and District Historical Society's *Journal*, vol 9, no 2, August 1986

⁸ J Heath, 'Muloobinbah', *Riverchange*, p. 47

⁹ HRNSW, vol. 1, part 1, p. 24. Log Book of Lieutenant James Cook in the Endeavour....

¹⁰ Cook, *ibid*, p. xxiii.

7.2 1788, the First Fleet

Eighteen years later, in January 1788, Captain Arthur Phillip and a detachment of marines, aboard SIRIUS and SUPPLY, and over 700 convicts in eleven transport ships, arrived at Sydney Cove. Lieutenant John Shortland senior, a naval officer,¹¹ was Naval Agent to the eleven convict-carrying ships of the First Fleet. The masters of these ships were under his command.

Six months after arriving at Sydney, in July 1788, Shortland senior returned to England aboard one of the transports, ALEXANDER, in company with three other ships. His ship travelled north from Port Jackson to Batavia (now Jakarta) and Shortland senior performed valuable survey work along the way. In fact, Shortland senior was probably the first ocean navigator following Lieutenant James Cook to consciously sight the coast between Newcastle and Port Stephens.¹² When off Port Stephens, he wrote denouncing the Stockton Bight coastline as a dangerous lee shore and, after he reached England in May 1789, he recommended to the Admiralty that the coast and Port Stephens should be properly charted. Instruction to do this reached Sydney in 1791 although a few years passed before a ship could be spared for the purpose.

Meanwhile, at Sydney Cove, despite finding some good farming land about Parramatta, Phillip soon realised that self-sufficiency was unlikely for a long time. Maintaining adequate food supplies for those under his command became a grave concern. Settlement was confined to about thirty miles distant until June 1789 when a party explored the upper Hawkesbury River and found promising land for cultivation. While crops were growing, food reserves diminished, and in April 1790, Phillip sent his remaining ship, SUPPLY, to Batavia, to buy a cargo of emergency food. SUPPLY must have sailed past the coast between Newcastle and Port Stephens on that voyage.

Two months later, in June 1790, the Second Fleet of ships arrived at Sydney with over 1000 sick and ill-fed convicts. The food shortages now became even more serious.

At Batavia (Jakarta), the captain of SUPPLY obtained a food cargo and was also able to hire a Dutch ship, WAAKSAMHEYD, to bring a second cargo to Sydney. SUPPLY returned in October 1790 and WAAKSAMHEYD arrived in December 1790. The relief was welcome, but temporary, and the colony continued to border on famine.

7.3 1790, five convicts escaping famine

On 26 September 1790, before SUPPLY returned to Sydney and with the convicts experiencing near-starvation, five Second Fleet convicts stole a small punt from the Parramatta River and brought it into the harbour. Near Sydney Heads, they exchanged the punt for a small boat with

¹¹ Lieutenant John Shortland senior was the father of Lieut John Shortland junior who is remembered for his finding of 'Coal River' (Hunter's River) in 1797

a mast and sail in which they headed towards the open sea. The men were John Tarwood (NEPTUNE, 7 years), 'a daring desperate character and the principal of the scheme', Joseph Sutton (SURPRISE, 7 years), George Lee (SCARBOROUGH (2), Life), George Connaway (SCARBOROUGH (2), Life) and John Watson (NEPTUNE, 7 years).

Their desperation to escape is understandable. On their passage to NSW, 260 fellow-convicts had died, many more died at Sydney upon arrival, and almost all were starved and sick. They came to a settlement desperately short of food.

A boat and crew were sent to search for them in the north-west branch of the harbour, without success. No one thought the runaways could survive at sea, given the unseaworthy state of the stolen boat.

They did survive however and came ashore north of Newcastle. The Worimi who lived north of the Hunter and about Port Stephens accepted them into their tribe. Four of the five runaways spent the next almost five years living with the Port Stephens natives. Joseph Sutton died there. The fate of the others is dealt with at 6.7.

7.4 1791, William Bryant's group

The 1788 foundation settlement at Sydney Cove under Governor Phillip (1788-1792) consisted of over 1300 people. Among the tasks of this diverse group was supplementing the provisions brought with them, with foodstuffs that could be obtained or caught locally. Fishing was one activity that could have helped although early accounts suggest that catches were insufficient.¹³ Dire food shortages lasted until the Second Fleet brought more supplies, as well as many more people to provide for, so that the food supply did not really improve.

Convict fishermen, therefore, had a valued and responsible role in the settlement. One such man was the First Fleeter William Bryant, a former Cornish fisherman.¹⁴ Bryant was entrusted with the management and direction of the colony's fishing boats and his work was increasingly contributive to the survival of the settlement. His role was so valued that 'every encouragement' was given him to keep him 'above temptation'; a hut was built for his family and he was allowed to keep part of the catch. However, in February 1789, Bryant was found guilty of privately selling fish caught for the settlement and punished with 100 lashes and loss of his privileges although he was still required to work as a fisherman. Bryant responded to this situation by stockpiling supplies and planning to escape the colony. (The five Second Fleet

¹² Lieut John Shortland senior retired from the Navy in 1790, and died in France in 1803, leaving a widow, two sons and two daughters

¹³ Historical Records of New South Wales, vol 1 part 2 1783-1792. In three accounts of the first settlement included here, the inadequacies of fishing are noted: p. 190, 369, 382

¹⁴ CH Currey, *The Transportation Escape and Pardoning of Mary Bryant*, pp. 4-8

convicts referred to above made their apparently successful escape from the harbour on 26 September 1790.)

When the food-laden Dutch schooner WAAKSAMHEYD reached Sydney from Timor in December 1790, William Bryant was able to persuade the captain to sell him a six-oared boat with a sail, a quadrant and compass, a chart, and various supplies.

Governor Phillip again hired WAAKSAMHEYD to take Captain John Hunter, John Shortland junior, and others, back to Timor from where they then could proceed to England for the court-martial into the loss of SIRIUS which had occurred at Norfolk Island in March 1790.

WAAKSAMHEYD left Sydney during the day on 28 March 1791. Captain Hunter and Shortland junior subsequently sailed past the coast between Newcastle and Port Stephens. At 10 PM that evening, under cover of darkness, the Bryant party also sailed out of Port Jackson.

Theirs was the most celebrated episode of its kind in the early history of NSW. Nine persons and two infants escaped, sailed up the East Coast of Australia in the open boat, round Cape York and crossed the Arafura Sea. They reached Timor ten weeks later (arriving at Cupang, 5 June 1791), having sailed 3254 miles. Here, the Bryant party was taken into custody and sent back to Britain. Captain William Bligh, who was shown Bryant's diary in Timor¹⁵, copied some extracts from it in his own journal¹⁶ such as:

On the 28th March (1791) at 11 PM the Journalist says they sailed from Sydney Cove and stood to the NNE on March the 30th after variable Winds and Weather they bore away for a small Creek; having the Wind contrary. Here they caught Mullet and repaired the Boat. - 'Walking along shore towards the entrance of the Creek we found several large pieces of Coal - seeing so many pieces we thought it was not unlikely to find a Mine, and searching about a little, we found a place where we picked up with an Ax as good Coals as any in England - took some to the fire and they burned exceedingly well'.

On the 31st March at 6 AM they left this place, and on the 1st April, says, they were in the Lat'd 33.20 S on the Afternoon of the 2nd they saw a fine Harbour which they entered and describes to be superior to 'Sydney'. - Hence they ranged along the coast.

Bligh wrote: 'The circumstance of the Coals being found may make the account valuable, but I am sorry I could not ascertain its exact situation. ... The Journalist remarks that it was with difficulty he got the Boat into the Creek, there being Shoal Water across it. - but he backed the

¹⁵ Bryant's diary is now 'lost'

¹⁶ Remarks of Captain William Bligh at Timor in 1791, taken from The log of HMS PROVIDENCE 1791-1793, Guilford, Genesis Publications, 1976. D. Rowe, *Remarks of Captain William Bligh at Timor in 1791*. Unpublished paper

Boat in without receiving damage'. Bligh certainly saw the importance of the Bryant party's discovery of coal.

In London, James Martin, one of the escapees, wrote about the early days of the voyage:

After two Days sail reached a little Creek about 2 Degrees to they Northward of port Jackson, there found a quantity of fine Burng coal there Remained 2 nights an one Day and found aVarse Quantity of Cabage tree which we Cut Down and procured they Cabage.

Then they Natives Came Down to which we gave some clothes and other articles and they went away very much satisfied. They appearance of they land appears more better here than at Sidney Cove here we got avarse Quantity of fish which of a great Refreshment to us - After our stay of 2 nights and one Day we proceeded our Voyage to they Northward after 2 Days sail we made a very fine harbour Seeming to run up they Country for Many miles and quite Commodious for they Anchorage of Shipping. (This stop is undoubtedly Port Stephens.)

Here we found aplenty of fresh water - hawld out Boat ashore to repair her Bottom being very leaky they Better to pay her Bottom with some Beeswax and Rosin which we had a small Quantity Thereof - but on they Same night was Drove of by they natives - which meant to Destroy us - we Launched our boat and Road off in they strame Quite out of reach of them - that being Sunday Monday we were of in ye stream we rowed Lower Down thinking to Land Some Miles Below - on Monday Mornng. we Attempted to land when we found a place Convenient for to Repair our Boat we accordg we put Some of out things - part being ashore there Came they natives in Vase Numbers With Spears and Shields etc we formed in parts one party of us Made towards then they Better By signs to pacify them But they not taking they least notice accordingly we fired a musket thinking to affright them But they took not the least notice Thereof-¹⁷

Many interesting records can be consulted about this episode, including Bligh's extracts from Bryant's journal, the letter by James Martin and other accounts of their escape. The Bryant voyage of 1791 did spread knowledge of the coast and its resources between Port Jackson and Port Stephens, initially to people remote from NSW but subsequently to those in the colony.

7.5 1791, December, Fishermen

In 1791, the Third Fleet of ships carrying convicts to NSW reached Port Jackson. Several of these ships subsequently set out whaling on the coast to secure an oil cargo for their return voyages. In December 1791 (nine months after the Bryant party passed by) one of these ships, MATILDA, returned to Port Jackson. No whales had been caught but the crew had 'landed a

¹⁷ These extracts are quoted from *True Patriots All*

boat in a bay on the coast about six miles to the southward of Port Stephens where the seine was hauled and a large quantity of fish taken'.¹⁸ This is the earliest account of commercial fishing in this area. Another ship, SALAMANDER, returned about the same time also without whales. Actually, the captains of these ships are said to have been more interested in obtaining a 'knowledge of the harbours on the coast' than whale fishing. The captain of SALAMANDER had entered and 'remained long enough in Port Stephens to take an eye sketch of the harbour and some of its branches.'¹⁹

7.6 1795, March, Surveyor Grimes' survey of Port Stephens

During 1794, when Lieutenant Francis Grose was acting governor (1792-1794) after Phillip's return to England, shipping records indicate that the colonial schooner FRANCIS visited Port Stephens, although the purpose of this visit is not known.²⁰ A second well-documented surveying visit by FRANCIS followed in March 1795. This survey was influenced by John Shortland senior's recommendations about the importance of a survey and the identification of harbours of refuge on the coast and the desire of the acting governor, then Colonel William Paterson (1794-1795), to know more about Port Stephens from a maritime perspective.

Surveyor Grimes sailed to Port Stephens in FRANCIS without noticing an entrance to 'Coal River' (the Hunter) on the way. Prior and subsequent seafarers may have been prevented from discerning the 'Coal River' entrance because, for safe navigation, taking a course well east of Point Stephens after leaving Broken Bay minimised the risks associated with the dreaded lee shore of Stockton Bight. At Port Stephens, Grimes went into two fresh water branches, up which he rowed, until, at no very great distance from the entrance, he found each terminate in a swamp. He described the land on each side to be low and sandy, and saw nothing while in this harbour that, in his opinion, could render a second visit necessary. The natives at Port Stephens were so unfriendly that he made few observations about them. They appeared to extend to his party a welcoming dance but afterwards, one coaxed Grimes into the woods then threatened him with a spear. One of the party fired a couple of shots while Grimes made good his escape.

FRANCIS, on the return voyage, followed the shore, not seeing any shelter for a ship or vessel from Port Stephens to Broken Bay. Unless they passed by in darkness, or on a particularly misty morning, it is puzzling that the captain, the professional surveyor, and the crew observed neither the Hunter estuary nor the entrance to Lake Macquarie, on this occasion.

¹⁸ David Collins, *An Account of the English Colony of New South Wales*, vol 1, p. 158

¹⁹ David Collins, *An Account of the English Colony of New South Wales*, vol 1, p. 159

²⁰ J S Cumpston, *Shipping Arrivals and Departures, Sydney, 1788-1825*, pp. 28, 29

7.7 1795, August, Captain Broughton

Five months later, in August 1795, PROVIDENCE, an escort ship for two convict transports sailing to Sydney, was driven by bad weather past Port Jackson and as far north as Port Stephens wherein, despite lack of charts, the captain sought refuge until the storm abated.

There, to the great surprise of Captain Broughton, four 'miserable, naked, dirty, and smoke-dried men' came forward and boarded his ship. They were the 1790 runaways from the Sydney settlement and, after living nearly five years with the Worimi, were ready to surrender themselves and return to their fate at the Sydney settlement.

Broughton took them to Sydney. Their lot is not precisely known but they became storytellers, relating to whoever would listen, tales of their sufferings in the stolen boat and their arrival at Port Stephens, the first harbour they reached. They, too, had not seen the entrances to Lake Macquarie and the Hunter River. The Worimi, who believed them to be their deceased countrymen now returned, had accepted them into their tribe. In their opinion, the natives were of a 'pacific disposition with gentle manners'. (This account differed from that of Grimes' party who experienced a hostile encounter.) The men were each given native names, attended with ceremony. Wives were allotted to them and some children ensued. They were at some distance inland when surveyor Grimes and the FRANCIS were in Port Stephens but heard soon after of the schooner's visit.²¹

During almost five years, it is likely that these men, in company with their Worimi hosts, walked to Stockton and even crossed to the southern shore in order to participate in ceremonies with the Awabakal. They must have traversed the western districts of Port Stephens also, and gained considerable local knowledge during their stay from 1790 to 1795.

Theirs is the earliest known encounter between Worimi and Europeans in the PS LGA. Five escaped Second Fleet convicts were the unwitting ambassadors.

7.8 1798, June, a fishing party

Governor Phillip returned to England in 1792 in ill health and two officers of the NSW Corps (Grose and Paterson) served as acting governors until a second governor was determined. The choice was Captain John Hunter who had returned to England for the court-martial following the wreck of SIRIUS. The ship RELIANCE was outfitted, to return Governor Hunter to NSW (Governor from 1795 to 1800). Hunter influenced John Shortland junior (the son of John Hunter Senior) to accompany him during his term in NSW as governor. Shortland junior took an officer's position on RELIANCE, thereby beginning a second five-year sojourn in NSW. Other officers aboard RELIANCE were the surgeon, George Bass and Matthew Flinders. RELIANCE arrived at Sydney in September 1795.

In June 1796, one or more boats and their crews returned to Sydney from a fishing excursion with news that bad weather had forced them to take shelter in a bay near Port Stephens. Two of the party were severely wounded and the records tell that they had 'conducted themselves improperly while on shore' as a result of which they were attacked by the natives. One of the wounded men died soon after he reached the hospital at Sydney.

Despite the affray, the men brought back with them several large pieces of coal, which they said they found at some little distance from the beach, scattered in considerable quantities on the surface of the ground. They informed the governor that they could have loaded their boats with coal since it 'lay above the surface in loose pieces and considerable quantity'.²² The bay, which these people entered, is generally considered to be Port Hunter.

Despite the coal samples, the governor appears to have doubted the fishing folk, who were probably convicts, and he took no immediate action to verify their find. Even fourteen months later, nothing had been done. The fact that Lieutenant John Shortland junior eventually verified the presence of northern coal was the result of a quite unrelated mission. If the colony's convicts had not had an indomitable drive for freedom from oppression, and the skill and courage to handle small open boats at sea, the official discovery of Hunter River coal may have been delayed considerably.

7.9 1797, September, convicts escape

In 1797, some convicts, intent on repeating the inspiring and now commonly known Bryant escape, were busily plotting a similar scheme of their own. They stole a government boat and stores and put to sea. The governor had no suitable ship in which to send men to pursue the runaways (FRANCIS was deployed to Norfolk Island) so he sent two armed row-boats in pursuit; one, with Lieutenant John Shortland in command, sailing about sixty miles northwards along the coast. Neither had any success finding trace of the fugitives. Shortland's party reached and searched Port Stephens and on the return, entered 'Coal River' and explored about the shoreline, making an 'eye-sketch' of the estuary and coast. On his return to Sydney, Shortland gave Governor Hunter a copy of the 'eye-sketch' and a report about the coal. No doubt he also informed his fellow officer Matthew Flinders about Coal River. Flinders was to make a coastal survey of the colony, the northern coast of which he explored in 1799. When drawn, Flinders' chart appears to have included both Shortland's discoveries and surveyor Barrallier's 1801 map of the Hunter River. Flinders' chart notes the presence of 'Port Hunter or Yohaaba', the Hunter River system, the low sandy shore extending to Port Stephens, 'Port Stephens or Yacaaba', and the shoal nature of this waterway.²³

²¹ D. Collins, *An Account of the English Colony of NSW*, pp. 356, 357

²² Letter, Hunter to Banks, 20 August 1796, as quoted in D. Collins, *An Account of the English Colony of NSW*, p. 1796

²³ Matthew Flinders Chart of the East Coast of NSW, (atlas) *A Voyage to Terra Australis*, plate VIII

7.10 1801, 1804. Survey of Hunter's River and first settlements

Restlessness at the Sydney settlement influenced Hunter's successor Governor King (1800-1806) to contemplate a remote penal settlement for rebellious convicts. In September 1800, he wrote to England for support for such a proposal, the establishment of which would require additional civil and military personnel. King proposed Port Stephens for the settlement. He wrote 'The harbour is safe, and the land about is good, but its greatest recommendation would be the vicinity to the places where there is such an abundance of coal'.²⁴

Meanwhile, small private vessels brought to Sydney cargoes of coal from Lake Macquarie and Coal River, and cedar from the latter place, increasing the desirability of a northern outstation. At last, in mid-1801, the survey vessel LADY NELSON and suitable personnel could be deployed to examine Coal River, chart the waterways, observe the resources of the district, and begin a mining settlement near the river entrance. Governor King asked that Port Stephens likewise be observed, if possible, but this could not be done on this occasion.²⁵ The accounts of the expedition provide a description of the natural state the lower Hunter River, the Williams River, and the western and part southern boundaries of the PS LGA.

Lieutenant Grant, the commander of LADY NELSON, described the timber resources in the vicinity of Ash Island. These included the ash tree, a wood that resembled hickory, and several pithy woods with stinging leaves, gum trees, swamp oak, tea-tree, and mangroves in abundance. 'The low land all around this place is more or less subject to be overflowed, and is full of swamps, some of which are of a considerable magnitude', he wrote.²⁶

'On the shore we found large banks of excellent shells, which lay in some places nearly three feet thick, washed up by the tides or floods, as also all the roots of the trees near the waterside stuck full of oysters. From this circumstance lime would be very easily got at this spot. Nevertheless, the oyster shells are to be found in abundance all round the harbour.'

While surveying the Coal River entrance, a 'stranger' approached them, a man named John Loft whose small boat had been wrecked to the north of Port Stephens while procuring either coal or cedar for a Sydney trader. His two companions died one speared by natives and the other poisoned by eating a toadfish but Loft had managed to reach the Hunter River.

Lieutenant Grant coaxed a native aboard his ship and during the encounter, gave him a tomahawk 'which he seemed much pleased with and shewed that he perfectly understood the use of it'.

Surveying proceeded up the rivers, the Williams, to approximately Glen William where the party was 'stopped by falls', and the Hunter, as far as Maitland. The junction with the Paterson

²⁴ HRNSW, vol 4, pp. 185, 197

²⁵ HRNSW, vol 4, pp 390, 391

²⁶ HRNSW, pp. 404 et seq

River was not discerned on this occasion, the observers probably believing the river to be the opening to the large 'Lake Paterson' water reserve. Lagoons and swamps were frequently noted, as was evidence of floods, good grass, large trees, and in places, productive soil.

Lieutenant Colonel Paterson's journal notes that the lower Hunter would provide good pasture for cattle but 'until where the rivers meet (the soil) is not fit for cultivation'. Black swans and wild ducks were in abundance. Paterson observed trees cut down by the natives that evinced that a much sharper edged tool than a stone axe was used, and he also believed 'that some of the European deserters are among them'.²⁷

Along Williams River, an 'hibiscus' bush was noted that the natives used as flax for making their nets and other items. As they ascended the river, 'the country became higher and very beautiful, mostly forest ground, but very thinly interspersed with lofty trees, and sometimes, indeed, acres without a tree, the soil in general good, and the grass luxuriant'. The party left their boat and climbed a high hill from where they viewed a panorama including the hills at the entrance to Port Stephens and the headlands and island at Coal River.

The small party of convicts and guards left at Coal River to gather coal was soon recalled to Sydney. Not until 1804 was a permanent penal settlement established at Newcastle. The penal settlement years at Newcastle lasted from 1804 to 1821.

7.11 1804 to 1821. The convict settlement at Newcastle

The convict workers at Newcastle harvested the timber resource as well as the coal and shell. Parties travelled into the interior to cut timber. Their life was one of privations and hard labour. A gang of thirty men was expected each week to cut and bring to the river twenty-three or twenty-four iron bark or gum tree logs each measuring between eight and nine metres. A gang of eighteen men cutting cedar was expected to deliver 100 logs from four to five metres in length, each month.²⁸

Perusal of the shipping record for this period, catalogued in *Shipping Arrivals and Departures Sydney 1788-1825* by JS Cumpston, indicates that during these years, regular sailing between Sydney and Newcastle occurred, the ships carrying either convicts or coal and cedar.

In late Feb 1807, CONTEST was wrecked a few miles to the south of Port Stephens. In late July 1811, ELIZA was wrecked at Port Stephens. Both these trading coasters belonged to Sydney merchant Joseph Underwood and were probably attempting to enter or depart Newcastle in adverse weather conditions. In July/August 1812, BOYD was wrecked 'on the beach called the 'Sandhills' between Hunter's River and Port Stevens (sic)'. In July 1816, RECOVERY was

²⁷ HRNSW, vol 4, p. 451

²⁸ Turner, *Newcastle as a Convict Settlement*, pp. 21, 91. Here, the lengths are given in Imperial measure, that is, 25 to 30 feet for ironbark and 12 to 16 feet for cedar

wrecked near 'Port Stevens' (sic). This vessel had brought grain from Tasmania and appears to have been blown north of Sydney and wrecked near Port Stephens.

7.12 1816. First trading voyages to Port Stephens

Possibly the first trading voyages to Port Stephens direct occurred subsequent to this incident. About late 1816 and early 1817 a few commercial vessels left Sydney in ballast for Port Stephens, returning with cargoes of cedar. Among them were HAWKESBURY PACKET, MARY, JOHN PALMER and HOPE, and an occasional government boat in pursuit of runaways. Among five or six visits made in 1818 included that of HM colonial brig ELIZABETH HENRIETTA, in search of runaways. In May 1820, ELIZABETH AND MARY visited Port Stephens for cedar. In May 1821, MARY brought back 5000 feet of cedar, and in July, ELIZABETH AND MARY brought 12000 feet.

In addition to these voyages, a few coastal vessels visited Port Macquarie in the later years of the second decade (often in pursuit of runaways), and several ocean-going ships passed by en route to Timor and the Dutch settlements.

8 The genesis of settlement PS LGA

8.1 1812, 1818, 1821. Governor Macquarie's visits to the northern district

Governor Macquarie (Governor from 1810 to 1821) first visited Port Stephens and the Hunter River in December 1811 and January 1812, at the end of a tour to Van Dieman's Land, in the government survey vessel LADY NELSON. He wished to inspect personally these outposts and their capabilities so that he could implement the directives that he had been given by Lord Castlereagh, the Secretary of State for the Colonies, prior to leaving England. Castlereagh instructed Macquarie that 'the great objects of attention are to improve the morals of the colonists, to encourage marriage, to provide for education, to prohibit the use of spirituous liquors, (and) to increase the agriculture and stock so as to ensure the certainty of a full supply to the inhabitants under all circumstances'.²⁹

Macquarie's *Journal* records his impression of the entrance to Port Stephens - 'two remarkable high peaked hills, resembling two islands at a distance'.³⁰ LADY NELSON entered through the headlands and came to a safe anchorage. Three days were spent examining the surroundings, from a small boat and ashore. Of the harbour, he wrote that it 'is good, safe, and capacious, and affords shelter for vessels from all winds. There is also plenty of good fresh water to be procured in shore in lagoons and springs contiguous to the beach on the south side of the bay, and very near our present anchorage off the Nelson's Head'.³¹

²⁹ ADB, vol. 2, p. 190

³⁰ Lachlan Macquarie, *Journal of his Tours in New South Wales and Van Diemen's Land 1810-1822*, p. 81

³¹ Lachlan Macquarie, *Journal...* p. 83

Macquarie appears to have explored a couple of rivers or creeks for some miles. From an elevated hill at the western end of the 'inner basin', he saw 'no plains or good land' in any direction and the country 'appears wild and sterile; being neither fit for agriculture nor for grazing farms, as far as we can judge from what we have seen'. At low tide, extensive sand and mud banks with only narrow channels between indicated that the inner basin, 'tho' beautiful to look at from a distance at high water, can never be used as a harbour or safe port for shipping'. 'Indeed', he wrote, 'even if it were a good harbour, it never could be of any importance as the country round it is barren and unfit to be settled'.³²

Macquarie's *Journal* indicates that he named many landforms and places - names apparently not known about by those who later chose other place names. His unfavourable appraisal of the Port Stephens area for settlement also appears to have remained within his personal *Journal*, unavailable for consideration by later players, such as the Australian Agricultural Company's Agent, Robert Dawson.

During the visit, four natives came aboard LADY NELSON. Macquarie found them 'void of any fear or apprehension of us. They were stout, tall and well made people'. Another native cautiously exchanged with Mrs Macquarie a fish for some tobacco.

Leaving Port Stephens, LADY NELSON's next call was Newcastle. In addition to inspecting the convict settlement and coalmines, Macquarie travelled along the principal rivers, a distance of about 22 miles (37 kms) inland. He stopped at the camp of the lime burners at 'Newcome Pipers Reach, 7 miles (12 kms) from Newcastle' where he also noted the fine cedar and rosewood trees.

Macquarie found the agricultural potential of the river valleys favourable for farming and gave permission to the Newcastle Commandant to allow a few of the free persons at the settlement and some well-behaved convicts to establish small farms at Paterson's Plains. This privilege for the latter class of men was at once in conflict with the purpose of the Newcastle penal establishment whose intent was to subject twice-convicted convicts to hard labour as punishment. However, it is a vivid marker of the change in colonial policies that accompanied Macquarie's governorship, in part due to Castlereagh's directives, noted above.

Macquarie again visited Newcastle and the Hunter district in July 1818 (but not Port Stephens) in HM government brig ELIZABETH HENRIETTA. During this visit, Macquarie and his party voyaged inland and made camp overnight at Raymond Terrace on Wednesday 29 July. He visited the farms at Paterson's Plains. He landed and walked about 'young Tucker's farm' (Albion Farm, Woodville) 'examining the improvements and nature of the soil' which is 'most excellent'. *'We then proceeded to view the rest of the farms on both sides of this beautiful river, finding the soil of all of them very good and much more ground cleared and cultivated*

³² Lachlan Macquarie, *Journal* ..., p. 85

than I had any idea of'.³³ His favourable opinion of the farming ventures at Paterson's Plains caused him to expand the initiative and additional men, mostly trustworthy convicts, were placed at Wallis Plains. After extensive examination of the country all round, the party again made camp at Raymond Terrace on their return, on Friday 31 July 1818.³⁴

This visit confirmed the favourable capabilities of the Hunter Valley for agricultural development and the growing of much needed food and the inhibiting influence of the penal settlement at Newcastle to realising this potential.

Meanwhile, the Bigge Commission of Enquiry into the state of the colony recommended that the Newcastle penal settlement be relocated so that free emigrants with capital and agricultural experience could develop Hunter Valley land.

In June 1821, Governor Macquarie made a third and last visit to the northern settlements in HM government brig ELIZABETH HENRIETTA, calling at 'the new penal settlement' at Port Macquarie, and at Newcastle. On returning from Port Macquarie, the brig passed Port Stephens, meeting the government sloop SALLY, which had just come out of Port Stephens 'whither she had been driven by the late gale of wind after leaving Newcastle for Sydney with a cargo of coals'. Macquarie stopped at Newcastle from 14 to 20 November. He again visited the river settlements, this time stopping at a cottage ('the Nelson Auberge') recently built for the purpose, on Nelson's Plains.³⁵

By 1821, the penal colony at Newcastle was removed to Port Macquarie and the Hunter Valley opened to large-scale settlement by, generally, a wealthy class of emigrant with practical knowledge of agriculture.

The incentive to escape servitude at Port Macquarie led to escapees trying to reach Sydney by overland routes. Crossing the Port Stephens waterway was one obstacle to their passage. The Newcastle commandant set up an outstation manned by a detachment of a few soldiers at the easiest harbour-crossing place, called Soldiers Point. Men and supplies reached Soldiers Point either overland from Newcastle, or by boat around the coast from Newcastle. The march through the sand hill country was a hard one but use did establish a line of road from Stockton to Soldiers Point.

8.2 Continuance of timber getting

By 1821, according to Cumpston (*Shipping Arrivals and Departures...*), there was an increase in the visitation of vessels to both Port Stephens and the Hunter for cedar, and the Hunter for coal, while many destinations are ambiguously recorded as just 'cedar ground'. The frequency of visits to Port Stephens for cedar is therefore probably greater than the accompanying table

³³ Lachlan Macquarie, *Journal ...*, p. 131

³⁴ Lachlan Macquarie, *Journal ...*, p. 133

indicates. These coastal vessels were generally owned by prominent Sydney shipowner-traders, such as Underwood, Reiby and Street. However, an increasing number were owner-operated, for example by former sea-going captains who chose to stay in NSW, trading on the coast. A ship was a valuable property, entitling the owner to an allocation of convicts. Convicts assigned to these captains or ship owners were provided with provisions and left in the Port Stephens forests (usually along the Karuah River) to cut cedar and have logs and plank ready and waiting the arrival of the master's ship. A convict on the run from Port Macquarie would probably have benefited from the presence of the convict timber cutters and the regular visits by ships. The 'Soldiers Point' depot must have been of doubtful value in apprehending runaways.

The coasters identified in Cumpston as calling at **Port Stephens** in 1822 and 1823, together with cargoes that are recorded, are:

Aug 1822	SINBAD	8000 feet cedar
Aug 1822	NEWCASTLE	
Sep 1822	SINBAD	>5300 feet cedar
Sep 1822	BLACK JACK	>4600 feet cedar
Oct 1822	SINBAD	5300 feet cedar, then wrecked on Pt Stephens beach
Dec 1822	SALLY	
Jan 1823	BLACK JACK	4000 feet cedar
Feb 1823	SALLY	
May 1823	NEWCASTLE	
Jun 1823	NEREUS	
Oct 1823	SPEEDWELL	
Dec 1823	NEWCASTLE	7000 feet cedar
Nov 1823	SPEEDWELL	30 logs rosewood
Dec 1823	NEWCASTLE	7000 feet cedar
May 1824	SPEEDWELL	
Jun 1824	AMELIA	

In mid 1823, a convict transport ship SURRY called at Port Stephens after leaving Port Jackson, to receive a cargo of cedar to take back to England. In August and September 1823, the ships WOODLARK, BERWICK and ELIZABETH, outward bound for London, called for logs and plank of Port Stephens' cedar, rosewood and blue gum. Previously, sailing coasters took the cedar to Sydney where any wanted for export was reloaded onto returning ships. About this time, a few cargoes of coal and cedar were taken directly from Newcastle to overseas destinations also.

The government intervened after becoming aware of the down side of the unregulated trade of the sea-going ships. For example, the crew of WOODLARK, whilst in harbour, bartered rum with the convicts and natives of that place.³⁶

The pattern of export of cedar from both Port Stephens and the Hunter to Sydney continued in the ensuing years. The brig FAME first visited the north in late 1822, calling again in February 1823 and thereafter regularly visiting the 'cedar grounds', Newcastle, Port Stephens and other

³⁵ Lachlan Macquarie, *Journal ...*, p. 221

³⁶ *Historical Records of Australia*, Series 1, vol XI, p. 413

ports. This vessel and its Captain, William Cromarty, have a particular significance for Port Stephens.

Robert Dawson, agent to the AA Company from 1824 to 1828, wrote: *Prior to our settling at Port Stephens there had been ... several parties of timber cutters above the navigable parts of the rivers.*³⁷

Knowledge of the good cedar resources of the north-western part of Port Stephens harbour, in the vicinity of the Karuah River (the entrance to the river is called Sawyers Point), led to the early 'selection' of land here (possibly near Booral) by three mariners, Captains Cromarty, Moon and Shortt. These men, who had ships and resources necessary to make a business of the cedar trade, were granted permission to cut cedar in the Port Stephens area. Despite their later claims that they believed this permission was equivalent to a promise of land, only William Cromarty was actually deemed entitled to a grant.

Correspondence about Captain Shortt's land claim includes his observation of coal deposits (in the vicinity of the Karuah River). He wrote 'coal is every where abundant in the vicinity of Port Stephens. The rocky and barren islands at the entrance of the harbour abound in coal strata.'³⁸ Shortt's observation was made before any significant disturbance was made to the pre-European situation wherein river- or sea-deposited coal was lying about the harbour shores. (Significant coal deposits do exist in the upper Karuah River area.)

Timber getting about the northwest and northern part of the harbour, and the reliance on sea transport to market the timber continued through the 19th and early 20th centuries. This enterprise brought regular shipping arrivals and departures through the Port Stephens Heads and along the navigable reaches of the Karuah River, Myall River, and several other creeks.

8.3 1822. Captain William Cromarty, Port Stephens earliest landholder

In 1822, Cromarty retired from a career in deep-sea navigation. He was granted 300 acres, which he selected on the Karuah River, but this subsequently interfered with the AA Company's grant and so was amicably exchanged for land on the southern shore, in the Friendship Point (Soldiers Point) area..³⁹ This was the first land grant in the Port Stephens district. As noted, Cromarty worked as a pilot at Newcastle and also traded between Port Stephens, Newcastle and Sydney in his brig FAME.

Cromarty, who was subsequently engaged by the AA Company in a seafaring capacity, his son, a servant and an Aboriginal man assisting them, disappeared at sea off One Mile Beach in September 1838.

³⁷ Robert Dawson, *The Present State of Australia*, p. 262

³⁸ *Historical Records of Australia*, Series 1, vol XIII, p. 39

³⁹ *Historical Records of Australia*, Series 1, vol XIII, p 41

8.4 1820s. Settlement

An important prerequisite to settlement is land surveying, a time-consuming and laborious task. The permissible area of settlement in NSW was divided into counties. A county was subdivided into sections of one mile square and then into parishes of six miles square or thirty-six square miles. The land surveyor traced and laid down all streams and completely surveyed and marked the boundaries of every square mile section. The various boundaries of Worimi territory remained unseen and the new allocations were unknowingly superimposed on them.

Henry Dangar is the surveyor mostly associated with the first land surveys of Newcastle and the Hunter Valley. His work, *Index and Directory ...* was published in England in 1828. This work therefore refers to the situation at or before the time of his departure from NSW. Dangar noted that the only towns (in the lower Hunter) were at Newcastle, 'Morpeth' (actually East Maitland) and 'Butterwick and Middlehope' (actually 'Paterson's Plains', the locations on either side of the Paterson River), although in his survey, he had set aside sites for others. Dangar was also instructed to set aside a seventh of each parish for the benefit of the Church and School Corporation, a body set up to administer the Anglican church and schools in the colony. This arrangement lasted only a few years and was annulled in 1833, the land reverting to the Crown. However, the apportioned land retained the identification 'Church and School land' and was separately administered by special agents who supervised sales and leases.

Dangar's *Index and Directory...* contains the following contemporary descriptions of land in the PS LGA.

Stockton Parish. The country here is low, being intersected with jungles, swamps and sands; some of the alluvial lands on the banks of the river will, however, admit of profitable cultivation. Church and School land desirable.

Eldon Parish. The greater part of the ungranted space in this parish is a swamp, the margin of which affords good grazing, and altogether would not be an undesirable purchase. Church lands inferior third-rate country.

Thornton Parish. An inferior tract of country; much inferior hill land, and altogether affording but third-rate grazing.

Seaham Parish. There is but little unappropriated country in this parish, that being tolerable grazing, and eligible as a purchase to the adjoining proprietors. The Church and School land, from their advantageous local positions, are most desirable properties. The Government have a cottage, and cultivate a small farm (called Nelson's plain) on the south estate; and a courthouse and military depot on the north estate, the last on the William River.

Butterwick Parish. The ungranted land in this parish is without permanent water and the soil a thin loam; it is therefore only desirable as an addition to the adjoining properties. The Church

and School Estate is highly desirable; its situation on the river will admit vessels of fifty tons burthen; its arable land extensive and rich, its uplands open and productive.

Surveyor General Oxley wrote in 1826 that the country (on the southern shore of Port Stephens) 'is not adapted for the purpose of ordinary settlers, but derives its value from the harbour, on which it borders, the best and most spacious anchorages being on the south side'.⁴⁰ Grimes and Macquarie had already noted the inferior agricultural potential of the land surrounding Port Stephens.

8.5 1812 to 1821, 1821 to 1825. First settlers in the PS LGA

8.5.1 1812 to 1821. The Paterson's Plains settlers

The southwest part of the PS LGA (in the vicinity of Woodville) has the distinction of being the place where the earliest European-style agriculture was practised in the Hunter Valley, with the exception of unsuccessful prior efforts on a very small scale about the convict settlement at Newcastle. This distinction is shared with land on the opposite side of the Paterson River.

In the first decade, the timber getting parties and their overseers became familiar with the lower Hunter River and aware of the most promising places for procuring cedar and other logs. One can infer that brush land on both sides of the Paterson River near Woodville had plenty of cedar and became a camping place. Once cleared of timber, this land was a potential resource for farming, the presence of several large lagoons close-by providing a generous supply of fresh water, easily-cultivated ground, and a good supply of fish, birds and animals for food.

Macquarie introduced numerous reforms in the colony but recognised that the most urgent of problems to address was increased agricultural production and livestock numbers. His direction to allow reliable convicts and other deserving people to introduce agriculture in the Hunter Valley must be seen in the context of this need and Macquarie's genuine desire to allocate small grants of land to emancipists and settlers of modest means.

The outspoken Presbyterian minister, Dr JD Lang, frequently a critic of Macquarie, was one author who acknowledged the governor's 'judicious measures for the relief and encouragement of small settlers' and the steps he undertook to improve the lot of the emancipist class.⁴¹ The Paterson's Plains experiment appears to have been successful in this regard.

Macquarie's term as governor ended in December 1821. He left the colony early in 1822 without leaving any written authority for the farmers' 'grants', or a list of names of the individuals to whom he had intended to give small settler status. Macquarie's successor, Governor Brisbane (1821-1825) implemented the Valley's transformation by survey and settlement. Dangar was instructed to afford every accommodation for the convict settlers he

⁴⁰ *Historical Records of Australia*, Series 1, vol XIII, p. 43

⁴¹ Lang, Dr J. D., *An Historical and Statistical Account of NSW*, vol. 1, p. x

would find occupying land under Macquarie's authority. Newcomers who decided upon large estates prior to Dangar undertaking the survey were Messrs Close, Webber, Dun and Platt. Dun's grant is within the PS LGA.

The monograph *The Settlers of Paterson's Plains* by Cynthia Hunter, 1997, is a detailed study of the first group of farmers in the Valley in the years 1812 to 1821, as well as the resolution of tenure and subsequent management of the land they occupied, until about 1870. From a heritage perspective, the cultural landscape and original property boundaries are markers of this significant but little-recognised era in Hunter Valley history. The road, called 'Binder's Path', from the early Paterson River crossing place approximately between Old Banks and Leeholme led towards Clarence Town and was an important line of communication throughout the 19th century. A privately-owned inn operated near the river crossing. The government set up soldiers' barracks and a pound on either side of the river and a military station or courthouse on the western side. This area was an important centre of government administration on the Paterson River until the township of Paterson was established in the late 1830s. Unmarked graves are believed to exist on the 'settlers' farms and the extent of archaeological evidence of these people's presence and endeavour awaits discovery.

8.5.2 Other settlers, 1821 to 1825

Between 1821 and 1830, grants were allocated to new settlers according to their capital for agricultural investment. Conditions for grants changed several times during these years. The new people were either wealthy colonists, retired military or naval personnel entitled to certain allowances for their service, or people who already were colonists and who met the fiscal requirements. Small farms were occasionally given to deserving emancipists or other free persons. Convicts were issued to these proprietors according to the size of their estates, which was proportional to their assets. At first, one convict was allocated for every 100 acres of land. The land policy had two main objectives. One, to encourage people from Great Britain with agricultural experience and enterprise to manage and develop portions of the colony and increase the land's productivity, and the other, to shift the burden and expense of convict management away from the Imperial government.

The following summary is taken from JF Campbell's article in the Royal Australian Historical Society's *Journal*, 'Genesis of Rural Settlement on the Hunter'. Two hundred and seventy two alienations are listed for this period for the Hunter, Williams and Paterson Valleys. During the period under consideration ie to 1825, land granted in the lower Valley made up a relatively small proportion of the total. Only 23 out of 272, or 8.5%, are in the PS LGA. However, the 8.5% took up all the river frontages on the three rivers in the PS LGA. An accompanying plan (Illustration 5) indicates where these grants are located. Tuckers' land fits the earlier 'Paterson's Plains' category.

