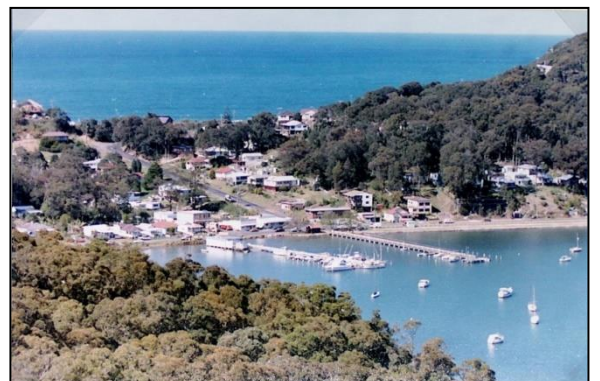


## BOUDDI HISTORY PROJECT 2007 – 2010

### VOLUME 1 BOUDDI STORIES – EARLY TIMES

Robyn Warburton (Ed.)



## FOREWORD

These stories about the early history of the Bouddi Peninsula were written by enthusiastic members of the local community. Robyn Warburton has painstakingly worked to edit them and present them in an eBook format.

Robyn and I contributed to the original CD-Rom and have continued to collaborate ever since. Robyn not only contributed many stories for the CD-Rom, she has since completed three books about our local history, *Bouddi Bites in words and images*, *More than Bricks and Mortar: Bouddi Houses and People* and *People, Place and Progress: a history of the Association at Pretty Beach/Wagstaffe*. She also contributed to *Bouddi Peninsula a very special place*. All these books are published by The Bouddi Society and/or the Wagstaffe to Killcare Community Association.

This series of Bouddi stories, *Early Times: Volume 1*, encompasses the natural history, the first inhabitants - the Aboriginal People, and European settlement, the transport and communication they introduced and their commerce and industry. Because it describes the early history of the area this volume forms the basis for the stories of the organizations and people's activities in the ensuing volumes.

Volume 1 begins with the early landscape and the climate of the Bouddi area, determining the fauna and flora which is described. There are three stories about Aboriginal people, examines their arrival when the landscape was very different, then, how we can protect our Aboriginal heritage, followed by a look at their early way of life, including their shelter, food and art. Next are two stories about the European influence. There is a well-researched theory that Captain Phillip first landed at Lobster Beach and not Pearl Beach as assumed. The detailed story of the European settlement, beginning in the 1820s, comes next; subsistence farming and their lifestyle is discussed. The growth of the settlement is understood in the last two stories: Transport & Communication and Commerce & Industry.

Dr David Dufty who instigated and guided the original project, stated in *Historians at Work*, a book he edited: 'All people may well need knowledge and appreciation of the past to give them some sense of perspective – some sense of continuity'. He also stressed that we need to view our local history in the light of national and international events, and these stories certainly address that.

History is never finished as writers must choose what information to include and what to leave out. The advantage of the eBook format is that revisions and additions can easily be made. The Bouddi Society has welcomed the inclusion of the Bouddi histories to its website making the stories available to everyone free of charge. If you haven't read much about the history of the Bouddi Peninsula, then you are in for a treat. Readers should find the stories both informative and enjoyable.

Beverley Runcie – Killcare, 2022

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# NATURAL HISTORY

by Helen Dufty and Deb Holloman

*The Bouddi Peninsula is characterised by breathtaking natural features, which have been coloured and changed by human occupation, because 'People' are also part of nature. Published in 1986, The Bouddi Peninsula Study led by Alan and Beryl Strom, and assisted by other keen volunteers, did a fine job in studying the natural history of the area and interested readers should refer to the book, especially to the excellent maps done by Alan Strom. What is written here is not a definitive history, but a tribute to the interesting nature and the beauty of the area and a reminder of the changing nature of the place. Editors: Deb Holloman and Helen Dufty*

## Landforms and Soil



Looking across Putty Beach to Box Head and Lion Island

The land of the Bouddi Peninsula like all land on earth has a long, long history of change: rock formation, rock breakdown, soil deposition, re-formation of new rock and so on from time past to time future.

While the Bouddi Peninsula is at present bordered by the ocean, this stretch of land was at one time 10-15 kilometres inland (See *Aboriginal Section* of the stories here).



About 200 to 290 million years ago there were creeks and rivers carrying sediment and depositing it as they came closer to the sea, laying the basis of the present sedimentary rock. There would have been lakes and lagoons, surrounded by vegetation and inhabited by animals and birds.

An uplift of the land on the east coast of Australia began and these sediments slowly became the rocks of our peninsula. Sandstone formed from sand deposits, shale from mud and silt, conglomerate from mixtures of pebbles and sand and mud.

All of these had been deposited by the flow of water down creeks and rivers, having been broken from rocks higher up and further inland. The rocks we see on an exposed cliff on our coast have been remade from earlier rocks, eroded and broken down and moved, sometimes from far away. They are called sedimentary rocks because they have been formed from sediment. The sandstone, which is found at the tops of our ridges is known by geologists as Hawkesbury Sandstone and the other layers underneath together form the Gosford and Terrigal Formations: shale, softer sandstone, and ironstone, which is sandstone mixed with clay and some conglomerate.

The rocks that are now in existence here, are in turn continually being broken down due to the action of water and wind, heat and cold, and are the basis of our soils: sand, loam and iron rich laterite. These soils, in their turn, influence the type of vegetation that is able to grow here. The vegetation then supports animals, including the many insects that we rarely notice, unless they are attacking us like the mosquitoes do. The vegetation and the animals, including those from the sea, were then able to support the first humans who inhabited this area.



Tessellated pavements between Putty Beach and Bullimah Beach

About 19,000 years ago earth's climate became warmer, causing the melting of the polar ice caps and a rise in sea level resulted. As this happened, the sea flooded into the river mouths and valleys and further eroded their shores.

So, inlets like Brisbane Water were formed.

The very thing that millions of people on earth are now fearing might happen in the future has indeed happened in the past. The earth has warmed up, melted the icecaps and the sea level has risen. As it rose the waves began their work again to break down the sedimentary rocks along the shore. The formation of rock shelves here and all along the coast of New South Wales set up a wonderful habitat for many marine animals.

Special rock features like tessellated pavements, which can be seen on the coastal walk from Putty Beach to Bullimah Beach, are formed by the shrinking and swelling of clay. When clay becomes wet it swells and it shrinks again when dry. If you have a brick house built on clay soil with inadequate foundations, you will know all about this action, as cracks appear in your walls. What we must keep remembering is that geological time is very long compared to our short lifetimes and most of these geological happenings have been a long time in process. When I look at the tessellated pavements, I am seeing 'geology' in action.

Uplifting of the land has continued and we now have a quite spectacular coastline of headlands, rock platforms, bays, beaches, dunes and lagoons. Because the underlying rocks are sometimes softer than the uppermost Hawkesbury Sandstone, caves have been formed and these provided shelter to animals and birds and earlier human inhabitants.

Laterite, the soil found at Killcare Heights, is another interesting feature of the area. It has been formed over the millennia as the surface sandstone has been weathered, decomposed and chemically leached of its silica (sand). It is red, soft and crumbly, but it becomes extremely hard when exposed to the air, forming solid boulders. Laterite is neither a mineral nor a complete soil. It has been used locally for making bricks to build houses. John and Hildegard Anstice's house is one example of the use of laterite to build an attractive house.

The landscape that is now such an attractive feature of the Bouddi Peninsula is a result of all these past geological happenings and of human intervention. As was brought out in the chapter, *The Landscape in the Bouddi Peninsula Study*, the relief of the peninsula with its extensive views, some of water and particularly water seen through trees, the large areas of natural vegetation, the many outstanding features like cliffs, bays and headlands and some man-made features like attractive buildings, wharfs, bridges and boats on the water have all contributed to making this area a popular choice of a place to live or to have a holiday.