	Name	Date of order	Acreage	Location
4	Francis Eagar			Nr Hinton
10	RC Dillin	31 March 1821	600	Hinton
28	Andrew Dixon	5 February 1822	1600	Seaham
30	William Hickey	20 April 1822	660	Osterley
43	John Galt Smith			Loch Goyle
43	John Galt Smith			Loch Goyle
43	John Galt Smith			Loch Goyle
59	Peter Sinclair	29 January 1823	1050	Williams River
61	Duncan Sinclair	29 January 1823	860	Williams River
69	John Tucker senior		100	Paterson River
70	John Tucker junior		100	Paterson River
81	Joseph Pennington	25 July 1823	1550	Williams River
85	James McClymont	23 September 1823	2000	Ahalton
90	Joseph Thew	10 October 1823	1310	Williams River
103	Jacob Newton	6 November 1823	1200	Williams River
107	Alexander Livingstone	4 December 1823	1075	Bowthorne
110 a	Richard Kelly to SF Mann	18 December 1823	300	Swan Reach
114	Hugh Torrence	22 January 1824	2000	Williams River
126	Alexander Warren	15 May 1824	2000	Seaham
149	Thomas Brown	29 July 1824	300	Williams River
158	AM Beveridge then AR Windeyer	26 August 1824	850	Tomago
161	Richard Siddins	26 August 1824	600	Williams River
164	Richard Lang to J Taggart	1 September 1824	500	Loch Goyle

8.5.3 The vicinity of Raymond Terrace

Dangar set aside reserves at Raymond Terrace, Butterwick, and Seaham. Of these reserves, only Raymond Terrace and Seaham progressed to townships.

Raymond Terrace reserve was at first a section of a square mile although the eastern boundary may have remained unsurveyed for some time. During Newcastle's convict years, the area now known as Nelsons Plains was set aside as a government farm. Here cattle were kept to provide food for the Newcastle settlement and here the government cottage called 'Nelson Auberge' was built under orders from the commandant, Major Morrisset. This land was generally understood to be a reserve of some kind and this circumstance appears to have been the source of ambiguity about the actual site of an intended town. Nelsons Plains land however became a Church and Schools Corporation grant.

The navigation channel of the Hunter River veered towards the eastern bank, making Raymond Terrace an ideal location for shipping to come close in to shore. The eastern side was far more suitable for a township and port than the flood prone Nelsons Plains.

The first of a series of township plans for Raymond Terrace was drawn up in 1835. Allotments were offered for sale in 1837. Allotments in the town of Seaham were 'For Sale' in 1838.

8.5.4 1826. The Australian Agricultural Company's grant

Although the AA Company's million-acre grant was north of Port Stephens, the present Great Lakes LGA, this venture had a significant influence on the early history of the PS LGA.

Wool growing was a significant pastoral activity in early colonial history. Some sheep breeds suited the NSW climate and wool became a principal export commodity. The influence of John Macarthur in fostering a wool industry in Australia is widely known. Investors in England saw profits to be made in producing fine wool in the colony for sale to mills in England. A Company set up in England, by Act of Parliament and Royal Charter, in April 1824. The Imperial government sanctioned the Company a million acres of land in NSW. The Company's shareholders based their plans on the Bigge Report on the state of the colony and various recommendations therein. The Company intended that most of the shepherds and labourers would be assigned convicts, supervised by 'free and experienced persons', many of them to be sent out from Europe on seven-year contracts.⁴²

The directors and major shareholders included directors of the Bank of England, the East Indian Company and Members of Parliament. A colonial committee (three members of the Macarthur family) were appointed to look after the company's interests in NSW.

The colonial government sanctioned land grants in the colony so this was an exceptional and privileged situation, not particularly welcomed in NSW by the governor. The proceedings created 'a colony within a colony'.

Robert Dawson was appointed the Company's Agent. He assembled a group of twenty-seven indentured servants - officers and mechanics - and their families. French and Anglo merino sheep were purchased and the assemblage sailed for NSW in mid-1825. The first few months were passed on farming country near Camden.

Upon arrival in NSW, Dawson was anxious to select a suitable location for the undertaking. John Oxley suggested Port Stephens as a 'place on the coast where shipping facilities were available'. This was a desired requirement for the Company's purposes. The first party to inspect the Port Stephens locality arrived there overland from Newcastle to Soldiers Point then crossed to the north shore by boat and proceeded along the Karuah River. At the same time, a vessel arrived with equipment to set up a camp.

Robert Dawson, Armstrong the company's surveyor, and Henry Dangar the government surveyor, who had several years' experience working in the Hunter Valley, then carried out the first thorough examination of the land in the vicinity of Port Stephens. Dawson selected the site Carribeen, later renamed Carrington, for permanent headquarters for the Company, and a million acres stretching to the Manning River. Some writers criticise Dawson for being more impressed with the magnificence of the Port scenery than the potential of the land itself for agricultural purposes. As has been quoted, previous observers were not impressed with the area's agricultural potential although the harbour was favourable and the timber resources good. The only suitable land for raising fine wool sheep was to the west and north west of the grant.

⁴² PA Pemberton, *Pure Merinos and Others*, p. 1

In February 1826, the brig LORD RODNEY brought the first contingent of mechanics, labourers and their families to the chosen site. The sheep were brought overland by way of Patrick's Plains. Therefore, 1826 was the beginning of a new era for the waterway 'Port Stephens' and the northern part of the PS LGA, an active influence that lasted until the 1860s.

During the next few years after 1826, the area was extensively explored, a village set up at Carrington, farms established at Booral and Stroud and sheep stations formed in the valleys stretching northwards towards the Gloucester River. The Karuah River was an essential waterway providing boat access as far as Booral.

Additional indentured servants arrived from England. In 1828, 180 convicts were assigned to the Company. Many of the Company's servants, and their convicts when emancipated, became farmers or business people in the surrounding areas.

The company's presence ensured regular shipping movements, by sailing coasters, between Port Stephens and Sydney. General cargo and company servants used this means of transport. However, after the advent of steam navigation in 1831, company officials found sailing coasters too unreliable for important business trips to Sydney. They then preferred to travel overland by horseback to places on the lower Hunter River, such as Raymond Terrace or Hexham where they could join one of the more reliable steam vessels trading between Morpeth and Sydney. The overland movement of Company personnel between Stroud, or Soldiers Point, and the Hunter River, had a significant impact on the location of the earliest tracks or roads in the PS LGA. (Illustration 5)

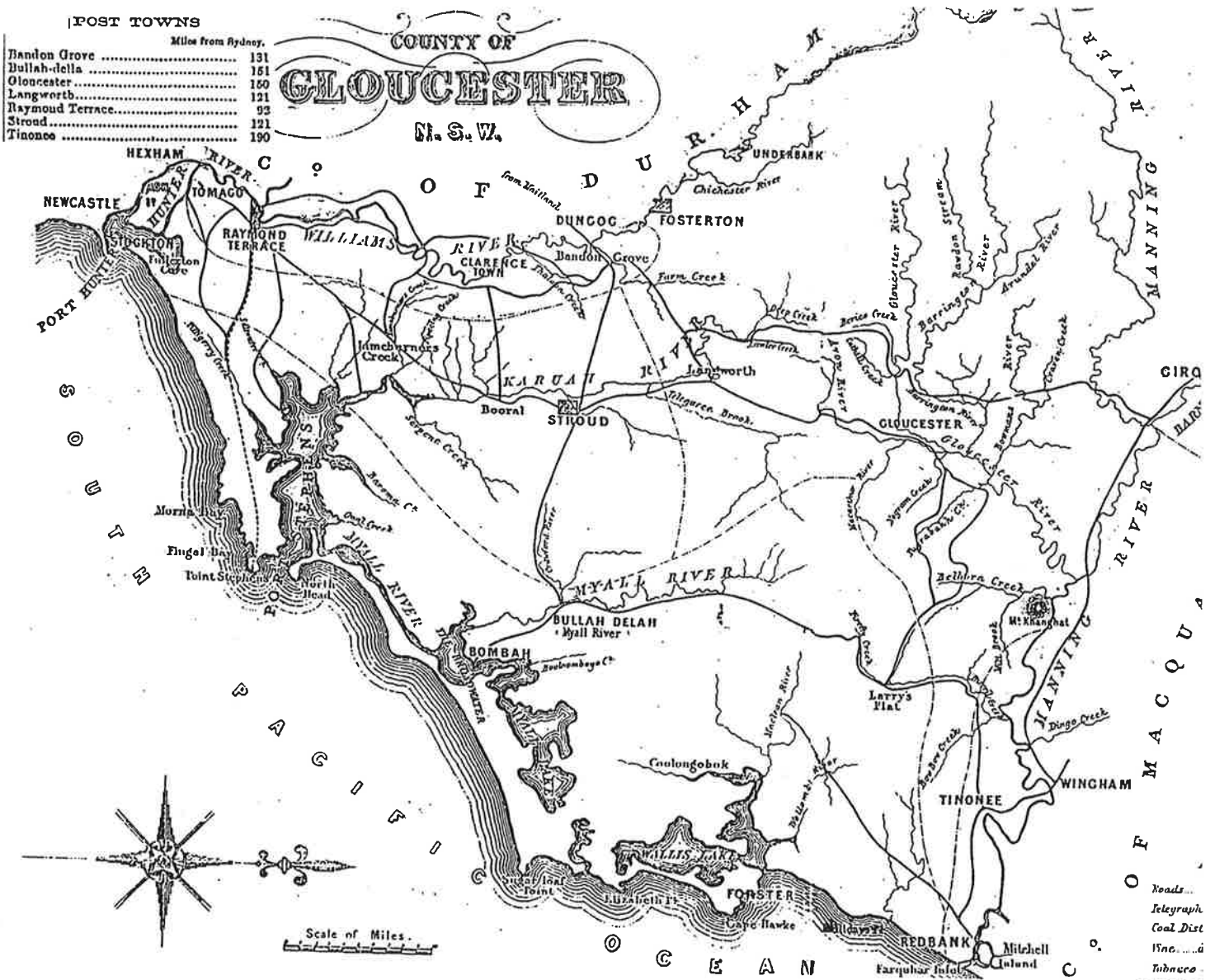
In 1829, Sir Edward Parry, a former Captain in the Royal Navy, became commissioner of the company in place of Dawson. Parry is credited with saving the company from financial failure and laying the foundations for the prosperity that afterwards endowed its activities.⁴³ Parry, and his wife and young family lived at Carrington, then Stroud. The presence of this respectable family living on the northern side of the harbour probably influenced Lieutenant William Caswell to become the second landowner on the southern side, about 1829.

Robert Dawson later wrote an account of his stay at Port Stephens called *The Present State of Australia*, which was published in London in 1830. This work is partly sub-titled 'A Particular Account of the Manners, Customs and Condition of its Aboriginal Inhabitants'. This is a major contribution to documented accounts of the early interactions between the Worimi and Europeans, in this case the diverse group of people from gentlemen to troublemakers that made up the Company.

⁴³ Edward Parry, *Early Days at Port Stephens, Extracts from Sir Edward Parry's Diary*, p. 7

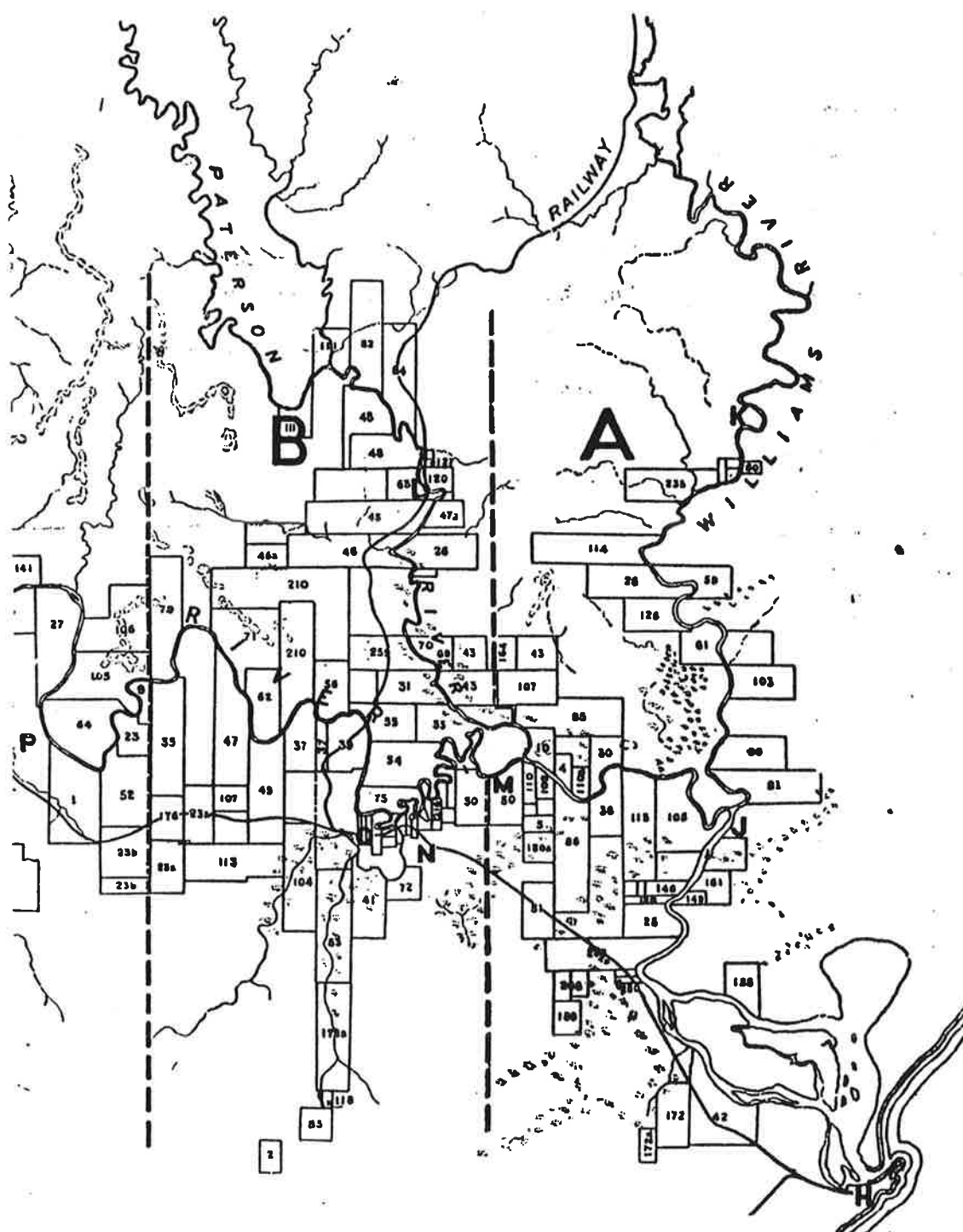
8.5.4.1 Illustration 5

County of Gloucester. Note early roads
from *Atlas of the Settled Counties of NSW*



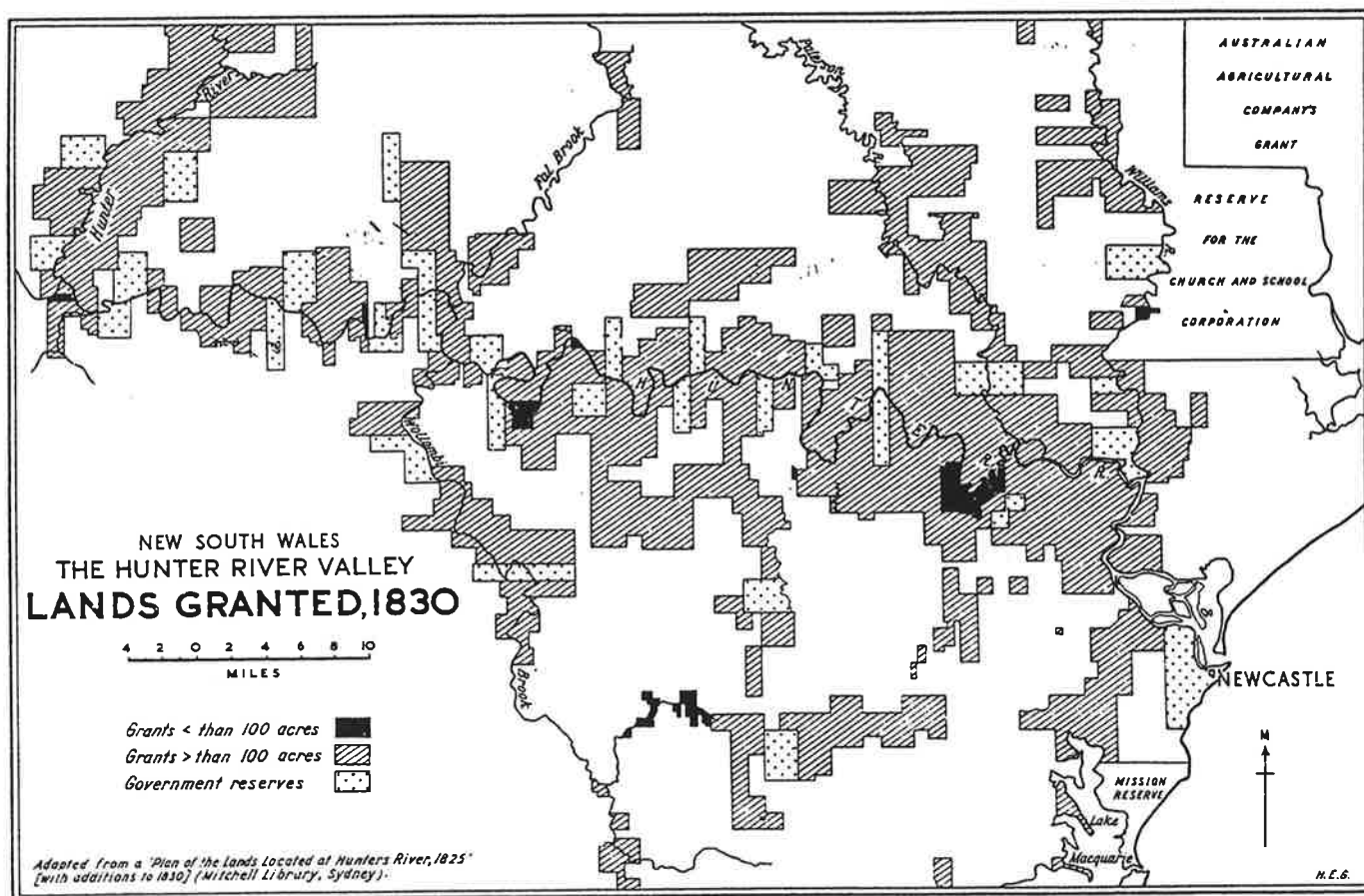
8.5.4.2 Illustration 6

Map showing the progress of settlement in the Hunter District 1821 to 1825
from JF Campbell, 'The Genesis of Rural Settlement on the Hunter',
RAHS *Journal*, Vol 12 Part 2



8.5.4.3 Illustration 7

Hunter Valley: Lands Granted, 1830
from TM Perry, *Australia's First Frontier*, p. 70



8.6 Settlement after 1825

Despite the problematic nature of the convict workforce, bringing Hunter Valley land into productivity by clearing, cultivation and grazing occurred quickly and the population increased along with the intensity of development. The first hindrance to this progression occurred in the late 1820s when seasons of drought in much of NSW combined with economic depression. A turn around of this adverse situation occurred in the early 1830s. Prosperity returned for most of the following decade and those who arrived in the 1830s were more favourably placed to become established than those who arrived in the late 1820s, many of whom were reduced to insolvency. Land taken up in the PS LGA after 1825 was generally back from the Rivers. Most notable in the southern part of the PS LGA were the grants of George Graham, James King, Michael Henderson and William Caswell. Caswell had the second grant made at Port Stephens also. (Illustration 6)

In 1831, new land regulation required all land to be purchased. So great was the first influx of settlement into the Hunter Valley that the changes to the land policy after 1830 had only minimal impact. The best of the riverside land, or land well watered by creeks and tributaries, had already been selected. Newcomers then wanting land sometimes found the option of purchasing from existing landholders, especially those affected by the bad times, preferable to purchasing land from the Crown.

Transportation ceased in 1838, fifty years after the First Fleet arrived in NSW and nearly eighteen years after opening the Hunter Valley for settlement. Convicts with sentences to work out continued at their place of assignment and assisted free emigrants gradually replaced them, significantly altering the social mix of the European population.

Cultural exchange between the Worimi and Europeans continued amid the rapidly changing society that was expanding around both groups.

The period to the 1830s established the pattern of settlement in the PS LGA.

The Robertson Land Acts of the early 1860s enabled families such as those whose initial opportunities in NSW were as indentured farm workers and later tenant farmers, to secure small holdings in their own right and so work for themselves as yeomen, that is, those who cultivate their own land. Land maps, such as Parish maps, are generally divided into large parcels of 640 acres or multiples thereof, being the apportionment made up to about 1830, and subsequent sales, and these are surrounded by parcels of 40 to 60 acres which are characteristic of the post-1860 era. Generally these small lots were in inferior country. Some interesting specialised communities developed around these selections, such as Italian or German groups.

A later major change to land policy occurred towards the end of the 19th century when 'closer settlement' was encouraged, in particular the subdivision and resale of large under-utilised

estates residual from the early years. The overall impact of these two reforms is said to have been small in the Hunter.⁴⁴

The progression of communities in the PS LGA will be summarised later.

9 Hydrographic Surveys of Port Stephens

The Port Stephens locality is particularly significant to the present social and economic climate within the LGA. In earlier years the importance was of a navigational nature and the catalogue of past hydrographic surveys that have been carried out exemplify this importance.

The coast about Port Stephens and the harbour entrance are marked on Cook's **1770** charts of the East Coast of Australia. In **1795**, Surveyor Charles Grimes prepared a chart during his visit as did Captain Broughton of HMS PROVIDENCE who drew a sketch chart of the entrance and inner harbour, and an offshore view of the coast about the entrance. Flinder's **1798-1803** coastal survey appears to have used information from Grimes' chart. Survey charts provided vital information for mariners. From Broken Bay to Brisbane, there were many dangerous headlands, reefs, rocks and islands, and few safe places to shelter on the coast. Port Stephens became an important 'harbour of refuge' for ships caught in tempestuous weather, or in need of water and other supplies.

Governor Macquarie visited Port Stephens on three occasions and although he wrote descriptively about the harbour and named many features, he does not appear to have made any sketch chart, or taken steps to ensure the permanency of his nomenclature.

In 1826, Surveyor General John Oxley believed that the area derived its value from the harbour, which he called 'safe and capacious', but was not suited to ordinary settlers. He thought that the area needed careful survey before permitting any development. Oxley provided details about Port Stephens for a chart published by J Cross of London in **1827** and **1829**. A feature on this chart was the 'well of good water' near Tomaree Head.⁴⁵

Government surveyor Henry Dangar and Australian Agricultural Company surveyor John Armstrong worked together in the Port Stephens area prior to the start of the company's settlement at Carrington. Henry Dangar's *Map of the Hunter River and its Branches, shewing [sic] ... part of the lands of the Australian Agricultural Company at Port Stephens ...*, first printed in **1828**, while not a hydrographic chart of the harbour, depicts anchorages, landforms, lines of land transport and a number of native place names. (Illustration 8) James Ralph was another surveyor who mapped the AA Company estate and other land about Port Stephens from **1827**. Several of his survey maps are held at State Records, Sydney.

⁴⁴ Hunter Region Heritage Study, p. 40

⁴⁵ IH Nicholson, *Gazetteer of Sydney Shipping 1788-1840*, pp. 153, 154

In 1826, Dawson drew a 'Bird's-Eye View of Port Stephens', which is of interest because the spectacular headlands at the entrance to the harbour appear to have impressed him greatly.⁴⁶

In 1828, a hydrographic survey was made of Port Stephens by William Johns, Master of HMS RAINBOW, under the command of Captain Hon Henry Rous RN. This survey was probably done as a result of the influence of the London-based shareholders of the AA Company. A chart prepared from this survey was published in 1831 by the Royal Navy Hydrographic Office.

John's *Sailing Directions* for Port Stephens were given in the first edition of the *Australian Directory*, volume 1, 1830, and so the information therein was available to all mariners.

Between 1795 and 1920, the Royal Navy's Hydrographic Office undertook the responsibility for marine surveying in local waters.

Captain Parry RN was the third Hydrographer of the Royal Navy in 1823. Parry rose to the rank of Rear Admiral before resigning in 1829 to join the Australian Agricultural Company. The use of his surveying talents at Port Stephens was limited. He made soundings to establish the site for a wharf. He also made more detailed surveys of the waters in the vicinity of the Port entrance, described by him in his diary in the final month of his time at Port Stephens. Extracts from Parry's diary (1829-1834), as reproduced in *Early Days at Port Stephens*, document the hazards posed to shipping by the port entrance. By surveying the entrance more thoroughly than had so far been done, Parry made available more details for captains to use when entering and leaving the harbour.

Phillip Parker King became Commissioner to the company in 1838. King had prior experience surveying the Australian coast and was highly regarded following his charting of the coast of South America and Cape Horn, undertaken in 1826. As part of his work with the company, he undertook in 1845 a survey of Port Stephens, with soundings extending from the entrance to the upper reaches of the Karuah River but excluding some of the shoal bays. His chart, published by the Admiralty in 1847, included a view of the entrance, leading lines and directions for navigation. His 1845 survey of Port Stephens was reprinted, with additions, in 1849 and again in 1862. Finally Captain Frederick William Sidney resurveyed the area in 1866, replacing King's chart.

By the 1860s, the AA Company's operations were principally at Newcastle and Liverpool Plains, which may in part account for the absence of any major hydrographic survey work during the rest of the 19th century. However, shipping through the Heads did not decline and most likely increased due to several ventures. These were first the expansion of timber getting and shipbuilding activities in the Bulahdelah-Myall Lakes district following the 1860s, which led to the development of the Hawks Nest-Tea Gardens-Winda Woppa area as an export centre.

⁴⁶ Map copy provided by Port Stephens Historical Society. Source noted on the copy

Second, the setting up in **1881** of a commercial fishing industry with a fish processing plant and substantial wharf at Nelson Bay to supply the Sydney market. Third, the building of 'a first-class hotel', the Sea Breeze, at Nelson Bay for the benefit of yachtsmen and game fishermen and the promotion of the harbour and the lakes district as a 'Sanatorium for Sydney Invalids'. Fourth, the growth of recreational use of the fleets of steamships serving the Hunter district which regularly brought hundreds of excursionists to Port Stephens.⁴⁷

In **1909**, Gerald Harnett Halligan, licensed surveyor and fellow of the Geographical Society, who possessed long experience in surveys for public works, took detailed soundings in the channel that extended from Shoal Bay to Salamander Bay. His work was incorporated within a **1910** reprint of Sidney's survey. This time corresponds to the NSW Decentralisation Commission of Inquiry wherein Port Stephens generally was subjected to considerable scrutiny. Among the evidence given by experts in various fields were accounts of the problems of parts of the harbour such as the deposition of sand about the spit at Tomaree or South Head and the corresponding hazard to navigation when the tide was running. This sand spit extends north from Tomaree Head and runs in a crescent shape about two-thirds of the way across the entrance.

The Inquiry report notes that Yacaaba Head forms a natural training wall that directs heavy seas from any point between southeast and east straight into the entrance. Under these conditions there was no protection for large vessels following the natural channel until they reached Salamander Bay. The natural channel ran from Yacaaba Head, behind Tomaree Head and along the southern shore from Nelson Head to Corlette Head. The depth in the vicinity of the sand spit was about twenty-five feet (or 7.6m). In 1911, much talk focused on the dredging of a secure channel from the Heads to Salamander Bay.

Although the Decentralisation Commission recommended developing Port Stephens into a deep-water harbour for commercial and industrial purposes, senior naval personnel urged the Commonwealth Government to make the Port available for a home base for submarines of the new Royal Australian Navy. World War One intervened before any decision was made about the future of Port Stephens although in 1916, the government acquired land at Salamander Bay for a naval base and commenced site works. A brief 'land boom' accompanied this development with subdivisions occurring in several bays about the nearby foreshore.

Amid the climate of thought about Port Stephens' potential as the naval base on the East Coast of Australia, another detailed survey of the whole of Port Stephens was carried out by Royal Navy Commander CML Scott RN in HMS FANTOME, in **1919/1920**.

As noted above, in 1920 the Admiralty advised the Dominions to establish their own hydrographic surveying organisation, as Royal Navy vessels would no longer be available.

⁴⁷ 'Sanatorium for Sydney Invalids', *The Illustrated Sydney News*, January 1881

Hydrographic survey was then undertaken by the Australian Navy but the NSW Department of Public Works assumed responsibility for making surveys of Port Stephens.

In 1938, Maritime Services Board surveyor Eric Beach took soundings of the entrance to the Port in connection with the establishment of leading marks for navigation in 1942. Surveys done by John Harper Kenny in 1942 were used to establish other leading marks and design wide deepwater channels. Outside Port Stephens, a substantial movement of sand in the vicinity of the entrance indicated that constant and major dredging would be needed to maintain a safe entrance channel for large ships. These years included a period of intense activity in Port Stephens associated with World War Two.

Roger Harvey surveyed part of the approaches, using electronic position fixing equipment and also the eastern portion of the area in 1969. The information obtained was used to produce the first Australian Navy chart of Port Stephens in 1977.⁴⁸

Up-to-date surveys and sailing instructions are a vital accompaniment to maritime trade and commerce. The amount of coastal and overseas shipping entering and leaving Sydney and Newcastle harbours during the age of sail and steam, combined with the need for widespread knowledge of the location of harbours of refuge and places for the replenishment of wood and water, made charts of Port Stephens necessary.

The Headlands at Port Stephens were recognised landmarks for all mariners. Sailing directions to enter the harbour relied on the relationship between these easily identifiable landmarks.

10 Settlement of the PS LGA

10.1 About the rivers

The early grantees and settlers on land along the Hunter, Williams and Paterson Rivers were generally persons of wealth with agricultural experience. They began to develop their estates, first with the help of convicts, then with hired labour. These pioneers attempted to grow grain crops such as wheat and maize, establish orchards and vineyards, and raise livestock. By trial and error, in time the most suitable activities became apparent. At the time of surveying their estates the government provided for nearby township sites, generally at about five mile (8 km) intervals, the approximate distance a bullock team could travel in a day. Townships enabled tradesmen and businesspeople to establish premises. Some settlers established industries, especially near river ports.

Changing circumstances of the proprietors, the changing economic climate of the colony, a changing social mix of people and climatic extremes such as floods and droughts favoured

⁴⁸ John Fryer Editor, *Surveying the Hunter*. Hunter Manning Group of the Institute of Surveyors, Australia, Newcastle, 1980. Additional information from John ARMSTRONG *Yacaaba and Tomaree*, Port Stephens Council and others, 1996

some individuals at the expense of others. From these influences arose changes in the management of the land – generally estate subdivision and sale, sometimes with the provision of new ‘private’ townships. In other situations, a more far-flung community existed around the intersection of two or more roads where a few public buildings were provided.

10.2 About Port Stephens

Settlers about Port Stephens often had a seafaring background. They were people with boats, and the ability to use them to earn their living. These men and their families additionally raised fruit and vegetables, poultry and animals, and dug for shell. Some men were deserters from ships. Some were seaman from foreign countries. Other settlers were timber cutters or people who worked with timber, such as ship or boat builders.

Ships regularly passed in and out of Port Stephens. Many congregated about Hawks Nest when that area was in its heyday as a timber export centre. A special fleet of ships traded between Port Stephens and Newcastle, some owned by timber companies such as Crolls or Viggers, some privately owned by a captain-engineer, and some owned by ship builders such as Callens of Stockton.

Other vessels on the waterways were store boats, log punts and launches. Water provided the principal and at times only means of transport between some small settlements. Many people crossed from the northern side of the Port by boat to Tilligerry Creek and Salt Ash where they met with the driver of a spring cart who would take them as far as Raymond Terrace where they could join a boat to Newcastle. Later a coach provided this service.

10.3 About Raymond Terrace

Raymond Terrace is sited at the junction of the Hunter and Williams Rivers where a deep water channel close to the eastern bank provided an ideal place for ships to come alongside. The site was central for the estates that were taken up in the early years and quickly developed into a major river port and important commercial, industrial and administrative centre. The early importance of Raymond Terrace remains although river transport has been replaced by Pacific Highway traffic.

11 Localities and Communities

Today, the PS LGA contains over forty ‘localities’ and Raymond Terrace is the central town and administrative centre. (Illustration 4)

Localities in the south of the LGA are Fullerton Cove, Williamtown, Tomago, and Heatherbrae and Raymond Terrace.

To the west are Nelsons Plains, Osterley, Hinton, Wallalong, Woodville, Butterwick, Duns Creek, Glen Oak, Seaham, East Seaham, Balikera and Eagleton.

To the north west are Swan Bay, Karuah and Twelve Mile Creek.

Centrally are Ferodale, Medowie, Grahamstown Dam and Campvale.

To the north are Port Stephens and the entrance, Shoal Bay, Fingal Bay, Nelson Bay, Corlette, Salamander Bay, Soldiers Point, Taylors Beach, Anna Bay, Bobs Farm, Salt Ash, Tilligerry Creek, Lemon Tree Passage, Mallabula, Tanilba Bay, Oyster Cove.

To the east are the Stockton Bight and Fern Bay.

11.1 Fullerton Cove to Heatherbrae

Fullerton Cove is a shallow body of water west of the Stockton peninsula and connected to the Hunter River. When Lieutenant Colonel Paterson's exploration party examined the Cove in 1801 he found such a plentiful supply of oyster shell that he recommended the construction of limekilns here. This industry commenced about 1809 using convict labour and was abandoned about 1822 when the convict workforce moved to Port Macquarie. The laborious process of lime burning and handling was indeed a severe punishment. After 1822, the works may have been carried on as a private venture.

A number of Aboriginal shell middens occur in this area, indicative of visitation by Worimi over a long period of time. When Mrs Thoroughgood wrote her reminiscences in 1918 she recalled that in the mid-19th century the Aborigines were numerous in the area between Fullerton Cove and Newcastle.⁴⁹

On the eastern side of the Cove, John Smith occupied a large acreage. This land appears to have been a purchase made in the 1830s. The land was close to Newcastle by river transport. Smith was a wealthy landowner and businessman in Newcastle and Maitland. He appears to have used the land for cattle grazing and built a wharf for the export of beef. He also built a brick home and leased many small farms to tenants. In 1903, a descendant Stanley William Smith built the large two-storey home 'Stanley Park' on the original estate.⁵⁰

Adjoining Smith's property were other grants to or purchases by former Army and Navy officers, such as the 'Tremarton Estate' of Captain Hollinworth, the 'Cabbage Tree' estate of Colonel Snodgrass, and the 'Toombimba' estate of Major William Russell. For example, Russell was a retired Army Field Officer with about twenty-five years of service and Colonel Snodgrass, who had a notable military career, will be mentioned later.

The Hollinworth family returned to England in the late 1840s, leaving a substantially developed homestead complex and farm including a good dairy and piggery. Tremarton was sold in the 1850s to Maitland tobacco manufacturer George Norrie. Norrie then subdivided the land into

⁴⁹ *Newcastle Morning Herald* 2 January 1918

⁵⁰ D Hartley, *From Fullerton Cove to Motto Farm*, p. 5

several farms, beginning a closer settlement pattern by a population of yeomen. Many small farms sold, and others were leased.

In 1848, Wells *Geographical Dictionary* described Fullerton Cove as an extensive cove of Port Hunter, a large fine sheet of water but very shallow, being mostly dry at low tide. 'The land all around is swampy, and excepting a portion of Tremarton Park and the adjoining farm of W Smith, it is surrounded by a dense mangrove scrub. The cove abounds in black swan, pelicans, ducks and almost every description of waterfowl known in NSW.'⁵¹

Sufficient children lived on the tenanted farms in 1882 to warrant a school called 'Fullerton Cove' School until 1890 then 'Tremarton' School until the school closed in 1938.

When the Cabbage Tree estate was sold following the death of Colonel Snodgrass, it was already divided into six cultivation and grazing farms each with farmhouse, outbuildings and fencing, let to tenants. Snodgrass's son provided a site on the estate for an Anglican Church – Saint Saviours - erected in 1867. The main road from Stockton to Raymond Terrace passed through this estate. Edward Maher was one who purchased land here and later established a training ground for racehorses.

Russell's large estate Toombimba, with a considerable frontage to Fullerton Cove, was made up of several large portions of land (about 2000 acres (809 ha) in all) in the Parishes of Stockton, Stowell and Sutton, including 'Camp Flat', 'Moffat's Swamps', 'Parading Ground' (Williamstown) and 'Long Bight Swamp'. The Russell family developed the land with the help of emigrant labour and tenant farmers who later leased or bought small farms of their own. The residual estate was sold after Russell's death in 1853. Possibly three homesteads were on the estate. Much of the country was used for dairying, also grain growing. The estate was described as 'cabbage tree land' which must indicate that cabbage tree palm stands were extensive in this locality when Europeans began to settle here. Russell's farms were favoured by their close proximity to the market places of Newcastle for boat transport, and the road from Stockton to Raymond Terrace that passed through or near them.⁵²

The life of Hector McLean is representative of the occupiers of small farms in this area. Born in Scotland about 1820, Hector McLean grew up familiar with farming and fishing. As a young adult, he spent eight years at sea and in the 1850s decided to come ashore in NSW. He came to the Cabbage Tree area where a relative already lived, married and took one of the small undeveloped farms, cleared away the timber and began cultivating and improving. He supplemented his earnings by became Postmaster for the district, the office managed from his home where he, his wife and nine children lived. Hector McLean died at Cabbage Tree in 1899. Descendants of families such as Hector McLean's remained in the area for many generations and participated in the sequential development of the district.

⁵¹ WH Wells, *A Geographical Dictionary*...., p.175

Europeans found Fullerton Cove an excellent fishing place and the deposits of shell there indicated the plentiful supply of shellfish. The Worimi long used this resource, and hunted the birds, reptiles and mammals that frequented the lagoons and bushland. The Worimi were aware of the permanent fresh water obtained beneath the sand. Records indicate that a number of Worimi remained in the Fullerton Cove to Raymond Terrace area in the 19th century. Some individuals who were well known by name appear to have traversed the district extensively. Their mobility is indicated by accounts of their incidental and varied employment by many of the larger proprietors. A Worimi camping place was near Raymond Terrace.

Miscellaneous enterprises of the 19th century about Fullerton Cove include the cultivation of market gardens by Chinese emigrants, and the establishment of sheds where the pipe clay from Pipe Clay Creek dried prior to sale and shipping to market. Coal mining in the Fullerton Cove area was tried in 1874. In the early 1880s, boring for coal was carried out. An extensive area of the eastern PS LGA was put under mining lease in the 1880s.

The farming community of Williamtown grew around the junction of roads to Salt Ash and Raymond Terrace and Tomago, the General Store (Junction Store) playing a significant role in the community. The early settlers in this area were members of the Moxey, Mortimer, Russell, Chesworth, Cox, Marley, Slade, Sansom, White and Boyce families. A Public School has operated at Williamtown since 1869. The World War One Roll of Honour unveiled in the school in 1917 records the response of this small locality to the war effort. The community had a Methodist Church and a Temperance Hall reflecting the ancestry and beliefs of the farmers who settled in that area. Tolimba was another small, provisional school near Williamtown that operated from 1901 to 1917.

In 1866, the residents of Parading Ground (Williamtown), Cabbage Tree and Telegherry (sic) Creek petitioned the government advising that they wished to avail themselves of the benefits of the Drainage Act because they lived in swamplands. 'From Fullerton Cove towards Port Stephens, the Long Bight Swamp extends the whole length of our district in addition to which many small swamps exist in the district'. The swamplands appeared to be enlarging and encroaching upon their arable land. The Union was approved and the drains resulted in the reclamation of much land. Petitioners were from the families Slade, Russell, Mortimer, Logan, Brimblecombe, Logan, Gillespie, Moxey, Bagle, Archer, Sansom, Pill and West.

The Williamtown area was a favourable locality for the intensive dairying that evolved in the late 19th century. Several of the Directors of the Raymond Terrace Cooperative Butter Factory came from the Williamtown area. Family-based dairy farming occupied all the land along Cabbage Tree and Williamtown Roads. In the post War years, many families took up small dairies, seeing the independent lifestyle as favourable for a family business.

⁵² D Hartley, *From Fullerton Cove to Motto Farm*, Chapter 1

The Moxey Family came from Devon, England. After several years in NSW they farmed at Seaham, then from about 1855, at Cabbage Tree. Here they leased a farm from William Snodgrass, the heir of the estate, also Hill Grove Farm with dwelling house, outbuildings, orchard and garden, from Joseph Russell of 'Parading Ground'. Richard Moxey also bought 1000 acres (405 ha) near Williamtown, which he later sold to his son William.

The family's income was won from growing vegetables and corn, raising pigs and making homemade dairy products. Mary Moxey was a Sunday school teacher and district midwife. The family were great supporters of the Wesleyan Church at Parading Ground and Raymond Terrace, and the temperance movement. The children married into district families.

Richard and Mary Moxey's first home was made of slabs, with an earth floor. The walls were covered with hessian, newspaper and wallpaper pasted over it. This house is extant, as is the old dairy.⁵³ The Moxey family and their descendants took a leading part in the formation and direction of the Hunter Valley Cooperative Dairy Company since its inception. Richard Moxey is said to have suggested the trade name OAK.⁵⁴

William, the eldest son, leased a part of Tomago estate for a few years from 1869. In 1889, he bought part of William Snodgrass's estate and built Devon House, a large timber house that stayed in the family until the 1990s. A report in 1941 said that 'Cabbage Tree' was renamed Williamtown as a compliment to William Snodgrass. In 1940, the Commonwealth government reclaimed part of the Moxey farm for the aerodrome.

Dairy farming began to decline in the 1970s, in part due to the increasing demands of the milk quota system, but attractive offers for the land from industry and developers also played a part. The last commercial dairy along the seven kilometres of the Williamtown Road to the Heatherbrae turnoff closed in 1977.⁵⁵ In 1957, there were fourteen dairies here. From this junction to Tomago there were seven in 1957 and in 1977 only two. From Hexham to Hollow Tree there were seven in 1957 and one in 1977. There were fifteen at Fullerton Cove in 1957 and none in 1977. A similar pattern was then in evidence at Lemon Tree Passage, Salt Ash, Bobs Farm, Anna Bay and elsewhere.

Heritage Themes

Aboriginal, Convict, Agricultural/dairying, Mining (shell), Transport, Environment.

Evidence of Heritage Themes

Aboriginal kitchen middens, Stanley Park Homestead, Devon House and out buildings, Methodist Church and Junction Store, out buildings at Fullerton Cove, road alignments, Cabbage Trees.