Bouddi Peninsula – Pretty Beach and Wagstaffe Point



Hardy's Bay, showing deposited sediment

We can see in this photo of Hardy's Bay how attractive it is, but we can also see how deposition of sediment is still happening, as the bay is slowly being filled with soil washed down from the surrounding hills, as well as being deposited at very high tides. The water is now so shallow that large boats can no longer navigate, except in a few restricted channels, and local creeks are heavily silted.

## **Climate**

Climate is another reason why life on the Bouddi Peninsula is so agreeable to most people. The climate is temperate, like other areas on the Central Coast of NSW. According to our Weather Bureau, the average annual rainfall for the area is about 1,200mm with more rain falling in summer months. The actual amount of rain likely to occur in one day varies a lot, from a few millimeters to up to over 200mm. The latter only happens on a rare occasion. The average daytime temperatures are pleasant, ranging from about 17°C in winter to 27°C during summer. However, there are some much hotter days, especially when bushfires are around. Where we live at Killcare Heights, we have never experienced a frost though they do sometimes occur just down the hill at Empire Bay. We think it is a cold night when the thermometer falls to 6° or 7°C. The lowest temperature on a majority of nights is a comfortable 10°C or more. A very hot day is one over 37°C, but that only happens on a few days a year. The second decade of the new century has seen temperatures increase.

Powerful southerly winds buffet the houses on the Eastern escarpment on stormy days and the beaches are white with foam. Such a day sounded the death knell of the *Maitland*.

Early settlers would have been able to collect enough rainwater in their tanks to provide themselves with drinking water all the year round. Rainwater tanks are now a compulsory item when anyone builds a new house or carries out renovations. Strangely enough, when we (the Duftys) built our house, starting in 1982, we were compelled to make a connection to the Gosford Council Water mains and we were not allowed to install a rainwater tank, even to use on our garden. What a difference a few years makes to water policy.

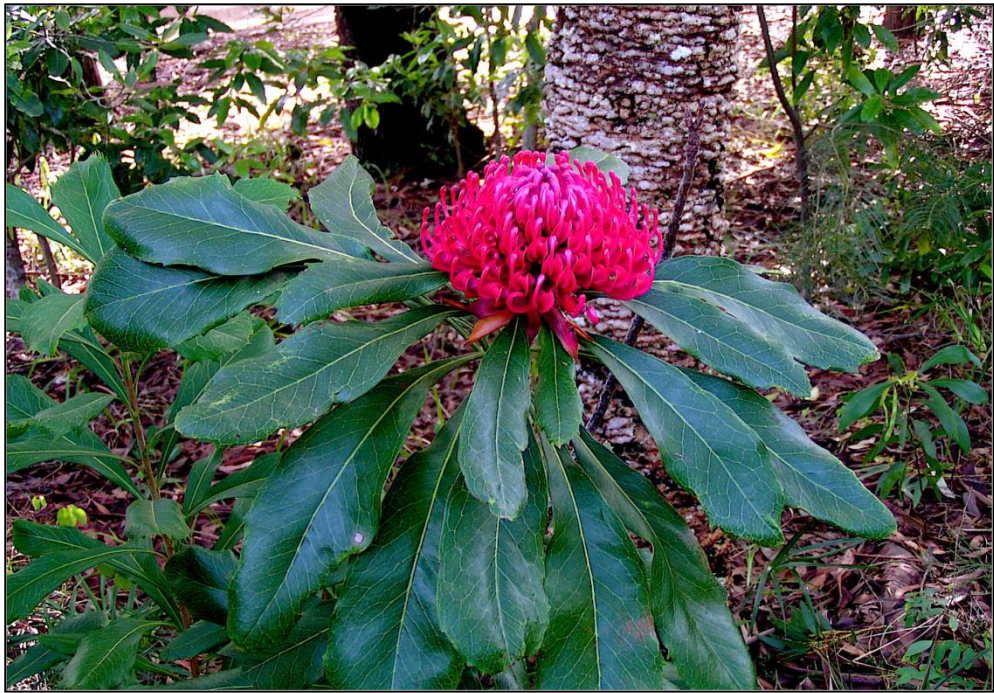
## **The Flora of Bouddi National Park**

The wide variety of vegetation on the Bouddi Peninsula is due to a combination of rocks, soils, microclimates, fire (frequency, intensity and season), fauna and human influence. Many publications on East Coast flora gives details of flora so this article doesn't aim to reproduce this information or list all the wildflowers that are here, but rather is a tribute to the natural beauty that surrounds us.

The rocks and climate discussed above are the bases for the soil types, which in turn influence the vegetation type.

Because of the mild climate there are many wildflowers blooming in the National Park in early spring and bushwalking is popular then. Wattles, rock orchids, Eriostemons and the magnificent red Waratahs bloom in August to September.





There are not many Waratahs left on the Bouddi Peninsula but long-term residents, like Bert Myer, remember dozens of plants blooming in the area we now refer to as The Triangle.

In winter, from some of the headlands, it is possible to see migrating whales as they make their way northwards to warmer breeding grounds. Sometimes a pod of whales swims very close to the shore at the northern end of Putty Beach.



Acacia linearifolia - Stringy- bark Wattle



Aspect and landform also influence vegetation by creating differing microclimates. A south-facing gully is likely to have a rainforest community while an exposed seaside cliff would have heath.

The absence or presence of fire will also affect vegetation. Frequent fire will lead to loss of species and diversity because there is not sufficient time for plants to mature sufficiently for seed production. Lack of fire can lead to monocultures of large leafed plants as fire is needed to germinate seeds of some native plants.



Fauna such as insects, birds, possums, foxes and bats spread seeds and pollinate plants. Unfortunately, some humans chop down, burn, plant non-indigenous plants and spread weeds.

So, what special vegetation types do we have on the Bouddi peninsula? Please refer to the *Bouddi Peninsula Study* for a complete list. Page 39 has a map connecting the geological environment to the general plant communities. Have a look at that map (There are copies at the Maitland Bay Centre on The Scenic Road at Killcare Heights).

Following are descriptions of the various ecological communities; some are endangered.

**Themeda Grasslands** are found on sea cliffs and coastal headlands. Exposed headlands and cliffs support a prostrate form of this common grass with blue green leaves. This form is believed to be genetically distinct.

It is found growing on sandstone along the cliff line from Little Beach south to Bombi Point, Maitland Bay northern headland, along the cliff lines south from Maitland Bay to Gerrin Point, Little Tallow, Box Head, Iron Ladder and Lobster Beach.

**Banksia Scrub** or **Coastal Sand Wallum Scrub** is found on highly leached perched sand dunes at Bombi Moor. Common species include *Leptospermum* (Teatree) and *Eriostemon* *Banksia aemula* and *serrata* (seen below), all of which bloom in early spring.



Leptospermum



Eriostemon





One of the many Banksias in the park, Wallum  
Banksia (*Banksia aemula*)

**Lowland Rainforest** is an ecological community found in scattered remnants in sheltered gullies on shale in places like Fletchers Glen, shown below. Typical plants include Sandpaper Fig, Lilly Pilly, Cabbage Tree and Bangalow Palms and mosses and vines.



Bangalow palms



Other tree species associated with this community include Iron Bark, Grey Gum, Red Bloodwood and Angophora shown below with their twisted shapes and red bark.



*Angophora costata* (Sydney Red Gum)

This magnificent tall tree with distinctive smooth pink trunk grows on sandstone and laterite. Angophoras can be identified by the fact that they have opposite leaves and ribbed fruit. They are not a Eucalypt even though their common name is a “Gum”.

Here Flannel Flowers (*Actinotus helianthi*) bloom among the remnant sandstone rocks and Angophora. Flannel Flowers grow up to 1 m or more in suitable dry sandstone soil. The name '*helianthi*' is Greek for sunflower. The Flannel Flowers were photographed above Lobster Beach.



Paperbarks and Casuarinas, with weeds Bitou and Asparagus Fern at Rileys Bay



***Corymbia maculata* - Spotted Gum.**

Wagstaffe Spotted Gum Forest was gazetted as an Endangered Ecological Community (EEC) in February 2013. The total area remaining of this community is just 227ha with 47ha protected by Bouddi National Park – found from Hardys Bay to Wagstaffe.

Spotted Gums are important habitat for many fauna species including Powerful Owl, Yellow Bellied Glider, Glossy Black Cockatoo and Sooty owl. Spotted Gums take many years to form hollows which are nesting areas for fauna. Threats to this EEC include weed invasion, inappropriate fire regime and clearing. To have this special ecosystem in our backyard is a privilege and brings with it a responsibility to look after it. They occur on Wagstaffe Point and back to Pretty Beach above Lobster Beach.

*Corymbia maculata*



**Swamp Sclerophyll Forest** occurs on loam soils on waterlogged flats such as Rileys Bay. Typical species include Swamp Mahogany, Callistemon, Paperbark and Casuarina. Because cows were grazed here in the early settlement, the original ground cover was destroyed and Asparagus Fern, Bitou, Privet and Lantana replaced it, creating a major clearing problem for the volunteers working in the National Park. Following weeding, native species return.

**Open Forests** have a tree height of 5.5 m with a foliage cover of 30-50%. A variety of Open Forests exists on the peninsula dominated by Blackbutt (shown in the next photo), Blue Gum and Turpentine on shale and Angophora on sandstone.

**Sand Dunes** occur in places along the coastline. The vegetation community here has low species diversity and is exposed to wind and salt spray. Species include Spinifex, Pigface, Scaevola, and Coastal Wattle.

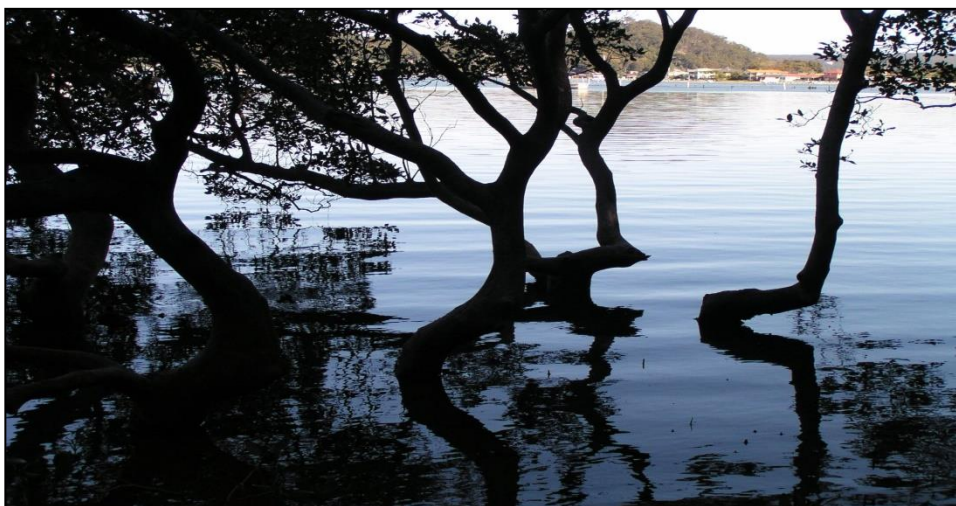
**Estuarine vegetation** is found on alluvial mudflats, which are subject to tidal inundation. This occurs on Quaternary alluvium and features both kind of mangroves, Grey and River. Casuarina, rushes and sedges can be found in Hardys and Rileys Bays and Pretty Beach. *Avicenia marina* (Grey Mangrove) is named after the Persian philosopher Avicenna who was involved in herbal medicine.





Blackbutt in Open Forest

They colonise shallow tidal waters. Mangroves are one of the most productive zones of the shoreline of oceans the world over. They are a major carbon sink and provide a habitat for juvenile fish, crabs, barnacles, sponges, flatworms and sea urchins. Early settlers harvested them to burn in order to create lime for cement making. Every effort should be made to save the rest of Bouddi's Mangroves.



Every effort should be made to save the Bouddi Mangroves.



Heathland on Bombi Moor

**Heathland** is characterised by shrubs up to 2 meters high, growing densely together. On Bouddi peninsula they occur on shallow sandy soil exposed to sea breezes such as Hawke Head Drive, Bombi Moor (seen above), Bullimah Beach and Gerrin Point. Plant diversity is very high and includes Banksia, Casuarina, Hakea, Epacris and Melaleuca. The exposed position affects the height of the plants as much as the sandy soil.



Gompholobium

A variety of understorey plants occur throughout the area with a constant display of colour. Sandstone based soils having the greater diversity. The walk from Little Beach to Bullimah from July to October will show an array of species such as Eriostemon, Boronia, Eggs and Bacon, Grevillea to mention a few. Following are a few special species:





Wrinkled Kerrawang (*Rulingia hermanifolia*) is a plant found around coastal rocks and heathlands, growing profusely after fire. A prostrate shrub with wrinkled leaves, dark green above and densely hairy below, it colonised the area burnt along the coast walk north of Putty Beach. As more plants re-colonise the area this herb is lost till the next fire.



*Acacia quadrilateralis* is found in deep sands. This plant is uncommon but grows on Bombi Moor. It is an erect shrub growing to 2m with square shaped, needle tipped phyllodes, which flowers from August to October.

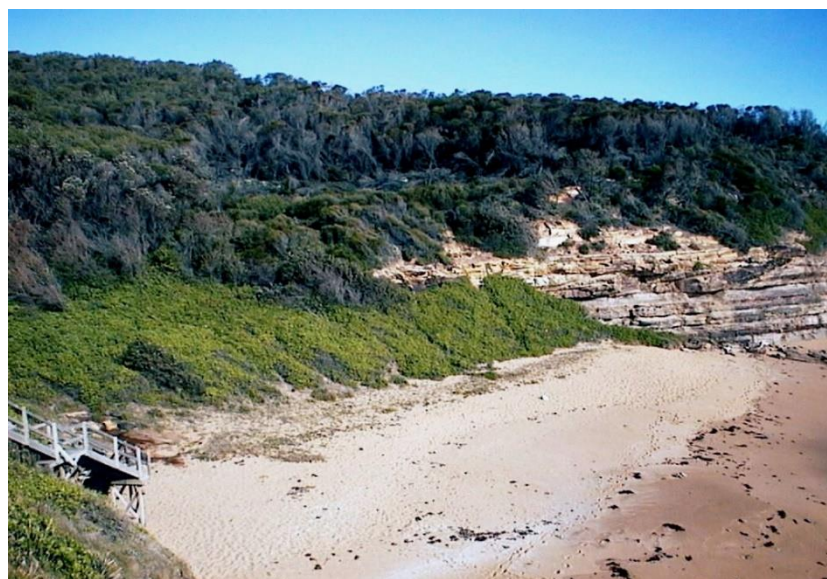




Bush regeneration at Rileys Bay has recovered the Bleeding-Heart Tree.

One very prominent plant in parts of Bouddi is a noxious weed called Bitou Bush. This was first noticed at Stockton, the seeds probably brought in by ships from South Africa, but it was then planted after sand mining occurred along the NSW coast to quickly stabilize the dunes. It has taken hold in many areas, preventing the natural flora from growing. Bitou seedlings seen here emerging after fire, will grow rapidly and replace local flora very quickly. It has a bright yellow flower and its seeds attract birds and so they are spread to new areas.

In the Bouddi Peninsula, there are local, active groups of volunteers who meet regularly to try to eradicate this menace to our bush.



The above photo shows Bullimah Beach with the bright green bitou bush growing thickly along the sand before our Bitou Bashers got to work to clear it and allow native plants to grow instead.

### **The Fauna of Bouddi and their interactions with people**

Bouddi Peninsula has been home for centuries to a rich variety of fauna including birds, insects, snakes and lizards and animals like bats, possums, bandicoots, antechinuses, wombats and swamp wallabies.

Humans continually interact with fauna and so are now part of nature. Our old caravan, which has stood in our yard for about 27 years ago, has been home to an antechinus, more commonly known as a marsupial mouse, and a possum on a couple of occasions. The marsupial mice probably entered through the roof window which we had neglected to properly close, and they made themselves at home in one of the bunk beds and reared their family.