⁵³ Moxey, p. 24

⁵⁴ Moxey, p. 51

⁵⁵ Feature article on 'Death of Family Dairy Farmers', *Newcastle Morning Herald* 3 September 1977

11.1.1 The RAAF Base, Williamtown

In 1936, an aviator taking part in a Brisbane to Adelaide air race had engine problems just north of Williamtown. He looked for a paddock in which to land and chose one near the Williamtown Post Office where he crash-landed.⁵⁶ Little did the community realise the importance this locality would subsequently have for Australian aviation.

The Federal Government purchased partially cleared semi-swamp land near Williamtown in March 1940 and established a RAAF Station that first operated in February 1941, with No. 450 (Beaufighter) Squadron. The RAAF Station was built to defend the northern approaches to Newcastle and Sydney at a time of increasing threat to Australia from enemy aggression during World War Two. The facility's potential to be used as a civil aerodrome for Newcastle was recognised by the Mayor of Newcastle in 1946.⁵⁷

The history of the base reflects the development of the RAAF's fighter force and almost all fighter aircraft flown by the RAAF have operated out of Williamtown. Several squadrons are based here, also the Australia Joint Warfare Establishment. The Parachute Training School was located at Williamtown from 1951 to the 1980s. The drop area was near Lemon Tree Passage and is noted on many maps.

The land area has been extended to about 728 hectares and modern buildings such as new living quarters, messes, recreation centres, sports fields and elaborate aircraft maintenance buildings have replaced the temporary huts of the World War Two era.

The RAAF base impinges on the lives of most residents of the PS LGA. This may be either social, due to the housing, schools and infrastructure necessary for a large workforce; economic, due to the wages of the RAAF personnel spent in the LGA; or environmental, due to aircraft noise and drainage from the large tarmac which is located in a former moorland. The RAAF base provides much employment in the civil as well as the defence sector. Additionally, in the latter category, about 600 people are employed at the assembly of the Hawk Lead-in-Fighter.

The expansion of a civil airport facility at Williamtown will increase the significance of air transport as a theme in the PS LGA.

Heritage Themes

Defence, Transport, Environment.

Evidence of Heritage Themes

Form and infrastructure of the RAAF establishment. Evidence of former wetlands.

⁵⁶ Quoted in 'The Hunter's Aviation Heritage', *Newcastle Herald* 17 December 1994, p. 11

⁵⁷ Quoted in 'The Hunter's Aviation Heritage', *Newcastle Herald* 17 December 1994, p. 8

Tomago

An 1824 land grant of 850 acres to AM Beveridge, on the Hunter River at Tomago, passed to Richard Windeyer in the late 1830s. Within a few years, Windeyer added greatly to his land holding, purchasing much land from the Crown and other land available as a result of the depression of the early 1840s. By then, he held about 15,000 acres (6070 ha) in the County of Gloucester. About 2000 acres (809 ha) were east of Raymond Terrace town and about 4000 acres (1620 ha) adjoined 'Tomago'.

Windeyer developed the land, cultivating wheat, cotton, millet, tobacco, date palms, grapes, and many other crops. He experimented with draining of the vast swamps within his estate and ran many cattle and dairy cows on the reclaimed land. Windeyer, whose principal place of residence was Sydney, engaged mostly free emigrant labour on his farm amounting to many families. His successful legal practice in Sydney appears to have enabled him to maintain his country estate under otherwise unfavourable economic times. In the early 1840s, the stone-built Tomago House was taking shape as the estate homestead. Richard Windeyer died in 1847. His estate was actually insolvent and most of the land was subsequently sold. Maria, his widow, moved to Tomago where, at first under great financial difficulties, she was able to continue managing the residual farm, achieving notable success.

Many of the emigrants who first found work at Tomago became settlers in the district after completing their period of engagement with the Windeyer family. Some leased part of the residual Windeyer estate and in time purchased their farms or others in the district. This group of people were the founders of a community at Tomago, assisted by Maria Windeyer who helped build the schoolroom and endow a teacher for the children.

In the early 1850s, coal was first discovered north of the Hunter on a farm adjoining Tomago, and subsequently mined and sold. Considerable plant, a tramway and wharf were part of the substantial investment made. The mine changed hands a number of times. A 'village' of up to forty mining families, with inn, post office, and other facilities, set up around the mine. The mine operated until the mid-1860s. Attempts to reopen the mine continued later in the century, for example in the late 1880s and again in the 1920s although water problems in the mine prevented re-use. Of interest is the fact that when Tomago Aluminium was clearing land at the smelter site in the mid-1980s, the old coalmine was exposed. When Courtauld Ltd bought the site in the late 1940s, the shaft became a dump for scrap metal and other waste. All trace of the mine is now covered with concrete and steel beneath the smelter's potline.⁵⁸

The 'Tomago Well' was located near the mine. This was a source of fresh water, used by ships to replenish their supply, either by coming to Tomago or using the water tender that carried a supply to Newcastle Harbour. The well was leased to various tenants over the years, providing them with a good source of income.

Riverside land in the vicinity of the well was used for many years as a picnic ground for excursionists who came along the river by steam ship. The mining village, with wharf, inn and other buildings, and surrounding farms and orchards, has been replaced in the post-World War Two era with various industrial and other developmental undertakings, taking advantage of the proximity to Newcastle and the road network. The bridging of the Hunter River at Hexham opened this area to industrial usage, such as the Courtauld textile and chemical works, and shipbuilding. Other light industries edged their way back from Tomago along Tomago Road. Other commercial activities included kennels, horse breeding and nurseries. Today, many large brick homes are built on small acreages in parts of this locality.

A land use controversial on environmental grounds at Tomago was the filling in of swampland using a rutilite mining company's sludge. Other environmental problems arose from the abandonment of dairy farming which may have led to the lack of maintenance of the drains that carried away rain and flood water. Old drains became choked with weeds and their former function negated, the land thereby returning to swampy conditions.

An emergency air strip was laid down at Tomago, (near the main access road to the Tomago Smelter), one of several such air strips prepared in the Valley during World War Two that did not need to be used as planned.

Heritage Themes

Aboriginal, Agriculture/dairying, Environment, Industry and mining, Transport, Water, Defence, Notable people.

Evidence of Heritage Themes

Canoe tree at Tomago, Tomago House, grounds and chapel, the Windeyer family, former wharf area, wetlands. Archaeological sites include coal mine, Tomago Well and airstrip.

Kilkoy to Heatherbrae

The original estates in the area north from the Hexham Bridge to Raymond Terrace were among the earliest land grants on the Hunter River and were occupied during the 1820s. (Illustration 5) They were named Kilkoy, Kennington Park, Hollow Tree, Motto and Kinross.

Kinross was first taken up and developed by Scotsman George Graham who, with his brother James, a superintendent for the AA Company, came to NSW in the mid 1820s. George Graham received 640 acres fronting the Hunter River south of the government reserve. Graham quickly improved his land, establishing cultivation, an orchard, vineyard, house and outbuildings. He tried unsuccessfully to increase the size of his farm by buying the reserve. Perhaps because of his brother's position with the AA Company, Company personnel travelling to Maitland or Newcastle frequently called at Kinross where Graham's boat was used to cross

⁵⁸ Undated news clipping in possession of writer

the river. By this habit, tracks were established between Port Stephens and Raymond Terrace and the river junction became an accepted crossing place.

Kilkoy, first settled by McLean, (Mrs Janet McLean was a sister of Colonel Snodgrass) was another place where AA Company personnel crossed the river on the way to Newcastle, using McLean's boat. Sir Edward Parry wrote of this in his diary.⁵⁹ William and Janet McLean had devoted nearly a decade establishing Kilkoy farm when Janet died. William leased the farm, and joined Colonel Snodgrass at his estate Eagleton.

The history of the early estates reflects the spectrum of human experience. The changing fortunes of the proprietors interacting with economic factors, government initiatives and the environment explain the milestones of the profiles of their development.

George Graham sold Kinross after eight years there. He subsequently moved to Sydney and married Janet, the sister of Reverend Henry Carmichael who later purchased the Porphyry Estate north of Seaham.

In 1839 Archibald Windeyer, uncle of Richard Windeyer, acquired Kinross about the same time that Richard bought Tomago. Archibald Windeyer also purchased about 1700 acres (688 ha) of land adjoining, bringing his holding here to about 2400 acres (970 ha). He also had land in the Upper Williams and squatting runs in the New England area, and his family were eminent in social, community and pastoral circles. He resided principally on Kinross and filled many community roles such as magistrate and district councillor, and was a patron of the Anglican Church. Like many of the principal landholders, he established a vineyard and winery of some repute. Descendants resided at Kinross for several generations and others managed the New England stations.

Kinross adjoined the town of Raymond Terrace and so was subject, in the 20th century, to the encroachment of the expanding town. This involved housing and industrial development and the provision of schools.

In the 1840s, Motto Farm and Hollow Tree estates passed into the possession of William Brett whose family lived and farmed there throughout the 19th century, subdividing parts into small farms to let or sell. Dairying was a principal activity.

The Pepper and Giggins families are examples of admirable and successful 19th century emigrants who first came to work on the Tomago estate in the early 1840s. By hard work and skilful farming their descendants became owners of considerable property at Motto Farm and Hollow Tree, erecting comfortable homes and model dairying and other outbuildings. Descendants recalled how local Aborigines worked with them at clearing, draining of swampland and cultivating, and in return were provided with supplies and other goods. They often gathered with the Aborigines about campfires to experience their music and ceremonies.

In 1904, one of their dairies was judged the best-managed holding in the Lower Hunter District. In 1907, this farm was judged the best conducted farm on the coast. A first class racetrack with stables and training facilities was built at Motto for the wealthy industrialist John Brown. This use of land in this area lasted until the 1930s.

In the mid 20th century the close proximity to Newcastle and Raymond Terrace made the high land attractive for further subdivision and commercial and modern light industrial use.

Kennington Park, south of Hollow Tree, has a different history. The original owner undertook initial development of clearing, hut building, sheep husbandry, wheat cultivation, wharf construction, and so on, then returned to England to live, leasing the estate. An early leasee was John Macansh who then married a daughter of his neighbour Archibald Windeyer, and moved to the family's New England stations. Others took leases of Kennington Park, such as William Bowden. Meanwhile, the original owner sold the property in England. Bowden worked the property as an agricultural and dairy farm until the 1890s when claims of ownership led to his vacating it. Kennington Park comprised much flood prone land. Dairying was well suited to the conditions and for many years, Arnott's biscuit factory at Newcastle received their milk and eggs from Kennington Park.

This area, between Kilkooy and Raymond Terrace, and Kilkooy and Tomago, was transformed by the opening of the Hexham Bridge in 1952. Talk about a bridge in this vicinity dates from about 1924 but not until 1945 was the decision made to build the bridge at Hexham near the punt crossing. Steel was in short supply in the immediate post-war years, which slowed progress but the establishment of industries such as Courtauld Ltd north of the river provided an impetus to see the completion of the bridge. The bridge has an opening lift span. Ocean going traffic on the river was not considerable after the war and any shipping then were colliers. These loaded coal from staithes just west of the bridge.

Heritage Themes

Agriculture and dairying. Transport. Industry. Housing.

Evidence of Heritage Themes

Kinross House, garden and outbuildings, Motto estate and outbuildings, Brett estate and the Botanic Gardens. Road alignments, Hexham ferry ramp and Hexham bridges.

11.2 Raymond Terrace

The present urban area of Raymond Terrace can be read as a history book. Two plans (Illustrations 9 and 10) provide an insight into some of the chapters. Dangar marked a reserve of about 640 acres (260 ha) facing the river. It is tempting to think that Dangar may have recognised the valuable outcrop of stone to the eastern periphery of the reserve, as well as the

⁵⁹ Extracts from Parry's Diary, published as *Early Days at Port Stephens*

excellent river frontage at the junction of two major rivers and the higher 'terrace' back from the low lying foreshore. These attributes made the reserve a resource potentially of great public benefit.

Joseph Pennington's grant of 1550 acres (630 ha) was to the north and George Graham's 640 acre grant (260 ha) was to the south of the reserve, occupied in 1823 and 1827 respectively. As has been noted, in 1829 Graham unsuccessfully sought to buy the reserve to enlarge his holding. However, two other people were able to influence the Colonial Secretary to sell them small farms from the reserve in what can be seen as a calculated strategy to by-pass the existing land regulations.

As has been noted, by 1825, grants with frontages to the Hunter and Williams Rivers were all allocated. Amongst people who sought land after 1825 were James King and Michael Henderson. In 1828, James King selected 1920 acres (770 ha) 'Irrawang' and in 1829 Henderson selected 1280 acres (518 ha) 'Kimmerghan'. Although watered by creeks or lagoons, these grants were without water frontage and without any access to the river prior to roads being marked and an official town established. As all transport relied on the river, this was a drawback to development and King had in mind an industrial venture (pottery, winery) for which easy access to transport was imperative. Henderson and King wanted to get water frontages of the reserve. They were not eligible to apply themselves for small pieces of the reserved land.

The land policy did provide for small grants, say 100 acres (40 ha), for deserving settlers of scant means. In 1829, Archibald Hood, who fitted this category, was able to obtain 150 acres (61 ha) of the reserve. Soon after, Andrew Bennett managed to get 100 acres (40 ha) adjoining Hood. They both claimed that the reserve was not a reserve but 'unallocated land'. How the authorities were duped remains a mystery.⁶⁰

No sooner had these small grants been issued than Henderson bought the grant from Hood, a man who was formerly in his employ at Henderson's farm near Sydney. Then James King bought the 100 acres (40 ha) from Bennett.

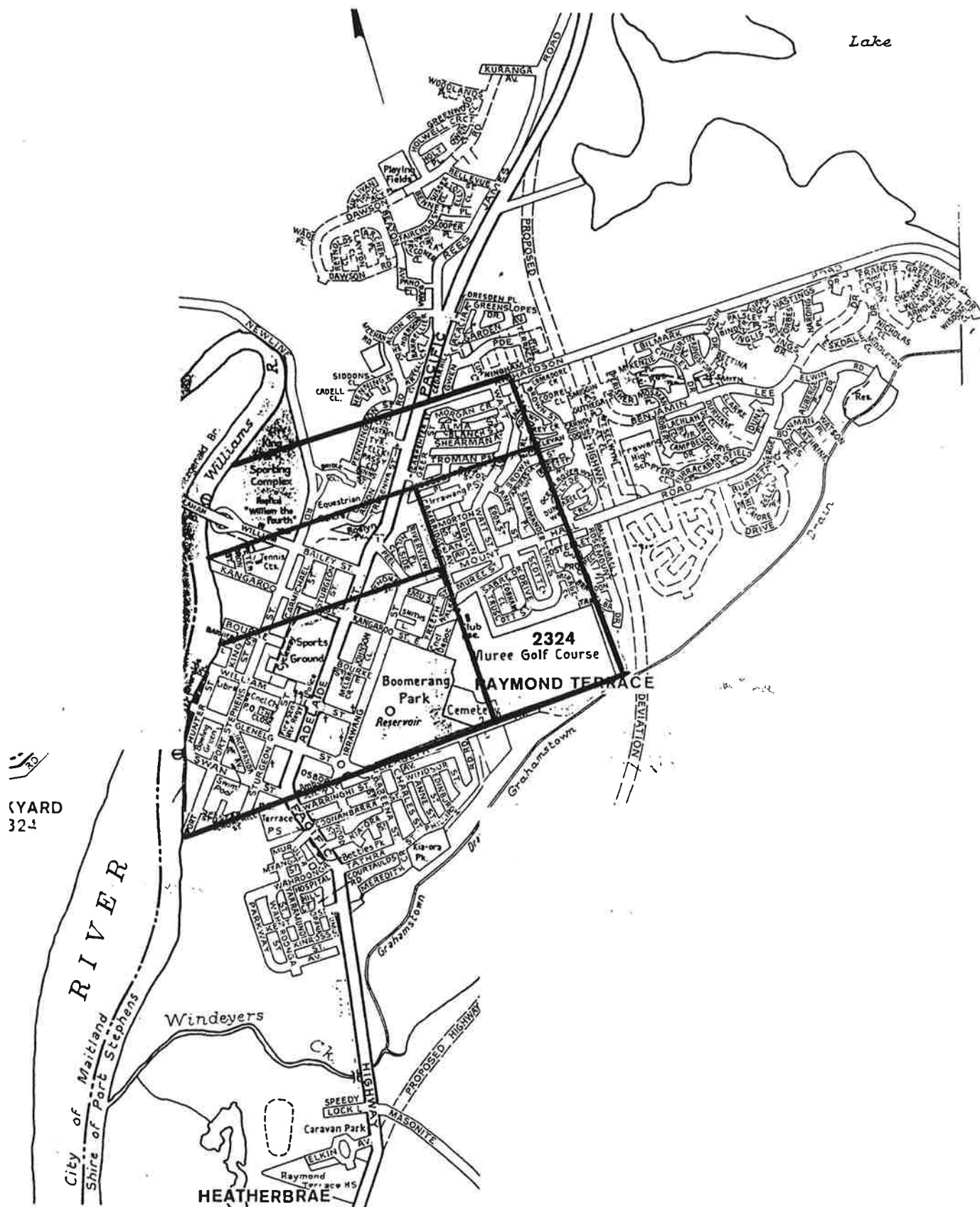
Henderson secured a choice riverside allotment where he immediately had built a notable mansion on an elevated portion. King had the best section of waterfront where the channel was nearest the shore and deep. He immediately developed the waterfront as wharves.

Buildings began to be put up and a stone quarry opened that supplied blocks for Michael Henderson's house, George Graham's house, James King's house and buildings, the wharves and other commercial buildings near the waterfront. At a date not yet determined 126 acres (51 ha) of the reserve containing the stone quarry were alienated, possibly at first by a lease arrangement. The quarry stone became known as Muree sandstone and was of excellent quality.

⁶⁰ C Hunter, *Raymond Terrace and District History and Heritage*, part 1

11.2.1.2 Illustration 10

Growth of Raymond Terrace township. Present extent of urban development.
The marked areas correspond to boundaries explained in Illustration 9



When surveyors finally came along in the mid 1830s to lay out a township, only 40% of the original reserve was left and most of that was low lying, inferior land. The most suitable portion of the riverbank for port function was that part now owned by James King. King negotiated with the government to exchange most of his 100 acres (40 ha) for some excellent commercial building sites in the government town in the vicinity of the William Street and Port Stephens Street intersection and he retained wharf access. The government was then able to lay out the Town of Raymond Terrace maintaining the formal grid layout with wide streets characteristic of government towns, together with a large public reserve and cemetery.

The Muree quarry continued to provide dressed and cut stone for estate homes, cottage and commercial buildings during the 19th century. Inferior stone was used for less prestigious building work and kerbing and guttering.

The Lower Hunter Steam Navigation Company was a Raymond Terrace based company that provided steamers for the river trade in the late 19th and early 20th century.

Expansion of the town beyond the original eastern boundary began when the Raymond Terrace Cooperative Butter factory set up in the early 20th century. The Courtauld development at Tomago in the 1940s provided an estate of homes for the workforce (including a hospital site) south of the town. This mid 20th century piece of town planning retained something of the grid format but in a north south to east-west orientation whereas the original government town had a 45-degree orientation to this form. The principal roads of the more modern subdivisions of the eastern town extension, Richardson and Mount Hall Roads run east west and these appear to be original estate boundary lines. However the infill town planning here is significantly different, with irregular curvilinear arrangements, non-through roads, crescents, and so on.

In the late 1890s when proposals to build the Morpeth and Hinton Bridges were coming to fruition, a plan to build a bridge from Raymond Terrace to Millers Forest was drawn up. However, this proposal was abandoned before 1909.

Prior to the building of the Fitzgerald Bridge in 1965, the Nelsons Plains punt was accessed along King and Peter Dron Streets. This route was near the river and today is obscured by sporting fields and other development and King Street is no longer a thoroughfare.

Heritage Themes

Land tenure. Environment. Township. Transport. Communication. Industry. Commerce. Government and Administration. Law and Order. Social institutions. Events.

Evidence of Heritage Themes

Raymond Terrace town plan, stone quarry, reserves, ferry ramps, relics of wharves, road alignments, notable people, historic buildings or their archaeological sites, sports facilities, King Street Conservation Area, Raymond Terrace Conservation Area.

11.3 Nelsons Plains to Patersons Plains

This area includes the localities of Nelsons Plains, Osterley, Hinton, Wallalong, Woodville, Butterwick, Duns Creek, Glen Oak, Seaham, East Seaham, Balikera and Eagleton.

Although detailed documentation is lacking, Nelsons Plains was probably a timber-getters camp and cleared of valuable timber in the penal years. Located at the junction of, and almost surrounded by, the Hunter and Williams Rivers, by the late 1810s, the cleared land was used by the government as a farm. Here cows grazed and a supply of dairy produce was available for the Newcastle settlement.

Nelsons Plains

Prior to Lachlan Macquarie's 1821 visit, Commandant Morisset had a cottage 'Nelson Auberge' erected for the governor's convenience, facing the Hunter River below Mount Kanwary. This building served as a 'court house' where Morisset, in his position as a magistrate, could examine convicts accused by their masters of misbehaviour, and take the regular 'muster'. Respectable settlers were allowed to stay there overnight when they visited the Hunter Valley in search of land grants. The location of this historic building can be approximated from early survey plans.

Nelsons Plains was set aside as 'Church and School land' in the parish of Seaham when Dangar surveyed the lower Valley. Therefore, this large acreage was not available for selection by the first waves of settlers. After the abandonment of the Church and School Corporation, a newcomer John Wighton, anxious to establish a large estate in the colony, purchased 2000 acres (809 ha) here in 1832 as well as about 3000 acres (1210 ha) at Seaham, previously Alexander Warren's land. Wighton was unlucky. Ill health caused his untimely death in 1836. The Seaham land reverted to Alexander Warren, and John Eales, a major landholder on the Hunter, bought the Nelsons Plains land. The Plains were divided into small farms and let to tenants. Many newly arrived emigrants spent the first years in the colony on these farms, working at dairying and crop growing. The low-lying nature of the land inflicted great hardship in flood times on the farming families who generally moved elsewhere as soon as possible. About fifteen farming families occupied Nelsons Plains in 1873, growing to about fifty in later years. The area had a public school, church and post office. A ferry service operated across the river to Raymond Terrace.

The Nelsons Plains estate was finally submitted to subdivision sale in 1903. This was a time of relative prosperity for the dairy industry and Nelsons Plains was well placed for dairy farming being in close proximity to the local cooperative factories, in particular at Raymond Terrace. Farm owners were more likely to provide themselves with a better standard of domestic and farm building than landlords, and this circumstance changed the quality of housing on Nelsons Plains in the early 20th century.

Through the 20th century, changing farming techniques greatly influenced dairying. Improved pastures and mechanisation were early changes. The move away from small individual family-operated dairies, to consolidation of farms for greater efficiency and mechanisation, profoundly altered the Nelsons Plains community. The family homes, farm sheds and dairy buildings of the early era are generally derelict or destroyed and little remains to identify or understand more than a century of endeavour in this area.

Mount Kanwary has always been a significant high place from where the surrounding country could be observed. The hill appears to have been clear of trees and may have been maintained that way by Aboriginal people. The name 'green hill' occurs in early accounts of the area and this hill appears to have been a landmark for early travellers.

The public school operated at Nelsons Plains from 1852 to 1918. An evening school for adults functioned during 1902. The school was half time with Euwylong during 1919. The school site was advertised 'to let' in 1921, and 'for sale' in 1923.

'Osterley' was a land grant of 660 acres (267 ha) near Mt Kanwary granted to William Hickey in 1822. He built a large brick house with various outbuildings and cultivated an orchard, vineyard, olive trees and lucerne crops. The estate was put up for sale in thirty farms in 1855. Thomas Parnell's family (with fourteen children) moved into the homestead. Another large home was built on one of the farms, probably for the Doyle family. Both substantial buildings are now demolished but mature trees mark their sites.

The notable early landowner John Eales bought the Nelsons Plains estate and this extended west along the Hunter River to Osterley. Land between here and Hinton, including Swan Reach, was excellent for lucerne cultivation and crops sold readily in Sydney markets. Proximity to the Hunter River steamers enabled the freshly cut hay to reach Sydney in less than a day. This highly productive, flood-prone cultivation land supported many families. An early community called Ahalton, at the foot of Mount Kanwary, was made up of Scottish settlers who occupied farms and moorland extending towards Wallalong (Abbotsford).

The fertile alluvial farmland was ideal for dairying. Here, an early commercial creamery opened at Osterley, the site now marked by plaques. The hills west of Mount Kanwary provided a flood refuge for livestock. Mount Kanwary School has operated since 1927.

Heritage Themes

Land tenure, Settlement, Agriculture and Dairying. Environment. Early (convict era) government and administration. Transport.

Evidence of Heritage Themes

Archaeological: remains of homes, wharves and farm and dairy buildings. Trees and gardens. Site of Nelson's Auberge. Schools, halls and churches and the sites of former halls, schools and churches. Creamery sites. Private cemeteries at Nulla Nulla and Osterley.

Hinton

In 1821, Captain Alexander Livingstone (first officer), Robert C Dillon (or Dillin) and Surveyor Henry Dangar (all intending settlers) came to NSW on the same ship. Dillon formed a trading and shipping partnership with John Bingle, a former captain, for a few years. Their business operated between Sydney and the Hunter.

Dillon was promised a land grant following his arrival. Dangar took up an appointment as government surveyor and was sent to the Hunter to work. Dillon selected 600 acres (242 ha) at the junction of the Hunter and Paterson Rivers. He named the grant Hinton. Dillon's house, on elevated ground, was called Rosemount. Livingstone married Dillon's sister and also selected an adjoining grant of land on the Paterson River.

The 1828 Census⁶¹ notes the Hinton estate with 120 acres (49 ha) cleared and ninety-five acres (38 ha) cultivated. Twelve persons were on the estate, also two horses and fifty cattle.

Hinton quickly became a significant centre because of its location on the junction of two major rivers. Hinton was also a Hunter River crossing place, providing access to and from Morpeth and beyond for land transport. A hotel, wharf, punt crossing and stores were set up on Dillin's land. Blacksmiths and other tradesmen sought to establish themselves here. The Hinton estate grew wheat. A windmill to grind flour operated opposite Hinton on Phoenix Park. A flourmill was built at Hinton beside the Paterson River. Vineyards and cellars were established in the district. The private town of Hinton was established in the 1830s.

In 1835, a post office established in 'Mr Tucker's store' and a surveyor, Mr Peters marked off allotments for sale between the punt road and the river. A 1835 survey map shows 'Dillin's' wharf, the punt, the road linking Morpeth to Clarence Town, and Inn near the river junction (Shane's Castle, afterwards named the Red, White and Blue Hotel) and a store on the eastern side of the road. A Presbyterian Church and manse established here in 1841.

In 1841, thirty town allotments in Hinton were advertised for sale, apparently in an effort to realise on Dillon's property. Dillon was insolvent in 1841 and died that year. His brother-in-law and neighbour, Captain Alexander Livingstone of Bowthorne, was executor of his estate. Livingstone himself became insolvent in the bad times of 1843 and both estates passed to the administration of a Loan Company.

In 1842, Rosemount was advertised for sale.⁶² The house was bought and enlarged by WB Christian. Christian played an interesting role in early coal mining at Four Mile Creek and at Morpeth in association with John Brown and John Eales.

Hinton Public School was among the first to be established under the Board of National Education in 1848. Rented premises were used until 1854. Then, 108 children occupied the

⁶¹ D0971

⁶² Australian, 4 August 1842

new Hinton Public School, built on land purchased from Dillon's estate. Foundations of this building and the well are extant. Additional school buildings were erected in 1877.

In 1857, the Baptist ministry began in Hinton. This Church on its original site is the oldest continuing Baptist/Wesleyan church in Australia.

A description of Hinton in 1878 tells of footraces held along the footpath of the old Punt Road between Victoria Hotel and the Hunter River punt. Similar popular competitions were promoted such as rowing, ploughing, mowing, and quoit matches. The village supported three wine shops and three hotels. (The Victoria Hotel is a continuous hotel site since the 1830s.)

Another narrative about early Hinton says: 'in connection with the business life of the town we remember John Bramble and Matt Burrows, who were butchers, while general stores were kept by F R Roberts, Wade and William Watson. Mr Paviour had a greengrocery store, Mr Ling was the bootmaker and Mr A Searle was the saddler'. Some of these families became notable in business ventures of regional significance.

Hinton was one of the smaller river ports of the Lower Hunter. Hinton was an outlet for the farm produce of settlers in the Phoenix Park, Wallalong, Largs, Bowthorne and other districts along the lower flood plain between the Hunter, Paterson and Williams Rivers. As a port, Morpeth always overshadowed Hinton. However, as an intermediate village for travellers who had to cross the Hunter River to reach Maitland and Morpeth, Hinton was strategically placed to provide the services to complement the punt or ferry. Building of the bridges at Morpeth (c.1898) and Hinton (c.1900) reduced the need for travellers to stop at Hinton, as they would have done in the days of the ferry crossing.

Heritage Themes

Transport. Agriculture. Land tenure. Religion. Education. Cemeteries. Township.

Evidence of Heritage Themes

Archaeological: industrial sites such as the flour mill, ferry site, old road and hotel sites. Private village of Hinton and main road precinct including School of Arts, former Police Station, residences, industrial sites and shops. Rosemount House, Hinton School, Hinton Bridge 1900, the oldest continuing Baptist/Wesleyan church in Australia, churches and cemeteries, Victoria Hotel licensed since the 1830s, Mount Pleasant House, Prospect House, Slab home (possibly Magner's).

Bowthorne, Abbotsford and Wallalong

Alexander Livingstone's estate Bowthorne (about 2000 acres or 809 ha) adjoined Dillin's grant. Bowthorne House was a large stone building overlooking the river, now demolished. The home farm consisted of extensive development including outbuildings, orchards, and so on.

A large stone barn was one outbuilding remaining until recently. Probably some evidence of these substantial buildings remains.

James McClymont's 2000 acres (809 ha), Ahalton, including the 'McClymont Swamps' occupied a large area between Bowthorne and Mount Kanwary. McClymont was a publican at Newcastle who died in the late 1820s leaving a widow Nancy (formerly Ralston) and two children. Livingstone bought 1000 acres (405 ha) of this land adjoining his own in 1827.

When the sale of Livingstone's insolvent estate in fourteen lots occurred in 1843, a village of Abbotsford, a private town of a few streets and allotments, was also laid out and put up for sale. Here some industries set up including Henry Geerings' foundry where farming implements and machinery were made in the late 1840s. Other subsequent enterprises were J Bramble's slaughterhouse and Samuel Foster's (or Forster's) jam factory and the broom factory. Particularly notable was the Bowthorne Butter Factory (c1900) with large reservoir and freezing room, started by John Lavis.⁶³ This Butter Factory moved to Morpeth in 1910.

In recent years the name 'Wallalong' has replaced the historic name Abbotsford. The historic community of Wallalong was actually part of the Wallalong estate and was located near the public school that operated from 1861 to 1954.

Alexander Livingstone is a significant figure, particularly in the maritime history of Newcastle and Morpeth. He was Harbour Master at Newcastle for many years before his death in the late 1850s.

Family connections amongst the Lower Hunter's pioneers are interesting as they reveal social networks that were important for the relatively isolated 19th century rural communities. For example the widow of James McClymont married Reverend Henry Carmichael in 1833 and they settled at Porphyry, Seaham.

McClymont Swamps and surrounding country was seen as improvable by drainage and tenders were called to dig drains in 1864.⁶⁴

Walter Scott, a surgeon, came to NSW in 1823 and gained a grant of about 600 acres (242 ha) called Wallalong above Livingstone's Bowthorne and subsequently enlarged his holding by purchases, including land on the Williams River near Seaham. His estate was a particularly large one running from the Paterson to the Williams River. He built a stone house on an elevated hill overlooking the Paterson River. In 1843, his nephew, also Walter Scott, came to NSW and settled on the Williams River part of the estate at Eskdale, building a stone house here. Dr Scott returned to England and the estate remained with the nephew who enlarged Wallalong House and built the stables. A large tenancy worked the estate and Scott donated land for the public school that operated at Wallalong from 1861 to 1954. He also provided land

⁶³ C Mitchell, *Hunter's River*, p. 57

⁶⁴ *Maitland Mercury* 1 October 1864

for a Methodist Church. A subdivision of the Wallalong estate was advertised in 1921⁶⁵ although the estate homestead remained in the Scott family until the 1990s.

Amongst the tenant farmers in the mid-19th century was Edward King and his family. King and his relatives were occasional shipbuilders. Their renowned barquentine AUSTRALIAN SOVEREIGN was launched into the Paterson River at Wallalong in 1880.

Heritage Themes

Environment. Agriculture and Industry. Township.

Evidence of Heritage Themes

Archaeological: site of Bowthorne House, grounds and stone barn; former industrial sites at Abbotsford. Former sites of churches and schools. Trees. War memorial. Wallalong House, stables, outbuildings and gardens. Site of building AUSTRALIAN SOVEREIGN

Woodville

Woodville was the 1040-acre (420 ha) grant to John Galt Smith on the Paterson River above Scott's Wallalong. Smith's wife Elizabeth Walsh was one of few women in NSW to receive a grant in her own right and she selected land that adjoined Woodville. Smith died in 1847 and Elizabeth appears to have continued in occupancy until her death in 1861. WGW Powditch had a financial interest in the Woodville estate. He married Harriet Croaker at Morpeth in 1853 and died in 1856. (Harriet's father leased Hollow Tree estate near Raymond Terrace for some years in the late 1830s and 1840s before moving to the Manning River.) Harriet remarried John Roberts in 1859 and her brother Charles Croaker junior came to Woodville to manage the farm. Roberts donated land at Woodville for a church and schoolhouse and Charles Croaker played an important part in building the church.

Woodville House, the Roberts family country home, was destroyed by fire.

Charles Croaker died as a result of an accident in 1868 and his son Henry continued as manager until the Woodville property sold in 1919 following the deaths in England of Harriet in 1902 and John Roberts in 1919.⁶⁶

In 1910, families occupying the Woodville estate were Newton, Croaker, Tranter, Bishop, Lavis, Butler, Forster, Vollmer, Carter and Allan. These families made up the early community around Abbotsford and Woodville.

An area in the vicinity of Woodville was called in the early years 'Coolie Camp'. Gorton, in *A History of Woodville District*, says that in the mid-19th century, Coolie Camp was an Aboriginal campsite. He relates a story of a missing child found unharmed at the natives' camp.

⁶⁵ *Raymond Terrace Examiner* 4 March 1921

⁶⁶ L Gorton, *A History of Woodville District*, p. 9

The building of the first Woodville Bridge in the early 1860s (replaced in 1897) after a lengthy campaign that began in 1862 improved conditions for those occupying land east of the Paterson River and fostered the emergence of a community around the road junction. (A punt had operated previous to the bridge.)

The All Saints Anglican Church was opened in 1864 and a cluster of homes and the general store were built. The land was higher here than most surrounding situations but not immune from the worst floods such as those of 1893 and 1955. A blacksmith shop was nearer the bridge. In 1865, the Pitnacree Bridge opened also and these two facilities certainly improved communication and transport to and from East Maitland for all the occupiers of land between the Paterson and Williams River and beyond. (The first bridge across the Paterson River, at Tocal, opened in 1849.) Memorials in All Saints Church acknowledged many of the early settlers. This church was sold into private ownership in 1997.

Much river traffic traversed the Paterson River to Paterson and many private wharves and hay sheds lined the river. There was also a general wharf and store shed on the river bank at the boundary between 'Albion Farm' and 'Woodville'. This district supplied excellent hay for sale in Sydney for horse and house cow feed.

Other original estates without river frontages occupied less fertile agricultural land back from the river that supported grazing, a small population and a few dairies. Loch Goyle was such an estate house. The Paterson River Bridge at Tocal (opened in 1849) caused the Butterwick Road to have more early significance than is probably realised. This road passed the Loch Goyle homestead of Captain John Taggart now demolished but the elevated site is marked by several large mature fig and other trees amid a modern subdivision. Butterwick Road remained relatively unmade until World War Two when improvement was necessary for strategic purposes.

The government reserve at Butterwick set aside by Henry Dangar did not develop into a government town and this locality did not support a population large enough for a government school to be established. A Presbyterian Church was established in the mid-19th century at Ahalton, near Mount Kanwary, and a Methodist Church was established at Wallalong that Scott later moved to Abbotsford. Neither building has survived.

Heritage Themes

Transport. Agriculture. Township.

Evidence of Heritage Themes

Old grave sites at Butterwick. evidence of the reserve. old fence lines. farm outbuildings. Woodville Church formerly All Saints and hall, general store, old homes. Bridge, evidence of former punt, evidence of wharves. Punt keepers house.

Patersons Plains, Iona

The pre-1820s 'settlers of Paterson's Plains' first occupied the land along the Paterson River from Wallalong. This farmland was particularly productive and was much sought after by the following wave of more affluent settlers who did acquire the land and built substantial homes such as Leeholme, Tressingfield and Stradbroke, and later, the 1920s Albion Farm.

McPhee leased part of the Church and School Estate in Butterwick Parish, about 1140 acres (460 ha), from 1847 until 1868. He called the farm Iona. On a five acre (2 ha) part of this farm, adjoining Albion Farm, the Iona (called 'Woodville' until 1851) Public School opened in 1850 and closed in 1872. The school reopened in 1877 in new premises on part of the original Albion Farm. Several church schools appear to have operated for brief times in the Woodville area prior to the public school opening. The first School of Arts building opened in the late 1870s in this small community centre. (Apparently the school name Woodville was replaced about 1851 because already another school in NSW had that name.)

Albion Farm was the Tucker property granted to the free men, John Tucker father and son, after they had occupied and farmed the land for about ten years. Their brick home was called the Red House. By 1838, father and son had died and the farm passed in trust to his children who in time married into local families,

Benjamin Lee, a soldier of note who fought under Wellington in the famous wars of the early 19th century, came to NSW, took up land, and prospered, providing well for his fifteen children, two of whom became members of parliament. His estate was in the vicinity of the crossing place at Patersons Plains. Here in the 1880s, a son John Lee built a twenty-five roomed brick mansion with tower, called Lee Holme that must have been the most ornate home in the district. Many grand social events were held at the home, the guests travelling by steamboat on the river, disembarking at the Leeholme wharf. The brick stables are still evident although the house was demolished in 1919. Apparently the tower stood for many more years until it too was demolished and the bricks reused. Lee bought the old road through his estate. This was the start of 'Binder's Path'.

Tressingfield stands on land that was farmed by the convict settlers of Patersons Plains since 1813. After several changes of ownership, Dr Coleman became proprietor and the first home, called Carlton Cottage (then Tressingfield) may date from this time. Significant people who lived here were William Munnings Arnold from the 1840s to the 1850s, prior to his move to Stradbroke and Charles Robert Middleton, son of Reverend George Middleton whose estate was on the opposite bank of the river. When Reverend Middleton died in 1848, his widow moved to Carlton Cottage and lived there until her death in 1863.

Arnold began to build Stradbroke House about 1840. Further enlargement was undertaken in 1850 and again between 1855 and 1865 when the stables, dairy and barn were erected.

In 1856, Arnold was elected to the Legislative Assembly as representative for the Durham electorate. He filled many positions including Speaker, Secretary for Lands and Secretary for Public Works. Arnold acquired much adjoining property at Paterson's Plains. He drowned in the great flood of 1875 and Charles Middleton recovered his body.

Heritage Themes

Exploration. Convict. Transport. Agriculture. Land tenure. Notable persons.

Evidence of Heritage Themes

Archaeological sites such as evidence of the convict settlers and the crossing place to Old Banks, Binder's Path, Tuckers grave site, remains of wharves, old drainage system. Historic buildings (Leeholme, Tressingfield, Stradbroke, Albion Farm) including farm outbuildings and stables. Iona School of Arts, School, other buildings in the vicinity, trees and gardens.

Orange Grove and Duninald

Above Stradbroke is the old estate Orange Grove of 100 acres (c. 40 ha) that was settled by former mariner Captain John Powell and his wife Charlotte Tucker about 1821, during Governor Macquarie's era. (The Powell family retained this farm until the 1960s.) Powell soon had a neighbour William Dun who occupied 1300 acres (526 ha) up river from Orange Grove. Dun was one of four new settlers who selected land at the beginning of Sir Thomas Brisbane's governorship (December 1821) ahead of Henry Dangar's survey. In the 1830s, Dun mortgaged Duninald to F&C Wilson, then proprietors of Tocal on the opposite bank of the river. Tocal entered a long period of leasehold from Wilson to Charles Reynolds who married Dun's daughter in 1844, took over the mortgage and became proprietor of Duninald. The Reynolds family later became proprietors of Tocal as well. Building a bridge in 1847 across the Paterson River, almost between Tocal and Duninald, enabled roads to be formed leading towards the Williams River district. (The Reynolds family still occupy land at Duninald.) A small urban-type subdivision was provided on the eastern side of the bridge called Douribang, but this is outside the PS LGA.

Heritage Themes

Settlement, Transport. Agriculture. Environment.

Evidence of heritage themes

Archaeological remains of buildings associated with John Powell's occupancy and farming. Possible grave sites. Old house Duninald, newer house Duninald, family graves, old trees (NI Hibiscus). Markers of the Doribank subdivision. Paterson Bridge and road alignments.

11.4 Duns Creek to Seaham

Duns Creek rises in the steep country near Hungry Hill and flows to the Paterson River through William Dun's grant. Land grants in the less agriculturally productive hilly area are in accord with the acreages taken up following the Robertson Land Acts of the 1860s although some of the land may have been taken up later in the 19th century. Green Wattle Creek flows towards the Woodville area's drainage system. Deadman's, Haydons and Barties Creeks flow towards McClymont's Swamps and thence to the rivers.

A public school operated at Duns Creek between 1900 and 1905, and 1918 and 1938, indicative of the years when farming activity - dairying and orchards - was profitable here.

The shire boundary crosses the steep hill country. A stone outcrop in the vicinity of Green Wattle Creek contains extensive stone axe sharpening grooves, indicative of a site frequently visited by Aboriginal people. The hilly area is a stone resource and site of quarrying. Martins Creek Quarry is just outside the PS LGA but the more recent Brandy Hill quarries operate on the eastern side of Hungry Hill. Glen Oak is east of Duns Creek.

Heritage Themes

Aboriginal. Pastoral and Agricultural. Quarrying.