The possum went in the same way, but maybe he was not intending to stay, as he was very pleased to be let out the front door.

We have also had a possum fall down our chimney one night and we found him the next day sleeping behind a vase of dried flowers in another room. Artist Don McConchie made a friend of this little pygmy possum by feeding him, but because these mainly small animals are nocturnal, many people do not realize that they have them as close neighbours.

Some keen folk have made boxes to try to entice birds, bats and possums to come and live in their trees. They are not always successful. Birds and possums like hollows in old trees for their nests, although possums sometimes nest in your roof if they find a way in. This is one reason why it is a good thing to leave old dead trees on your land. Gliders (a type of possum) rarely come to the ground as they move from tree to tree by gliding using a skin flap, which grows between their front and back legs. The large glider is not often seen but the smaller sugar glider is quite common. It feeds on tree sap, blossoms, insects and insect larvae.



Don McConchie and friend



Many of these smaller animals live on Bombi Moor and similar heathland, foraging for insects in the leaf litter and in the small trees and shrubs. Rumour has it that the tiny male antechinuses often die from exhaustion after the stress of finding a mate and copulating.

Bats are also quite common in Bouddi National Park and adjoining larger properties. Twelve species of micro-bats have been recorded, including four species listed as threatened. The other eight species are rare but not threatened yet.

Woodland areas of the park are more suited to the larger marsupials especially if there is grass to graze. You could be lucky enough to see a swamp wallaby, echidna or wombat, but there aren't many left in the park. You might see a deer or two, which have been allowed to escape and are living in the wild as best they can.

You could also see a fox, which the rangers of Bouddi National Park make frequent efforts to kill by baiting, as they prey on the small native mammals. We have seen both foxes and deer running through our property and on one occasion a female fox with a litter of about six young ones running across the road near Putty Beach.

There are quite a few snakes in our park, the Diamond Python and the Brown Tree Snake live in trees normally, but they also use caves and rock crevices to hide out in winter during their period of hibernation. The Brown Snake and the Red-bellied Black Snake both have poisonous venom, but they will avoid people if they can.

The main danger for unwary bushwalkers would be to mistakenly step on one. In the spring, the Python is sometimes seen warming itself in the sun by lying across an open path.

When we were first living in our house we came home once to find a red bellied black snake in our lounge room. Fortunately, it was quite small, and we were able to entice it outside with a little help from a broom.

There are many small skinks and geckos in Bouddi National Park and in properties close by as well as the much larger goannas. We once saw a brush turkey chasing a goanna across the ground and up a tree. Brush turkeys are not reputed to be very smart, but this one knew a thing or two about the goanna's liking for eggs. One winter we had a large goanna hibernating in an old log.

Several times a frog has appeared in our toilet, presumably having swum up through the pipes joining our toilet to the septic tank. In each case it was a moderately small frog, mottled in colour, which became greener when we put him (or her) onto a green leaf. We have seen a green tree frog, which was hidden in a large hole containing water, right inside the trunk of one of our large trees. We discovered the frog when we had to remove the tree, which became dangerous when the trunk split down the middle. It gave us an insight into the close connections between the flora and the fauna and was just as interesting as examples shown on television programs, of frogs making nests in trees in other countries.

There is a lot of information about snakes, frogs, skinks etc. to be gained by going to the NSW Department of Environment and Climate Change web site.



Swamp wallabies have returned to the park and people have reported sightings at both ends.

In 2014 it was decided by NPWS that the number of swamp wallabies in the local area seemed to be increasing over the previous five years. Sightings have occurred at Wagstaffe, Rileys Bay, Hardys Bay, Macmasters Beach...and Killcare Heights where Manfred Gottschalk took the photo. Swamp Wallaby or Black Wallaby, *Wallabia bicolor*: height 75 – 85 cm; dark grey fur above, pale yellow, rufus- orange underneath; top of muzzle, grey /black; hops with head and shoulders low and tail roughly horizontal. The species is common along the coast being mostly diurnal – solitary and shy.

They browse on shrubs, ferns, sedges and some grasses. How lucky are we to have these animals in our bush.



We have had this Brush Turkey Mound in our yard for many years and have seen some of the delightful little babies emerge and immediately start scratching for food in the leaf litter.



Turkeys normally build their mound on slightly sloping ground to make sure it is well drained. Our mound went against this trend. It is now not being used as too many vines and young trees have grown through the middle of it.

Bouddi National Park is home to a variety of frog species. We have a pond in our garden, which has attracted at least four different species of frogs. We have only seen two of these. However, they make their presence known every night with their rhythmic calls, which we have recorded, but never had identified, by an expert.



In Appendix 1 of the *Bouddi Peninsula Study* you will see a list of over 150 bird species, which were recorded on the Bouddi Peninsula by a volunteer group of bird watchers between 1983 and 1986, led by Judy Adderley. The diverse land and water habitats provide food and nesting places for all these birds. Many people who have built houses here have also planted native plants in their gardens, to attract birds to visit them. It is important for everyone who lives on this peninsula to be aware of their responsibility to help provide for native birds and animals, even the controversial Brush Turkeys, who have a living to make and a responsibility to raise their offspring and continue the species.

During one whole year I (Helen) kept my video camera always ready charged up and with a tape. I was able to get short film clips of quite a lot of birds that visited my garden. The reason they came was that there was food available, growing right there, on trees and bushes. Here are just a few of these birds, showing their connection with the flora and the fact that we provided a pond of water suitable for the birds to drink or bathe in safety.



This brown pigeon, a rainforest bird, and his relatives were regular visitors to the Breynia and Bleeding-Heart Trees, which were growing near my front door.

These trees, which I did not plant, just came up themselves, provided nice little berries, which these birds loved. Another visitor to these berries was the male Koel who was a little too heavy to stand on the small branches. I have a very funny video clip showing him overbalancing many times as he leant forward to reach a berry. He was most persistent, but it took him many lunges to get just one berry.



The Rainbow Lorikeet loved to suck the nectar from this Grevillea, which appeared as a hybrid in someone's local garden and was taken up and propagated by a nursery. I planted this one outside my bathroom courtyard and this provided us with the pleasure of visits from lots of birds. It grew to a massive size and then suddenly died quite quickly after about 18 years, so I am trying to replace it with other trees the birds will like.



This family of Glossy Black Cockatoos was showing their offspring how to get a drink at the fountain of our pool. Father drank first, and then mother and finally the baby came forward to drink. Many different birds have bathed and drunk there over the years. In times of drought, we have had visits from quite rare birds.



There are some birds, which will not often visit a garden. They are the birds which are associated more with the ocean or the bay, like the White-bellied Sea Eagle and the Peregrine Falcon. These birds can often be seen flying majestically above if you are walking near the coastal cliffs.



Another bird that did cause us quite a bit of annoyance for a while was a catbird, who decided that there was another catbird in our bathroom courtyard. Every morning for many days, at about 6 am, he would come and sit on the wall and shout very loudly at the other bird he saw reflected in the glass doors. He and his mate were nesting in trees next door, so he was quite agitated about this intruder into his domain.



Another interesting bird is the Australian White Ibis, which needs tall trees in which to build their nests. The mating ritual is a sight to behold as the male sings and does a wonderful dance as he approaches his mate and presents her with some twigs and nesting materials. Here is a male serenading his mate.

Sometimes these same trees along the Hardy's Bay/Pretty Beach Dog Track are in demand from the white cockatoos and then there really is a hullabaloo. These birds, along with the Galahs are mainly seen around the bays, all of them vying for nesting positions and food.

Another delightful experience happens when the tiny Fairy Penguins make an appearance at Putty Beach, sometimes swimming among us in the surf at the northern end. They can swim a lot faster than we can and swerve in and out avoiding the bathers.

As mentioned earlier, humpback whales have been seen at Putty Beach, as have southern right whales, leopard seals, fur seals and dolphins.

There are of course many other kinds of fauna that we barely notice in passing. If you are a fisherman, you are aware of some small creatures which you can use as bait. You dig for beach worms for example. Sometimes if you have small children, you explore the rock pools to find little creatures like sea anemones, crabs and many small shellfish to point out to them. Small children like small things. Sometimes, a beautiful butterfly will appear in your garden. Maybe you will rush for the insect repellent if you venture outside in summer and you become the host for a whole horde of mosquitoes, which breed in the mudflats around Empire Bay. Your children or grandchildren will probably be able to tell you that all these smaller creatures are Invertebrates, that is animals that do not have a backbone like birds, frogs, fish and mammals do. There are hundreds and hundreds of different Invertebrates, and they too play important roles in the life of the Bouddi Peninsula.

Here is one invertebrate that appeared just near our letterbox one day recently. It is a moth, so beautifully camouflaged that it hopes to escape from being lunch for a passing bird. I have no idea what kind of moth it is, what it eats if anything, what kind of a larva or pupa it came from or how long it will live now it has reached the last stage of its life. Human attributed names don't matter to me in this case but because it is so beautiful it brought joy just to see it and to photograph it so we can continue to enjoy it every time we look at the photo on our wall.





Many Invertebrates were part of the food eaten by the first human inhabitants of this part of the world. Shellfish like oysters and mussels come immediately to mind. We modern people also like to eat them and there are lots more of us. The decrease in species that now inhabit our foreshore proves the point. We know that Aborigines ate the large Bogong Moths who have appeared in our carport on several occasions, maybe slightly lost on their way south. Maybe they thought it was a suitable cave to spend the night.

Many insects play an essential part in the pollination of flowers. The Rainbow Lorikeet, as he sucked the nectar from my flowers also carried some pollen to the next flowers he went to and maybe brought some pollen to mine. But many insects do the same thing.

Bees are a well-known example and there are native bees as well as European bees around. On the other hand, Cicadas, which appear in their thousands every summer, spend a large part of their life burrowing underground, and then emerging to shatter our eardrums with their joyous song. We don't readily relate them to having an essential function in the life of our area, but they are part of it. I associate them very much with summer. When I hear them, I know the water is warm enough to swim in and its time for picnics at the beach.

Mosquitoes are also a prominent aspect of summer with breeding grounds that include the wetlands of Brisbane Waters. Many locals would like to find a solution to reducing their numbers, especially since some have been known to carry Ross River Fever.

Humans are a part of nature but are for 'better and for worse' in relation to other living creatures in our ever-changing world?

What is remarkable is that thanks to the work of people like Marie Byles and Alan and Beryl Strom, local community groups, Gosford City Council and the National Parks and Wildlife Service, our rugged peninsula remains more than 50% native bushland. Furthermore, many local residents have created fine gardens filled with flowering Australian shrubs. Native birds abound.



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Photos are from collections of Deb Holloman, David and Helen Dufty, Robert McClure and the Bouddi Collection.



# ABORIGINAL PEOPLE & BOUDDI PENINSULA OVER TIME

By Donald G Runcie

When Captain Phillip and the First Fleet sailed into Botany Bay in January 1788, they encountered a population of people whose culture was completely different from their own. Phillip and other members of the First Fleet attempted to find out what they could about the Aboriginal people, but by the time they could speak to each other; the Aboriginal culture around Botany Bay and Port Jackson was no longer unchanged. Then, about fifteen months after the Fleet's arrival, the smallpox epidemic wiped out between one third and one half of the Aboriginal people on this part of the coast. The smallpox epidemic has been blamed on the arrival of the Fleet, but current thinking now is that the epidemic came overland from the north coast of Arnhem Land and the Kimberley area, where it had been introduced by Macassan trepang fishermen who had been visiting northern Australia for hundreds of years before Cook and Phillip arrived.

So, what do we know about Aboriginal people?

Questions commonly asked are:

*Who* are they?

*Where* did they come from?

*When* did they arrive here?

Recent work involving genetic studies suggest that all people presently alive are *anatomically modern humans*, a group which appeared in Sub Saharan Africa about 200,000 years ago. There is no evidence of any gene flow from any prior species of humans, for example Neanderthals or Homo erectus, into this group of modern humans.

For most of the last two million years the Sahara has been a block to human movement out of Africa, but periodically warm wet periods occur when the Sahara becomes a savannah, with vegetation and standing water. During these periods, humans moved out of Africa probably either by the northern route through Egypt and the Sinai Peninsula and then on to the eastern Mediterranean coast, or the southern route across the mouth of the Red Sea. One such period was about 120,000 years ago, when some modern humans crossed to the Eastern Mediterranean coast.

However, about 90,000 years ago, there was a brief but devastating widespread freeze and desiccation which turned the area into a desert, and it seems that whole population of modern humans there perished. The last time the Sahara was green was about 8,000 years ago. At that time paintings and engravings of animals then present were made on rock faces in what is now a wilderness of dry stones and sand. These animals include giraffes, elephants, antelopes, buffalo, and even crocodiles.

The genetic and climatic evidence suggest that there was a group of anatomically modern humans who left North Africa between 65,000 and 95,000 years ago, at the beginning of a prolonged increase in coldness and aridity (mentioned above).

This would have lowered the sea level at the lower end of the Red Sea sufficiently to make an easy transition from Africa to Arabia. Some of these people and their descendants then made their way around the coast of the Indian Ocean to the Indian region. In glacial times it probably would have been easier to collect food in the form of fish and shellfish along a coast than to try to hunt the probably few animals present behind the beaches. Also, it would have been colder inland. From India, some made their way to the Indonesian islands and then on to Australia and New Guinea (then one continent), about 65,000 to 50,000 years ago. Others continued around the coast to Southeast Asia, and then west into Europe, arriving about 50,000 years ago. People didn't arrive in North America until probably about 12,000 to 15,000 years ago.

Very recent evidence suggests that there was some slight genetic input from Neanderthal people after the first modern humans left Africa, but before they split into regional populations. There is further evidence of a non-modern human input in Indo Pacific people. (See *New Scientist* 15 May 2010 p.8)

In summary, Aboriginal people are anatomically modern humans whose ancestors reached the Australian mainland between 65,000 and 50,000 years ago, during a cold period when the sea level would have been lower and the coastline further out than at present. Their arrival site would now be under water, so there is no chance of examining their remains to confirm what we have surmised so far.

The earliest human remains found in Australia so far are from Lake Mungo in western New South Wales. These have been dated to 35,000 to 40,000 years ago and are of gracile build. Recently, lines of footprints have been found in this area, dating to 22,000 years ago. The prints indicate that the makers were tall, graceful people, similar to the individual mentioned above. Later burials are of larger, more robust people. One possible explanation for this could be that we are seeing a manifestation of Bergmann's rule, which states that individuals living in a cold climate are more robust than those in a warmer environment. After the first people (the gracile people) arrived in the Lake Mungo area, the climate slowly deteriorated as the Glacial Maximum approached. Individuals from a burial site at Kow Swamp in Victoria, dated to about 8,000 years ago, were much more robust, and the suggestion has been made that these people shared genes from both the gracile Mungo people and a *Homo erectus* group which has now died out. However, there does not seem to be any evidence to support this view.





From the northwest, the Aboriginal people eventually covered the continent and arrived at the east coast. How they did this is a matter of conjecture. It was thought that they moved around the coast, only travelling into the interior along river valleys much later. However, it is now evident that there was occupation of some inland sites quite early, but that the area occupied diminished to small 'islands', where there was shelter and water during cold phases, which would have been drier, colder, and windier than at present.

When people arrived at the east coast, particularly the Bouddi Peninsula, is unknown.

The earliest dated occupation sites in the local coastal region are along the South Coast. For example, a site at Burrill Lake has been dated at 20,000 years. There are other sites dated at 5,000 to 7,000 years ago, but there may well be other, older sites now under the sea.

There is a dated site on King's Tableland in the Blue Mountains at 22,000 years ago, and recently there has been a report of a site at Parramatta dated to 30,000 years ago. There is a site on upper Mangrove Creek west of Gosford dated to 11,000 years ago.