Evidence of heritage themes

Aboriginal stone axe sharpening or grinding grooves in Green Wattle Creek.
Old farm homes and outbuildings and evidence of land use.

Glen Oak

Binder's Path was the old name for the early track from Paterson's Plains (the crossing place at Old Banks) to Clarence Town and was named after Richard Binder. Binder was one of three of Macquarie's convict settlers who agreed to exchange their farms at Woodville for 100-acre (40 ha) farms at Clarence Town, hence the need for a line of communication between the two places. This track traversed Glen Oak land and a present fire trail is said to follow its route for some way. This historic track merits identification.

In the mid 1820s, Dangar marked a reserve for a town at Seaham and Clarence Town and large areas for the Church and School Corporation on either side of the river.

The most notable settler family in the Glen Oak area was Holmes of Oakendale. Thomas and Miriam Holmes settled on 640 acres (259 ha) on a tributary of the Williams River south of Clarence Town in the early 1830s and their descendants were influential in the development of the district for at least the following century. Other large estates fronting the river were Glen Livett, traversed by Wallaroo and Tumbledown Creeks, first granted to William Fisher, and Langlands traversed by Storks Creek and containing a large lagoon near the river, first granted to James Holt but then sold to Richard Lang. Fisher was disappointed with his farm, as it was

too wet and swampy to raise sheep. However, tenant farmers worked at cultivation of river flats, cattle grazing on the backcountry, vineyards, dairying, pig raising and timber cutting. Shipbuilding was an interesting early industry at a few sites along the river south of Clarence Town during the 19th century. The river provided transport and in time, a road system developed that linked the area with Maitland and Dungog. Nearest river crossings, at first by punt, were at Seaham and Clarence Town.

Thomas Holmes was additionally a builder and many significant buildings in the area are attributed to him. He is believed to have been instrumental in locating and opening a stone quarry at Glen Oak, now on Forestry land.

Thomas Holmes contributed significantly to the improvement of the district. He built the first bridge over Tumbledown Creek and was credited by Henry Carmichael as being 'the road maker of the district' while he, Carmichael, was the road surveyor.⁶⁷

Several settlers came to the Glen Oak area after the 1861 Land Act enabled the acquiring of small farms and of these people, a number were of German origin - Blum, Storck, Hinkelbein, Kuss and Tranter. Ambrose Stork, a cooper, first worked at Lindeman's winery. When he moved to a selection at Glen Oak, he built a mud brick house and established a vineyard and winery, orchard and garden.

These settlers, tenant farmers and landowners supported the establishment of a post office store and inn, school and school of arts and recreation ground. The school had its origin on the Oakendale estate and was for the families working on that estate, but in 1872, the school became a public school situated at the intersection of the main road and the crossroad that led west to Oakendale and east to Langlands. The name was changed from Oakendale School to Glen Oak School in 1889. The height of Glen Oak community life was in the 1910s when annual agricultural shows at the recreation ground extended over two days and attracted large crowds from a wide area.

This peak in population is reflected in the considerable number of names of World War One soldiers from the surrounding area remembered on the memorial that originally stood at the school gates but now stands in front of the School of Arts hall.

Glen Oak School closed in 1944. The closure reflects a decline in population in the area about the time of World War Two. The classroom was moved to the 1937 Medowie Public School site where it is still in use.

The post office store and wine shop was demolished many years ago but mature trees the significance of which is appreciated by few people mark the site.

⁶⁷ Quoted from his address at a public dinner, recorded *Maitland Mercury* 17 May 1862

Heritage Themes

Transport. Agriculture. Forestry. Quarrying. Migration and ethnic influence. Notable persons.

Evidence of Heritage Themes

Binder's Path. Oakendale House and archaeological remains of various home and farm buildings and occupation. Private cemetery. Burial site. Glen Oak Quarry. Glen Oak School and Arts and recreation ground. Evidence of school site such as trees and garden, site of Post-Office Wine Shop marked by trees, Glen Oak wharf remains, Stork's 1885 mud brick house, winery, orchard, garden, trees and gravesite, ruin of Langlands House. Remains of wharves. Remains of orchards and gardens and evidence other land use. Possible archaeological evidence of (c.1830s+) shipbuilding at the shire boundary on Williams River.

Seaham

The locality between Glen Oak and Seaham contained cultivation land near the river but the back country was poor. The 2000-acre (809 ha) grant Jura (or Glenarm) was granted to Hugh Torrence in 1824. Torrence appears to have selected the land from a plan rather than following a personal visit. He tried unsuccessfully to exchange the unpromising selection. He set up a dairy and cattle farm, log hut and outbuildings. The best attribute of the land was the river frontage that enabled vessels to stop there. In the early years, a spring of fresh water existed in the hill country. Torrence left NSW and advertised the land for sale. The riverside lagoon area attracted only a tenant although John Clode purchased this part by the 1850s. A subdivision sale of the rest was advertised in 1873. The unpromising nature of the country suggests that sale was unlikely.

The next large grant on the river between Glen Arm and Seaham village was 1600 acres (648 ha) granted to Andrew Dickson in 1822. Reverend Henry Carmichael came to NSW in 1831. He was a Presbyterian minister, foremost liberal educator, magistrate and surveyor. As already noted, his sister married George Graham of Kinross and in 1833 he married the widow of James McClymont. McClymont's land Ahalton passed to his (McClymont's) children and was managed by the Carmichael family for many decades. Four children comprised Henry and Nancy Carmichael's family.

Carmichael founded the first Mechanics Institute (the forerunner of Schools of Arts) in Sydney in 1833. He later explained how this arose out of the debating class he established aboard ship on his way to NSW. He left the educational institutions in Sydney that he was associated with ('he became disgusted with the bad faith of the government')⁶⁸ and, as a surveyor, moved to Porphyry Point, Seaham. Here he was a pioneer in viticulture and also, in the late 1840s, set up a private school (Lyceum) at his estate. Nancy Carmichael died in 1857. In 1862, Henry set

sail for Britain, where one of his sons lived, for a visit. Prior to his departure, a public dinner was given him at Clarence Town to recognise his great contribution to the advancement of the district. The repast was accompanied by 'Oakendale cheese and Berry Park wines'. Carmichael died at sea on the voyage to London.

Carmichael's home Porphyry was commenced about 1835 to 1837. Some of the stone used appears to have come from the Glen Oak quarry. For his daughter Henrietta, Carmichael had some land divided from the 1600 acres (648 ha) and here he built Felspar homestead and vineyard. After Carmichael's death, the estate was left to the four children. The last vintage at Porphyry was in 1915. Then, Lindeman bought the name and trademark.

The estate stayed with Carmichael's descendants and family and that part with the original homestead and vineyard is still held by them. Oral evidence from the present occupier tells of 'Carmichael's Creek Gold Mine' from which some small amount of gold was extracted, probably early in the 20th century. The location of this mine is not known.⁶⁹

In January 1939, a heat wave with westerly winds led to several days of uncontrollable bushfires in many parts of NSW where over thirty-five people died as a result of heat and fire. Seaham and surrounding areas were among the worst affected areas. Almost all the buildings in the Seaham village, and Porphyry and Felspar homesteads were destroyed. The destruction of Porphyry was perhaps the greatest loss. This building, the home of Henry Carmichael, was an outstanding landmark in the district. All that remained the next day were broken and gaping walls, melted glass, smouldering timber girders encircling gaping holes beneath each room where one time had been the cellars. These remains were left standing amid blackened lawns, charred trees and broken down grape trellises, amongst which the sundial bearing Henry Carmichael's name stood undamaged. This sundial survived the fires, but soon afterwards disappeared. The occupiers, Mr and Mrs Gavin Ralston, were absent from the building at the time of the fires and nothing was saved. The books, papers and relics of Henry Carmichael would have been a national treasure, a legacy of a great man of liberal principles and far-sighted visions for Australia in its formative years.

Only a small freestanding stone building used as a distillery in the wine making days at Porphyry remained.

A new home was built on the site of the former Porphyry House without clearing the site to any great extent and much evidence of the original homestead and its destruction is discernible in the immediate garden.

A new home has been built on the Felspar site also but evidence remains of the earlier home.

⁶⁸ Quoted from his address at a public dinner, recorded *Maitland Mercury* 17 May 1862

⁶⁹ Interview with Toby Ralston, April 1980

Thomas Holmes and Henry Carmichael are both significant pioneers of education in NSW. Thomas Holmes was instrumental in establishing public schools at Glen William and Clarence Town and was designated a local inspector of schools in the district.

The riverfront of the Propyry estate was modified for the construction of the Seaham Weir.

Heritage Themes

Transport and the river. Agriculture. Environment. Education. Notable persons.

Evidence of Heritage Themes

Archaeological evidence of the large complex of domestic, farm and wine producing buildings of Porphyry. Evidence of the trenching method of establishing the vineyard. Remains of Felspar House. Possibly wharf remains.

11.5 Seaham village

Very little is recorded about the Worimi who occupied or visited the land about the Seaham district. WJ Enright is one author who described their lifestyle in general terms in 1938.⁷⁰

Land in the vicinity of Seaham was amongst the earliest selected in the lower Hunter Valley but one site within the township of Seaham has an earlier European history. When Henry Dangar described the Parish of Seaham in the *Index and Directory*, he wrote:

The government have a cottage and cultivate a small farm (called Nelson's plain) on the south estate and a courthouse and military depot on the north estate.⁷¹

These and other government cottages that also served as courthouses were erected on several government reserves during Major Morisset's administration of the penal settlement. (The Patersons Plains courthouse and Nelsons Plains cottage are noted elsewhere.)⁷²

In the mid-1820s, the government reviewed the status of these buildings. The report on the buildings advised:

A cottage was built on each of the government reserves at Wallis's Plains, Paterson's Plains, Nelson's Plains and the first branch during the time that Colonel Morisset was Commandant of the settlements on Hunter's River, for his accommodation when on any tour of duty either as a magistrate (he being the only one at that time, here) or as Commandant taking the general annual muster. Respectable settlers passing up and down the River were also permitted to avail themselves of the shelter these cottages might occasionally afford.

⁷⁰ 'Seaham before White Man's Coming' by WJ Enright, *Maitland Daily Mercury*, 1938

⁷¹ Henry Dangar, *Index and Directory to the Map of the Country bordering upon the River Hunter ... and Emigrants Guide*, p. 12

The cottage at the first branch, although in a better state of repair than the other two, is of very little use and I would recommend its being let to any respectable tenant that might offer.

This cottage was situated 'with a few acres of cleared land in front, from 8 to 10 acres' (to 4 ha).

Following various negotiations, in 1830 the government cottage at Seaham was advertised in the *Government Gazette* for sale with a half-acre of land. It was situated 'about a quarter of a mile from the river and constructed of studs, brick nogged, plastered within and stuccoed on the outside; the rooms floored with boards and the verandah with tiles'. The cottage had a shingled roof. The out kitchen had burned down but the chimney remained.

The cottage at Williams River was sold to a newly arrived Irishman EC Atkinson for £45. Atkinson appealed to the governor to buy additional surrounding land for his intended farming activities but this was refused, as the surrounding land was the township reserve. Atkinson selected the 1920-acre (770 ha) estate to which he was entitled in the Parishes of Pokolbin and Ellalong. The title to the half-acre at Seaham was eventually registered in October 1831. Atkinson is unlikely to have made much use of his cottage but was in the unique position of being the owner of a half-acre allotment of land with a house thereon, in the township reserve of Seaham, nearly eight years before the town was laid out. The first land sales of town allotments were advertised in the *Government Gazette* in July 1838.

In 1834, Alexander Warren claimed to be the owner of the 'site of the old Military Station' when he applied to the Colonial Secretary on 29 August that year to purchase certain land, and he described the cottage then as 'in ruins'.

The half-acre and cottage were located within Section 3 of the town of Seaham. In 1855 Henry Carmichael surveyed Section 3 for sale. The 10-acre (4 ha) section was divided into 20 half-acre lots and the cottage's half-acre occupied part of three of these allotments. Carmichael's survey map noted that three allotments (Nos 1, 2 and 20) were cancelled from sale since they interfered with the half-acre on which the government cottage stood. Carmichael marked the map with an 'A' at the exact position of the cottage.

Most of the surrounding allotments were sold to George Mosman. At a later date, about the 1890s, the three cancelled allotments were sold to G B Mosman, son of George Mosman. This was a part of the Seaham village that remained undeveloped and was, in more recent times, within the farmlands of William Fisher's estate Logue Park.

⁷² For a more extensive examination of the government cottages at Hunter's River, see C Hunter, 'The Government Cottages at Hunter's River', *Journal of Hunter Valley History*, vol 2 no 1, 1986, pp126-149

The PS LGA contains the sites of two of these early government cottages (Nelsons Plains and Seaham) and part of the locality of a third (Patersons Plains). There may be some archaeological evidence remaining of these original developments.

Surrounding Seaham Township were the large estates held by Alexander Warren and Henry Carmichael west of the river and George Mosman on the east. Each estate had a notable homestead and each remained within the pioneering family for several generations. These families therefore had considerable influence in the area, and the lower Hunter, in the 19th century. The estates were both cultivation and grazing farms and established notable vineyards. Many tenants occupied small holdings within the estates and these tenants also became permanent settlers in the district, either on leased or purchased farms from surrounding subdivisions, or within the township.

Seaham was soon established as a river crossing place and a stopping place for ships sailing between Clarence Town and Newcastle. Seaham was at a crossroad for traffic travelling between Maitland and Port Stephens or Raymond Terrace and Dungog.

Seaham Public (National) School opened in 1852 but prior to that time, a Presbyterian school operated in the township, also Carmichael's private boarding school at Porphyry.

The Seaham district, according to an 1867 Post Office Directory was settled from as early as mid-1820s and by 1870, was mostly occupied by small farmers who grew large quantities of maize and lucerne on the alluvial flats. Sixty-two addresses were listed in the Directory. There were two 'gentlemen', Alexander Warren and George Mosman. These men were proprietors of large estates that were original land grants. There were two vine-growers, John Ireland at Berry Lea, and Gavin Carmichael at Porphyry. There were forty-three farmers, one dairywoman and three labourers. William McPherson operated his shipbuilding yards at Eagleton. In or near the township were three storekeepers, the puntman, the butcher, two shoemakers, the schoolteacher, a cabinet-maker and a carpenter.

Thomas Wilson was a dealer and one of the general storekeepers. His business was located at Burrowl, East Seaham. He bought farm produce such as butter, eggs and poultry from the neighbouring farms and took the products to Newcastle by boat. On the return trip he carried household supplies, clothing and so on, which found a ready market with the local residents and others along the river. In time, the Wilson family became proprietors of Burrowl. Tom Wilson's swamp was the site of the Seaham racecourse. Horses were swum across the river for the races.

Publican licences issued in mid-19th century were to the Cottage of Content, the Seaham Hotel and the Williams River Inn. An accommodation house and wine shop was situated near the ferry.

The township developed around three precincts. At the riverside was the punt crossing, a store and accommodation house and a hotel. Further back from the river was a commercial centre that included a butcher; the Mechanic's Institute and library, a cabinet maker-undertaker, and a boot-maker. A cluster of cottages stood near St Andrew's Church, built in 1860. Nearer the Maitland Road-Dixon Street intersection was the post office, a blacksmith, an accommodation house and a few cottages. In 1870, the town's population was about fifty persons.⁷³

The entrance to Seaham School of Arts, opened in 1902, is through war memorial gates and the interior of the Hall exhibits a unique collection of portraits of the men from the district who enlisted and served in World War One.

A ferry crossing at Seaham has existed since George Mosman began to establish his estate on the opposite side of the river. The private ferry was replaced with a government ferry and punt and keepers residence.

Seaham was considered the site for a rail bridge should the North Coast line take the route from East Maitland to Karuah and Taree. However, this opportunity for development did not occur.

The bush fires of January 1939 destroyed the Seaham Public School, the teacher's residence, the Presbyterian Church, and several houses. Buildings saved included St Andrew's Church, the School of Arts Hall, the Post Office, a shop and a few cottages.

In modern times (the 1960s), building the Seaham Weir, a canal across Mosman's Swamp, and Balikera Pumping Station and tunnel, enabled water from the William River to be fed into the Grahamstown Reservoir. The tunnel was driven through the hill that separates the Williams and Grahamstown catchment areas.

Seaham Quarry

A Pan-Pacific Geology Congress held in 1925 brought geologists from all over the world to Australia. The noted geologist TW Edgeworth David of the University of Sydney brought the visitors to Seaham to inspect the quarry there that he found of unique scientific interest. On this occasion, the geologists put forward the idea of preserving the quarry.

A ceremony held at Seaham in August 1925 dedicated the quarry to Science for all time. Mr GD Osborne, Lecturer in Geology of the University of Sydney, performed the dedication ceremony. A notice erected on the site explained:

The material of this rock, which is remarkably streaky or laminated, was deposited by thaw water from glaciers, probably in a lake. Each pair of streaks represents the winter and summer deposits of one year, so that by counting the number of pairs of streaks, the time it took for the rocks to accumulate can be calculated roughly. The beautiful arching of the layers in places is due to the dragging force of glacier ice or icebergs. Science

⁷³ Bailliere's *New South Wales Gazetteer*, 1870

trusts that the people of Seaham will kindly preserve this quarry intact for the benefit of future generations.⁷⁴

The deposit extended eastward and appeared on the surface again on the Stroud Road near the Eight Mile. However, at that point no folding or arching was apparent. At both Seaham and the Eight Mile, the shale had been previously quarried for road-making purposes.

Professor Edgeworth David first made observations in the district in 1884 when he was conducting coal surveys in the Hunter Valley. The folding in these rocks was rare. At the time he first described them, such formations were not known to exist in Australia. Professor David believed the rocks to be of glacial origin and a British Association visit in 1914 confirmed that the Seaham rocks were of the Carboniferous era. Another geologist, Mr CA Sussmilch, identified them as varve shales in 1919. The geologists considered the example at Seaham 'the finest in the world' and estimated the deposit to be between 120-90 million years old, providing evidence that Seaham was once a glacial lake. Other geological evidence indicated that the present State of NSW was covered by ice to as far north as Kempsey and beyond. Study of these varve shales enabled an understanding of the climate on earth during remote times.

National Parks & Wildlife Service (NPWS) presently manage the quarry as part of Seaham Swamp Nature Reserve.

Seaham Park, Lagoon and Tom's Cottage

Information contained on a plaque in Seaham Park erected by NPWS in 1994 says.

Tom's Cottage, slab construction, home to Tom McClellan (sic) for about 75 years. Tom McClellan came to Seaham as a child (about 18 months old). His mother came to Seaham to work as a housemaid. Tom cultivated land nearby and kept a few cows. Mary died in 1947. Tom lived in the cottage until 1975. He died in July 1982, aged 84 years.

The slab cottage was originally located on the Brandon estate and occupied by tenant families. It was moved to the present site about 1900. Mrs Mary McLellan of Seaham died in August 1947 aged 85 years. She had worked for the Fisher Family for fifty years.⁷⁵

Heritage Themes

Convict. Transport. Agriculture. Township. Quarrying. Environment.

Evidence of Heritage Themes

Military station site. St Andrew's Church, 1861 (partly built of Glen Oak stone). School of Arts, memorial gates, Knitting Circle memorial. Punt crossing sites, Tom's Cottage, Lagoon, Varve shale quarry.

⁷⁴ *Sydney Mail*, 26 August 1925, p. 23

⁷⁵ *Dungog Chronicle* 26 August 1947: obituary

11.6 Seaham to Nelsons Plains

Brandon

Brandon Estate was the principal estate south of the Seaham village. The land was granted in 1824 to Glasgow born merchant Alexander Warren. Warren came to NSW as Agent for the Australian Company of Leith, a Joint Stock Company that traded between Scotland and the colony in the 1820s. Richard Lang, whose early land interests were Loch Goyle and Langlands, was another Agent of this company.

Warren's grant here was 2000 acres (809 ha), without a river frontage. He also received a 560 acre (227 ha) grant nearer Nelsons Plains that was on the river but not continuous with his major grant. In time, he was able to improve this situation by purchasing a small piece of land with a river frontage from the government reserve, and also a neighbouring estate of 840 acres (340 ha) first granted to Duncan Sinclair who became insolvent soon after receiving his land portion.

In the early 1830s, Warren sold his large estate to fellow Scot John Wighton who briefly held all Warrens' land as well as Nelsons Plains. Wighton came to NSW in 1831, a fellow passenger with Reverend Henry Carmichael and was a witness in 1833 at his marriage with Nancy McClymont. Warren held a mortgage over his former land and actually reclaimed the land following Wighton's early death in 1836 and lived there for the rest of his life.

Warren did not marry. His sister married Thomas Bartie, grantee of land west of Warren's towards McClymont's estate. There were no children from this marriage. Bartie's estate was called Rosebank and was crossed by Black Wattle or Barties Creek flowing into lagoons and wetlands.

Warren was appointed to the NSW Legislative Council in 1856. He was a candidate for Treasurer but declined this appointment, preferring a quiet lifestyle on his estate.

Brandon had a notable early vineyard. Warren was a district magistrate, office bearer of the Farmers Club and member of the Hunter Valley Vineyard Association.

Following his death in 1876, Brandon passed to a 'relative', William Fisher. This relationship is obscure but William Fisher senior came to NSW with Warren and was also associated with the Australian Company of Leith. He was a witness at the marriage of Helen Warren and Thomas Bartie, so their acquaintance was of some standing. He received in 1825 a land grant of 1500 acres (607 ha) on the river near Glen Oak, now called Glen Livett that he found unsuitable for sheep raising, so soon sold to James Hawthorne. He then returned to England. In 1862, Fisher junior came to live with Warren at Brandon and in 1874 married Dorothea Jane, a daughter of George Mosman of Burrowl, the principal estate on the eastern side of the river opposite Seaham.

The present Brandon House, a large Victorian two storey house with slate roof was built in 1882 for William Fisher and his family. The outbuildings are notable and may predate this new house.

A northern section of Brandon, named Logue Park, was separated from the main estate, (possibly c.1900) for the occupancy of one of the next generation. Logue Park adjoins the Seaham Nature Reserve.⁷⁶

Numerous families occupied parts of Brandon as tenants in the nineteenth century and Tom's cottage is a reminder of their domestic arrangements.

Heritage Themes

Agriculture. Transport. Notable persons.

Evidence of Heritage Themes

Brandon and stable. Archaeological evidence may remain of earlier Warren home called 'Brandon Hall' and 'Wighton Hall'. Brandon garden, and evidence of land uses. Wharf remains.

Eskdale and Portree

Eskdale has been mentioned in association with Wallalong as Walter Scott purchased a large extent of country extending from the Paterson to the Williams River. Some of these purchases were from the Crown and some from Kenneth Snodgrass and Kenneth Walker, trustees of the estate of John Wighton. When Scott's nephew came to NSW in 1843, he settled on the Williams River part of the estate, at Eskdale. The stone homestead was built about the early 1840s. Scott, and Warren, tried the cultivation of cotton on their estates in the early years.⁷⁷ Walter Scott the younger moved to Wallalong House and in time, the Eskdale part of Scott's estate passed to one of Walter Scott the younger's daughters. Between the 1880s and 1910s, Arnott's Biscuits had an interest in Eskdale and from here obtained milk supplies. (This company also received milk and eggs from Kennington Park.) Eskdale passed from the Scott family to Macdonald (a former tenant) about 1950.

Dairying and crops provided livelihoods for a numerous tenancy on Eskdale, a large part of which is river flats, and flood prone. A road traversed Eskdale to the Eagleton ferry, which operated from the 1830s to at least early in the 20th century.

In recent years, Eskdale developed into a beef raising concern selling bulk meat direct to the public.

The northern part of the Church and School lands at Nelsons Plains, once leased by Walter Scott, passed to the Keen family in 1866 and became the Portree Estate. Many old cottages,

⁷⁶ Several historical articles about Seaham district are in the Raymond Terrace Historical Society *Journal* vol 9 no 2 August 1986

⁷⁷ C Mitchell *Hunters River* p. 75

barns, sheds and yards are marked on the 1926 subdivision sale plan of this estate which grew lucerne, corn, millet and potatoes and improved grasses.⁷⁸

Tenant farming families here included Searl, Campbell, and Macdonald. A Searl family history publication outlines the lives of tenant farmers on the estates of Brandon, Eskdale and Portree, from the 1840s to World War One. Share farming was introduced and continued until after World War Two. By then, many of the farms had been sold.⁷⁹ An army camp was set up at Portree during World War Two.

Heritage Themes

Agriculture. Transport. Defence.

Evidence of Heritage Themes

Archaeological such as remains of cottages, barns, sheds, yards, trees, the ferry site and wharves. Eskdale House. Army camp site.

11.7 Williams River East

Raymond Terrace to east of Clarence Town.

Land along the Williams to East Seaham with river frontages, alluvial flats and lagoons, was among the earliest land granted in the Hunter Valley. From East Seaham towards Clarence Town the land was at first allocated to the Church and School Corporation.

The early landholders on the river above Raymond Terrace and the dates of their allocation of land were: Joseph Pennington 1823, J Thew 1823, J Gill 1825, J Newton 1823, Peter Sinclair 1822, D McLeod 1826, George Mosman c1830 (McLeod and Mosman purchased from earlier grantees), J King 1828, Michael Henderson 1829 and William, Thomas and James Caswell about 1830. King's, Henderson's and Caswell's land were without river frontages.

The early history of the estates along the Williams River from Raymond Terrace to Seaham dispels any notion that the first generation of generally privileged, wealthy colonists with 'free' grants of the best land and convict labour to bring it into production, had an easy passage to prosperity. Within a year or so, Joseph Pennington was in such financial difficulties that he took work with the Australian Agricultural Company at Port Stephens. He was accidentally killed there in 1825, leaving his farm mortgaged and his genteel family destitute. Leigh Farm was possessed by the mortgagor and then leased to others. Many of the emigrant workers who came to NSW from the late 1830s onwards to replace the convicts, leased such small farms from the large troubled estates and from this base, established themselves as independent farmers. Edward King was one such newcomer. In time, some of this class of immigrant acquired substantial farms, prosperity and influence.

⁷⁸ Copy of subdivision sale poster in possession of writer

⁷⁹ Bob Searl, *Working along the Williams*, published privately, 1996

James King was able to make a notable success of his plans for Irrawang. His grant was without a water frontage and in the late 1820s there were no roads or public wharf place. He planned to set up a pottery, vineyard and winery as well as agricultural activities. As already described, he schemed to secure a good river frontage in the township reserve and later he added to his land by buying the grants of Gill and Thew, thereby extending Irrawang to the river. He built extensive industrial buildings, a comfortable stone homestead, and significant farm outbuildings. He was also associated with developments in the nearby village.

However, his successful enterprise did not extend beyond his own lifetime and only archaeological evidence remains of his large and innovative venture.

Joseph Thew began to develop his grant but drowned in a shipwreck in 1826 when travelling to Sydney. The estate was possessed by the mortgagor and leased to the AA Company who cultivated wheat there for a few years. Subsequently James King purchased this land.

James (or Thomas) Gill died before 1830 and in 1838, the heir at law in England sold the land to James King.

Jacob Newton was a nephew of Joseph Thew. He farmed the grant, called Newton or Tabbra, until late 1830s when he moved to the Manning River area. The property was leased then sold to Colonel Snodgrass. Snodgrass already held grants in the eastern part of the PS LGA at Cabbage Tree and elsewhere. He also administered the deceased estates of his friends and relatives, such as McLean's Kilcoy and Wighton's Nelson's Plains estate, and others.

Following Snodgrass's death half of Eagleton was sold to William McPherson for the shipyard.

Donald McLeod's estate Doribang was left in the hands of leaseholders when he returned to India where he died before 1840. The property was subdivided and sold in 1854. Purchasers included Keegan, May, Considine, Sketchley, Dogherty, McDonald, Meskell, Cameron and Calman. Descendants remained as farmers here for several generations.

Behind every prominent grantee was a less prominent community of workers whose labour gradually changed the forests, brush land and lagoons into a complex cultural landscape. Through intermarriages in following generations, the social fabric was close-knit and generally stayed that way for about a hundred years.

Michael Henderson built his mansion on Roslyn estate, the 150 acres (61 ha) bought from Archibald Hood. His large grant Kimmerghan, 1240 acres (501 ha), was farmed under his directions until his death in the 1850s when it passed to a relative. This land was advertised For Sale in two lots in 1858. The land was fenced in with a three railed fence, with cross fences, and water from Seven Mile Creek that ran through the two lots. The land was thought suitable for dairy farms, horse breeding or accommodation paddocks and was 'one of the principal camping

places for teams on the road'.⁸⁰ One of the 640-acre (259 ha) lots came up for sale again in 1865. The description noted that the land was fenced, seventy acres were partially cleared, and there was plenty of water and timber suitable for building or fencing purposes.⁸¹

Later in the 19th century, Leigh and Roslyn came into the possession of the Richardson family and a new home, Roslyn, was in part built from the materials of the old. Evidence of Henderson's Roslyn 'Castle', its gardens, orchards, and so on are unlikely to be found in the modern closely settled housing estate.

William Caswell's estate Balikera remained in family occupancy until 1859. The story of his period of land management is told later, with an account of his Tanilba estate. Balikera House remains as evidence of a polite family's domestic arrangements and the architecture of their era.

George Mosman's Burrowl is one of few properties that remained with his descendants for several generations. Another house has replaced the original one, on the same site, and archaeological evidence of a large stone barn and other outbuildings are probably still discernible. Mosman's estate included the site of the river crossing and punt, and the punt keepers house and garden. Mosman's daughter married William Fisher junior who inherited Brandon on the opposite side of the river.

The first generation of tenant farmers, including many emancipists, built slab huts thatched with reeds or bark, with the fireplace a recess made of slabs and a floor of dirt. Examples of such buildings are now rare. Sketchley Cottage at Raymond Terrace is an example of such a home, built prior to 1850. This slab cottage stood on a small flood prone diary farm at Doribang until the 1970s when it was transported to its present site for presentation as a cottage museum. Emancipist William Sketchley occupied this farm and his family remained there for many generations. A similar slab home, in situ, is at Hinton. Evidence of other huts, stores, stockyards and so on are harder to find.

Many lagoons and swamps occupied the flood plain and drainage was similarly undertaken in this area.

Colonel Kenneth Snodgrass is a distinguished early landholder of the Raymond Terrace district. Snodgrass followed an illustrious military career in England and Europe with a dedicated military, political and administrative career in NSW. Snodgrass was Acting Governor of NSW following the departure of Governor Bourke in December 1837 and until the arrival of Governor Gipps in February 1838.

His sister, Janet McLean, received the grant Kilkooy near Tomago. Other relatives held high positions in colonial society. Snodgrass first leased Eagleton and his son William managed the land until his retirement. He then bought great acreages of land in several districts. One was

⁸⁰ *Maitland Mercury* 29 May 1858

⁸¹ *Maitland Mercury* 26 October 1865

the Cabbage Tree Estate and he bought Eagleton and retired there. The home was built of timber and the farm contained a garden vineyard, huts, barn, dairy and stockyards. The house was in a deteriorated condition when demolished in 1972 when a further subdivision sale of the property occurred.

Snodgrass filled the position of local magistrate and district councillor and was probably influential in getting a ferry put on across the river between Eagleton and Eskdale, for his use as a district magistrate travelling between the court at Raymond Terrace and the courts at Maitland and Paterson.

Snodgrass died in 1853. He had by then moved to Raymond Terrace township due to declining health. There is a lack of recognition of this distinguished soldier's association with the Raymond Terrace area's early history.

Edward King and his family leased Pennington's estate (Leigh) after arriving in NSW in 1838. Here King farmed and built his own work boats for use on the river. In 1845, King moved to one of Walter Scott's farms at Wallalong.

John Korff, shipbuilder and naval architect came to NSW in 1836. Following the wreck of SS CERES (built at Clarence Town in 1836 and wrecked that year at Norah Head), Korff salvaged the timbers and machinery of CERES and built a new hull to use the repaired machinery. To do this he took a site at Millers Forest for his shipyard and built not only VICTORIA, but one of two other vessels as well. William McPherson senior and his sons, a family of shipwrights who had worked at Mort's Dock, Sydney, came to Raymond Terrace to work at Korff's yard in the 1840s and stayed, subsequently establishing their own yard at Eagleton. William McPherson worked with Edward King building two coastal trading vessels for him. John Roderick, a shipwright also from Mort's Dockyard, came to assist and married King's daughter. King, Roderick and McPherson were associated with the building of the renowned sailing ship AUSTRALIAN SOVEREIGN launched near Wallalong in 1880.

About 1850, McPherson's sons and others initiated a period of exciting regattas on the river at Raymond Terrace. Great rivalry prevailed. Great crowds attended. At first, the settlers' work boats were used for racing. Then, the young men built their own racing boats.

The Eagleton estate was advertised For Sale in 1850, part of the estate of the late Colonel Snodgrass. McPherson bought about half, with river frontage and plenty of timber.

Shipbuilding in the vicinity of Clarence Town occurred from 1830 to 1865. At Lowe's yard, about thirty-seven registered ships were built. Various people built fifteen others between 1867 and 1907.

McPherson shipbuilding began about 1850 in the vicinity of Raymond Terrace. At Eagleton registered ships built by McPherson and later Rodrick and McPherson junior, between 1850 and 1883, numbered about thirty-three, including three built near Pipe Clay Creek where timber

was plentiful. From 1883 to 1907, ships continued to be built, by McPherson's sons, sons-in-law or extended family. A number of these ships were the regular trading vessels on the Williams River. Some members of the family were associated with the river shipping companies of the 19th and early 20th centuries.

A public school at Eagleton for the children of family and employees at the yard opened in 1865. Tenders for a new school building were called in 1895 and for a teacher's residence in 1896. A Roll of Honour was unveiled at the school in 1917, indicative of the area's contribution of soldiers in World War One. Following the cessation of shipbuilding, dairying came to the fore in the area and the population remained sufficient for a school until 1948. A boat was provided to ferry children from the Eskdale estate to and from school. The Eagleton ferry was in operation in 1925, but the date of its cessation is presently unknown.

Heritage Themes

Agriculture, Industry including shipbuilding, Sport, Timber, Dairying, Notable persons.

Evidence of Heritage Themes

Archaeological sites such as shipyard, ferry crossing and quarry.

East Seaham

The Church and School land extending from East Seaham to opposite Clarence Town was first applied for in 1831 by shipbuilders William Lowe and James Marshall. They bought 640 acres (259 ha) opposite Clarence Town. Their first established shipyard was south of the reserve (the township of Clarence Town). Marshall and Lowe severed their partnership in 1835 and Marshall set up a shipbuilding yard on this 640-acre (259 ha) lot. Here Marshall built four (registered) ships between 1837 and 1842 and several others before his death in 1847. Lowe built fourteen (registered) ships at his yard in the eighteen years to 1856 and other vessels until the early 1860s. Although these sites are just outside the PS LGA, the activities there influenced, by personal associations, other shipbuilding activity downstream and within the PS LGA. For example, an iron worker Thomas Hackett set up at Clarence Town in the 1840s. His son William was apprenticed to William Lowe as well as learning iron working skills from his father. Thomas bought the farm Shelbourne (C&S land). A marriage occurred between William's daughter and Daniel Ripley. Hackett and Ripley's land (C&S land) can be identified on the parish map. Here, after Lowe's yard closed in the 1860s, the Hackett family built several trading (steam) vessels between 1868 and 1887. Sons of the family were iron workers, shipbuilders, captains and engineers. This lifestyle, where an extended family could build ships, operate them, load and unload the cargoes, and so on, came to an end with various maritime disputes in the 1890s and the unionisation of labour.⁸²

⁸² C Hunter, *Family connections and 19th century shipbuilding in the Lower Hunter Valley*, unpublished paper

Reference has been made to the shipyard on the opposite bank on the PS LGA boundary. The map of the subdivision of the Church and School estate shows Cameron's shipyard. (Cameron was a former apprentice of William Lowe.) This is believed to be the site used by Sydney shipbuilder JW Russell in the 1830s for building several vessels. (Illustration 9)

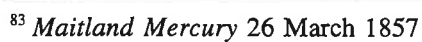
Several small farms were marked off along the river and advertised for twenty-one year leases, and then subsequently sold. A number were sold in 1843. The names on the parish map, from up river to East Seaham, are WS Donald, Robert Campbell, John McLean, Catherine Ripley, Robert Graham, MA Hackett, HC Douglas, John Stewart, Jas Gilchrist, Luke Pearson, L Lyster and H Manning, Sarah Ireland, Thos Considine, JM Ireland, James Hollingsworth and Ann Ireland. These families belong to the district's community of the second half of the 19th century. Back from the river the country is mountainous and inhospitable but traversed by a roadway that heads towards Limeburners Creek and Stroud. Traffic on this road was significant in the 19th century. The riverside farms supported a relatively small population during the second half of the 19th century as indicated by the Stewartfield Public School operating from only 1879 to 1881. Further towards East Seaham, the Greswick public school opened in 1895. In 1910, this school was reduced to a half time school with Euwylong. The school continued in a reduced status until closing in 1937. The more intensive development of the farms around Berry Lea, the property and noted vineyard of JM Ireland, probably explains the longer history of the Greswick School.

Of the farm owners listed above, WS Donald was a Presbyterian clergyman at Clarence Town for a number of years. He died in 1890 at his farm which was sold the following year together with Donald's sixty cows and thirteen horses, indicative of the land use during his occupancy.

The family of Robert Campbell was one that, from the 1830s, occupied farms extending from Paterson to Clarence Town, Raymond Terrace and Williamtown and connected with many others of that era through marriage. Robert Campbell the elder was murdered in 1844, his body found at Deadmans Creek near Butterwick. His grave, and that of others in his family who died in the early years, is on that part of the family farm opposite Clarence Town, as are ruins of the buildings they occupied. In 1857, an eighteen acre (7 ha) farm here occupied by Robert Campbell was advertised, the description saying the land was 'rich brush land' suitable for agricultural purposes.⁸³

John McLean's family arrived in NSW in 1830 and came to the farm on the Williams River in 1844. John's wife Mary died in 1845 and a daughter Margaret in 1847. In 1853, John bought farms for his sons at Oxley Island and these men were among the pioneers of that place. John lived and farmed on the Williams River until his death in 1865. Graves for at least three members of this family are on the riverbank of their farm. Reverend Donald bought this farm also in 1878.

Division of part of the Church and School Grant east of Williams River
from the Raymond Terrace Historical Society map and plan collection



The Hackett family have already been mentioned in connection with shipbuilding on the Williams. Family marriages were made with Ripley, Manning and Ireland. These names appear on neighbouring farms.

Not every farm along the river has been identified but one of about 66 acres (27 ha), called Stonehenge, was advertised for sale in 1861.⁸⁴ About twenty-five acres (10 ha) had been stumped and adapted for cultivation and was partly under crop. About two acres (0.9 ha) were fenced and growing lucerne. A handsome residence of stone with shingled roof contained five rooms and verandah, with detached kitchen, large barn, an excellent garden, fruit and other trees and a never-failing spring of fresh water near the house. The advertisement noted that steamers pass within 200 yards of the house weekly.

John Stewart's farm was growing tobacco in 1853 when he advertised for five or six tobacco twistlers to work in his factory, 'Stewarts Fields'. The following year he advertised his farm for sale in three lots, each with a river frontage. On one was a brick cottage of four rooms, detached kitchen, oven, dairy partially underground composed of bricks, large barn with shingled roof, stock yards and huts, fences, and a choice garden with fruit trees and vines. On the estate was an unfailing supply of fresh water. Sailing vessels and steamers passed almost daily, providing carriage of produce to the Sydney market. The whole farm appears to have been bought by John Mosman because following Mosman's death, 'Stewartfield' was again offered For Sale in 1920 as part of his estate. The farm was 'well-improved', with a comfortable nine-roomed cottage, shed, dairy, bales, yards and piggery.⁸⁵ Tenders were called for the erection of the school at Stewartfield in 1878.⁸⁶

Another small farm next to Stewart's was advertised in April 1854 as cleared and fenced and suitable for a butcher or dairyman, having the use of 'government land' at the back for grazing. Improvements here were a five-room slab house.⁸⁷

Another farm of sixty-two acres (25 ha) in the name of Sarah Ireland (wife of Thomas Campbell and sister of JM Ireland)) called Crippford, was advertised for sale in 1843. Thirty acres were under cultivation and the remainder open forest. There was a stone house with five rooms, a brick oven, stockyards, calf pen, a well of good water and a large shingled shed. Ships passed on the river and a road crossed Mosman's punt towards Maitland. An inspection of this site in 1993 revealed an interesting ruin of the stone house and oven and a few old fruit trees. Large outcrops of stone were behind the house. The house was 'deserted' by the 1930s. The stone was taken for building dairy yards, now covered in concrete, on the neighbouring farm.

⁸⁴ *Maitland Mercury* 7 December 1861

⁸⁵ *Dungog Chronicle* 2 May 1920

⁸⁶ *Maitland Mercury* 23 November 1878

⁸⁷ *Maitland Mercury* 12 April 1854

John Melbourne Ireland is an interesting settler on the southernmost part of the Church and School lands. He leased his farms for some years and then purchased them. He established a commercial vineyard of some repute called Berry Lea. Cotton was also grown here and both the cotton and the white wine were awarded bronze medals at the London and Paris exhibition of 1861-1862. In 1865, his red wine was voted best at the Hunter River Agricultural Society's exhibition. The farm contained a slab built wine house and cellar partially underground, cooperage and two residences.

JM Ireland died in 1873. His wife was Ann Thorley, daughter of Phillip Thorley of Singleton. Ann continued to run the farm for some time and remarried Thomas Hackett. Berry Lea, then almost 550 acres (223 ha), was advertised for sale in 1889 as a vineyard and grazing property, with wharf. Ann retired to live at East Maitland.

A swampy area of Berry Lea was known as Binder's Lagoon. Near the lagoon is the grave and memorial stone of JM Ireland. Two other graves are nearby but the stones have been removed. The residence and cellars are demolished.

James Hollingsworth's farm Rose Park is the last of the Church and School land farms above East Seaham. When he advertised the farm for sale in 1887 he described the substantial five roomed cottage, large kitchen, servant's room, store room, cellars, coach house, barn, three-stall stable, twenty-five acres of cultivation land, a five acres vineyard in full bearing, an orangery of a half-acre and much grazing land. Steamers passed the front of the house daily.⁸⁸

The 19th century settlement and use of this land on the east bank of Williams River was probably more intensive than its 20th century use suggests. The loss of the collection of stone-built cottages overlooking the river is to be regretted.