Perhaps we could say that people had arrived in the Bouddi region by 30,000 years ago, and we might take that as our base date.

The first arrivals here would have seen a very different landscape from what we now see.

The Bouddi Peninsula would have been the Bouddi Plateau. The coastline would have been some ten to fifteen kilometres east from now, and about 50 metres lower.

The actual coast would have been a long, relatively featureless sandy beach, like Stockton Beach north of Newcastle. There would have been no lagoons like Lake Cochrane or any of the other lagoons along the present coast. Broken Bay, Pittwater and Brisbane Water would have been dry valleys to the west and south of Bouddi Plateau, with freshwater creeks and a freshwater river (Hawkesbury River) flowing over the exposed coastal plain to the sea.

The climate probably would have been colder, drier and windier than at present. From 30,000 to 18,000 years ago, the sea level would have steadily dropped by approximately 150 metres and the shoreline moved thirty kilometres or so further east. The mean temperature would have been some ten degrees C. lower than at present.

About 10,000 years ago, near the time when agriculture was commencing in the Middle East, things here would have started to improve. The temperature would have begun to rise until the mean would have been perhaps 2-3 degrees warmer than at present.

Over the next 4,000 years, the sea level would have risen, and the shoreline moved west to where it is at present. The Bouddi Plateau would have become the Bouddi Peninsula, with Broken Bay, Pittwater and Brisbane Water approaching the present configuration, and the coast becoming more familiar, with surf breaking on the rocky platforms and on the smaller beaches between the headlands as at present.

However, it would be another 2-3000 years before the long shore drift from the south brought enough sand along the coast to produce the barriers that form the lagoons and sand bars that we now recognise. It is interesting that Bouddi Peninsula would have been Bouddi Plateau for about 80% of the time that people have lived in the area.

This brings us to about 3,000 years ago, about the time of the Late Bronze Age in Europe, well after the construction of the Pyramids, and when some Greeks were fighting over Helen of Troy.

From then to the present, the mean temperature would have been close to what it is now. There were small variations in temperature and rainfall, but nothing too dramatic, although the floral and faunal remains seen in middens of the time do show some variation.

Changes to the coastline as described above would have led to significant changes to the way of life of coastal Aboriginal people. Before the coastline changed there is some evidence that people living on the coast would have eaten much the same food as people living some distance from the coast: that is, a mixture of terrestrial animals and vegetables, with the coastal people having some marine food as well.

When the coast approached its modern form, there would have been much more food available at the coast, from the beaches themselves, but especially shellfish from the rock shelves and rocky reefs, and fish and other marine animals in the estuaries and lagoons now present.

Coastal people had developed fish spears: long shafts of grass tree stems with three or four prongs, with tips and barbs of slivers of bone or shell with pointed ends ground to shape. The various parts of the spear were joined by bindings of plant fibre held fast with vegetable gum. It seems that fish spears may well have been developed two or three thousand years ago.



About nine hundred years ago, shellfish hooks began to appear in occupation sites. The fish spears would have allowed efficient harvesting of surface fish, while the shell hooks would have produced bottom dwelling fish. Both these methods of fishing were carried out from canoes.

There is some suggestion that there was some division of labour: men used fish spears, while women used lines and hooks. The combination of fish spears and shellfish hooks would have produced much more food than previously, and the coastal people using this technology would have produced enough food without needing to hunt animals away from the beach.

The population probably would have increased along with the increase in resources. This may well have caused some dislocation of tribal boundaries and changes in foraging areas among the various groups. This seems to be borne out by changes in stone tool types in various areas, probably caused by changes in access by different groups to sources of stone.

So for the last thousand years the way of life of Aboriginal people along the coast and on and around the Bouddi Peninsula would have been fairly stable, until the arrival of the First Fleet and the smallpox epidemic soon after changed things for ever. But what we all need to remember is that the Aboriginal people who had lived on Bouddi for thirty thousand years, and Phillip and his people in the First Fleet, shared the same ancestors: the indomitable band of anatomically modern humans who made their way up through the Sahara and out of Africa 90,000 years ago.

Donald G. Runcie

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2. The movement of anatomically modern humans out of Africa, see *Out of Eden*, by Dr Stephen Oppenheimer.
3. Sea level and climate changes during the Pleistocene and Holocene periods, there are many works that may be consulted. *Quaternary Environments*, by Williams, Dunkerley De Decker, Kershaw and Chappel can be recommended.
4. Aboriginal peoples' adaptation to sea level change, there are many papers written about this. Papers by Dr R J. Lampert describe this very well.

For general interest, *Sydney's Aboriginal Past*, by Dr Val Attenbrow, and *Prehistory of Australia*, by Professor John Mulvaney and Dr Johan Kamminga can be recommended.

Chart extract used with the permission of the Australian Hydrographic Service. Copyright Commonwealth of Australia 2008.

# ABORIGINAL HERITAGE

by David Kelly

*The following section was prepared by David Kelly (NSW National Parks & Wildlife Service) as part of the Draft Plan of Management for Bouddi National Park. It was then read by anthropologist, Dr Val Attenbrow, and changes were made in the document. Some light editing was undertaken by the editors of the story. It is reproduced here for community education purposes. Copyright remains with the NPWS and further reproduction should not be done without the permission of the NPWS. Published in 2010, the document reveals the current policy of the NPWS working in close cooperation with local Aboriginal groups to conserve Aboriginal heritage.*

## Aboriginal Tribes of the Central Coast

The strong attachment of Aboriginal people to the land and waterways is acknowledged. They may have cultural links with the whole landscape and specific locations. Individual places of significance may include living places, art sites, ceremonial sites, spiritual places and contact sites. Aboriginal sites and places are also important to non-Aboriginal people as they provide information about the past lifestyles of all humans.

History of Aboriginal people of the Broken Bay, Brisbane Water and the Central Coast area was first recorded by Bradley (1786-93), Hunter (1788-1793), Phillip (1789-1790), Collins (1798), Threlkeld (1824-1859) and Matthews (1900). A number of historians and researchers have also provided extensive literature reviews. See Havard (1943), Swancott (1953-5), Bennett (1969), Gunson (1974), Attenbrow (1976) and Vinnicombe (1980).

In March 1788 Captain Arthur Phillip and a party of about 40 men set out in a long boat and cutter to explore Broken Bay and Brisbane Water with a view to settlement. Aboriginal people and their small bark huts were encountered in many of the bays now known as Pretty Beach, Hardys Bay and Rileys Bay (Bradley 1786-93).

By the time Europeans took up land in the Brisbane Water area in 1823, the Aboriginal population had apparently been greatly diminished by smallpox and other infectious diseases. The first population census taken in 1827 gives an estimation of no more than 65 Aboriginal men, women and children in the whole of the Brisbane Water area. By 1874, local journals (e.g. *Town & Country Journal*, 1875) suggest none of the original Aboriginal inhabitants lived in the area. However, there are people today who have traced their ancestry back to Bungaree who came from the Brisbane Water area. (See relevant websites.)

Very little thorough anthropological research was carried out before the late 1800s, by which time only small groups of the original inhabitants of the Sydney region remained. Consequently, our knowledge of names and boundaries is limited and often inaccurate (Turbet 1989).



Much of the information on the languages of the eastern New South Wales was gathered by R.H. Matthews, who said at least two languages or dialects were spoken in the Central Coast – Darginung, and another less often mentioned dialect Wunnungine (Mathews 1897).

Capell (1970) modified Matthew's findings by stating that a language which he calls Kuringgai (Gurinngai) was spoken from the north side of Port Jackson and extended to Tuggerah Lakes, merging then into Awaba. This was based on historical references, linguistics (word lists) and rock art characteristics.

Literature reviews by Attenbrow (1976) and Ross (1976) showed that the inhabitants of the coast belonged to different clans who spoke different dialects (or for the Sydney Region, Ross claimed a different language) from the people who lived in the hinterland.

In the Central Coast, relationships between the coastal and the inland groups were good and reciprocal visits were made each year and trade items were exchanged (Vinnicombe 1980).

### **Aboriginal Sites in Bouddi National Park**

The word 'Bouddi' is the Aboriginal name for the eastern headland of Maitland Bay and has become synonymous with the National Park and the surrounding area. The use of the word is uncertain. Possible meanings include 'nose', 'a heart' and 'water breaking over rocks'. A number of Aboriginal placenames are still in use today including Bombi Point, Gerrin Point, Kourung Gourung and Mourawaring Point.

Aboriginal sites provide a valuable insight into Aboriginal people's traditional lifestyles, and interactions with the environment. The Aboriginal heritage within the park is important to present day Aboriginal people. Such sites are a non-renewable resource and are subject to deterioration from natural and human induced processes. Therefore, some Aboriginal sites within the park may require active management to prolong their existence.

Over 70 Aboriginal sites containing over 200 features have been recorded in the park and nearby areas. It is possible that many more sites are likely to exist. Aboriginal occupation is evident in the form of open middens and camp sites, rock engravings, grinding grooves, rock shelters with art (charcoal and pigment drawings, stencils and paintings), scarred trees and other archaeological deposits. Human remains have been found in coastal dune middens (on Putty Beach, destroyed by sand mining) and in rock shelters. Figures commonly depicted include human figures, marine representations, and macropods (e.g. kangaroos and wallabies).

Vinnicombe (1980) carried out a detailed study of Aboriginal sites on the Bouddi Peninsula. The Hardys Bay, Pretty Beach, Rileys Bay, and Fishermans Bay Catchments facing Brisbane Water appear to have the highest concentration of Aboriginal sites in the reserve. Evidence of Aboriginal usage of both the open coastal and estuarine environments is reflected in the contents of middens, for example in the different species of shellfish.

Daleys Point Aboriginal Site (also known as Milligans Cave or Fish Hook Shelter) is an important site. Excavation and analyses indicate occupation for a period of 200-600 years (Clegg J. pers. comm), with a brief period dating back to 5430 plus or minus 105 years indicated at the base of the excavation.

Two rock engravings located on Narrabeen Sandstone are very significant and are possibly the only recorded examples in the area.

Vandalism of art sites has occurred in the area. Protection measures such as access barriers, interpretation and education have been carried out for the site. Often the most effective way to protect sites from vandalism is not to publicise their location.

The Service will not actively promote the location of sites within the park. However, the locations of some sites in the park and proposed additions are already widely known and the impacts associated with visitation will need to be monitored.

While the Service has legal responsibility for the protection of Aboriginal sites and places, it acknowledges the right of Aboriginal people to make decisions about their own heritage. It is therefore policy that Aboriginal communities be consulted and involved in the management of Aboriginal sites, places and related issues and the promotion and presentation of Aboriginal culture and history. The Park is within the area of the Darkinjung Local Aboriginal Land Council. There may also be other Aboriginal community organisations and individuals with an interest in use and management of the park.

There is interest by the local Aboriginal community in undertaking cultural and teaching activities in the park. The Service supports this in principle and will work with the community to establish agreements for such cultural activities that comply with the policies of this plan of management and have minimal environmental impact.

### **NPWS Desired Outcomes on Aboriginal Heritage**

- The Aboriginal heritage values of the park are protected and managed in a strategic, comprehensive and integrated way.
- Aboriginal heritage information is obtained, stored, accessed and used in culturally appropriate ways.
- The connections between heritage places and values within and beyond the boundaries of the park are identified, recognised and managed accordingly.
- Community connections with heritage places are acknowledged and respected and the management of such places involves the community.
- Cultural landscapes and places provide opportunities for sustainable tourism. Staff, visitors and other stakeholders understand and appreciate the cultural heritage values of the park and their role in helping to protect those values.

- Research informs the management of the cultural heritage values of the park and is undertaken with the appropriate individuals or communities.

### **NPWS Strategies on Aboriginal Heritage**

- Conserve the Aboriginal heritage values of the park in consultation with the Darkinjung Local Aboriginal Land Council, the Central Coast Hunter Range Aboriginal Co-Management Committee, and other relevant Aboriginal community organisations, individuals and communities.
- Update existing information held by the Service on known Aboriginal cultural landscapes, places and objects within the Service's Aboriginal Heritage Information System (AHIMS).
- Undertake an archaeological survey and cultural assessment prior to all management proposals with the potential to impact on Aboriginal sites and places.
- Recording of new sites will be undertaken by appropriate NPWS staff, archaeologists, and representatives of the Aboriginal community.
- Involve local communities, stakeholders and Aboriginal communities to identify, support and facilitate any active management of cultural places.
- To not publicise the location of Aboriginal sites and places except where:
  - . Interpretation of Aboriginal sites has been done in consultation with the Darkinjung Local Aboriginal Land Council, the Central Coast Hunter Range Aboriginal Co-Management Committee.
  - . The agreement of relevant Aboriginal community organisations has been obtained (eg. Daleys Point Aboriginal site).
  - . A conservation study has been prepared and any management work necessary to protect the site or place has been implemented.
- Aboriginal people will be permitted to carry out approved activities in the park related to maintenance of traditional links to country. Any such activities must comply with the objectives and policies of this plan of management and have minimal environmental impact.
- Review the CCHR Cultural Heritage Management Strategy in order to identify and prioritise long-term conservation and management outcomes for cultural heritage places and landscapes within the Region.

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# REMEMBERING OUR FIRST PEOPLE

By David Dufty

*As we look around our local area there are constant reminders of our first people if you are aware of the nature of these connections. Reading this section can change your perception of the local area so that you see it not just in its recent role as a place for holiday makers and 'Sea Changers' but as a homeland for thousands of years for Aboriginal families whose lifestyle was such that almost all their needs were met by local resources and their footprints were very small upon the land.*

*It may even tempt you to try some Bushtucker.*

*This section is largely a visual one and needs to be supplemented by more detailed studies. A valuable reference is 'These are my people: this is my land' which can be found on the website of the Rumbalara Education Centre at*

<http://www.rumbalara-e.schools.nsw.edu.au/publications/mypeople.html>

*The section draws primarily on a walkabout by Kevin Duncan, John Moran and David Dufty around the local area with David's camera. Kevin Duncan is a member of the Darkinjung Land Council and an Aboriginal cultural educator. He was the Aboriginal presenter at the Bouddi 2000 celebration and at the History Making Day, which began this project.*





## Dwellings and Middens

There were many suitable sites in the sandstone hills of our area where Aboriginal people found shelter from rain, summer heat and winter cold.

The above cave in a hollow rock is in Bouddi National Park. It was stumbled on by NPWS volunteers who cleared away the Bitou Bush to reveal this excellent dwelling site which is dry, well ventilated, cool in summer and with an aspect that shields it from southerly winds. It has ocean views. The roof gives evidence of countless fires for cooking and warmth. Around it is a midden revealing much about the lifestyle of those who occupied it for countless years.

Look closely at the midden and you will see countless mollusc shells. A tool for cutting fish was made from a shell (centre of photo), and cutting tools made from igneous rock (to left of seeds).

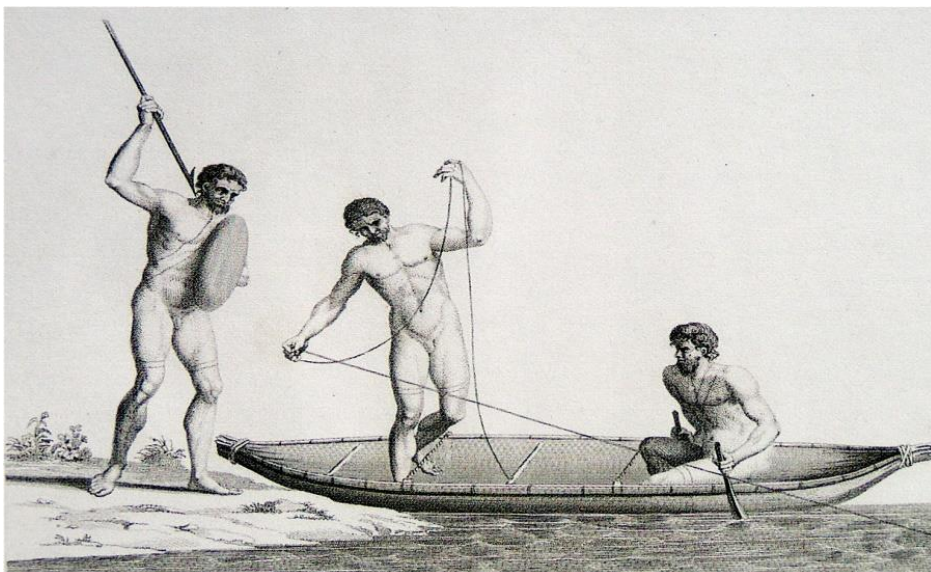


The rock would need to have been imported from other areas than this sandstone ridge. There are also husks of edible seeds.