Heritage Themes

Transport especially the river. Agriculture. notable persons.

Evidence of Heritage Themes

Archaeological evidence of numerous homes, outbuildings, fences, cellars, vineyards, wharves and shipbuilding sites. An assessment of the ruins and older buildings in this area may provide further information about occupation in the area. Balikera House, outbuildings. Quarrying. East Seaham Road.

⁸⁸ *Maitland Mercury* – September 1887

11.8 The north western area

The area includes the localities of Swan Bay, Karuah, Twelve Mile Creek, Ferodale, Medowie, Grahamstown Dam and Campvale

Swan Bay

The western extremity of Port Stephens features a double bay. The northern bay is Little Swan Bay into which the Karuah River flows. Limeburners Creek is a tributary of the Karuah River, entering that river several kilometres upstream. The southern bay is Big Swan Bay, into which Twelve Mile Creek and Pipe Clay Creek flow. Swan Bay community occupies the peninsula between the two bays. Place names such as Oyster Cove and Cockle Shell Point indicate the historic importance of the oyster industry to this locality.

The Worimi people are most likely to have used this locality to pass from the south to the north side of the harbour. The foreshore and bay would have provided fish and oysters and the swampy inland area wild fowl, game and fresh water.

A school at Swan Bay opened in early 1889, half time with Karuah. Ten years later the school became a provisional one called Mulwee School. Tenders to erect a new building appeared in 1899. No school operated between 1922 and 1927 and the school closed in 1992.

Karuah

It is known that Worimi of the Gringai tribe rove the lower portions of the Hunter and Karuah River Valleys prior to the arrival of European settlers. Some scattered evidence of the pre-contact Aboriginal culture in the form of tools and other implements has been found in the area.

Today, Karuah is the northern gateway to the PS LGA. Karuah is a township on the Karuah River. The significance of the town is also associated with its position near the river entrance into Port Stephens at Sawyers Point, its role as a service town on the Pacific Highway and the punt service, then the 1957 bridge across the river. The Karuah River was earlier bridged at Booral in 1876 after a fifteen-year campaign to secure this crossing.⁸⁹

The Karuah River district was the source of the cedar and rosewood that brought European people to the Port Stephens area in the early years of the 19th century. However, the historic significance of Karuah is its location within the Karuah Valley which as a whole was the notable domain of the AA Company. The limit of navigation on the Karuah River was at first Booral, where an AA Company wharf provided the facility that enabled the Company to develop sheep raising and settlement in the Booral, Stroud and Gloucester districts. Land clearing for pastoral pursuits led to the degradation of the river such that the limit of navigation slowly receded downstream.

⁸⁹ *Maitland Mercury*, 3 May 1876

As early as 1848, mail deliveries were made to Sawyers Point (Karuah) from Raymond Terrace, although this area was later served by Limeburners Creek Post Office.

After the departure of the AA Company, wharfage moved down river to Allworth (or 'New Wharf'). Sawmills operated in the district around Allworth from the 1860s. From that time, paddle-wheeled droghers towed logs from riverside locations to these sawmills where they were cut into sawn timber, poles, piles and railway sleepers. This timber was generally taken from Allworth to Nelson Bay for trans-shipping to Sydney and other ports. At Allworth, in addition to a substantial wharf with loading gear, were shipping company offices, a large store shed, and a community of people that required a school in 1907, and other facilities. Most of the goods required for the communities of Stroud and Gloucester – such as food, furniture, and so on – were imported through Allworth, until the northern railway was constructed in 1912. The peak of Allworth's role as a trade and commerce centre was between 1900 and 1920. The last major vessel to call at Allworth wharf was a ship of the Hunter River Steam Navigation Company in 1941. Prior to that time, the company's ships called twice weekly.

Among the proposals for the North Coast railway route was a line from Morpeth through Seaham to Karuah then Taree. The chosen route, however, was through Paterson, Dungog, Stroud Road and Gloucester to Taree. However, Karuah was under consideration for the rail for a number of years and this must have focused attention on the township.

The main coastal road to northern NSW at first passed from Raymond Terrace through Stroud and Gloucester to Taree. About 1950, alteration of the route, now called the Pacific Highway, took it from Raymond Terrace to Karuah, Bulahdelah and Nambucca, thence to Taree. This more easterly district was not served by rail. The plan necessitated construction by the DMR of a bridge that opened to traffic in 1957. When built, the bridge had an opening span for shipping movement on the river, if required. Italian workmen built the bridge. As noted above, regular movement of major ships on the river ceased about 1941. The Allworth School closed in 1943.

Karuah School (called Aliceton School until 1907) opened in 1884 but did not become a full public school until 1907. Between 1889 and 1891, the school operated half time with Swan Bay. In 1922/3, the school had seventy pupils. Other village improvements at that time were new cottages, a Methodist church, banking facilities, and a motor bus service and a motor punt replaced the hand-operated punt.⁹⁰ A puntman's cottage stood beside the crossing place. The puntman between 1930 and 1957, George Neil supplemented his income by working as an oyster farmer and carrier. Children travelled to Raymond Terrace for their secondary education.

Agricultural pursuits in the Karuah Valley in the first half of the 20th century were mostly dairying, some vine crops, piggeries, logging and milling, and beef cattle grazing. Subsequent changes included consolidation in the dairying industry, improved pastures and irrigation, and a

⁹⁰ *Dungog Chronicle*, 24 November 1922, 23 November 1923

chicken raising industry. Timber production continued, with links to the Hardboards factory at Raymond Terrace.

A mission station for Aboriginal people operated 'on the reserve on the Karuah River at Sawyers Point' in 1912. Here, Aboriginal people from the Port Stephens area lived, working as woodcutters and fishermen. A settled lifestyle was encouraged, including garden and vegetable cultivation. Children attended a school run by missionaries. A mission church at Karuah opened in 1913. In 1917, a report from the mission noted 100 people living on the fifty-acre reserve called 'Conners', about half a mile from Karuah. Bill Ridgeway was a great football player and the Karuah team frequently beat their Raymond Terrace opponents. The senior 'King' Ridgeway was noted as an expert boat builder, while his kinsmen Sid and Hugh were excellent timber workers and wood carvers. From other reports cited, these men travelled within the PS LGA to perform valued skilled work. (The mission may have closed in 1923)

On his death in 1919, an admirable tribute was given 'King' Ridgeway. He was acknowledged as 'the head of the kingdom of Aboriginals at Karuah where he governed his little colony with exemplary conduct'. He 'used his time in industrial pursuits, boat building, fishing, and helping to make useful citizens of those he presided over by instilling into them the need for useful occupations'. He was about fifty years old and was respected by those who knew him.⁹¹

Along the foreshores of Port Stephens and the banks of the Karuah River and all the creeks and streams running into them is an activity distinct from those that have occupied most people who came to the PS LGA. The whole of the low flat tidal shores is subdivided into oyster leases.

Aboriginal people living in the coastal regions feasted on oysters and the shell remains of kitchen middens are common along the coast of NSW. With colonisation, oysters took on a new role. They were still gathered for food, but the shell, dead or alive, was also collected in large quantities and burnt to provide lime for mortar. Depletion of the natural stocks led to the introduction in 1868 of legislation prohibiting burning of live oysters for lime and for the establishment of cultivation practices. Systematic oyster cultivation began about 1870.

The early centre of the oyster industry in Port Stephens was Karuah. In the 1930s, the entire population here was dependent on oystering. The oystermen were equipped with launches and punts and oysters were packed in corn sacks, sent to Hexham or Newcastle for markets in Sydney or Melbourne. Karuah then had two small stores and small weatherboard cottages. Supplies came by store boat from Tea Gardens or by lorry from Newcastle.

Karuah also attracted a small following of holidaymakers. In 1906, a new 'Oyster Saloon' opened at Sawyers Point.⁹²

⁹¹ Obituary, *Raymond Terrace Examiner* 18 July 1919, cited in M Saunderson, *Obituaries...*, p. 203

⁹² *Gloucester Examiner* 13 July 1906

William Longworth, noted mining entrepreneur and benefactor, retired to a property Glenroy at Karuah where, prior to 1910, he established a 'summer resort' with extensive gardens.⁹³ Whether any evidence of these gardens remains or whether the location was within the PS LGA, has not been determined.

By the 1970s, Port Stephens was second only to the Georges River in NSW for oyster production. The industry is confined to those areas exposed between tides, while the hours of work are governed by the tide.

The Karuah Valley has been divided between four local government areas, severing the historic unity of the Valley.

Heritage Themes

Aboriginal, Transport, Fishing and Oysters.

Evidence of Heritage Themes

Artefacts of the fishing and oyster industry such as wharves oyster leases and evidence of former methods of cultivation. Aboriginal Mission. Timber getting, Punt crossing, Homes and gardens. Cemetery

11.9 Twelve Mile Creek

Limeburners Creek, which rises in hilly country east of Glen Martin flows twenty kilometres into the Karuah River near Horse Island.⁹⁴

The County of Gloucester was proclaimed in 1829 and about that time a large grant was set aside for the Church and School Corporation that included much land on the eastern side of Williams River north of Seaham. The Corporation was dissolved in the early 1830s and in 1838, leases of this land in the Parishes of Wilmot, Horton, Karuah and Tarean were advertised. Henry Edward Hill after whom Captain Hill's Creek may have been named took up land in Tarean Parish. Other leaseholders were former employees of the AA Company. In the early years, timber cutting occupied the settlers; boats navigated Limeburners Creek some distance and shipbuilding occurred in the lower reaches.

On the banks of Limeburners Creek, on the road from Raymond Terrace to Stroud, a public house opened on leased land in 1853. In 1860, the considerable development on this leasehold was advertised 'to be let'.⁹⁵ The description of the buildings in the advertisement is comprehensive and includes the statement that 'half a mile from the Inn is a wharf where vessels of 80 tons have loaded, and another wharf at the junction of the creek where vessels of any tonnage may load.' Timber was the main product loaded. The settlers worked as sawyers,

⁹³ Described in *Dungog Chronicle* 14 February 1913

⁹⁴ The name 'Limeburners' may refer to the deposit of shell in the river that was burnt to make lime, but it may also refer to an early settler family. Henry Edward Hill married Henrietta Limeburner at Raymond Terrace in 1868. (See *From Twelve Mile to Crystal Creek*, p. 9.) The Creek was named at least as early as 1839.

⁹⁵ *Maitland Mercury* 20 September 1860 noted in *From Twelve Mile to Crystal Creek*, p. 5

farmed their creek flats and used the backcountry for grazing. They also harvested oysters from the creek and in the 1870s, oysters were exported to many destinations, for example Melbourne.

The population of the district increased between 1850 and 1870. The Inn was a significant 'half-way house' on the road between Raymond Terrace and Stroud. Here the mail coaches changed horses. A post office opened here in 1867. About fifty people lived within a mile of the post office. Unlike most of the other communities in the district, Limeburners Creek has never had a church building. Services were held in homes or a private hall. A small school with a fluctuating number of pupils operated from 1877 (with seventeen pupils) to 1966. From time to time, the teacher was shared with Aliceton (Karuah), Glen Martin or Euwylong. When the school closed, the building became a community hall.⁹⁶ The local children then first travelled by bus to Raymond Terrace, then Booral.

The focal area for the Limeburners Creek community lies just outside the PS LGA.

An 1870s Post Office Directory for Limeburners Creek lists thirty men or heads of families. 'Oystercatchers' or 'Oystermen' number five. Splitters number four. Graziers numbered five. Farmers numbered three. Labourers numbered six. There were one each of Blacksmith, Wineseller, Postmaster, Selector, Boardinghousekeeper, Innkeeper and Carrier. Additional occupations listed in Directories of the early 20th century include Apiarist, Dairyfarmer, Contractor and Teamster.

The early settlers had a lively social life. Dances, horse races and sporting matches especially cricket were regular events. The names of the pioneering families of the Limeburners Creek area occur among the early settlers in the surrounding districts such as Tea Gardens, Ferodale, Karuah, Medowie and East Seaham.

The early occupation of the locality east of Williams River can be attributed to the well-defined road to the towns of the AA Company (Booral, Stroud and Gloucester) from Raymond Terrace. Raymond Terrace was an important centre of communication owing to its position on the Hunter River at its junction with the Williams. It was within easy reach of Newcastle, Maitland and the Hunter Valley districts and had regular communication with Sydney by sea.

The discovery of gold in the New England district in the 1850s increased the movement of people on this road as the AA Company permitted access to New England along their own line of road. The road to Gloucester became a major coaching route during the 19th and early 20th centuries. From Gloucester, coaches travelled eastward to the Manning.

The interesting nomenclature of the landmarks along the way from Raymond Terrace include Six Mile Road (a branch road to the former punt at Eagleton), Seven Mile Creek, Eight Mile

⁹⁶ For additional details about this area, see *From Twelve Mile to Crystal Creek*

Road (Italia Road), 'The Nine Mile', and Twelve Mile Creek. These names emphasise the importance of the road and landmarks along it, to travellers and settlers.

At the Nine Mile, the Scala family made an eighty-acre (32 ha) selection in 1882. These people were Italian emigrants and refugees from the failed 1881 attempt to colonise New Ireland (an island north of New Guinea) under a scheme concocted by the dishonourable Marquise of Reay. The Italians subsequently sought refuge in Australia and Henry Parkes permitted them to settle here. Most went to 'New Italy' on the Richmond River but the Scala family group (three families) took up a selection on a minor creek about nine miles from Raymond Terrace on the road to Stroud. They established a home, farm, dairy and vineyard and lived at The Nine Mile until about 1927. Sir Henry Parkes personally visited the Scala family during his northern tour in 1886. In later years this family was remembered for their industry and thrift, which enabled them to establish modest homes and raise their children well. They were peaceable and cheerful and their Mediterranean heritage imparted a distinctive character to their home at the Nine Mile (Euwylong).⁹⁷ The William Hind Rest Area beside the Pacific Highway at the Nine Mile today marks the site of the Scala homestead complex.

From 1891 to 1921, a small school operated at Euwylong. A post office also operated here.

Another 19th century Italian connection in this area gave the name Italia Road to the Eight Mile Road that linked the Raymond Terrace to Stroud road with the punt crossing of the Williams at Seaham township. Michaelangelo Stub Monteagresti, from Florence, Italy, came to Australia about 1870, aged eighteen years. He spent nine years in Victoria, married, then came to NSW. At Raymond Terrace he was a prominent professional man and manager of the Australian Joint Stock Bank. He took up a forty-acre farm, Italia, at the junction of the main road and Eight Mile Road, building a villa homestead and establishing a good poultry farm. He was wrongly accused of improper financial dealings at the Bank. Although an inquiry cleared him of any impropriety, the dishonour of the accusation was so humiliating to him that he killed himself in July 1896.⁹⁸

Another family that occupied selections between this location and East Seaham was Bambach. Bambachs were of German origin and in NSW their first employment was in vineyards on the Allyn River. They came to the Seaham area in the mid-19th century. The family kept a wine shop at the Nine Mile (Euwylong) for many years and others of the family worked in timber, bush work and fencing. They took up many selections of land and were part of a network of German emigrants who settled in the Williams River area.

An event that changed the significance of the locality around Limeburners and Twelve Mile Creeks was the re-routing of the North Coast Highway (re-named 'Pacific Highway' in 1931).

⁹⁷ 'Italian Colonists at the Nine Mile', Raymond Terrace and District Historical Society *Journal*, vol 9, no 3, December 1986, pp.2-4

⁹⁸ For a description of *Italia*, see the For Sale notice such as in the *Dungog Chronicle* 23 March 1897

In 1952, the road from Twelve Mile to Stroud, Gloucester and Taree was deproclaimed as part of the Pacific Highway and a new line from Twelve Mile Creek via Karuah, Bulahdelah to Taree was proclaimed in its stead. This new section came into use in 1963.

11.9.1 Timber cutting and Forestry in the northern area of the PS LGA

The progression of management of timber reserves in NSW in the mid 1930s saw the NSW government initiate a policy of forestry development in areas within a fifty-mile (80 k) radius of Newcastle, as a means of reducing unemployment brought about by the Great Depression. One outcome of this policy was the development of local State forests.

Reservation of State forests in the area began in 1914 with the dedication of the Karuah and Uffington Forests, totalling 5000 acres (approx 2000 ha). This was followed in 1922 and 1924 by the dedication of Medowie and Wallaroo Forests and an extension to Karuah Forest, each comprising areas which had been taken up for settlement, then reverting to the Crown.

In 1937 a scheme of forest development was formulated. By this time the four local State forests were larger, brought about, to some extent by dedication of vacant Crown lands and purchase of adjoining blocks. By 1940 State forests in this area amounted to some 20,000 acres (8,000ha).

The Wallaroo project was the development of a high-quality hardwood forest in close proximity to the industrial centre and port of Newcastle. About 100 men were employed at Wallaroo. The headquarters site consisted of Forester's residence, office, nursery, garage, tool shed, storerooms, and a camp for 'juvenile workers'. The foreman occupied an existing cottage.

The camp for juveniles was near the main site and Captain Hill's Creek provided water for the whole complex. To store the water, a small swamp was cleaned out and made into a dam. A system of roads and bridges throughout the forests was constructed, with the twofold purpose of facilitating access for fire control, and the extraction of timber.

During World War Two, the Army had first call on timber from Wallaroo. Much of it was used as tank traps along beaches. A charcoal-burning facility operated at Wallaroo during this time. The charcoal provided an alternative fuel source for motor vehicles, mainly trucks, thus conserving petrol supplies for military use. The cutting of timber required for charcoal burning provided employment for a large number of men.

The only other wartime customer was the Masonite Corporation, whose factory opened in Raymond Terrace in 1939. Although the company has changed hands over the years, the establishment is still known locally as 'the Masonite' and still receives timber from local forests.

Following the war, the scope of activity at Wallaroo broadened considerably. Timber was sold to Hunter Valley mines. A market was found for inferior timber. Masonite remained a major

customer for billets and logs. Logs were also sold for cutting into building materials, mining timber, and low-grade sawn products used in various packaging operations. Poles were also in great demand. Red and Grey Ironbark poles from Wallaroo were shipped to the eastern states of Australia and to New Zealand.

Extensions increased the area of Wallaroo, Karuah, Medowie and Uffington forests to 14,280 hectares (35,700 acres) of land (1988 figures).

In February 1962, the office at Wallaroo closed, and the local forests were then administered from Raymond Terrace. In October 1971, the area came under the control of Dungog Forestry Office. Some time later the headquarters moved to Bulahdelah. Presently, the NP&WS manage part of the Wallaroo and Karuah forests areas as nature reserves, from offices and depots at Raymond Terrace and Boat Harbour. Mining timber, mill logs and timber for pulpwood is still taken from local forests. The timber industry has played a significant role in the history of this part of the PS LGA

Heritage Themes

Transport. Agriculture. Industry - timber. Migration (Italian, German).

Evidence of Heritage Themes

Archaeological: sites of homesteads. Line of Road, Forestry heritage

11.10 Campvale and Grahamstown

Richard Windeyer is closely associated with Tomago where the family homestead stood on 850 acres (344 ha) of land acquired in 1839. Windeyer bought more land in several locations and much of his estate lay in the Grahamstown district. By 1842 he had at least 15,000 acres (6070 ha) in the County of Gloucester. Although much of this land was swampy, drainage of such land was promoted as an innovative agricultural practice at this time.

The early 1840s were depression years so it is a mark of Windeyer's financial strength that he was able to undertake building an expensive home, establishing a 'village' for the farm workers, bringing farm lands into productivity and implementing a costly drainage scheme for the large swamps on his estate. Windeyer appears to have envisaged a great subdivision scheme of the land improved by the drainage, with the intent to sell or lease small farms on a large scale. In 1847, ill health befell Richard Windeyer and he died in December. His estate was found to be insolvent and in mid 1848 the real estate, over 15,000 acres (6070 ha), was put up for sale.⁹⁹ Excluding the lot of 850 acres (344 ha) with the homestead, the land was offered as follows:

1. 640 acres (259 ha) in the Parish of Eldon known as Graham's Town, surveyed and laid out in allotments. On one portion was a cottage, two huts and fenced paddocks
2. 590 acres (239 ha) Parish of Stowell called Woodlands, fenced in and subdivided into paddocks and used as a horse station
3. 315 acres (128 ha) Parish of Eldon, immediately behind Raymond Terrace
4. 640 acres (259 ha) Parish of Stockton, with a dairy station
5. 750 acres (303 ha) Parish of Eldon
6. 2130 acres (862 ha) Parish of Stockton. On portion of this lot, known as 'a'Beckett's selection' was over 37 acres (15 ha) of vineyard
7. 2560 acres (1036 ha) in the Parishes of Thornton and Eldon, called 'Brennand's farm'. This land was surveyed for small farms.
8. 2380 acres (963 ha) County of Gloucester, surveyed into small farms. (This land was north of Port Stephens, in the vicinity of Myall Lake.)
9. 1440 acres (583 ha) Parish of Eldon
10. 2780 acres (1125 ha), Parish of Stowell

A later advertisement gave a further description of the Graham's Town farms. There were fifty farms, from ten to 100 acres (4-40 ha) in size, consisting of forest and swampland, which had been drained at 'enormous expense'.¹⁰⁰ Small farms such as these provided a home and livelihood for many new emigrants, some of whom rented then purchased when their situation improved.

The Grahamstown and Camp Vale areas came into prominence again in the early 20th century when new drainage schemes were proposed to further reclaim land for agriculture, especially intensive dairying. (Residual evidence of the work done by Windeyer would be of great interest.).

A meeting called in 1906 led to the formation of a Grahamstown and Camp Vale Drainage Union and a Trust subsequently set up giving permission to landowners to drain their swamps. Two local men won the tender for the project. In 1909, about 150 men were put on and the work was finished about 1911. By 1914, 'good crops' were growing on the reclaimed land and 'Stage Two' was talked about.¹⁰¹

The drainage program did not provide advantages for all landholders. For example, a lengthy court case on behalf of the Windeyer family ensued. They considered the run off from the drains detrimental to their farmlands. (The Grahamstown Drain brought water to Windeyers Creek (at Kinross) and thence to the Hunter River.) This seems a strange outcome when forebear Richard Windeyer was the pioneer of drainage in this area.

Another interesting consideration is that the next greatest landholder in the PS LGA to Richard Windeyer (who held about 15,000 acres (6070 ha) in 1840) was the Hunter District Water Board in the mid-20th century, acquiring about 20,000 acres (8094 ha) in the same general locality.

⁹⁹ *Maitland Mercury* 26 July 1848

¹⁰⁰ *Maitland Mercury*, 2 February 1848

¹⁰¹ M. Saunderson, *Gloucester Examiner* Index, microfiche

Heritage Themes

Agriculture, Environment and drainage, Notable person.

Evidence of Heritage Themes

Archaeological - drains and the effect of drains on landscape

11.11 Medowie and Ferodale

The 'Medowie' locality may have been leased in the early years to the AA Company for sheep raising for which the swampy and sandy land proved unsuitable.

Pipe Clay Creek drains into Twelve-Mile Creek that in turn enters Big Swan Bay at the western extremity of Port Stephens. A tidal influence here enabled boats to access the creek and wooden piles driven into the riverbank comprised the foundation of the wharf. The creek is named for the nearby thick deposits of white clay. This clay contained little foreign material and was used successfully for brick making for which purpose kilns were built nearby. Bricks and clay were exported from Pipe Clay Creek. Later, clay from the area was also taken to Fullerton Cove where it was stored in sheds for drying and marketing.

A shipyard operated briefly at Pipe Clay Creek where the Macpherson family (Macpherson and Roderick) built at least three registered ships in the 1870s.¹⁰² This industry indicates that the creek was navigable for launching the coastal trading ships of the times and suitable timber existed nearby. Macpherson's principal shipyard was at Eagleton near Raymond Terrace, from about 1850 to the mid-1880s, and much of the timber used in their shipbuilding came from the western district of Port Stephens.

Timber getting also provided a livelihood for the first settlers, then vinegrowing, orchards, vegetable growing, and dairying.¹⁰³

Several settlers took up land along Pipe Clay Creek in the 1880s, exploiting the clay for brick making. When Richard Mayo built his imposing two storey building on the corner of William and Port Stephens Streets Raymond Terrace in 1880, the bricks used were 'from his own yards at Duckhole' and the contractor declared that they were superior to any manufactured in the colony.¹⁰⁴

According to the reminiscences of Daniel James,¹⁰⁵ in 1888 he selected 152 acres (61.5 ha) here as a conditional purchase and 56 (22.7 ha) acres as a conditional lease. In 1887, John Witt of Tea Gardens took a mining lease on 40 (16 ha) acres adjoining. James recalled:

¹⁰² These ships were FAVOURITE, nd; LAVINA, 1876 and LISMORE, 1878

¹⁰³ Sources used for this profile of the Medowie district are *Medowie Place of Tall Trees* by S Finn, and *The Centenary of Education in Medowie 1894 to 1994* by K March and D Ford

¹⁰⁴ *Newcastle Morning Herald*, Raymond Terrace News, 21 October 1880

¹⁰⁵ *Newcastle Morning Herald* 8 August 1936

Mr Witt constructed a canal for the purpose of punting the clay to the navigable waters where a fairly large vessel can float. The canal did not act as expected. The work was too laborious. Mr Witt next built a bank in another direction. He laid split sleepers and wooden rails in the form of a tramline for a length of 300 yards to the head of navigable waters, and erected a wharf so that vessels were able to come near the deposits. His next move was to engage two practical brickmakers – father and son – from Sydney, to make and burn his first kiln. I delivered all the wood required for that and other kilns that were constructed. ... Mr Witt built a good hut for the men to camp in, and three large sheds in which bricks were set out to dry. These were covered with bark. ...

Daniel James noted that other brickmakers did not care for the isolation of the place and were superstitious and afraid of the 'snakes, iguanas, wallabies, kangaroos and emus, which, when I came here first, abounded in the country, with large numbers of wild horses and cattle'. He also recalled that bushfires regularly swept the district. Apparently Witt's brickmakers did not use the correct method for making good quality 'firebricks' (some were tried by the Waratah Smelting Works) and success in this field awaited early 20th century brickmakers.

In the early 20th century, the special quality clay became sought after for the manufacture of fire bricks for industrial use, such as in industries set up at Newcastle following the establishment of steel making there, and elsewhere in NSW. The Port Stephens Fire Brick Company opened at Pipe Clay Creek in February 1916. For the opening ceremony, many guests, representing commercial and industrial interests throughout NSW, came from Newcastle. Transport arrangements for the event were as follows. The motor services of the Passenger and Tourist Company were engaged to convey the visitors from Stockton, and a group of about fifty persons boarded the two char-a-bancs in waiting. After slightly over an hour's run, Salt Ash was reached at 10.30 AM. Here the company had the motor launch REPLICA in waiting. The trip along Tilligerry Creek across Swan Bay and up Pipeclay Creek occupied two and a half hours. It was in every sense a 'delightful experience and was manifestly enjoyed by all on board'.¹⁰⁶

Mr H Richardson was engaged in England to become general manager of the Fire Brick Company. He came to NSW with his family. He died in 1919, during the influenza epidemic.¹⁰⁷ The history of the Fire Brick Company has not been researched beyond these events.

A frequent settlement pattern is that initially and for a generation or so, a very few families comprised a community. This was so for the Medowie district. The earliest settlement here was by predominantly Welsh emigrants who named their locality New Glamorgan (or

¹⁰⁶ *Newcastle Morning Herald*, 3 February 1916

¹⁰⁷ Obituary, *Raymond Terrace Examiner* 16 May 1919, transcribed in M Saunderson, *Obituaries...*, p. 196

Glanmorgan) after a familiar town in Wales. These people were followed by settlers of Irish and English descent.

By the early 1890s, the number of children in the area was sufficient for setting up a local school that opened in 1894. The nearest schools were at Euwylong at about 4 miles NW, and Raymond Terrace about 11 miles SW. (Williamtown School, operating since 1869, may have been another option.) The new school was located between Pipe Clay Creek and Moffat's Swamps on a site now within the Medowie State Forest. The first teacher was Sara Cole who was in charge of the school for seventeen years. Her parents were Irish emigrants who first worked in the Tomago area, growing millet and other crops. Sara Cole was a teacher at Tomago School between 1877 and 1894. She is credited with proposing a change of name for the school in 1895 to Medowie, a native word said to mean 'place of tall trees'. The reason for wanting a name change is said to have been disagreement on the subject between settlers of Welsh, Irish and English backgrounds. Letters about the school note the considerable poverty of the settlers in the locality. Nevertheless, the district set up community facilities such as a Progress Association, built a hall, and supported the school library movement. The scattered population meant that children had to walk or ride long distances to school along sandy bush tracks and through swampy areas in wet weather.

The status of a school is a marker of the population changes in a district. Following 1911, Medowie School was reduced to a half-time school with Irrawang between 1912 and 1913, and then closed. The building burnt down in a bushfire. An interesting reminiscence suggests that this school stood near the 'Tanilba old convict trail'.

In the 1930s, a modest population revival occurred. Some of the newcomers were escaping the Depression, or closed mines, and they built primitive dwellings such as log huts with thatched roofs. Road building between Williamtown and Medowie opened up the area and Halloran's Realty Realisation prepared a large area for subdivision sale, for example the Ferodale Estate. It is recalled that an Aboriginal man worked as deputy to the manager of the Realty Realisations office.

Menfolk worked at timber cutting for the Masonite factory, which cleared a large area. A bullock team worked in the district hauling logs, or gravel from a quarry in Duckhole Road. Pit props for the mines were also in demand, also railway sleepers. At least two sawmills worked in the Medowie area. Farm produce for sale was generally taken to the auction market at Raymond Terrace. Many families lived a self-sufficient lifestyle in improvised dwellings with few facilities or conveniences and little access to transport.

Also during 1930, a provisional school was set up at Ferodale for the children of families who lived to the west of Medowie. Inability to secure a teacher may have caused the school to close until 1932 when reopening provided schooling here until 1940. The site of the old Ferodale School is today submerged beneath Grahamstown Dam.

The Medowie school reopened in 1937 and in 1939, pupils transferred here from Ferodale. The Medowie area experienced an influx of new settlers following the post war emigration period and in the 1950s, about 70% of the pupils at Medowie School were from European migrant families of many nationalities. Other newcomers were families of ex-servicemen and former miners. Work was found locally at the Courtaulds factory at Tomago, the Masonite factory at Raymond Terrace, on the RAAF Base, and in poultry farming. Since 1981, the population of Medowie has increased threefold.

The area has long been prone to the hazards of bush fires and floods. Some parts of the swamp used to burn beneath the surface, possibly from ignited coal deposits, and in dry times swamp fires occurred. At other times of the year thick fog hung over the swamps, imparting qualities of mystery and fear. Bush poles were put across the swamp to enable passage. In 1911 the Grahamstown drain was constructed. This carried water from the moorlands, draining it towards Windeyers Creek, which enters the Williams River south of Raymond Terrace. In the late 1940s, 2000 acres (809 ha) of the Grahamstown moorlands were acquired or resumed for the construction of Grahamstown Dam, which commenced in 1956.¹⁰⁸

Heritage Themes

Convict, Settlement, Agriculture, Industry, Environment, Water, Transport, Scientific - mining, Migration.

Evidence of Heritage Themes

Tanilba Old Convict trail, Houses, schools, wharf. Archaeological - shipbuilding, brickmaking

11.11.1 Grahamstown and Tomago Water Supply Schemes

A water supply for the Lower Hunter's urban needs progressed from local wells and river supply for individuals and townships to the first reticulated water supply scheme of the 1880s. The Walka Pumping Station near Maitland drew a water supply from the Hunter River. Walka Waterworks were susceptible to the damaging effects of great floods such as that of 1893, and the reduction of water supply in times of drought. This led to the search for another 'permanent' and good quality water source. Population growth and industrialisation throughout the region added to the need for an alternative system of supply. A report on the water resources of the Hunter Valley undertaken in 1908 identified several sites for dams in the upper rivers and also the 'Tomago Sandbeds'. One of the report's recommendations was the construction of the Chichester Dam in the Upper Williams Valley and piping of that water supply to the Lower Hunter. This was carried out in the 1920s. The Tomago Sandbeds proposal was investigated at this time as an auxiliary scheme to the Chichester supply. The extent of the available underground water, its quality and supply, and the costs involved in developing a facility and pumping, produced results that were favourable. The first pumping

¹⁰⁸ John Armstrong, *Pipelines and People*, p. 141

trial to establish whether Tomago Sandbeds were a suitable source of water for the Newcastle Region was conducted by the Hunter District Water Board in 1922. This was done in a selected area near the former State Boys Home at Tomago. This supply was not needed in the 1920s, or in the 1930s due to the lean economic climate of the Great Depression. However, subsequent revival of industry and higher domestic consumption focused attention on plans to exploit this water source.¹⁰⁹

The underground water in the Tomago and other nearby areas was well known to the Worimi people and the first settlers. 'Tomago' is said to be an aboriginal word for 'sweet water'. A well on the riverbank near Tomago was long used by ships replenishing supplies for boilers, or general consumption on seagoing voyages. An explanation for the formation of the extensive sandbeds system in the PS LGA has been mentioned in the beginning of this report. Rain seeping through the sandy terrain is retained by impervious layers and accumulates in the sand. A dome of water is stored; the highest point about twenty-three feet (7 m) above sea level. Surplus water seeps to the sea and the river.

The sandbeds extend roughly from the northern shore of the Hunter River estuary to the southern shore of Port Stephens and Stockton Bight on the Pacific Ocean. Near the beach the sandhills are bare dunes but elsewhere they are scrub and timber covered low hills, moors and swamps.

The total area suitable for water supply purposes was approximately fifty square miles (80 square kms). Of this about forty square miles were vested in the Hunter District Water Board for water supply purposes.

The initial infrastructure for the Tomago Water Supply Scheme was built between 1936 and 1939 with further construction during the years of World War Two. When Port Stephens was selected as a general site for camps for allied servicemen and depots for war equipment, the Board undertook the provision of water and occasionally sewerage services for them. In this way the needs of thousands of servicemen training at Tomaree, Gan Gan, Bobs Farm, Shoal Bay and Nelson Bay were met. Navy and military depots at Port Stephens were provided with a water supply. The Board also erected boatsheds, wharves, mooring blocks and slipways.

The Board also provide water from the Tomago source for other military camps in the Lower Hunter and the RAAF bases at Rathmines and Williamtown. Camps in the PS LGA were at Fern Bay, Tomago and Portree near Seaham.

By 1945, rather than being an adjunct to the Chichester Dam water source, Tomago sandbeds was an indispensable component of the entire district's water supply scheme.

¹⁰⁹ This summary of the water supply for the Lower Hunter is abridged from John Armstrong, *Pipelines and People*

Nelson Bay petitioned for a water supply after the war. The pumping units and other plant installed during the war for the US Army, extracting water from local sandbeds, were adapted for Nelson Bay in 1948 and extended to Shoal Bay in the 1950s. Sandbeds at Anna Bay were identified as a supplementary source of water for this area.

Increase in water use and population in the 1940s led to the determination of a third water source for the Newcastle Region. The Grahamstown Drain was observed to have a natural flow of fresh water and a scheme developed to impound this water. The Board acquired 2000 acres (809 ha) of the Grahamstown moorlands in 1948. The scheme that was finally adopted involved building a weir at Seaham on the Williams River and a canal and pumping station linking the reservoir of water to the Grahamstown storage reservoir from which a water delivery main conveyed water to the Tomago treatment works. Overflow from Grahamstown Lake drains through Pennington's grant to the river. The remaining evidence of James King's extensive industrial undertaking at Irrawang is near the western edge of the Lake.

Extensive heritage studies have been carried out on the Irrawang Archaeological Site.

Grahamstown moors, the site of the Lake, was a large natural depression north east of Raymond Terrace. As noted, over the years attempts had been made to drain the moors by cutting a canal to link up with Windeyers Creek. The new scheme converted the natural depression into a large and shallow water storage area by blocking the canal with an embankment. The building project began in 1956 and continued during the following decade. The engineers decided not to include the low lying Campvale area in the Grahamstown storage because about fifty dwellings and small farms would be affected. Thus it became necessary to build a pumping station to deliver water from the Campvale catchment into the lake.

During construction, a camp of forty cottages for tradesmen and workmen was built in Mount Hall Road and an office in Richardson Road. Existing roads were relocated and seventeen acres reserved for a park.

Heritage Themes

Environment - water. Scientific - technology.

Evidence of Heritage Themes

Archaeological - King's Irrawang site. Evidence of water supply scheme

The eastern area

This area includes the localities of Port Stephens, Shoal Bay, Fingal Bay, Nelson Bay, Corlette, Salamander Bay, Soldiers Point, Taylors Beach, Anna Bay, Bobs Farm, Salt Ash, Tilligerry Creek, Lemon Tree Passage, Mallabula, Tanilba Bay, Oyster Cove.

11.12 Port Stephens entrance and the Stockton Bight

The Port entrance, Fingal Bay, Point Stephens, Morna Point, Anna Bay and Stockton Bight area have a uniquely maritime history determined by that area's location and geological formation. Nelson Head is part of this maritime locality.

An inestimable amount of coastal and overseas shipping entered and departed Sydney and Newcastle harbours during the age of sail and steam. This circumstance, combined with the need for widespread knowledge of the location of harbours of refuge and places for the replenishment of wood and water, made up-to-date surveys and sailing instructions a vital accompaniment to maritime trade and commerce. As already described, Port Stephens harbour had constantly updated surveys made from late 18th century to recent times. Sailing directions to enter the harbour relied on the relationship between easily identifiable landmarks such as the distinctive headlands. The headlands at Port Stephens were recognised landmarks for all ocean-going mariners.

Shipwrecks: Port Stephens entrance has been a silent witness to the hazards of navigation since Europeans arrived by sea to explore and settle. Surely many Aboriginal lives were lost during fishing endeavours and harbour passages by canoe. Even today, the entrance can be dangerous and modern directions to recreational mariners stress that 'the entrance is subject to severe overfalls with an onshore breeze on a fast-falling tide. Small boats could have problems coping with the short steep seas that develop'.¹¹⁰

Early mariners had excellent navigational skills, considering that they guided their ships along the broken coastline of Australia without the lighthouses, lifeboats, pilot steamers, charts and sailing directions, which are today necessities of maritime life. Not until 1889 was there an accurate survey of the Australian coast extending from shore to the 100-fathom contour, showing all reefs, islands, nature of the bottom and variations in depth. This survey work was completed by joint arrangement between the Admiralty and the colonial governments.

A source of information about shipping incidents in the Port Stephens-Stockton Bight area is the *Wreck Index* compiled by Captain James Fletcher and held by the Newcastle Maritime Museum. This *Index* records all incidents of wreck, loss, abandonment, damage, piracy, etc, in the area between Seal Rocks and Broken Bay, between 1800 and 1990. About 550 such incidents are accounted for.

The following table has been extracted from this *Index*, the incidents pertaining to the Port Stephens/Stockton Bight area, 1801 to 1990. References and documentation for these events can be located in the *Index* in its original format, at the Newcastle Maritime Museum. The total represents almost 40% of the 550 making up the *Index*.

¹¹⁰ Jeff Toghill, *Circumnavigating Australia's Coastline 2 The Ports and Anchorages*, p. 22

Place	Incidents
Anna Bay	5
Broughton Island, off or near	5
Fingal/False Bay	3
Morna Point, off or near	13
Nelson Bay	7
Nelson Head	1
Point Stephens, off or near	8
Port Stephens	72
Port Stephens heads, off or near	23
Stockton Beach/Bight	75
Departure from Port Stephens	2
Total	214

Port Stephens entrance is a cluster of hills, which together create a navigational hazard for shipping caught in the Newcastle or Stockton Bight. The entire south head area, including Point Stephens, is significantly more easterly than any headlands to the south. This circumstance has influenced the toll of lost ships on Stockton Beach, many of which were attempting to enter Newcastle Harbour, or were standing off Newcastle during a southerly gale.

Stockton Beach is a twenty-mile arc of sand without a rock to break its surface until Morna Point. Because the beach faces in a generally southerly direction, it forms a dangerous lee shore for sailing ships, small steamships, and even for the bulk carrier SYGNA, wrecked there in 1974. At least seventy and probably as many as 100 vessels were lost on Stockton Beach due to their inability to beat out of the Bight.¹¹¹

Lighthouses: Fletcher's shipwreck documentation indicates that about forty-four vessels were involved in some incident, in the vicinity of 'Port Stephens' prior to 1860. In late 1860, the government of the day determined to erect a lighthouse at Port Stephens. The members of the Light, Pilot and Navigation Board travelled to the area by the steam ship ILLAWARRA in December 1860 for the purpose of selecting a site for the lighthouse.¹¹²

The party examined all the features of the coast. They noted the dangerous character of Stockton Beach south of Morna Point. The rollers here, in some instances extending off shore to a distance of three or four miles (6.5 k), endangered vessels that came in too close in order to retain a good sight of the coast.

The dangerous nature of Fingal Bay, or False Bay, as described by early mariners, was evident to those making the inspection. This danger came about from the indistinctness of the sandspit that divided False Bay from the anchorage in Fly Roads and the Tomaree headland as seen on opening this bay. These features were likely to lead a mariner into False Bay instead of the

¹¹¹ T Callen, *Bar Safe*, p. 21

¹¹² *Maitland Mercury*, 9 February 1861

proper entrance. The inspection party saw the remains of two vessels, which had been wrecked there from this mistake.

The Board had the task of selecting a site for a lighthouse that would help prevent such disasters. They selected a small grassy knoll on Port Stephens Point, having an elevation of sixty feet (18.3 metres) above sea level. The site gave an area of vision of 225 degrees, wholly uninterrupted except for the intervention of a small island lying off the entrance to Port Stephens.

The light would be visible from a ship's deck at a distance of sixteen miles (twenty-six kilometres) or from the masthead, twenty-two miles (thirty-five and a half kilometres). The light would serve to guide vessels seeking shelter in Fly Roads, an excellent and safe anchorage in southerly winds. The light also formed a good leading mark for entering Port Stephens Heads. Tomaree Headland did not obscure the light until the ship was within the port and well sheltered.¹¹³

A considerable trade now existed between the Australian colonies and Manila, China, and the West Coast of America and numerous ships passed along the East Coast. Overseas commerce was expanding and vessels of all nations were likely to be using the coastal sea roads. *Wellbank's Nautical Directory* gave information that:

Port Stephens was convenient for vessels wind or weather bound; that coasters frequently took shelter there during foul winds or bad weather; and that it was much frequented by whalers, 'being a convenient place to refit, and procure wood and water, good anchorage being obtained from six to four fathoms out of the entire stream off the centre of the beach.

*The harbour, while affording good anchorage, is rendered dangerous by the shifting sandbanks. It may be relatively easy to avoid this danger in the daytime ... but towards nightfall, or in thick weather, there was considerable danger in running into such a harbour when the bearings could not be distinctly ascertained.'*¹¹⁴

In 1862, a ship TRITON stranded on a sandbank in the harbour. This event was the subject of scrutiny and the acknowledgment that an additional light near the sandbank was necessary. At this period, timber export from the Myall Lakes and Bulahdelah area began increasing, bringing more vessels into the harbour. A customs officer was appointed to the Port. A light was subsequently provided on Nelson Head in 1872. The building housing the light was first a timber tower structure, replaced in 1876 by one of masonry attached to a keeper's residence. Four lights, white and red, shone through apertures in the walls. A white light shone seawards through the headlands. A red light kept a vessel in the channel to Nelson Head, and another

¹¹³ *Maitland Mercury*, 9 February 1861

¹¹⁴ *Maitland Mercury*, 13 September 1862 reprinted from *Sydney Morning Herald* 9 September

white light guided the vessel to Nelson Bay. The lighthouse keeper was responsible for maintaining the beacons, buoys and leads in the harbour.

From this time, the two lighthouses (called the Outer and Inner Light) guided mariners around the headlands and islands and through the channel into the safety of the port. In 1920, a signal mast was erected on Nelson Head adjoining the lighthouse.

The Marine Board since the establishment of that body in 1871 has kept a complete record of the wrecks on the coast of NSW.¹¹⁵ From this source it is said that between 1873 and 1896, 419 wrecks occurred on the NSW coast. Ninety-nine of these wrecks occurred through foundering¹¹⁶ at various points along the coast line, with thirty-four taking place at Port Stephens, which place was chiefly used as a harbour of refuge. Twenty-eight wrecks occurred at Sydney, twenty-seven at Newcastle, twenty-four at Richmond River; and the remaining fourteen elsewhere on the coast.

This information places the Port Stephens entrance as the location of highest risk along the NSW coast, in that era.

Another reminder of the shipwreck risk that the Port Stephens area posed to shipping is gleaned from the Death Register (1856-1900) at Raymond Terrace Court House where the following events are registered. This information was researched by the Raymond Terrace Historical Society.

YEAR	EVENT	PLACE OF BURIAL
1866	unknown male person found drowned	sea beach, Hanna Bay
1868	unknown male person found drowned	on the island near the lighthouse
1872	unknown male person found drowned	on the beach
1874	unknown male person found drowned	Long Beach
1878	unknown male person found drowned	Hanna Bay
1881	unknown male person found drowned	Shoal Bay
1896	male person found drowned	Morna Point

Reference to the table on the following page indicates that lighthouse-building along the NSW coast began in the mid 1850s and was complete in 1897. In terms of priorities, Point Stephens lighthouse was equal fifth in this list, indicative of the risk to shipping without such assistance, and the importance of the harbour by 1872.

An additional port entrance light is on Tomaree Head.¹¹⁷

¹¹⁵ Lenore Coltheart and Don Fraser, *Landmarks in Public Works Engineers and their Works in NSW 1884 to 1914*, pp 32 to 47

¹¹⁶ Other causes were listed as lost on bar or spit through wind failure, gales, etc; beached; washed out of river by flood; accident to machinery or steerage gear; driven or drifted ashore; collision; striking bar or shore at entrance; missed stays; ran ashore or on rocks; attempting to cross a bar at night; capsized; and fire

¹¹⁷ Jeff Toghill, *Circumnavigating Australia's Coastline 2 The Ports and Anchorages*, p. 22

Lighthouses on the NSW coast: Location and year built.

1817	Macquarie (old) South Head Port Jackson
1858	Hornby, Inner South Head Port Jackson
1858	Nobbys, South Head Port Hunter
1860	Cape St George
1862	Point Stephens
1862	Twofold Bay
1866	Richmond Heads (Richmond River)
1866	Clarence Heads (Clarence River)
1872	Woolongong
1872	Fingal Head (Tweed River)
1872	Nelson Head (Port Stephens)
1873	Ulladulla
1875	Sugarloaf Point (Seal Rocks)
1879	Tacking Point (Port Macquarie)
1879	Crowdy Head (Manning River)
1880	South Solitary Island (Coffs Harbour)
1881	Montague Island
1881	Barrenjoey, Broken Bay
1882	Shoalhaven
1883	Green Cape
1883	Macquarie (new) South Head Port Jackson
1887	Kiama
1891	Smokey Cape (Macleay River)
1897	Point Perpendicular, Jervis Bay

The SYGNA wreck (1974) introduces another theme (environmental irresponsibility) in addition to those of transport and commerce. SYGNA is representative of the present international maritime industry involving the chartering of bulk carrying vessels, often sub-standard and registered in foreign ports. In this instance, there appears to have been no means to enforce the foreign ship owners to act responsibly and remove the wreck, which remains as an intrusion into the otherwise uninterrupted stretch of coastline between Stockton and Morna Point.

The Port Stephens entrance assumed another importance during the threat of enemy invasion during World War Two. A series of fortifications were built for the defence of Newcastle, the industries, coal supply and harbour, which were seen as a likely enemy target. Tomaree Headland was of central importance. After the war, the headquarters became a holiday centre and hospital for mentally ill patients.

Heritage Themes

Exploration, Transport, Environment, Technology, Defence, Cultural sites.

Evidence of Heritage Themes

Lighthouses and keepers residences and other infrastructure and evidence of site occupation, Evidence of Customs operations, Evidence of shipwreck - material evidence and grave sites if known, Evidence of World War Two fortifications and army and navy occupation and infrastructure, Tomaree Head fortifications relics

11.13 Shoal Bay

Probably in 1889, a few small acreages (forty to sixty acres – 16-24 ha) fronting the ‘access reserve’ at Shoal Bay (reserved in the 1860s) were taken up as ‘conditional purchases’ under the 1861 Land Acts.

DD Mackay made two forty-acre (16 ha) purchases. He forfeited his right to complete the purchase and in 1896 the two portions were sold to JG Rigney, a ‘gentleman’ and successful saddler of East Maitland. Rigney subsequently purchased an adjoining portion first sold to J Roger about 1889. Other portions were sold to people from Sydney, Lismore, and so on, indicating the blocks were bought as investments following proposed developments at Port Stephens that might increase their value. Some occupation or visitation can be surmised. Most likely visitors came to the area by water transport. The Chambers photograph collection held at Maitland City Art Gallery indicate that the Chambers family and friends spent camping holidays in the Tomaree-Shoal Bay area in the 1890s.

Records indicate that J Roger was a shoemaker who lived with his family about the area in a primitive shelter until his death in 1911. He also cultivated grapes that he carted around Nelson Bay for sale and made wine.¹¹⁸ Roger may be representative of the early informal settlers of this area. Rigney is also probably representative of a subsequent class of purchaser who consolidated individual holdings and later, in the 1910s and 1920s, re-subdivided them. The impetus to subdivide at this time was the proposed development of Salamander naval base. Some water-facing lots became the headquarters of the Game Fishing Club and these and others appear to have passed to a development company between 1945 and 1957. Other subdivisions occurred in the immediate post War era. Wartime road building enabled practical land communication by motor vehicle between urban Newcastle and recreational Port Stephens. Other blocks passed to the Hunter District Water Board (HDWB) in the mid-1940s.

The population and therefore extent of land use in the area from Shoal Bay to Fingal Bay remained small until the post War period. Reminiscences about ‘Fort Tomaree’, published in the Port Stephens Examiner (*Australia Remembers* feature) 16 August 1995, indicate that only ten privately-owned cottages were at Shoal Bay in the 1930s, of which five were taken over by the military and four, that were ‘weekenders’, continued in the occupancy of the ‘owners’. Three cottages at Fingal Bay were home to two ‘old pensioner families’ and the third, to a fisherman and poultry farmer. A farmer held a grazing lease on Tomaree Head. This appears to have been the extent of occupation about Tomaree, Shoal Bay and Fingal Bay at the time of World War Two.¹¹⁹

¹¹⁸ Port Stephens Historical Society, biographical notes ‘Rogers’

¹¹⁹ *Port Stephens Examiner*, 16 August 1995

Another indication of the population in this locality in the 19th century can be gleaned from death records held by the Raymond Terrace Court House Register of Deaths 1856-1900.¹²⁰ These records indicate that Nelson Bay and Anna Bay were then the most populated places in this area. The total number of deaths occurring indicates that the population was small.

Place of burial	number of registered deaths 1856-1900
Nelson Bay	14
Anna (Hanna) Bay	11
Point Stephens	3
Soldiers Point	3
On the beach	2
Morna Point	1
Shoal Bay	1
Long Beach	1
Total	36

An analysis of the 36 deaths provides another insight into the society of this area. Eighteen of the 36 deaths were people associated with maritime pursuits. (Six were 'unknown' people found drowned. Two were known people found drowned, one a 'Chinaman'. Two were persons who died at sea. Three were lighthouse staff or family. Three were customs staff or family and two were fishermen.) The remaining people were land-based settlers or their family

members of whom five were interred at Nelson Bay Cemetery and ten at Anna Bay Cemetery.

A public school at Shoal Bay has operated only since 1991.

Heritage Themes

Land tenure, Environment, Recreation, Sport and Leisure.

Evidence of Heritage Themes

Shoal Bay landscape, Country Club, early and post War housing.

11.14 Anna Bay and Bobs Farm

In the mid-19th century, Magnus, son of Port Stephens pioneer William Cromarty, purchased land at 'Bob's Farm' where he settled married and raised a family. He grew wheat and arrowroot and kept sheep, pigs and poultry. Cromarty's home was well known for hospitality.

The family of Edward Blanch is representative of the wave of emigrants than came to NSW following the cessation of transportation. Edward Blanch, his four sons and their families, about twenty-two in all, came to NSW about 1840 and found work on several farms in the lower PS LGA including Caswell's at Balikera and Mosman's at Seaham. Before long, some of the Blanch family were working in the Seaham area for themselves as tenant farmers¹²¹ and in many other districts in the PS LGA, such as Anna Bay, Nelson Bay and Williamtown where their descendants are still represented.

Buried at Anna Bay cemetery in the 19th century, other than the unknown drowned mariners, were five persons named Blanch, two named McPherson, and one each named Neal, Ross,

¹²⁰ Raymond Terrace Historical Society files

¹²¹ C. Hunter, *Raymond Terrace and District History and Heritage*, pp. 46-48

Banks and Davis, indicating that only a few families lived in this area. Fishing and mixed farming appear to have occupied the settlers' lives. Some menfolk worked in the timber industry or the quarry. When John Blanch, who lived most of his life at Anna Bay, died aged 72, in 1920, his obituary noted that among the sporting activities he enjoyed at Anna Bay was the horse races held along the beach,

The presence of a Chinese fishing community of nine to twelve people at 'Hannah Bay' in the 1860s is described in a murder trial case reported in the *Maitland Mercury* 11 April 1865.

A Provisional School at Anna Bay opened in 1879, which became a public school from 1882 to 1885. The school then operated as a half time school with Nelson Bay from 1886 to 1890, then became a full time public school. The name was spelt 'Hannah' Bay until 1896.

At Bobs Farm, a Provisional Public School opened in 1918 as Anna Bay Lower School and the following year the name changed to Bobs Farm School. The provisional school became a public school in 1932, indicating a small growth in population.

When brothers Magnus and Donald Cromarty died in 1925, their obituaries recorded the excellent community service given by both men who represented their area in state and local government. Magnus was instrumental in securing government funds to improve the Salt Ash to Nelson Bay Road in the early 1920s, thereby completing the first reasonable road from Stockton to Port Stephens. Donald served ten years on the Port Stephens Shire Council and was president for a term.¹²²

By 1990, the general population increase and development of the Port Stephens area led to Anna Bay being identified as the remaining district where expansion was available for residential and tourism purposes. Another 3500 people in twenty-five years were projected for Anna Bay.¹²³

Heritage Themes

Aboriginal, Settlement, Convict, Notable persons

Evidence of Heritage Themes

Schools, Cemeteries, Lime kilns, wharves,

11.15 Nelson Bay, Salamander Bay, Soldiers Point, Taylors Beach

William and Cecilia Cromarty were the pioneers of the Nelson Bay area. In 1822, Captain William Cromarty retired from a career in deep-sea navigation. In 1824 he was granted 300 acres (121 ha) which he selected on the Karuah River. However, this interfered with the AA

¹²² M Saunderson, *Obituaries from the Gloucester and Raymond Terrace Examiners 1893 to 1925*, pp. 300, 304

¹²³ Quoted from a Department of Planning document cited in *Newcastle Herald* profile of Anna Bay c. 1992

Company's grant and was agreeably exchanged for a 300-acre (121 ha) grant in the Soldiers Point-Salamander Bay area, which he named 'Ronaldshee'.¹²⁴ By 1828, ten acres of this land were cleared, six acres cultivated and the farm carried twenty-three head of cattle¹²⁵. Cromarty additionally worked as a pilot at Newcastle and also traded between Port Stephens, Newcastle and Sydney in his brig FAME. Captain Cromarty, who was engaged by the AA Company in a seafaring capacity, and his son and two other men, disappeared at sea off One Mile Beach in September 1838. His grant was established in the name of his surviving son, Magnus, in July 1845. Mrs Cecilia Cromarty remained at the Salamander Bay home where she ran a small store to serve the needs of whalers, occasional fishermen, and aborigines who lived in the vicinity. At the time of her death, the funeral was prevented by bad weather from crossing the harbour to the cemetery at Carrington where her husband and son were interred and she was buried at Soldiers Point instead. Her daughter, Cecilia, married Captain Banks who traded in his ship between Newcastle and Port Stephens, taking dredged shell to Stockton for burning to lime, and bringing goods and supplies to Port Stephens. Cecilia successfully managed the small farm at Soldiers Point until about 1916 when the federal government resumed it, and other surrounding land, for the proposed naval base. As noted, Magnus Cromarty later purchased land at Bob's Farm where he settled. The pioneering role of the Cromarty-Banks families is significant to settlement themes in the northern part of the LGA.

By the 1860s, the operations of the AA Company were principally at Newcastle and Liverpool Plains. However, shipping in and out of Port Stephens did not decline and most likely increased due to several influences including the expansion of timber getting and shipbuilding activities in the Bulahdelah-Myall Lakes district following the 1860s. This led to the development of the Hawks Nest-Tea Gardens-Winda Woppa area as a timber export centre. The establishment of the two lighthouses and a customs service brought several families to the area to staff these facilities. Mr Glover and his family, the keeper of the Inner Light, was the first 'settler' to the Nelson Bay area, in 1859.

Another influence was the setting up in 1881 by the government of a commercial fishing industry to supply the Sydney market, with a fish processing plant and substantial wharf at Nelson Bay. Another private venture accompanying this development was the building of 'a first-class hotel', the Sea Breeze, at Nelson Bay to cater for visiting yachtsmen and game fishermen. Other influences were the promotion of the harbour and the lakes district as a 'Sanatorium for Sydney Invalids' and the growth of recreational use of the fleet of steamships serving the Hunter district, which regularly brought hundreds of excursionists to Port Stephens.¹²⁶

¹²⁴ Address given in an advertisement in the *Sydney Herald*, 24 July 1834

¹²⁵ Census of 1828

¹²⁶ 'Sanatorium for Sydney Invalids', *The Illustrated Sydney News*, January 1881

A half-time school with Anna Bay opened at Nelson Bay in 1886. Nelson Bay School became a provisional then public school from 1890. (About 100 people lived in the area in 1900.) A World War One Roll of Honour was unveiled here in 1918, indicative of Nelson Bay's representation in that event despite the small population. From 1957 to 1974, the school was a 'central' one with primary and secondary sections. A high school opened in 1975.

Captain Dalton donated two acres of land for the first public school. Dalton's life as a mariner was full of adventure. His seafaring career began at age twelve years. He was on a Danish transport during a war between Denmark and Austria and another that carried troops to the Crimean War and the Indian Mutiny. He came to NSW in 1877 and later worked as mate of the SS MAITLAND and captain of the KEMBLA. He traded between Newcastle and Port Stephens with the KINGSLEY for seven years during which time his home was at Nelson Bay. He then settled at Salt Ash as a farmer.¹²⁷

The Census return for 1886 notes thirty people living at Fly Point (or Teramby Village).¹²⁸

Burials in Nelson Bay cemetery between the first in 1877 and 1898 numbered fourteen. The small list (below) is an interesting glimpse of an essentially maritime community. (F = female; M = male). This data is part of Raymond Terrace Historical Society records. The burial of a Chinaman is noted. The duration of a small Chinese community at 'Chinaman's Green' provides an interesting episode in Nelson Bay's history. Chinese fishermen carried on a fish drying business. Itinerant Aborigines from Tea Gardens, Soldiers Point and other areas apparently used 'Chinaman's Green' as a meeting or corroboree site.¹²⁹

1877	Infant	
1878	F aged 47	Killed in cart upset
1879	M aged 30	Chinaman, drowned
1879	M aged 31	Died at sea on coastal ship
1881	M aged 24	Died at sea on coastal ship
1888	M aged 56	Customs officer Nelson Bay
1887	M aged 29	Fisherman
1890	M aged 69	Storekeeper
1891	M aged 67	Fisherman
1892	M aged 70	Lighthousekeeper
1893	M aged 45	Hairdresser
1896	F aged 78	
1897	M infant	Son of customs officer
1898	F aged 33	Daughter of lighthousekeeper

¹²⁷Obituary, Captain Dalton, *Raymond Terrace Examiner* 16 August 1912, in M Saunderson, *Obituaries*, p. 121

¹²⁸Quoted by D Tawse, Port Stephens Historical Society

¹²⁹Extracts from articles by Dawn Tawse, Port Stephens Historical Society

Isolation was part of the lifestyle of people living at Port Stephens. For many years, the principal means of transport was by sea. For those businesspeople and professional game fishermen who arranged sporting vacations in the area or excursionists who visited Port Stephens by steamer, the isolation was of little consequence, in fact probably a bonus.

For Nelson Bay people, in 1900 and before, the way from Newcastle was a sandy track from Stockton (or another river crossing place) to Salt Ash followed by a launch trip to Nelson Bay. Roads from Raymond Terrace and Tomago joined the Salt Ash Road at Williamtown. Slowly, sections of road were formed and improved until about 1925 when a wheeled motor vehicle at last could reach Nelson Bay although the road was impassable in rainy weather. Nelson Bay was still a small settlement. The Blanch family, who had worked locally for many years as oystermen and farmers, diversified their business by establishing shops and providing a transport service.

The Commonwealth resumed much of Cromarty's land at Salamander Bay and other land from Sandy Point to Taylors Beach in 1916 for a Naval Base. In 1916, about 100 men were employed on the site although work was suspended in 1917. A small increase in population occurred in association with this proposal. In 1915, another part of the Cromarty Estate was subdivided, providing an extension to the Nelson Bay village area. Advertisements described Nelson Bay as 'Australia's Naval Base Town'. Notice that the Naval Base was not to proceed occurred in 1922, and the land was leased for grazing.¹³⁰ (Illustration 12)

Building roads through the sand country provided work for local unemployed men during the Depression. Many out-of-work miners came to the Bay and built waterfront shacks in which to live and subsisted on fish and oysters. Armstrong notes that in 1943, ninety-six families lived in Nelson Bay. Nearly half earned their living from fishing and oyster farming.¹³¹

The Nelson Bay to Gan Gan Road was formed about 1940 and allowed materials for the installation of wartime fortifications on Tomaree Headland. Gravel used was taken from 'Stoney Hill' below Gan Gan Hill.¹³²

The routines of daily life in the PS LGA eastern locations changed significantly during World War Two, especially from 1942. These changes arose from arrangements about security, special regulations, prohibited areas, training exercises, war ships, landing equipment, stores, accommodation camps, and the large numbers of US Army and RAN personnel. Training occupied the dune and hilly area between Shoal Bay and Zenith Beach. Arthur Murdoch, who lived for many years on Point Stephens making shell grit recalled: 'the whole place was a military establishment.. The road up from Newcastle was virtually taken up by military vehicles...'.¹³³ The camp HMAS ASSAULT became a temporary migrant hostel after the war.

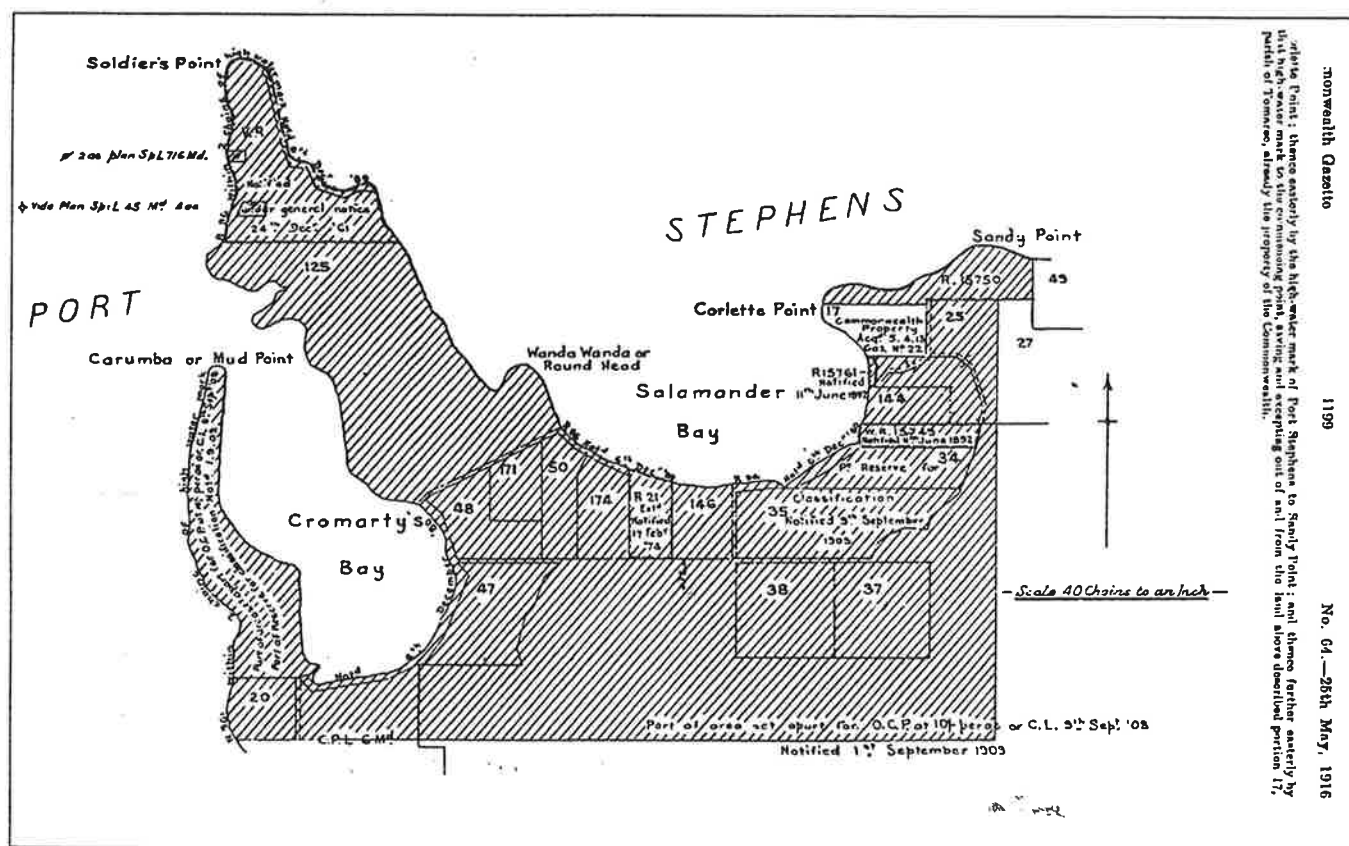
¹³⁰ *Gloucester Examiner* 12 May 1916, 23 February 1917, 24 November 1922, 7 October 1923

¹³¹ J Armstrong, *Yacaaba and Tomaree*, p. 79

¹³² Extracts from articles by Dawn Tawse, Port Stephens Historical Society

¹³³ Quoted in Armstrong, p. 84

Plan of the land resumed by the Commonwealth in 1916 for a naval base
from John Armstrong *Yacaaba and Tomaree* p 29



About 1955, the government sold most of the area set aside for the naval base to Port Stephens Council. The modern history of this area is one of infrastructure development such as roads and services, subdivisions, great population growth (resident, retirement and recreational) and urban development. Intensive development and some industries have created environmental and conservation concerns.

Heritage Themes

Aboriginal, Transport, Environment, Defence, Housing, Notable persons

Evidence of Heritage Themes

Aboriginal sites investigated in 1994.¹³⁴ Sites of socially important buildings such as Nelson Bay Post Office, Anna Bay school, boat sheds and customs shed on the foreshore. See 'Nelson Bay Heritage Walk' brochure for others items. Huts and shacks.

11.16 Tanilba

Lieutenant William Caswell (1789-1859) retired from a 25-year career in the Royal Navy to become a settler in NSW. He arrived in 1828 with his wife Susan (1806-1886) and two children. Mrs Caswell's brother Robert Hoddle was already in NSW working under John Oxley as an assistant surveyor. Caswell's land grants were 1920 acres (770 ha) at Balikera near Seaham and a homestead block of 50 acres (20 ha) at Port Stephens. Caswell called the homestead block *Tanilba*, said to be a native place name signifying white flannel flowers. Apparently, the local Worimi used the area as a meeting place and interactions with the family and the Worimi appear to have been amicable.¹³⁵ Fish and oysters were regularly bartered for tobacco or flour.¹³⁶

Caswell took his possessions and servants including convicts to Port Stephens where he supervised the building of a barrack and other accommodation and a home for his wife and children. Tanilba is twenty miles overland from Raymond Terrace and was a lonely place to set up a home; the closest respectable neighbours were the AA Company's senior personnel who lived at Carrington, the Company's headquarters on the north shore of Port Stephens. Altogether, about 300 people and 100 homes were at the AA Company settlement when the Caswells came to Port Stephens. The Caswells kept a boat at Tanilba enabling them to maintain social contact with the principal families at Carrington.

¹³⁴ Mary Dallas and Dr Gillian Cowlshaw, Archaeological and Anthropological Study of Two Development Areas at Salamander Bay Port Stephens NSW

¹³⁵ N. Paddle, *Tanilba House*, p. 8

¹³⁶ N. Paddle, *Tanilba House*, pp. 15, 19

Two of William Caswell's brothers also came to NSW and spent some time in the area and, in 1832, William Caswell received an additional 590 acres (239 ha) at Salt Ash, between his two earlier grants. Caswell's brothers purchased land nearer Balikera.

Despite the poor soil, gardens, an orchard and vineyard were planted, butter and cheese were profitably made and sold, and Caswell began, in 1837, the construction of a large stone-built home for his growing family. The stone used was quarried from nearby Sunset Point. Kilns built for shell burning provided mortar.

Caswell, with the help of a convict workforce, cleared the scrub from the Balikera land, which was also generally of inferior quality soil. Susan Caswell wrote of the 'up hill work clearing the forest with only 10 men.' Caswell's initial intention was to develop the land for sheep grazing, as the AA Company and many other settlers were doing, but also to raise cattle, and breed horses. The distance between Balikera and Tanilba was about fourteen miles (22 k), a considerable inconvenience for those who had to regularly travel the distance. However the beauty of the harbourside location of the home must have been an attractive consolation. Susan Caswell wrote: 'William rides to and fro, leaving by moonlight at 3 am along a marked tree-line and footpath.' The arrangement appears to have worked until the late 1830s when factors outside their control brought considerable change. The transportation of convicts ceased, so convict labour had to be replaced with paid free labourers. Seasons of low rainfall reduced farm productivity. The increasing number of children imposed financial restraints, and the colony generally headed towards depression. Caswell, bankrupted, had to relinquish the Tanilba home and, in 1844, move with his family, now including seven children, to another home on the Balikera Estate, ten miles from Raymond Terrace. Caswell tried to find a tenant for Tanilba, without success.

By the 1850s, the Caswells, their farm yielding a good return including wine production, regained financial security. William Caswell served on the District Council for the area and was appointed a magistrate. In 1859, after thirty years residency in NSW, William and Susan Caswell and several of their children returned to England. William died at sea during the voyage.

Tanilba was leased to a German family named Linz from 1860 to 1871. The vineyard was revived, as well as the vegetable garden. (An olive tree believed planted by Susan Caswell, remains in the garden of Tanilba House.) After Susan Caswell's death, Tanilba House, vacant and dilapidated, was advertised for sale, but no buyer came forward until 1897 when Elizabeth Holmes paid £300 for the house and fifty acres. Part of the house was restored, and used as a guesthouse. Port Stephens enjoyed modest popularity as a holiday destination at this time, a move that began by the development of the wharf and fishing facility, and Sea Breeze Hotel, at Nelson Bay, in the 1880s.

Walter J Clift bought Tanilba in 1913 as a country home, then sold to Henry Halloran's surveying, real estate and development agency in 1920. Halloran's company planned to make Tanilba a township. Halloran was one of several entrepreneurs who tried to exploit the interest in Port Stephens generated by the proposal to make it the principal naval base on the east coast of Australia.

Halloran's company modernised the house in the style of the 1920s, for a guesthouse and undertook extensive stone landscaping – fences, gateways, pergolas, and a 'temple', the work done by Italian stonemasons. The land was subdivided for closer settlement. The style of the subdivision and the nomenclature of the streets, using World War One as a theme, provide a marker of this era in the area's history.

The allotments of land attracted purchasers and the locality became one for retirement living or weekend visits. The area was popular for boating, fishing, oyster collecting, swimming, rabbit trapping and berry picking. Regattas on the bay were a frequent entertainment. In the 1950s, Tanilba House became a retreat for a religious sect, the Gospel Fishermen. The popularity of the location increased as the road network improved, particularly after World War Two, and even more so after the building of the Stockton Bridge in 1971. In the 1960s, the Oberland family leased, then purchased, Tanilba House, their proprietorship enabling the property's conservation and management. The heritage significance of Tanilba House and surrounding evidence of its history was officially recognised in the 1970s by the heritage and planning processes.

A school called Lemon Tree Passage School opened in 1954. About 1977, the locality became known as Tanilba Bay. The school's name changed to Tanilba Bay in 1982.

Three parcels of bushland, the south and north dunes and the foreshore between Tanilba Bay and Mallabula are designated protected flora and fauna habitat. Some sand mining has been carried out and may be resumed in the future.

Heritage Themes

Convict, Exploration, Agriculture, Fishing, Environment, Tourism and resort development, Notable persons

Evidence of Heritage Themes

Tanilba House and the extensive surrounding cultural landscape.

11.17 Salt Ash

The military personnel who manned the Soldiers Point military depot in the penal colony era probably recognised the Salt Ash locality as a place where transferring to a boat made the last leg of the journey easier going. *The 1827 Notebook of Lieutenant WS Coke* documents the

soldiers' regular travels between Newcastle and Soldiers Point, both by sea and overland.¹³⁷ Also documented is the fact that some AA Company livestock grazed in the bush on the southern shore. 'Johnny's Well' provided a source of fresh water at Soldiers Point.

Lieutenant Caswell was probably the earliest settler to establish pastoral pursuits in the vicinity of Salt Ash. His farm here was intermediate between his home at Tanilba, and Balikera. The name 'Salt Ash' is believed to duplicate that of the Cornish town where its origin probably stemmed from the practice of salting down and smoking fish.

Some large blocks of land, about square mile sections, were taken up by purchase at the head of the Creek, the 640-acre (259 ha) 'Oakfield' portion one of the earliest. From the size of allotments along the Tilligerry Creek and minor creeks, settlements probably expanded by selections about the 1860s when the 'selection before survey' land regulations were introduced. These regulations were designed to assist settlers of modest means to acquire small farms and become self-sufficient. Apparently land in this area was seen to have a sufficient potential to win a living as a number of families became settlers here. Activities undertaken by them were boating, fishing, oyster farming, dairying, grazing, orchards, vegetables, poultry and pig raising.¹³⁸ A shop and a public school have operated at Salt Ash since 1882; a post office opened in 1890 and a community hall in 1905. A telephone service was connected in 1906. Electricity came to Salt Ash during World War Two.

Salt Ash has served Europeans as a transport junction since the early 1800s. Surely the Worimi also canoed along the creek in preference to a difficult struggle through the scrub and sand. Tilligerry Creek enabled a significant part of the land journey between Stockton and Port Stephens to be performed by boat. As the population increased, horse drawn coaches came from Stockton to the Salt Ash Wharf where passengers transferred to motor launches for the trip to Nelson Bay. Accommodation and shops were subsequently set up at Salt Ash.

Taylors Beach is the location of the NSW Fisheries Port Stephens Research Centre which has been upgraded to an aquaculture centre in 1999 and projected to employ about ninety people.¹³⁹

Heritage Themes

Transport, Agriculture, Fishing, Minor township.

Evidence of Heritage Themes

Archaeological: remains of Salt Ash wharf, timber mill. School, post office.

¹³⁷ C. Hunter, *The 1827 Newcastle Notebook and Letters of Lieutenant William S Coke, HM 39th Regiment*, p, 58

¹³⁸ W Howard and Tilligerry and District Family History Society, *A History of the Tilligerry Peninsula*,

¹³⁹ *Port Stephens Examiner* 15 September 1999

11.18 Stockton Bight and Fern Bay

The coastal zone has been the scene of many historical incidents in European history and is likely to have equivalent associations for the Worimi. Off shore fishing, beach combing for shell fish, and loss of life in maritime incidents would have been common to both races.

During the Great Depression, a number of people built several corrugated iron shacks in the sand dunes south of Birubi Point and survived there by fishing. The shacks remain as a camping place for other fishermen.

Stockton Bight is a coastal fringe of spectacular sand dunes, pockets of wetlands and native forests. There are man-made relics such as Aboriginal middens and remains of World War Two defence sites and ordnance. The wreck of the SYGNA rusts amid the breakers and the remains of many other vessels lie beneath the Bight's dangerous waters.

Stockton Bight has many unique natural attributes. It is the largest area of coastal sand drift in NSW, about 3000 hectares in extent and extending thirty kilometres along the beach. The ocean edged with the sand dunes has the impressive quality of a wilderness area. Inland the bases of the dunes form a transition zone with light vegetation cover, then a heavier cover of trees and bush. The scale of the area, and the dynamic nature of the processes at work in the evolving natural landscape, is best appreciated from the air.

Fern Bay was characterised by riverside fishing shacks for many years. The locality served a necessary role in the coastal defence arrangements at the time of World War Two with anti-aircraft gun batteries and other structures built at this time of great crisis - the only time in our history that our region was attacked by enemy forces.

After the war, a few people lived in disused gun emplacements on Stockton Beach. An infants school has operated at Fern Bay since 1955. Proposals to develop the area began in the 1960s. The population remained small until the 1970s and following the opening of the Stockton Bridge.

Development proposals to exploit this environment include housing subdivisions in the bush at Fern Bay, mining leases to extract mineral sands, some from Crown water reserve areas, and quarrying of sand from forested sand dunes for concrete. The Hunter's coastal zones generally are experiencing great development pressure.

Other people want the coastal fringe from Stockton to Birubi Point preserved as an extension to Tomaree National Park and with an overall plan of management. These people consider the area one of significant ecological and landscape importance, to be conserved and managed so that these values are maintained. The Park proposal for the Newcastle Bight is supported by conservation, trade, sporting and Aboriginal groups.

Home owners at Anna Bay, at the northern end of the dune system, already experience the down side of dune destabilisation by development.

Heritage Themes

Environment, Fishing, Defence.

Evidence of Heritage Themes

Aboriginal middens, Natural landscape, Huts, Defence relics, Maritime archaeology

12 State Historical Themes relevant to PS LGA

Almost all State Historical Themes apply to Port Stephens Local Government Area due to the great natural diversity of the LGA and two centuries of European influence. At certain periods of history, some themes predominate, to be replaced by others as circumstances change. A few themes are of particular significance.

12.1 Aboriginal contact

The indigenous Worimi occupied a wide region that included the PS LGA. They lived a hunter-gatherer lifestyle and had a practical intelligence of environmental resources. There is evidence that the vegetation of the inland country was modified in ways that favoured grazing by larger marsupials. This was by burning natural vegetation to stimulate pasture growth, thereby enticing game into hunting areas. The marine environment provided a generous supply of fish, shell fish and crustaceans. Lagoons supported a great population of bird life and vegetation useful for crafts. The Worimi seasonally traversed a large territory. Escaped convicts, fishermen, and deployed convict timber cutters were the first Europeans to make significant contact with the Worimi. Intrusion on a larger scale began in the early 1820s. Despite official humanitarian policies of government and certain persons in positions of authority, cultural differences and the reality of life on the frontier frequently generated conflict over resources. Displacement of Worimi by the settlement process led to population decline. However, there is evidence that a number of Worimi adapted to change by learning new methods and skills and the use of European tools, thereby maintaining occupancy in the PS LGA. A firmly established Aboriginal presence is still to be found in the area.

The PS LGA contains a variety of evidence of original Worimi culture such as shell middens, axe sharpening or grinding grooves, tools such as axes and fishing hooks, burial places, and landforms that are part of community lore.

There is a notable amount of documentation about 'King' Ridgeway and his relations that indicate him to be a significant historic figure. 'Toney' was an acknowledged Worimi at the

Illustration of State Theme

12.1 Aboriginal Contact

Photograph of Scar Tree, Port Stephens Local Government Area
Source: Stephen Free, 1999, and National Parks and Wildlife Service



Illustration of State Theme

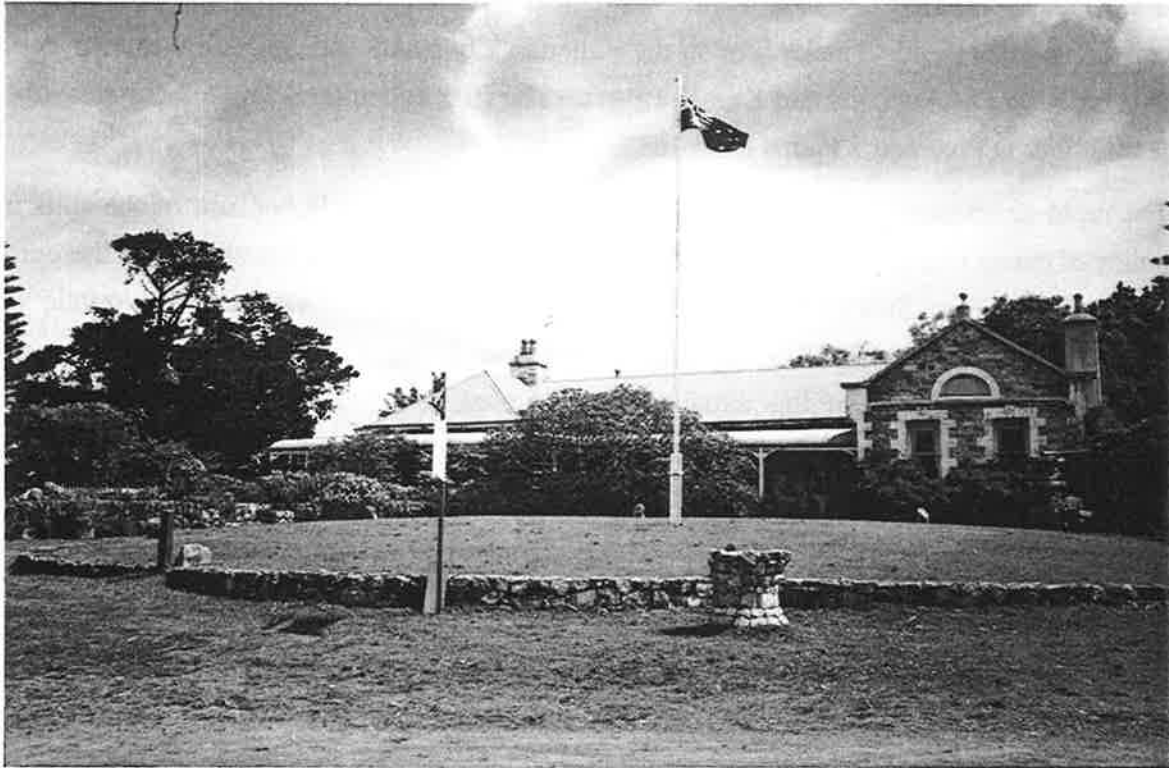
12.2 The Convict Era

Upper Photo: Tanilba House, Tanilba Bay Port Stephens. The Caswell family and a number of convicts came to Tanilba in 1828. They began building this stone house in 1837.

Source: Michelle Harrison, 1999

Lower Photo: Slab House, Hinton, c. 1840s, representative of convict era house construction. Thought to be the home of emancipated convict Thomas Magner.

Source: Cynthia Hunter, 1995



time of his death in 1905.¹⁴⁰ 'Jacky' Richardson's grave in Raymond Terrace cemetery can be seen to represent all Worimi who worked alongside convicts and immigrants to build the modern Port Stephens community.

12.2 The convict era

Because the PS LGA was settled so early in Australia's history, the convict theme has played a significant role. From 1790 to the mid-19th century, convicts and emancipists contributed to discovery, exploration and settlement. Through the years of the exclusively penal settlement, convicts burned shells to make lime in the Fullerton Cove area and others cut timber along the Hunter, Williams, Paterson and Karuah Rivers. The first agricultural farms were developed by their labour at Paterson's Plains from 1813.

The rapid development of riverside estates after 1821 was possible because of the shift in the policy of convict management. The cost of the convict system was transferred to the colonists who benefited from their labour. Convicts retained by government were used on public works. All areas settled between 1821 and the 1830s were brought into production using convict labour. One downside of this situation was the conflict between master and servant, which occasionally led to serious situations for all colonists and often involved the Worimi as well. Bushranging, thieving, cattle stealing and murder were hard to control for many years.

When the convict era passed, many emancipist families made significant contributions to society and filled essential roles in communities needing persons skilled in agriculture, trades and business.

Homes that were built before 1840 most probably used convict labour in their construction. Such surviving buildings include Tanilba House, Balikera House, Kinross, part of Wallalong House and Rosemount. A number of archaeological sites from this era are known. Historical mapping of areas first settled would identify sites of historical archaeological potential.

12.3 Exploration

The PS LGA has an interesting maritime and military history of exploration, as well as that of the early timber getting parties and later government surveyors. The maritime history of the coast, the Hunter River, and Port Stephens reflects the environmental qualities of these areas and also the value of them as resources for colonisation. Also reflected is the effect of proximity to Sydney, which meant that the area was among the first to be investigated by Europeans. The river system was surveyed and described in 1801. GB White made another thorough survey of the Hunter River to Maitland in 1841. The purpose of this survey was to present a case for improving the navigation of the river by dredging certain troublesome areas, in particular 'the flats' near Fullerton Cove. The surveying of Port Stephens harbour has been ongoing not only

¹⁴⁰ *Gloucester Examiner* 26 May 1905

Illustration of State Theme
12.3 Exploration

Upper Photo: The Outer Light, Point Stephens, 1862, and lighthouse keepers cottages, now in ruins. Maritime surveys and safe navigation were vital accompaniments to land utilisation. Source: Frank Anderson and Port Stephens Historical Society

Lower Photo: East Seaham Road is valued not only for its relationship to early transport but because its alignment, vegetation and construction are qualities that represent early access roads throughout the LGA. Source: Port Stephens Council records.



Illustration of State Theme
12.5 Agriculture

Upper Photo: The stone distillery is the only remaining building of the vast Porphyry Winery at Seaham. The field behind the building was once planted with vineyards. Source: Cynthia Hunter, 1995

Lower Photo: The Williamstown area was among the best dairying country in the LGA. This large homestead is indicative of the prosperity that cooperative dairying brought to the district in the early 20th century. Source: Cynthia Hunter, 1999



for safer navigation for trading vessels using the harbour but for deep-sea navigators who may be in need of a harbour of refuge. Some surveys of Port Stephens harbour were part of major development schemes, such as the AA Company pastoral venture from 1826. Others were brought about by schemes that did not eventuate, such as the proposed Port Stephens City and the proposed naval base, both occurring prior to 1920. In 1899, Port Stephens was advocated as the site for the federal capital.¹⁴¹

The land between Newcastle and Port Stephens was regularly traversed from the late 1810s as soldiers marched to their garrison at Soldiers Point.

The government surveyors selected reserves for future public use, often based on observations of particular attributes, such as river port qualities, water supply, and building material availability. The early settlers made further discoveries of resources. Worimi may have used the pipe clay that was so valued by Europeans for brick making, for pigment. The Worimi utilised underground water and Europeans quickly realised the value of this resource.

12.4 Pastoralism

The burning of vegetation to stimulate pasture growth to entice kangaroos and wallabies to hunting areas was 'pastoralism' as practiced by the Worimi. First Europeans tried to run sheep on any land they obtained but the coastal climate soon proved unsuitable for flocks on a large scale. Cattle, pigs and horses fared better in the PS LGA and land management practices such as fencing, introduced pasture and drainage enabled numbers to increase considerably, especially during the years of family-orientated intensive dairying. The inferior hilly land towards the centre of the PS LGA supported cattle, horses and dry cows.

12.5 Agriculture

Cleared river and creek flat alluvial land and drained swampland provided extensive areas in the PS LGA suitable for cultivation. Much land in the LGA is flood prone and such land is generally of high productivity at other times. Upon settlement, the land was quickly planted with cereal crops, orchards, vegetables and vines. Wheat was important for survival although by the 1860s, plant diseases induced by the coastal climate forced farmers to turn to other crops such as maize.

Soon after settlement, a surprising variety of experimental crops were tried including cotton, sugar and arrowroot. Investment made in machinery to process these crops indicates a willingness to experiment and the need to diversify farm production.

Close proximity to shipping and to Sydney markets favoured the growth of lucerne for hay.

¹⁴¹ *Gloucester Examiner* 10 February 1899

Viticulture proved successful in the 19th century with notable wine production at Irrawang, Tueela, Kinross, Tomago, Osterley, Wallalong, Porphyry, Oakendale, and later Berry Lea.

The founding members of the Hunter River Vineyard Association in 1847 were predominantly settlers of the PS LGA. James King of Irrawang and Tureela vineyards, W Burnett of Glenview, Raymond Terrace, Henry Carmichael of Porphyry, Archibald Windeyer of Kinross, Richard Windeyer of Tomago, Edwin Hickey of Osterley, W Dun, Thomas Holmes of Oakendale, and Walter Scott of Wallalong. The membership grew in subsequent years and included vine growers throughout the Valley. After James King's death, his chemist and winery manager Frederick Muspratt continued to represent the Irrawang and Tureela vineyards.¹⁴²

These proprietors were among the earliest who sought to import skilled workers from Germany to assist in viticulture, wine making and coopering. Wine production continued in the PS LGA on a smaller scale by these German families after their terms of engagement at the large vineyards ended, such as the Stork family at Glen Oak, Martens at Mount Hall and Doherty and Hoffner at Eden Vale. Some conducted colonial wine shops, such as the Bamback family at Euwylong. In the early 20th century, the Department of Agriculture sponsored an experimental viticulture station at Tomago. This station was working in 1918 but the duration of the activity is not known.¹⁴³

12.6 Land Tenure, Aboriginal, non-indigenous: subdivisions, fences, survey marks

The Worimi territory is believed to have extended from the Hunter to the Manning and west as far as possibly the Paterson River. Therefore, the PS LGA is only a part of this territory and the only boundary within is the sea coast. Some authors, for example Sokoloff, have proposed Worimi sub-boundaries.¹⁴⁴ European land management imposed County and Parish boundaries and subdivision into 640-acre sections. PS LGA includes land in the Counties of Durham and Gloucester, and all or part of twelve land parishes. Resource management in the PS LGA has superimposed additional boundaries, such as those demarcating the forests, national parks, reserves such as the water reserve, the RAAF base and parachute drop area, and flood limit lines. Designated land use areas impose further boundaries.

Certain streets are historic boundaries, such as the limit of the original government town of Raymond Terrace. Without recognition, subsequent town expansion masks these historic positions. Boundaries of significant early estates may explain features in the landscape.

High places have special significance for land management planning. Worimi without doubt used high places, as do modern surveyors.

¹⁴² Quoted in C Mitchell, *Hunter's River*, p. 78

¹⁴³ C Hunter, *Raymond Terrace and District History and Heritage*, p. 99

¹⁴⁴ B Sokoloff, *Worimi Hunter-gatherers*, p. 5

Illustration of State Theme
12.6 Mining, Quarrying etc

Photo: Volunteers expose the varve shale deposits in the historic quarry at Seaham. This material was at first quarried for road making. When the geological significance of the shale was identified, the outcrop was dedicated to science in 1925.

Source: Cynthia Hunter, 1995



Illustration of State Theme
12.8 Fishing etc

Upper Photo: Sole remaining boatshed, and mangrove, The Gibbers Drive, Lemon Tree Passage 1999. Source: L Cottam

Lower Photo: The public wharf, Port Stephens and fishing boats. Source: Port Stephens Historical Society



12.7 Mining: may include gold, coal, tin, gemstones, sand, shale, quarries

Axe sharpening grooves in the bed of Green Wattle Creek and finely crafted fishing hooks found in midden deposits provide evidence of the use the Worimi made of stone and shell.

The Fullerton Cove area was a rich source of shell from both Aboriginal middens and natural deposits and was gathered by Europeans for burning in kilns to make lime for mortar.

Following settlement, stone was an important initial resource for building material. The Raymond Terrace reserve included a valuable stone outcrop (later the Muree Quarry) from which blocks were cut for many early commercial, industrial and domestic buildings in the town and on nearby estates. Settlers used materials at hand to build and where stone occurred, it was used. Many stone cottage ruins can be found, for example along the Williams River. Lesser quality stone has been used for rubble walls, inferior work and road making.

Quarrying for road making and paving materials utilised a variety of stone, such as the geologically interesting varve shales at Seaham, the stone at Eagleton and Brandy Hill. Nearer Port Stephens, stone has been quarried for road building from hill outcrops.

Although gold was a resource not found in the PS LGA, the New England finds impacted upon the western part of the LGA. Countless would-be miners came to Raymond Terrace by ship, disembarked and set out on foot or by coach for the 'Company Line' of road from Stroud and Gloucester to Tamworth. This movement of people impacted on Raymond Terrace business houses and the settlers of East Seaham, Twelve Mile and Limeburners Creek, in the mid-19th century. Later in the century, gold finds in the Upper Williams to Gloucester area produced another similar movement of people and additionally, since Raymond Terrace was a principal banking town, gold was brought by escorted coaches from Dungog to Raymond Terrace for some years. This influenced the establishment of banking facilities at Raymond Terrace.

Mining in the PS LGA includes the early and only significant venture in coal mining at Tomago in mid to late 19th century. However, prospecting for coal occurred throughout the LGA and mining leases were taken out over large areas. Evidence of the Tomago mine is obscured by modern development.

The mineral sand industry has operated in NSW since the 1930s and in the PS LGA since 1967. Much of the country between the Hunter River and Port Stephens is sand or alluvial deposits and so is of interest to the mineral sand industry. Commercial extraction has occurred at Tomago and Fullerton Cove and an extraction plant has operated on part of the Kennington Park estate. Environmental damage from sand mining in the Tomago area attracted public protest.

Sand mining proposals in the Myall Lakes and Hawks Nest area in the 1960s included building roads through fragile coastal ecosystems. The risk to valued ecosystems brought about by the invasive techniques of sand mining procedures alerted the Port Stephens community to the environmental destruction that accompanied the industry. When proposals were known to mine

in the Tomaree area in the 1970s, public pressure to oppose it, and to preserve the unique scenic coastline led to the creation of Tomaree National Park in 1984.

Regeneration programs have been put in place in some areas where sand mining has occurred.

12.8 Fishing including whaling and oyster farming

This theme has been an important one throughout history in the PS LGA. The Worimi relied on fish and oysters as food. Making and maintaining spears, fish hooks, lines, and canoes filled a significant part of their time and the associated activities featured in spiritual and ceremonial life.

As early as the 1790s, off shore fishing to provide food for Sydney's early population, brought several ships into coastal waters in the vicinity of Port Stephens.

Some writers claim that itinerant Chinese fishermen visited Port Stephens in the early 19th century. Their catch was sun dried in a traditional manner and sold in various market places.¹⁴⁵ A Chinese fishing establishment of nine or more men was at Hannah Bay in 1865 as evinced by a report of a murder trial in the *Maitland Mercury* 11 April 1865.

When Robert Dawson first went to Carrington, he wrote of breakfasts of tea and fried bacon 'seasoned with a supply of fried oysters'. The natives preferred fried oysters to raw ones.¹⁴⁶

Fish and oysters were a reliable source of food for the first timber getters and settlers.

A government fisheries inquiry report dated January 1880 identified the potential of the Port Stephens fishing grounds which were 'unquestionably destined to become one of the largest factors in the metropolitan fish supply of the future'. The potential to supply fish to the Sydney markets led to the setting up of a fishery depot at Nelson Bay, by the 'NSW Fish Company Ltd'. A party of twenty-five artisans and labourers were sent to Port Stephens to build the fishery and a 406-foot (120 m) wharf. The 'fishery' included two cleaning and packing sheds, a smoke house, two three-room cottages for staff; a seven-room house for the manager. Two of these rooms were let to the government for a post and telegraph office. The fishery could produce four tons of ice in twenty-four hours and a well sunk in the ground delivered more than 1000 gallons of water per hour.

The development appears to have encouraged the building of the Sea Breeze Hotel at Nelson Bay, which was intended to encourage visits to the Port by yachtsmen, fishermen and other sportsmen. In 1886, Nelson Bay had a European population of about thirty persons.

The *Illustrated Sydney News*, in describing the 1881 development, predicted that Port Stephens would become a 'sanatorium for Sydney invalids' (a prediction borne out following 1947, at Tomaree).

¹⁴⁵ MA Bartlett, *The Port Stephens Story*, p. 12

Because of the Port's considerable distance from Newcastle and Sydney, the major retail outlets for fish, the fishing industry was slow to expand and within a few years, this venture closed.

Oyster industry

In the Port Stephens area a small industry was built up from collecting oysters chipped from the rocks. The oysters on the rocks were small in size. Cultivation techniques were adopted to meet the growing demand and to grow larger oysters. A successful intertidal oyster industry based on the Sydney Rock Oyster was operating commercially in the late 19th century.

In 1876, Peter James paid £150 per year for oyster leases in Port Stephens. Other lessees were Frank Lange, Laman Brothers, and the Thompson, Diemar, Phillips, Holbert and Asquith families. Leases were taken up along the full extent of the southern and northern shores of Port Stephens and the Myall and Karuah Rivers.

Historically, rock or stone cultivation within leases was the earliest form of oyster cultivation and in some places in NSW evidence of this method can be detected along the shoreline of some estuaries. Subsequently, shell-bed or bottom culture was followed, then stick cultivation. Prior to World War Two mangrove sticks were used. Since then, a 'stick and tray' method has been used.

In 1982, the area under leases at Port Stephens represented the biggest single oyster producing area in Australia. There were between 250 and 300 oyster leases, some worked by weekend hobbyists, others full time. Phillips' oyster farm at Oyster Cove was then the biggest operation of its type in the Southern Hemisphere. It was also the main employer in the Port.

The oyster growing industry has had a constantly expanding market. Other demands on waterways such as boating, fishing and foreshore development preclude increasing the area available for oyster leases. More intensive cultivation methods (seed cultivation) in favourable environments enables less suitable areas to be rehabilitated to a more natural state such as areas of excessive wave action, flooding or inferior oyster growth.

Revival of the Fishing Industry in Port Stephens

Although fishing was an important source of food for the local population, there were many drawbacks to establishing a fishing industry on a large scale, the greatest being the distance from markets and the infrequency of shipping to carry supplies to the markets. On the other hand, growing centres of population such as Sydney, or Newcastle, created a demand for affordable food, including fish. There was plenty of fish in coastal and estuarine waters.

In the 1910s, a government initiative was introduced through the Harbours and Rivers Department that involved setting up a chain of coastal fish receiving and refrigeration depots for example at Pindimar, Port Stephens, and on the Clarence River. Ice would be available from the depot, thus extending the area and time over which fishermen could safely work.

The cost of the Pindimar Depot that opened in November 1917, was £11,000. Many official people and the scattered local residents came by launch, boat and steamer to the depot site and made their visits the occasion for festivities.

A regatta was held in true picnic spirit under typical summer conditions. The visitors stepped out on the long jetty decked out with bunting and were introduced to the leading residents. The lady visitors were presented with posies of wild flowers made by small girls who sang Advance Australia Fair. Also on display was a block of ice with an arrangement of wild flowers in it for all visitors to see. At the Depot there was a rendering of the National Anthem by a band of local Worimi playing gum leaves. This was enthusiastically received and an encore demanded.

The Pindimar Ice Works, located on the northern shore of Port Stephens, did not reach its potential, apparently due to competition from another ice provider and commercial fishing family at Tea Gardens.

In May 1927, AM Caldwell of Karuah opened a shark catching station at the old ice works. The intent was to sell the hides, the liver for cod liver oil and the fins as food for shipment to China. First a wharf was built and a large shed in which were installed brine tanks, winches, an oil rendering plant and two hot air dehydrating plants capable of treating one ton of shark per day. A steam boiler and a steam jacketed kettle were used for rendering down the shark livers. A stationary engine was used for driving the pumps. The fleet comprised two diesel powered fishing boats fitted with winches for hauling sharks, a speed launch and two tenders.

The method used for catching the sharks was by using huge gill nets. In the first week of catching, the nets were placed in Salamander Bay and the haul produced thirty sharks and thirty-seven pounds of fins. One of the problems of this industry was the smell. Local residents objected, and the owners of the ships that took the fins to Sydney could not get the smell out of their vessels. The average weekly catch was only about fifty sharks. This was insufficient to continue the business and it closed in 1933.

The depot was then taken over by Paul Royal who managed a Fish Canning and Oyster Factory there. The brand named of the cans was to be known as 'Royal Rock' and 'Sunlit Reef'. It was intended to can oysters and fish in plain and tomato sauce. The depot employed twelve girls as cleaners and packers and further outside staff of three men who worked on the wharf unloading the trawlers. The factory worked only when the fish were plentiful and the oysters fat. The factory was burnt down in 1938. Apparently Canadian salmon imported into the country was cheaper than the local canned fish.

In 1956, a successful Fishermen's Cooperative set up at Nelson Bay with new storage, ice making and processing facilities. Improved road transport enabled efficient marketing at last and fishing revived as a local industry.

Lobster catching has been carried out off Broughton and Cabbage Tree Islands and the rocky areas around the headlands of the port. Broughton Island was the headquarters of several Greek and Italian families, as well as European ones, engaged in lobster catching and fishing.

Fish Culture Research Station at Port Stephens

In 1982, research carried out by marine scientists at the Brackish Water Fish Culture Research Station near Taylor's Beach was twofold. First, to develop new methods of oyster cultivation to overcome pests such as mud-worm, and second, to develop new techniques aimed at providing a continuous supply of spat (seed oysters) rather than a seasonal supply. Presently, this facility has been upgraded into a full aquaculture division and will employ about ninety people.¹⁴⁷

Recreational fishing

*The water in the harbour this morning, under the influence of a bright sun, was glassy as the smoothest lake, and the whole range of scenery was rendered romantically beautiful by the softer shades of the more distant and thickly timbered hills which skirted the harbour, and by the several small islands which lay in the midst of the still clear waters. The silence of this delightful spot was broken only by the sounds which added to its interests, and which arose from the gentle splashings caused by the undulations of the tide against the rocks on which we sat, and the gay whistlings of the magpies in the open forest behind us.*¹⁴⁸ So wrote Robert Dawson in the 1820s, and his sentiments have been experienced by countless residents and holiday makers since that time.

Advertisements in the *Maitland Mercury*, such as that on 20 April 1867, encouraged others to enjoy the attributes of the Port. 'We beg to remind pleasure-seekers that a splendid opportunity offers itself for the lovers of dancing, singing, fishing and shooting, to enjoy themselves at the excursion to Port Stephens on Easter Monday. The steamer starts from Newcastle after the first train arrives.'

The Sea Breeze Hotel at Nelson Bay, built and opened about 1880, provided services and accommodation for visitors who came to the area for game fishing, a holiday, or to inspect the activity of the Fish Depot works. Most access to this resort was by water transport, such as the holiday excursion steamers from the Hunter Valley.

Athol D'Ombra (1902-1985), naturalist, photographer, author and game fisherman, with a special interest in the Port Stephens area, was a founding member of the Newcastle and Port Stephens Game Fish Club.

¹⁴⁷ *Port Stephens Examiner* 15 September 1999

¹⁴⁸ Robert Dawson, p. 14

In the 1920s, the Newcastle Deep Sea Game Fishing Club set up a headquarters at Bundabah¹⁴⁹ on the northern side of Port Stephens. In 1935, a group called the Newcastle Game Fish Club set up a base on the southern side of the harbour, at Shoal Bay, that included a club house and a number of sleeping huts. In 1939, the two groups joined, under the name Newcastle and Port Stephens Game Fish Club. (The Bundabar base was given up because 'it was too far away from the Heads'¹⁵⁰).

D'Ombra wrote: *As the Heads are within a few minutes of the Shoal Bay mooring, there is no need to make an early start unless a long trip is contemplated. It is usual to start between seven and eight o'clock in the morning.* Excursions from the Bundabah club house had to start 'about midnight'.¹⁵¹

Among the record-breaking big game fish caught by the fishermen were sharks, black kingfish, bonito and marlin. The fishing enthusiasts built a clubhouse at Shoal Bay, and a weigh station. 'There was not one house at the bay at this time - nothing but bush' said Mr D'Ombra in an interview in 1981.

Names recalled as founders of the Newcastle and Port Stephens Game Fish Club are Athol D'Ombra and Newman Silverthorne while many renowned game fishermen including Zane Gray and Bob Dyer came to the area from afar to partake in the sport.

The Club House was taken over by the Army in the Second World War, following which it was incorporated as the Country Club Hotel.

River fishing industry

Fishing and prawning in the Hunter River has also had a long history and Raymond Terrace has permanent moorings for the river fishing fleet. Yields have declined markedly in recent decades.

In addition to economic costs and market factors, the Region's marine foods resources depend on the sensitivity of coastal and estuarine ecosystems including wetlands, to pollution, siltation and degradation associated with nearby urban and industrial development.

12.9 Environment - natural or modified and shaped

The physical diversity of landforms and landscapes in the PS LGA ensures that the theme of the environment is a major one. Most present land uses reflect the environment and the changes made to it. Principal land types in the LGA from European perspective are prime agricultural land, flood prone land, wetlands and water catchment land, hilly country with inferior soil, stone

¹⁴⁹ In 1844, 'Bundabah' was an Australian Agricultural Company cattle station about six miles from Carrington (Sydney Herald 13 May 1844)

¹⁵⁰ Quoted from *Game Fishing off the Australian Coast*, p 154. Photocopy of extract from this book written by A D'Ombra

¹⁵¹ *Game Fishing on the Australian Coast*, pp. 152, 154

Illustration of State Theme
12.9 Environment

Upper Photo: Coastal landscape. Source: Michelle Harrison, 1999

Lower Photo: The entrance to Port Stephens. Source: Port Stephens Historical Society

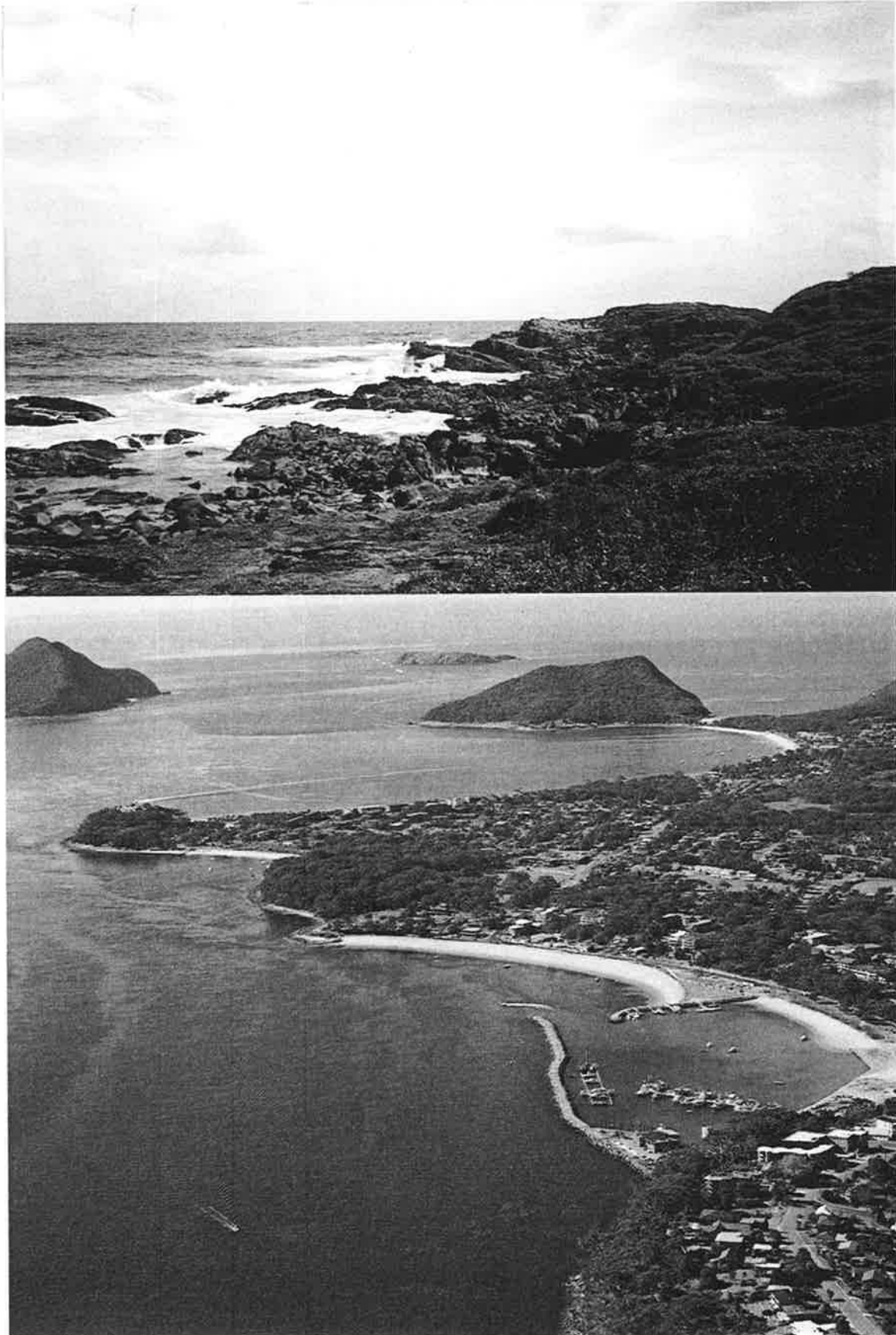


Illustration of State Theme

12.10 Townships, Streetscapes

Upper Photo: King Street Raymond Terrace. Source: Cynthia Hunter, 1998

Lower Photo: Jacaranda Avenue Raymond Terrace. Source: Cynthia Hunter, 1998



outcrops, coastal sand and vegetated dunes, high places, national parks, nature reserves, state forests, and places of scenic beauty.

Evidence indicates that Worimi modified their environment by the use of fire. Certain places were used for specific purposes due to environmental factors, such as the Green Wattle Creek site, the waterhole at Wanda Avenue Salamander Bay, and sites adjoining residual kitchen middens. Early European records often refer to corroboree sites and the environmental attributes of such places where known may be determined by oral tradition.

Europeans modified the environment by tree clearing and drainage of wetlands. To compare the c.1820 painting of 'Lake Patterson' by Joseph Lycett and the same scene after drainage provides an indication of the extent of modification by this means. Reference to the Lower Hunter part of Dangar's survey map of the Hunter Region, c.1826, shows the extent of wetlands at the time of European arrival. This is a huge area to be subjected to modification. The extensive Grahamstown moorland, having been once drained, was later converted to a lake and major water supply for the Lower Hunter area.

When the town of Raymond Terrace was laid out in the mid-1830s, the high land to the east was marked as a large reserve for public recreation including an artistically designed street arrangement with a focus on the highest point.

Acquisition of a vast water catchment area for the Sand Beds Water Supply Scheme has reserved a significant portion of the PS LGA from development and although grazing has been carried out on this land in earlier years, much retains the character of generally undeveloped land. Some former Water Board land has been added to National Park land, for example to the Tomaree National Park.

In 1795, Captain Broughton, master of PROVIDENCE wrote: 'the soil around Port Stephens is made up chiefly of sand and decayed vegetables though in the swamps it is of a better kind, the whole nature of the place is very barren, and unfit for any great degree of cultivation'.¹⁵² Agricultural productivity has never been a significant aspect of occupation of the land about Port Stephens, although there were many attempts.

The estate land adjoining the lower Hunter River was first timbered, then brought into advantageous cultivation until the mid 20th century. During that time, the proximity to Newcastle favoured relatively easy water transport of produce to markets. With the development of Newcastle as an expanding industrial city, and the building of the Hexham Bridge, the Tomago area became more valued as a site for factories and other industrial workplaces. This has changed the cultural landscape once again. Provision of sites for closer settlement and commercial developments continues.

¹⁵² Quoted in 'Karuah and District', Karuah News, *Free Press*, November 1994

Mineral sands mining has modified the environment, frequently adversely although some revegetation projects have been undertaken. Re-establishment of biological diversity in such areas may take a long time.

Forestry reserves make up a significant part of the PS LGA. Some of these areas suggest a natural environment while some plantations create alien landscapes such as the pine forests in the Raymond Terrace to Williamtown area.

At the time of the Crown Lands Alienation Act 1861, Tomaree Headland was reserved from selection for purposes in the public interest. In 1880, the government published a notice that certain other specified land would be reserved from sale, for access purposes. This land became 'Reserve 96', in the Parish of Tomaree and three other parishes in the County of Gloucester. The land was foreshore land around the shore of Port Stephens, within 'two chains' (about forty metres) above high water mark. The Reserve commenced at South Head or Tomaree and ended at Yacaaba or North Head.¹⁵³

The lengthy description of this Reserve indicates the extent, in 1880, of alienated land around the shoreline of the Port. Land alienated before this date extended to the water and these portions west of Tomaree were first, James Priest's forty acres Lot 17. The next was John Kiorf's fifty acres. The next was William Cromarty's 300 acres (the site of today's 'Nelson Bay' village and part of Salamander Bay). The next was Lieutenant Caswell's fifty acres (Tanilba). The next was Charles Evan's forty acres portion 110, then John Golly's forty acres portion 111; thence a village reserve at the mouth of the Karuah River set aside on 24 December 1861. This appears the extent of alienation of land bordering on the Port Stephens shoreline in 1880.¹⁵⁴ The status of the AA Company foreshore appears to be as part of the reserve, from this description.

Several initiatives have been made in the past to conserve unique environments in the PS LGA. These include the story of the Seaham Quarry (Section 10.5) and the efforts at Cabbage Tree and Snapper Islands. A unique bird species on Cabbage Tree Island was identified by European ornithologists in 1844. Called the Goulds Petrel, the bird attracted the interest of scientists around the world. In 1906, an experiment in biological control of rabbits, and subsequent use of the island for target practice during World War Two, jeopardised the conservation value of the island. However, the island was finally dedicated as a Nature Reserve in 1954, the first such reserve in NSW. Snapper Island, which was reserved for public recreation in 1898, was gazetted as a Nature Reserve in 1982.

Reference to early maps of for example the Parish of Stowell indicate that a reserve of the coastal area of Stockton Bight was gazetted in June 1884 while dune land back from this reserve was also reserved in the 1920s although grazing leases here were permitted. The earliest

¹⁵³ *Government Gazette*, 6 December 1880, p. 5640

land grants adjoining the Hunter River were without foreshore reserves but such reserves were later introduced. Although at first usually for public access, these land/water interfaces became of great value for uses associated with leisure and recreation, environmental management, and conservation initiatives.

Protecting native flora and fauna and aspects of the natural environment such as parks, nature reserves and so on came under the management of the Fauna Protection Panel and the Parks and Reserves Branch of the Department of Lands and local Trusts. Historic sites were added to the list of responsibilities. The National Parks and Wildlife Service was established by the National Parks and Wildlife Act 1967. As noted earlier, in the 1960s public influence began the move to secure the outstanding coastal environment of the Port Stephens entrance that is today the Tomaree National Park. Conservationists have carefully thought about reasons for seeking areas such as Stockton Bight added to this National Park. Stockton Bight is a rare coastal landscape of sand and vegetated dunes containing significant Aboriginal cultural values with a specialised flora and precincts of wetland.

Probably the only vista in the PS LGA that has not changed in 200 years is a particular perspective of the seascape.

In 1996, the Port Stephens estuary was proposed for listing on the National Estate. The area proposed included 'generally the whole of Port Stephens and feeder streams from Tomaree Head to Yacaaba Head, and parts of the Myall, Karuah and Branch Rivers. The estuary is said to contain the largest area of mangroves in NSW, and the second largest area of sea grass, vegetation important to the marine food chain, and be home to endangered bird species.¹⁵⁵ This proposal appears to have progressed to the stage of preparing a draft 'Port Stephens and Myall Lakes Estuary Management Plan', which was placed on public exhibition in mid-2000.¹⁵⁶

Defence land occupies part of the PS LGA. The RAAF facility at Williamstown has modified the environment extremely, such as by the bitumen covering of vast areas of land and the aircraft noise factor. However, in other areas, defence land zoning has preserved precincts from development and destruction. For example, the Gan Gan Army Camp land now comprises some of the most pristine wood and wet land habitat left in the Tomaree Peninsula. Debate arises whether this land should be added to the National Park, or zoned for residential estates that almost totally destroy the unique native flora and fauna.¹⁵⁷

The issue of maintaining Koala habitat amid developmental pressures has been to the fore in recent years in the PS LGA. An ecological history of Koala habitat in the Shire was prepared in 1998 by T Knott and others. This study describes the vegetation of the Shire and environs

¹⁵⁴ *Government Gazette*, 6 December 1880, p. 5640

¹⁵⁵ 'Port Set for Heritage Listing', editorial and news item, *Newcastle Herald*, 25 September 1996.

¹⁵⁶ 'Port Stephens and Myall Lakes Estuary Management Plan', draft, Umwelt (Aust) Pty Ltd, June 2000

¹⁵⁷ Opinions expressed in letter to the editor, *Port Stephens Examiner* 15 September 1999

since European settlement, defines the sequence of vegetation clearance since that time and estimates the extent to which the pre-European vegetation represented Koala habitat. The paper provides a framework for conserving and restoring those landscapes exploited in the first century of European settlement.¹⁵⁸

The establishment of a Botanic Garden south of Raymond Terrace, commenced in 1988, has effectively used water reserve land for a beneficial public purpose. This development has recognised and preserved elements of the garden of a mid-19th century settler's homestead, now demolished, amid special planting that reflect the horticultural policy of the Gardens.

Throughout the PS LGA are a number of mature trees that mark the sites of early homesteads or gardens.

The reservation of land in the PS LGA by the State government has increased in recent years. Land has been set aside for conservation of natural and cultural heritage includes the addition in 1996 of 1370 ha of the Anna Bay to Shoal Bay Hunter Water Corporation lands to Tomaree National Park. Also, the transfer from State Forests to NP&WS managements in 1999 of 2612 ha as Karuah Nature Reserve and 2835 ha as Wallaroo Nature Reserve as part of the State-wide Comprehensive Reserve Assessment and Forestry Reform process. Vacant Crown land along Tilligerry Creek became Tilligerry Nature Reserve (200 ha) and foreshore land at Swan Bay became Worimi Nature Reserve (300 ha). With these additions, the area of land now actively managed by NP&WS in the PS LGA totals 11,528 hectares, strengthening the protection of the biodiversity and range of natural environments in the LGA.

The theme of the environment is a major one in the PS LGA.

12.10 Townships (present, former or aborted settlements) and streetscapes

Raymond Terrace is a town and river port of particular significance to Hunter Valley history. A reserve for public purposes was set aside at the junction of the Hunter and William Rivers when Dangar made his first survey. Governor Macquarie's entourage had already used the site of the reserve as a stopping place on his visits during the 1810s. The site may previously have been a convict timber getters camp, and before that, a crossing place for the Worimi. The government laid out a township in the mid-1830s and submitted sites for sale in 1837. Already commercial buildings had been put up on the reserve to meet the needs of surrounding settlers and travellers, particularly those wanting passage on the river boats. A business and industrial centre quickly established along the most suitable foreshore area. Designs for a courthouse at Raymond Terrace were first drawn up in 1838, and the building erected by 1841. A substantial Church of England rectory and schoolhouse and temporary slab church were commenced at the same time. These buildings indicate the importance of Raymond Terrace to the establishment of settlement in the Hunter Region.

¹⁵⁸ T Knott and others, 'An ecological history of Koala habitat in Port Stephens Shire ... 1801-1998'

Raymond Terrace remained an important town, with an industrial as well as agricultural base, as long as the river was the principal line of transport and communication. The administrative roles of municipal government and shire government imparted additional importance and civic pride, exemplified by the street beautification program at the time of local government jubilee celebrations in 1934.

The opening of Hexham Bridge in 1952 and the increasing use of motor transport on the ever-improving 'Pacific Highway' changed the river precinct from being the 'front door' to Raymond Terrace, to being the 'back door'. The ruinous flood of 1955, following an almost equally damaging one in 1949, led to the resiting of the commercial centre away from the river to William Street. Building additional bridges linking Raymond Terrace with Nelsons Plains and Millers Forest in lieu of the old punts and ferries retained Raymond Terrace's 'junction' status for modern transport. The 'aborted' riverside precinct has great potential to exploit its historic themes and scenic beauty.

The other government town in the PS LGA is Seaham, laid out with lots submitted for sale about the same time as Raymond Terrace. This was about a day's journey by teams from Raymond Terrace, Clarence Town or Hinton, and due to the initiative of the early settler George Mosman, the site of a punt crossing that the general public was permitted to use, later replaced by a government punt. Although given early status by the presence of the military station, Seaham developed only a small business community around the crossing place, and around the junctions of the roads linking Raymond Terrace, Maitland and Clarence Town. Not until recent times has the extent of the Seaham township plan been implemented. The Seaham Bridge and the water supply scheme have contributed to recent revival of an old town.

Hinton assumed early importance as a private township at the junction of the Hunter and Paterson Rivers. The land about this important 'junction' was all granted to first wave settlers prior to the surveyor's opportunity to identify reserves for public purposes. Thus Morpeth and Hinton became towns according to their proprietors' circumstances or inclinations. Hinton quickly established hotels, punt crossings, wharves, stores, a flour mill and tradesmen's workshops. Bridge building (about 1900) led to the decline of business in Hinton. Revival of the township for residential purposes is a recent phenomenon.

Other urban centres have emerged on private subdivisions around road junctions, or stopping places according to public need or private opportunity.

12.11 Migration and Ethnic influences

The initial European migrations of the late 18th and early 19th centuries brought irreversible influences to the PS LGA. These emigrants came from Great Britain. In the first instance, settlers of wealth who came to NSW were Protestant and the Church of England was for a while the 'official' religion. This is exemplified by the policy of setting aside a seventh of

every parish for the (Anglican) Church and School Corporation. This policy met with disfavour and was repealed. From that time, other religions were granted land in towns for church, school and rectory accommodation. By the late 1820s and 1830s, most settlers of wealth were Anglican or Presbyterian, the latter from Scotland. New settlers retained cultural networks and tended to settle in neighbourhoods, for example the settlers on the Williams and Paterson Rivers in the PS LGA were predominantly Scottish Presbyterians. Around Raymond Terrace Anglicans predominated. The early population at Medowie was Welsh; around Williamtown were Methodist families. The Irish farm labourers who migrated in the 1840s were Catholics and formed distinct communities on particular estates.

Estates in the Lower Hunter were favourable for the cultivation of vines and proprietors quickly established vineyards and cellars. Grapes were favoured for table use and vine growers near a shipping port sent part of their crop to city markets. James King of Irrawang was one grower who sold part of his grapes in this way. The skills of making good wine were perceived to be part of German culture and by 1840, schemes to engage workers familiar with vine growing, wine making and coopering from Germany met with government sanction. Agents arranged German families to come to NSW where they were engaged by agreement for a number of years to work in vineyards. By this means, a community of German emigrants came to the Hunter Valley. After fulfilling their agreements, many sought selections of land under the 1861 Land Acts and distinct German precincts were founded. In the first generation, much intermarriage occurred. The Glen Oak area was one such precinct, the Stork family being the predominant member. The Bambach family of the Twelve Mile was another.

The Italian Scala Family group of the Nine Mile founded another precinct which brought cultural diversity to the region.

In the 19th century, Port Stephens attracted a few settlers from abroad who had a maritime background and an occasional foreign seafarer came ashore here. Some Chinese came too and engaged in traditional fishing and market gardening.

After World War Two, a significant number of European emigrants came to the LGA. Modern Medowie is identified as a community shaped by Central European emigrants of this era, including families from Russia Yugoslavia and Macedonia. The Courtauld factory at Tomago engaged a workforce from Great Britain and built a special urban area for their accommodation south of Raymond Terrace still identified by the appellation 'Pommy Hill' almost fifty years later.

12.12 Transport including road, rail, water, air

The theme of transport dominates all localities. For the Worimi, land routes of their determining were probably of greater significance than travel by water although canoes were essential for crossing waterways.

Illustration of State Theme
12.12 Transport

Upper Photo: Site of original Salt Ash Wharf

Source: L Cottam, Port Stephens Family History Society 2000

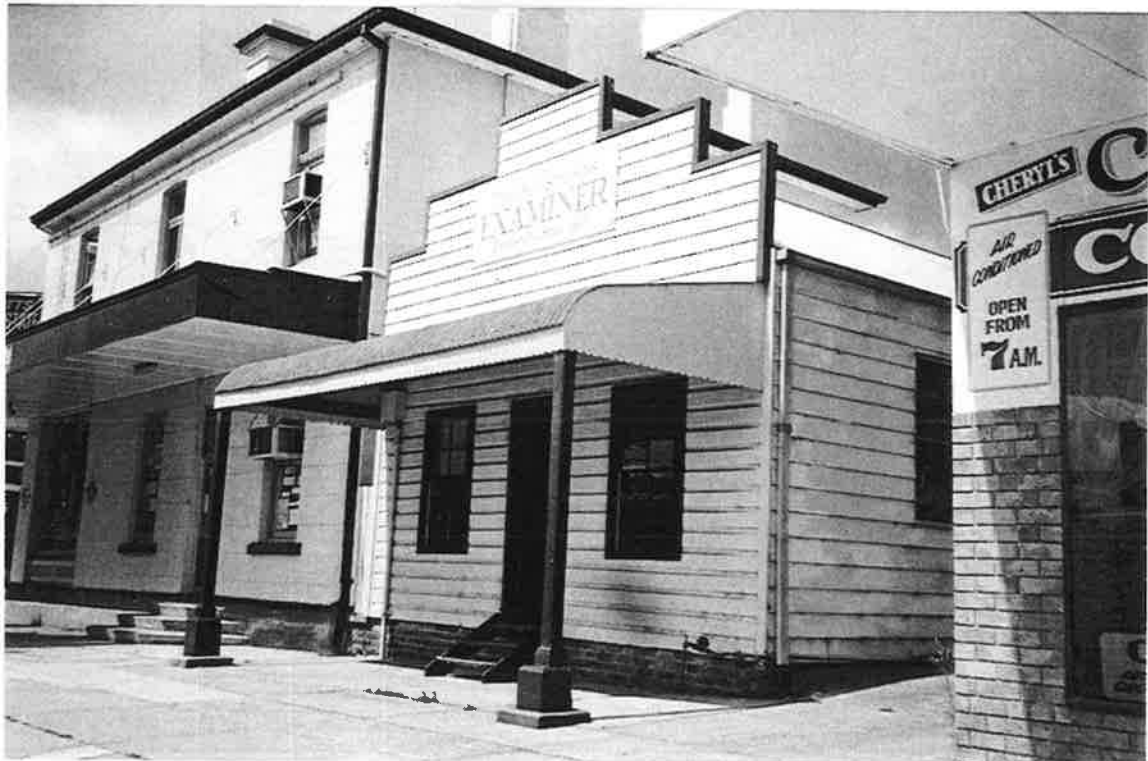
Lower Photo: Bridge across the Karuah River. Source: Michelle Harrison 1999



Illustration of State Theme
12.13 Communication

Upper Photo: Former Raymond Terrace Post Office. The modern communication tower evokes the earlier custom of using a semaphore, and later a flag pole, from which to convey messages. Source: Cynthia Hunter, 1995

Lower Photo: Port Stephens Examiner newspaper office. Source Cynthia Hunter, 1995



For the PS LGA, almost surrounded by sea, harbour, rivers and tributaries, transport by water was of great significance in the 19th and part of the 20th century. Europeans reached the region by sea. 'The River' is a great theme of heritage significance. Settlers and most of their goods arrived into the area by sea and were transported to riverside estates by river vessels. Produce sent to market went by commercial ships or settlers' boats. River ports became important centres of business and trade. Industries set up near river ports.

The difficulties of land transport in the 19th century led to isolation, for example Port Stephens. Here, with a small population and little produce to send to market, no commercial shipping served the Port so the area remained relatively isolated and unpopulated until the 1950s when effective roads and motor vehicles to use them became commonplace. This area was then opened up for residential settlement and holiday accommodation.

Old tracks or routes that have been superseded or have escaped from significant upgrading may indicate technical or engineering information about road building and transport of past eras. For example, local residents value the East Seaham Road for the evidence of original alignments, historic culverts and native vegetation.

The presence of several major rivers required the establishment of punt and ferry services to provide access to other areas, essential for business and trade. The sites chosen for these facilities often influenced development in their vicinity. Residual evidence of these crossings provides historic markers in the environment.

Early bridge design contributes understanding of engineering history and its development and PS LGA has several bridges from the 1890s to the present. The Hinton Bridge with lifting span was built c.1900. Old culverts may also be of archaeological interest. Wharf remains provide evidence of transport history and must provide another archaeological resource that has not been investigated.

Bridge building in localities remote from PS LGA, for example across north coast rivers, has been accompanied by the upgrading of the entire coastal road to Pacific Highway status. This has influenced road building in the LGA. The line of the Pacific Highway has changed in recent decades and both old lines and new ones indicate significant aspects of transport history as the road based transport system gradually replaced the river based one.

Rail transport has not directly influenced the PS LGA other than the attention generated by the proposed line of the North Coast Railway through Seaham and Karuah. However, this did not eventuate and in 1911, took a route further west. Air transport has had a considerable influence on the PS LGA since the establishment of the RAAF facility at Williamstown in the 1940s. This facility has grown steadily over fifty years and now is home to several squadrons and thousands of personnel and their families who are accommodated in many housing estates in the district. These estates have extended the Raymond Terrace town to the east and north and have had a

marked impact on the provision of services in the district. Williamtown is also the major civil airport close to Newcastle.

12.13 Communications including printing, postal to modern media

The Worimi used high places such as Tomaree Head to send messages by smoke signals.

In August 1832, Sir Edward Parry noted that an attempt was made to signal to Newcastle by waving a large white sheet upon a hill behind Tahlee.¹⁵⁹ Parry's diary does not mention any attempt to make signals from the Heads, although men and pilots were sent there regularly to watch out for expected shipping arrivals.

As long as postal services have operated, Raymond Terrace has played a central role in the relay of information. Postal items for the districts came by ship and were then dispatched by horseback and later coach to other destinations.

The Junction Inn at Raymond Terrace has a history of being a centre of communication. The Inn was a stopping place for travellers by boat and land and so was central to the dissemination of news. A flagpole at the Inn was long used as a means of relaying news across the river and district. Today's Telstra and mobile phone towers continue this tradition (although with somewhat more visual impact).

Modern communication in the Port Stephens area was associated with the intensive infrastructure development there during World War Two. The ruin of the radar station on Tomaree Head is an interesting relic of wartime communication technology.

12.14 Utilities including water, sewerage, gas, electricity

The theme of water predominates in PS LGA and in this matter the resource and its use has regional significance. The presence of underground water was a valued resource of Aborigines including the Worimi. In an article about the Newcastle district written for the *Sydney Gazette* in 1827, the writer noted how 'the blacks obtain fine water' by 'digging to a depth of three or four feet' in the sandy flats about the town.¹⁶⁰ The first settlers also dug holding spaces for underground water and streams, lining them with bricks and mortar to retain the fresh water. There are many accounts of up river settlers in time of drought coming to Raymond Terrace town wells in their workboats to fill containers with good water for essential domestic needs. A commercial well operated by the river at Tomago for many years and was constantly used to supply water to the numerous ships in Newcastle Harbour using a special 'water tender' as well as to fill boilers of steam vessels directly. Many properties tapped the water directly using hand pumps.

¹⁵⁹ Extracts from Parry's Diary, p. 102

¹⁶⁰ *Sydney Gazette*, 29 October 1829

In the early 20th century, provision of a permanent water supply for Newcastle, the Lower Hunter and the district industries led to studies that identified the potential of the sand bed water supply, the geological explanation for which has already been noted as well as the subsequent history. The long-term availability of this resource has led to diverse opinions about the amount and kind of development that can occur on the surface without adverse influence on conservation of the supply. Some opinions suggest that dynamics of the resource are little understood. The land reserved for water supply is a significant part of the PS LGA and the water treatment and supply facility is an important enterprise.

12.15 Industries

The significance of food gathering in the PS LGA belongs predominantly to the time of Worimi occupation but has continued to the present through activities such as oyster gathering, fishing and pipi shell gathering. Utilisation of trees and other vegetation for craft, tool making, and sustenance occupied part of daily life but was limited by the available tools. Iron tools of Europeans enabled greater quantities of timber to be harvested. From the earliest years, timber from the Lower Hunter and Port Stephens areas found a market in Sydney and overseas. At first trees were prepared as logs, or plank cut over a saw pit. The stationary steam engine when introduced into NSW was quickly adapted for saw mills and in many country centres, steam flour mills converted to saw mills when wheat was phased out as a crop. This occurred in Raymond Terrace where the flour mill, established in the 1840s, was converted to a saw mill in the 1860s. This industry has continued to the present.

Timber mills have operated throughout the PS LGA, for example on the bank of Tilligerry Creek. Timber, drawn by bullock teams, came from the Medowie area and country between Bobs Farm and Williamtown. Some logs were brought from the Myall Lakes by barges. Evidence of this industry may remain in various places. The local timber industry revived when the Masonite factory set up near Raymond Terrace in the 1930s.

Construction materials for the building industry have always been found locally. Certainly this activity involved Worimi who provided shelters for themselves using forest products. The PS LGA was well supplied with building stone in proximity to places of early settlement and timber for structural components and slabs and shingles for cladding. Conglomerates and similar deposits have been found locally to provide materials for road gravel. Mining of sand dunes for concrete and glass manufacture continues.

The significance of agriculture in the PS LGA belongs to the years from 1813 to c.1950. In addition to wheat, orchards, vineyards, vegetables and other cereal crops were also essential to a self-sufficient lifestyle. The vineyards supported a wine industry on many of the early estates. The old vineyard sites may be still evident as trenched ground. Archaeological investigation may reveal evidence of the old stone, earth or timber cellars. Other crops that led to small-scale

industries include millet and millet broom manufacture. Factories operated in Raymond Terrace and Abbotsford (Wallalong).

Cattle, bullocks, horses, dairy cows, pig and poultry also accompanied settlement. Cottage industries accompanied the husbandry of these animals and produce was brought to markets at Newcastle and later Raymond Terrace's own markets. Other produce such as lucerne hay was marketed in Sydney.

The earliest manufacturing industry producing products for sale in external markets was James King's Pottery at Irrawang. King was a Scottish businessman with experience in the manufacture of glass and earthenware. When he arrived in NSW, a local supply of utilitarian pottery for essential domestic and industrial use was lacking. Such bulky heavy items were expensive to import and subject to breakage. King provided these items from the pottery he set up at Irrawang. The first items were marketed in Sydney in 1834.

At King's pottery, experiments with clays and sand in the firing process led to a good reliable product. King's pottery was in demand by wine producers. He supplied containers for his own cellars. His pottery, vineyard and winery were notable even beyond his own lifetime although the Irrawang enterprise declined after his death.

An interesting parallel with King's industry is the more recent use of high-grade silica sand, mined in dunal deposits in the Tanilba Bay area, for colourless glass manufacture. The extent of this extraction industry, which appeared in conflict with conservation principles, has not been investigated.

The cooperative movement in the dairy industry had outstandingly successful application in the PS LGA. Dairying in pioneering days was an essential component of farming life and surplus dairy products from individual family farms found buyers at nearby market places. This home industry was demanding, laborious and uncertain.

A revolution in the dairy industry came in the 1880s with the introduction of the mechanical cream separator, which paved the way for economies of scale. At first only the large proprietors could afford a separator. Some of these dairies set up a district creamery where other farmers could bring the milk for separation and sell the cream to the operator who then either sold it to another butter factory or made the butter for marketing. The farmer took the skim milk back to his farm, usually for pig food. The first such creameries opened in the 1890s at Millers Forest, Osterley, Nelson's Plains and Eagleton. (The Osterley creamery site is marked with a substantial plaque.) Both parties benefited from this arrangement. At this time, an average household dairy may have had about twelve cows but now farmers could increase their herds. Orchards and vineyards were cleared away to provide pastureland for more cows. Other methods improved the quality of pastures. Advice about new trends and methods was readily available from government agricultural officers. Setting up a cooperative system of processing and marketing supplanted the private creameries. The Raymond Terrace Cooperative Dairy and

Produce Company Limited commenced operations in 1903. Shareholders were the dairymen of most of the PS LGA. This venture gave work not only to the farmers, but to transport workers, factory staff, administrative personnel and people engaged in related or flow-on activities. The economy of the district was greatly stimulated by the cooperative.

In the early 1920s, the need to expand and rebuild this factory led to setting up a new factory at Hexham, which opened in 1927. This factory expanded the cooperative principal to involve other cooperatives in the Hunter Valley. Pasture improvement, use of fertilizer, irrigation, farm mechanisation, selective breeding, and amalgamation of small dairies flowed from the success of the cooperative movement. In the late 19th century, Nelson's Plains supported about fifty individual dairy family farms, with school, church and post office. By the mid-20th century, consolidation and improved efficiency reduced this number significantly.

Port Stephens Brick Company Ltd at Pipe Clay Creek in 1915 has already been mentioned. Brickmaking on a limited scale was undertaken in the Grahamstown area and possibly at other locations in the PS LGA.

Industries associated with fishing and oystering at Port Stephens have already been mentioned.

The Masonite factory set up at Raymond Terrace in 1937 using an American process involving exploding wood chips under steam pressure. The requirements for such a factory were coal, forests, transport, electricity and a workforce. The factory brought employment to Raymond Terrace when work opportunities were reduced by the removal of the dairy factory. Timber was obtained from the forests in the Williams and Karuah Valleys and the extensive timbered land east of Raymond Terrace. Coal came from the South Maitland fields and Dudley. The industry expanded rapidly after the war and following the opening of the Hexham Bridge which facilitated access to markets and delivery of materials. The Masonite venture brought with it a particular workplace culture that greatly influenced social life in Raymond Terrace. The company built homes for workers, provided a social club and sporting facilities, and gave the community support in many ways.

The synthetic fibre industry established by Courtauld Limited on 500 acres (202 ha) of Kilkoy-Tomago land operated from 1950 to the late 1970s. From this time, a number of industries have set up at Tomago. Modern shipbuilding yards such as Carrington Slipways had a considerable influence in the district.

12.16 Labour including work practices and organised labour

Changes to work practices arising from the organisation of labour in the late 19th century had a notable influence on the lifestyles of people whose livelihood was associated with river shipping. For many decades, families were able to carry out a range of tasks. For example the menfolk of the Hackett family of East Seaham farmed, cut timber, built a few steam boats capable of coastal and river trading, trained as captain-engineers of these vessels, loaded and

unloaded their own cargoes at whatever destinations they visited, and maintained their boats. Unionisation of labour on the waterfront created a climate wherein they could no longer load and unload their cargoes. The economic shift of changing practices led to the phasing out of such lifestyles.

The introduction of farm mechanisation in particular following World War Two and the accompanying phasing out of horses on farms led to a rapid change in farming lifestyles and work practices.

12.17 Commerce including banking, retailing

Raymond Terrace has been the centre for commerce in the PS LGA since the 1830s. The historic riverside area and King and Port Stephens Streets contained the wharves and principal buildings such as many large two-storey timber structures. Several large and imposing commercial brick buildings in William Street were erected between 1870 and 1890. These buildings were used by the AJS and CBC banks and the CBC Bank later built its own substantial premises. Surviving King Street buildings are examples of 19th century retailing where proprietors resided above their street-level shops. King Street was the site of regular produce markets and the market space is still evident.

Throughout the PS LGA are examples of former general stores that served rural communities, usually attached to residences.

12.18 Government and administration. Law and order

The presence of the 'military stations' at Nelson's Plains, Paterson's Plains and Seaham brought government administration to the region during the penal colony years. These stations served as the first court houses and were replaced by new court houses and police stations where centres of civil population emerged such as at Raymond Terrace (1840), Paterson (1835) and Dungog (c1834). Raymond Terrace's Courthouse, with other police buildings, is of particular significance.

The early establishment of Raymond Terrace (1837) and its importance as a river port was accompanied by the setting up of government departments at Raymond Terrace as early as 1840. Police magistrates were government appointees and civil magistrates were appointed from the resident estate proprietors. Early functions of administration were musters of convicts, trials for offences, payments of fines, collection of censuses, issuing of licenses.

The Imperial government transferred the cost of maintaining police and gaols to the colonial government following the cessation of transportation in 1838. This cost, together with that of providing roads and education for the children of the poorer classes, led to the setting up of District Councils in 1842. Raymond Terrace came within a district of two million acres and Dungog was the only other town therein. Settlers owned only 17% of the land. The district

Illustration of State Theme

12.18 Government and Administration

Upper Photo: Port Stephens Street Raymond Terrace, avenue of palms planted to mark the jubilee of local government. Both buildings have served as local government offices.

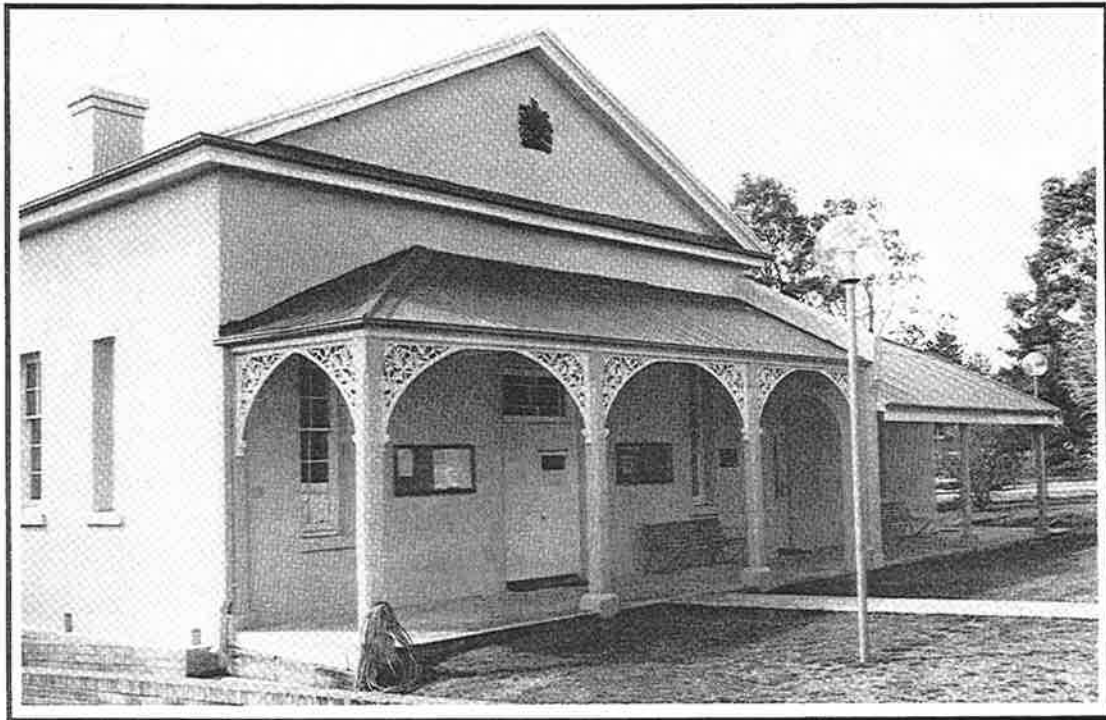
Lower Photo: Adam Place monument, erected to mark the jubilee and 50 year service of council clerk Andrew Adams. Source Cynthia Hunter, 1995



Illustration of State Theme
12.18 Law and Order

Upper Photo: Raymond Terrace Court House, built 1841. William Street
Source Raymond Terrace Historical Society

Lower Photo: Former Mounted Police Barracks, Irrawang Street, Raymond Terrace
Source Cynthia Hunter, 1995



had a small population and limited lines of communication within, so operated under great disadvantage especially considering the economic depression of the early 1840s. However, landowners from Fullerton Cove to Upper Williams took annual turns as District Councillors. Colonel Snodgrass served as Warden for a number of years. In 1850, a Towns Police Act introduced some regulations for urban living. Raymond Terrace was placed under this Act.

From 1843 to 1856, a Legislative Council, partly appointed and partly elected, governed NSW. Richard Windeyer and Colonel Snodgrass were members of the Legislative Council during these years. After 1856, the Legislative Council was fully elected. Persons living in the PS LGA who served on the NSW Legislative Council in the 19th century include William Munnings Arnold of Stradbroke (1856-1875), Archibald Hamilton Jacob of Raymond Terrace (1880-1882), John Shadrack Hart of Raymond Terrace (1891-1894). See Section 4 for summary of subsequent development of Local Government.

12.19 Defence - may include Aboriginal battle sites and war memorials

Early European records describe 'battles' at Port Stephens between different tribes of Aboriginal people. Spears were thrown and shots fired when Lieutenant Grant's party explored Port Stephens in 1795. Sites or circumstances of large scale conflict between Worimi and Europeans in the PS LGA are not known. This does not imply that interaction was without discord. Some conflict in places remote from the PS LGA may have involved relationships generated within the PS LGA, disguised because of the nomadic nature of Aboriginal life.

Following federation, in 1911, a proposal emerged to make Port Stephens a submarine refitting station for the new Royal Australian Navy and was generally approved. Land bordered by Salamander and Cromarty Bays was marked out, surveyed and resumed by the Commonwealth in 1916. Some preliminary work was carried out.

Following the cessation of World War One, in 1919 defence authorities again reviewed Port Stephens as a site for a naval base. This generated much attention for Port Stephens at this time. Proposed docking facilities and dredging to make the harbour suitable for naval use was seen to provide benefit to farmers in the area, enabling more commercial use of the harbour.

John Armstrong outlines the subsequent history of the naval base proposal as debate evolved during the interwar years in his book *Yacaaba and Tomaree*. The proposals were not implemented but they nevertheless left evidence in the area in the form of subdivisions reflecting ambitions for development that did not eventuate. However the primary naval base scheme was not revived. The land was finally handed over to Port Stephens Shire Council in 1955.

Military uses of the land and water in PS LGA have been significant. During World War Two, HMAS ASSAULT was set up at Nelson Bay and largely used by the Australian, British and American Navies as a major training area for assault ships, landing craft and American troops as part of war strategies in the south west Pacific.

Illustration of State Theme

12.19 Defence, War Memorials

Upper Photo: World War One Memorial at East Seaham. Source: Cynthia Hunter 1997

Lower Photo: World War Two fortifications at Tomaree Head.

Source Cynthia Hunter, 1998

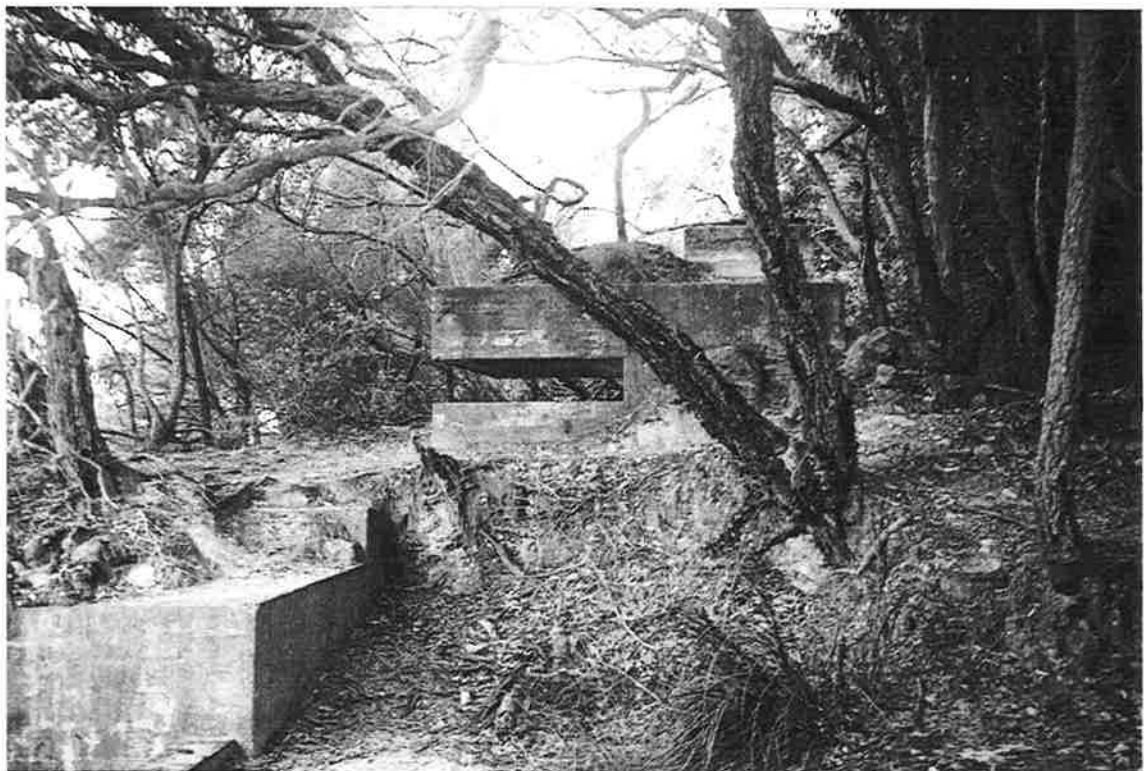
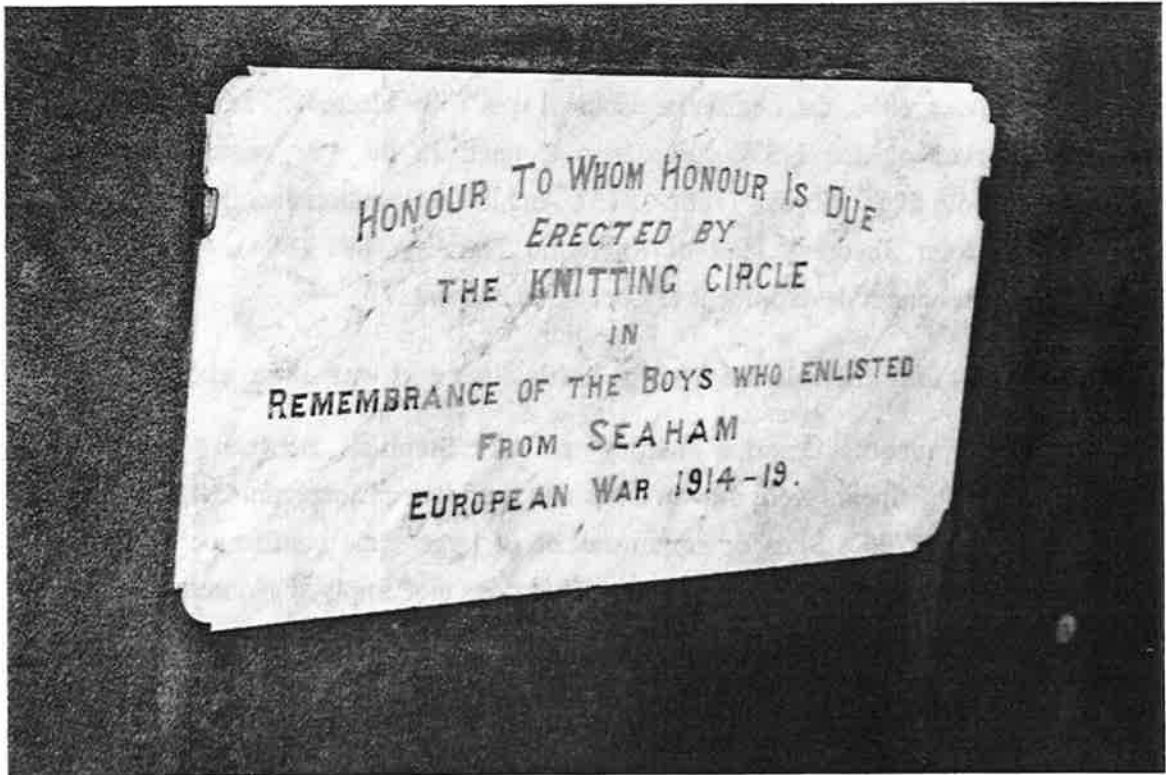


Illustration of State Theme
12.20 Housing

Upper Photo: Rosemount, Hinton, built between the 1830s and 1860s.
Source: Cynthia Hunter 1999

Lower Photo: Homestead at Glen Oak c. 1860s.
Source Cynthia Hunter, 1995



Raymond Terrace hosted many troops from December 1939 when the nucleus of two Engineer Companies assembled in Boomerang Park to receive further troops and transport, before moving to Ingleburn Camp in January 1940. The park had been used for the training of the Light Horse Troop under Captain Windeyer between the wars. Signallers had also previously used the park and anti-aircraft searchlights were installed there in 1942-3 at the peak of the Japanese threat. The Sports Ground was used for an ambulance unit. Stores and fuel dumps were located near Heatherbrae, leading to a considerable movement of military vehicles throughout the area. The social and economic impact of about 500 troops on the town of Raymond Terrace with only 1400 residents was considerable. A similar impact came from the personnel associated with HMAS ASSAULT, the Tomaree Head military facility and other camps such as Portree, and Gan Gan Military Camp.

The RAAF base at Williamtown has been noted in 10.1.1.

An important element of development in Raymond Terrace and Medowie has been the construction of Defence Housing and Housing Commission homes and estates. The number of such homes is now greater than those constructed for the Courtaulds personnel in the 1950s and is a significant factor in giving Raymond Terrace a highly transient population.

People of the PS LGA enlisted in World War One and throughout the district are memorials to their service. These take the form of honour rolls erected either in public schools or school of arts halls, or freestanding public memorials and memorial gates. Soldiers also supported World War Two, adding more names to these memorials. Community halls and meeting places for groups such as Red Cross and CWA assumed new significance due to community involvement in the war effort.

PS LGA provided sites for significant defence infrastructure during the period of greatest threat to Australia's security, the early 1940s. Evidence of fortifications and defence infrastructure can be found at Tomaree Head, Nelson Head, Fern Bay and along Stockton Beach. Sites of some camps and activities remain as Commonwealth land. The roads and services provided for defence personnel in the 1940s enabled the modern development of the Port Stephens area.

12.20 Housing

The PS LGA contains evidence and examples of most styles of housing used since first settlement.

The oldest house in Raymond Terrace is probably the stone-built Church of England 'school house', c.1841. The rectory was built during the 1840s. A few stone-built cottages remain in the town, built 1840-1860s.

Other estate homesteads of this time are Tanilba, Tomago, Kinross, Wallalong, Duninald and Balikera. Others a little less venerable are Rosemount, Eskdale, Tressingfield, and Stradbroke. Later homesteads include Brandon, Prospect, Mount Pleasant and Devon House.

Few slab and shingle buildings remain. Sketchley Cottage is an example, built before 1850, although it has been removed from its original site. Another example can be seen at Hinton. Buildings such as these were homes rather than huts. Examples of the huts of the convict workforce are not apparent. Ruins of stone-built farm homes can be found on land settled in the mid-19th century.

Many mid 19th century or Victorian timber cottages can be found, both small and large and both in the town and in the country. Some are two-storey. Commercial buildings in King Street Raymond Terrace indicate the residential up-stairs and business premises downstairs arrangement.

The 19th century homes built on flood plain land, usually for small-scale dairy farmers, have almost disappeared. Occasionally these had a flood refuge built adjoining them but examples of such improvisation appear lacking. Some homes that have survived on flood plains have been elevated to rest on mounds of earth. Modern engineering has enabled homes of new designs to occupy parts of the flood plain.

20th century developments that have left legacies of unique housing examples include the workers homes built by Masonite, the workers estate built by Courtauld, post-war housing designs, and modern estates built to cater for RAAF families.

12.21 Social institutions eg CWA, Masonic lodges, progress halls, schools of art

Institutions such as these have existed throughout the PS LGA wherever communities have emerged. The recent pressure of development in Raymond Terrace has led to the sacrifice of these old places for modern commerce or even car parks. Gone are the community built and funded school of arts and masonic hall. Even the skating rink and picture theatres/cinemas have been demolished.

In rural localities, where development pressure has been less and possibly community sentiment greater, halls have survived and adapted to new community needs. Thus places like Glen Oak, Seaham and Iona have former school of arts halls of considerable social and heritage value.

12.22 Cultural sites

The PS LGA contains many sites of immense cultural significance and aesthetic value, and environments that are unique and spectacular. The area has been used in modern cinema productions.

Illustration of State Theme

12.20 Housing

Upper Photo: Brandon, Seaham, built 1880s.

Source: Cynthia Hunter 1997

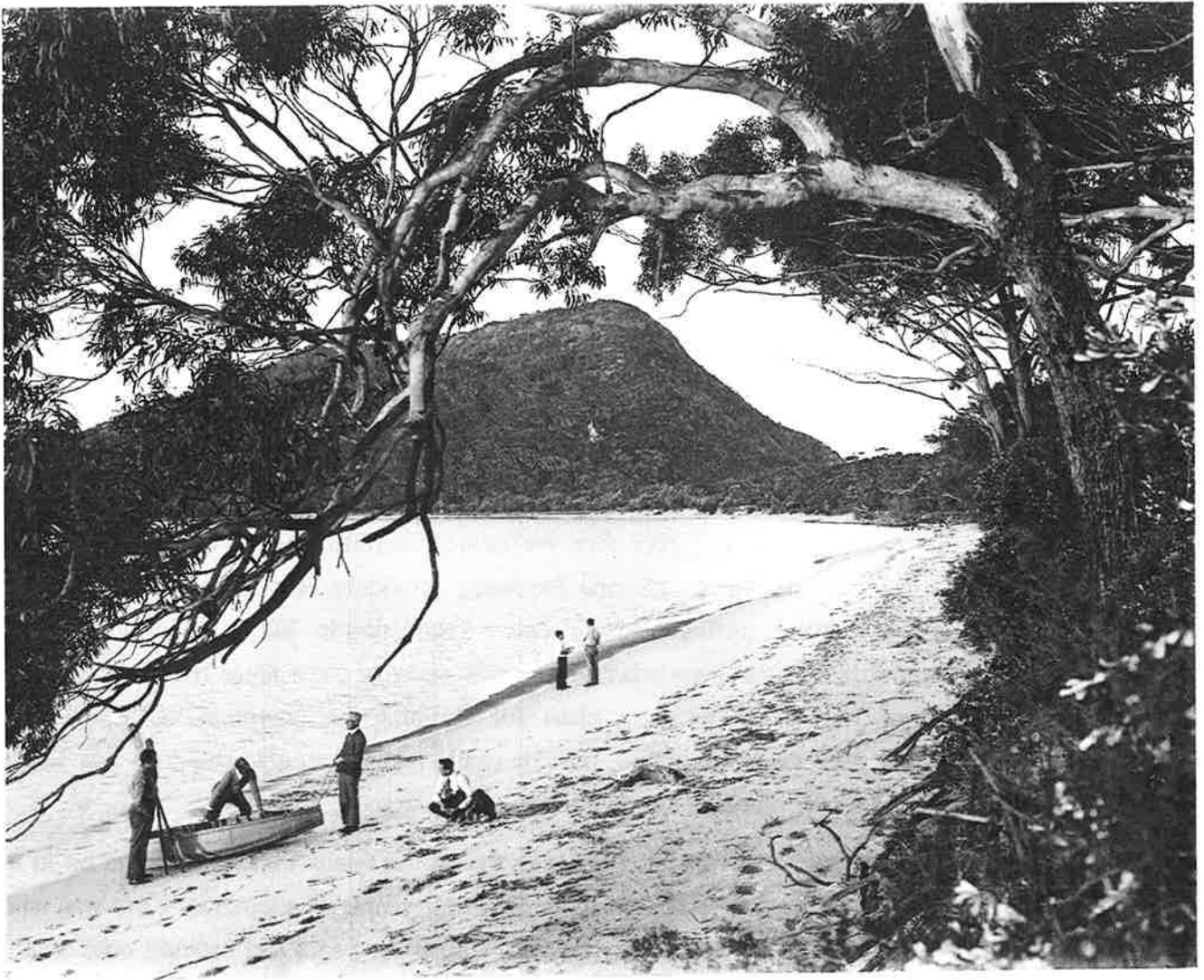
Lower Photo: Stone Cottage, Port Stephens Street Raymond Terrace c. 1840s.

Source Cynthia Hunter, 1995



Illustration of State Theme
12.23 Leisure

Photo: Shoal Bay Port Stephens 1934.
Source: Port Stephens Historical Society



The 'high place' Tomaree Headland features in Worimi legends as well as all modern marketing methods to sell Port Stephens real estate, coax tourists to the area, and project a particular image of the LGA to the world.

12.23 Leisure: includes tourism and resorts, also sport

This is a significant theme in the PS LGA, especially in the present era. For Port Stephens, however, the value of the waterway for leisure pursuits was recognised by Robert Dawson and Sir Edward Parry and most people who have subsequently visited the area. In August 1833 Parry wrote: *For the first time since I came to Port Stephens, I embarked in the LAMBTON with my family, accompanied by Captain Moffatt, Mr and Mrs Price and Mr Darch, and took a day of relaxation by going down towards the heads, and dining in one of the beautiful bays there. We returned after 4 p.m. after a pleasant and cheerful day.*

By the 1880s, occasional steamer excursions from Newcastle and the Hunter district brought large numbers of visitors to Port Stephens. These excursions became more popular following the opening of the fish depot and the building of the Sea Breeze Hotel at Nelson Bay. In the 1890s, camping excursions were popular for parties of shooters or fishing enthusiasts. These parties came from, for example, the Dungog area, or the Maitland district. Portions of land were sold from this time to people, often investors, for holiday sites.

During the Great Depression, or strike time for mining families, many people came to Port Stephens and lived in huts on beach side locations, providing for themselves by fishing, vegetable growing, poultry raising and so on. Their simple life style amid beautiful surroundings was attractive for many other people who came to these areas for weekend visits. The reputation of Port Stephens as a place for camping or unpretentious holidays or recreational sailing grew from this time. Inferior roads and no regular shipping line limited access and this kept visitor numbers relatively low.

The Shoal Bay Country Club formed in 1937 from the private Game Fishing Club set up in the 1930s whose members frequented the Port in the inter-war years. The Country Club was taken over by the military during the war but revived in the post war years and brought considerable tourist activity to the Shoal Bay area.

Just as the harbour and beaches attracted visitors to Port Stephens, the rivers to the south also had attractions for enjoyable use of leisure time. Steamer excursions to Raymond Terrace (and then a picnic in Boomerang Park), or to Tomago, or to Clarence Town or Paterson, were frequent events in the days of the river steamers. Regattas have been held on the rivers since the 1840s. Competitive rowing on the reach in front of Raymond Terrace town attracted great crowds for many years and world champion rowers appeared here. Hexham also held regattas on the reach in front of the Travellers Rest Hotel.

Showgrounds such as those at Raymond Terrace and Glen Oak, and recreation grounds such as Boomerang Park, have provided spaces for many significant social events and gatherings.

Horse racing had a specialised place in the PS LGA. Training tracks have operated near Williamtown and at Motto Farm. The Newcastle Speedway at Tomago has emerged in more recent years as a regionally significant venue for specialised sporting activity. Other modern facilities to cater for leisure and entertainment in the PS LGA include Fighter World at Williamtown, the Motor Boat Club at Raymond Terrace, boating marinas at Port Stephens, golf courses, bowling clubs, swimming pools and King Park sports fields at Raymond Terrace.

Motels and caravan parks bring visitors to the area and their establishment and development reflects growth of population and upgrading of facilities and attractions.

12.24 Religion eg churches, convents, rectories, manses

Raymond Terrace has a significant position in the establishment of Anglican worship in the Hunter Region. In the town survey, a parcel of land was reserved for an Anglican school, church and rectory. Following the establishment of the town, in 1839 the Bishop of Australia appointed Reverend Charles Spencer to a large district that included the parishes of Eldon and Stockton with headquarters in Raymond Terrace. The Bishop urged the congregation to build a church. Soon a slab building was erected for this purpose and in 1841, the foundation of a stone-built rectory and school was laid. The significant contribution of the Windeyer family to the development of St John's Anglican church continued through several generations. When newly appointed Bishop of Newcastle, Tyrrell, visited Raymond Terrace in 1848, church influence was great enough for him to consider seriously setting up a major educational establishment here and to this end, the Roslyn and Leigh properties were acquired. Reverend Tyrrell, Bishop Tyrrell's relative, succeeded Spencer at Raymond Terrace in 1856 and at this time plans were formulated for a new large stone church. The Blacket-designed church was built of Muree stone and Millers Forest cedar and was consecrated in 1862.

A chapel adjoining Tomago House is indicative of the Windeyer family support for the Anglican Church.

The second most numerous group of emigrants in the PS LGA were the Irish. Father Dowling of East Maitland extended his visits to Raymond Terrace district and a temporary church was set up here until Raymond Terrace parish was founded in 1853 with Father Quinn as priest. A Church school opened in Raymond Terrace, also Millers Forest where numerous Irish tenants lived. A stone church was built in the 1860s, and subsequently a presbytery and convent.

By the 1850s, Presbyterian, Wesleyan and Methodist faiths had their own buildings and schools. In 1853, Raymond Terrace had four denominational schools.

During the mid-19th century, the Raymond Terrace churches and ministers served a large district. Parties came, for example, from the Upper Williams, Port Stephens, Bulahdelah and Myall Lakes to be married at Raymond Terrace.

Localities were often settled by a group of emigrants of the same social and cultural background, thereby creating small societies containing a church of their following, for example Williamstown became a Methodist locality.

12.25 Education: schools, mechanics institutes and so on

Schools of the PS LGA have been noted in the section 'Localities and Communities'. From the mid-19th century, about twenty children in a locality were sufficient for a national school to be established. Many of these early schools have since closed as population shifts have occurred, or more recently, as better roads and transport have enabled children to travel further distances to a more central school.

Occasionally the public schools provided some evening tuition to adults. This initiative did not last long. Generally farming families did not have the time or energy for evening tuition. Mechanics Institutes were the forerunner of schools of arts and both attempted to provide educational opportunities for adults in villages or towns by arranging lectures and operating libraries. However, these institutions generally fulfilled social functions rather than educational ones, and at that they were successful.

Local schools have been and are important community focal points, guiding the lives of the people and influencing the history, development, commerce and recreation of a district. Knowledge of the locations of the small district schools is valuable data for interpreting historical landscapes.

About 1930, Raymond Terrace Public School became a Central School with upper primary classes. Continued population growth in the post war years led to establishing a separate secondary school in 1955. Secondary students from Port Stephens travelled to Newcastle prior to and until 1955.

In 1968, Irrawang Primary School opened to cater for pupils from the northern part of Raymond Terrace. Subsequently, additional secondary schools have opened in the PS LGA, notably at Nelson Bay until 1998 when the innovative Salamander Complex opened, catering for primary, secondary and TAFE students on one campus. This left some superseded schools and sites available for other uses.

12.26 Significant people and families of PS LGA

The following list is the beginning of a 'Dictionary of Biography' for the PS LGA. More names are invited from interested readers. Compiling the family biographies and an outline of

Illustration of State Theme
12.24 Religion

Upper Photo: St Bridget's Roman Catholic Church Raymond Terrace
Source: Cynthia Hunter 1997

Lower Photo: Former Anglican schoolhouse, Glenelg Street Raymond Terrace
Source Cynthia Hunter, 1997



Illustration of State Theme
12.27 Life Cycle

Upper Photo: Grave stone of J M Ireland on private land, East Seaham.

Source: Cynthia Hunter 1997

Lower Photo: Birubi Cemetery 1995

Source L Cottam



the contribution of family members to the development of the LGA will be a valuable resource for future heritage evaluation exercises.

King Ridgeway and his family
Captain William Cromarty and family
The Windeyer family
William Caswell and his family
Reverend Henry Carmichael
Alexander Warren
William McPherson and associates
Colonel Kenneth Snodgrass
James King
Dr Cadell, and other medical and nursing identities
John Richard Houlding
The Blanch family
The Glover family
The Banks family
The Witt family
The founders of the Dairy Cooperative
The women of the Seaham Knitting Circle
Brown and Campbell, the newspaper proprietors

12.27 The Life Cycle

Hospitals

Raymond Terrace contains a few buildings that have association with the health care of the community. These include the 'Doctors House' or 'Cadell Cottage' in Hunter Street, and homes that were built or used as private hospitals in the early 20th century. The nursing profession is associated with these buildings.

Tomaree Lodge was established after World War Two to provide holiday accommodation for institutionalised psychiatric patients. This facility has become a significant item within the Port Stephens community.

Cemeteries

Many areas in the PS LGA were settled for up to thirty years before the registration of deaths became compulsory in 1856 and deaths occurring in these years can only be identified from church burial registers if a minister officiated, or from news items submitted to newspapers. During this period, official cemeteries were marked out at Raymond Terrace, Butterwick, Seaham, and within some churchyards, for example Hinton. Most burials would have been made on private land or places such as 'the beach' and few would have merited memorials.

An inventory of known gravesites other than in cemeteries would be useful information, especially in the climate of population growth, development and closer settlement. Knowledge of Worimi burial customs and places is desirable for the same reasons.

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