Aboriginal people also made bark dwellings, sometimes grouped together, and there are still gum trees in the area which reveal where bark has been stripped away for dwellings and canoes.

## Food from the Ocean and Bays

Coastal Aborigines got their main source of protein from fish and crustaceans, as is clearly indicated in the middens. They were skilled fishers, using lines, spears and traps. Refer to the section on *Fishing* in this publication.



Sketch courtesy of Dixon Library,  
State Library of NSW



## Plants for Food and Medicine

As you walk along the bush tracks of our area you will see many reminders of Aboriginal foods.



*Macrozamia* better known as the **Burrawang** are all around our area. They are most spectacular when their huge pineapple like seed cluster is fully ripe just before the individual seeds are flung around the adjacent bush. These seeds contain substances poisonous to humans and must be well soaked in water before being roasted for food.



The **Sweet Wattle** (*Acacia suaveolens*) has tasty young seed pods for eating and mature seeds which were ground into powder and then made into patties.





**Dianella or Blue Flax Lily** is a very common, hardy, plant in our area with its pretty blue flower and its nutty chewable berries. It has been found to be high in Vitamin C.

***Lomandra longifolia* (Spiny-head Mat-rush or Basket Grass)** grows in sandy soils and has edible flowers on a spikey stem and the fruit can be ground to make flour. The white succulent leaf bases of new shoots are also edible.



Ripe fruit of the **Geebung (*Persoonia*)** are also edible.





Along the sandy beaches of the area are succulents like the **Pigface (*Carpobrotus glaucenscens*)**. It was eaten by Aboriginal people and still makes good bushtucker. 'The fruit can be eaten as a dried fruit as well as raw, straight from the plant (the outer layer is inedible). When eaten raw the juicy pulp is sucked from the base and tastes like salty strawberries or soft figs and can be used to make jams and preserves.' (Wimmimbirra p.4)



All around our area are vines with edible roots: **native yams** that provided a basic diet to Aboriginal people.

Another vine is the **Native Sarsaparilla (*Smylax Glyciphylla*)** The leaves can be sucked or used to make a drink. The fruit is also edible.







**Sea Celery (*Apium Prostatum*)** is another edible plant common in our area which can be eaten fresh.

The fruit of the **Hakea** when ground into a paste provided a medicine for stomach



**Apple Berry (*Billardiera scandens*)** is another plant with an edible pod once it is bigger and browner than the one pictured.

**Bracken fern** has underground stems (rhizomes) which can be roasted in the ashes and also edible young shoots.



There are many other plants well known to readers, so we don't need to illustrate them all.

The *Banksia Ericifolia* flower was soaked in water to make a sweet drink and to soothe a sore throat. Bush food experts tell us that 'the bark of the tree may be burnt to ash, which can be applied to skin as a healing agent where there are sores and other conditions. People can smear the banksia cones with fat and burn them as candles'. (Wimmimbirra p.4)

**Rock orchids** with their thick tubers can be eaten raw to help cure dysentery or roasted after the husks are removed.

**The Gynea Lily (*Doryanthes excelsa*)** has young edible flower spikes and its roots can be roasted and eaten.

**The Moreton Bay Fig** has edible figs.

**Native berries** abound, easily confused with the imported weed: blackberries.

**The Cabbage Tree Palm** has young leaf bases and hearts to eat and its gum can be sucked.

**The Kurrajong Tree** has edible seeds and roots.

**The Lemon Ti-Tree** has lemon scented leaves which can be boiled and used for colds. The leaves are also good for treating tick bites and sores.

## Fauna for Food



When we encounter a snake or a lizard in the bush, we may well wonder what they tasted like to Aboriginal people. This one was slow after its winter hibernation.

Possums were certainly on the menu as well, and of course wallabies and kangaroos. Animal skins could keep you warm in winter, although local winters were not like those of Tasmania where heavy clothing was needed.



Birds such as parrots and crows were eaten. Waterbird bones have been found in the middens. Birds' eggs were readily obtained.

Honeybees were an asset to Aboriginal people, who were skilled at climbing trees to get to the honey with the help of steps cut into the trees.

### Sources of Technology

The prominent and spectacular **grass trees** of our area (*Xanthorrhoea*), called in Phillip's day 'Yellow Gum Plant' and then by the now rejected term 'Blackboys', provided both spears and the resin to attach bones or teeth from a fish, or shells, to the fishing spears. The leaves were used to make baskets. The flowers can be soaked in water to make a drink as well.



The *Angophora costata* has callused bumps on its trunk which can be cut off and used for bowls or even for a babies cradle as some are huge.



Bark from the **Stringybark Tree** was used for canoes, shelters, shields, baskets, fishing lines, bowls, net bags, torches and for protection from the rain. Spears were also made from hardwood trees.

**Sydney Golden Wattle** leaves can be crushed and used to take the oxygen out of the water and so help to catch fish.





Cutting tools were essential. Harder rock traded from elsewhere in this sandstone area was needed for tools shaped from quartz.

At Daleys Point Aboriginal Site you will see clearly the rubbing grooves used to sharpen stone implements which are beside a depression where water accumulated.

Fire is of course a major form of technology essential for cooking, making glues for weapons and tools, heating and light. Fire was also used by Aboriginal people to help provide grasslands for grazing animals like kangaroos and make hunting easier. Fire also increased the growth of food plants like the *Macrozamia*.

Local clays ranging from white through to yellow and red were used for face and body decoration.



## Rock Engravings



At Daleys Point there are fine examples of Aboriginal engravings with fish and a whale being discernable. However, weather erosion has worn them away and they are now difficult to follow. Cave paintings can also be found in the area. These areas would have been gathering points for Aboriginal ceremonies such as initiations where the symbolism of the images could be passed on to future generations.



Kevin Duncan and John Moran on the waterfront



## **What all these reminders tell us of our First People**

Here is what Kevin Duncan had to say to us as he talked with John Moran and David Dufty by the Bay:

‘A lot of these ridgeways carry all of the evidence through rock carvings and rock paintings and the scattering of middens right through the shoreline not far from where we are right now. It would have been a naturally beautiful area to live permanently. There’s plenty of fish, lots of closed and protected areas. By the evidence of the shellfish and of the rock carvings there were good numbers of Aboriginal people living here’.

Hopefully this article, and other readings and images, will help us to realise that as we newcomers identify with ‘Our Place’ we need to keep in mind that this was also the home of Aboriginal people for thousands of years and that we can share with them this wonderful environmental heritage and help to care for and enhance it for present and future generations. (See the poem below).

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*These are my people: this is my land.*

Website of the Rumbalara Education Centre.

<http://www.rumbalara-e.schools.nsw.edu.au/publications/mypeople.html>

*Wimmimbirra & Bargo Dingo Sanctuary Newsletter*, April 2008.

Web site: [http://www.wirrimbirra.com.au/Page%204\\_April%2008.pdf](http://www.wirrimbirra.com.au/Page%204_April%2008.pdf)

Many other websites deal with coastal Aboriginal lifestyles, including bush food.



## Photos

by David Dufty, *Xanthorrhoea* by Robert McClure, *Kevin dancing* by Elaine Odgers Norling.

Kevin Duncan and David Dufty previously combined in the opening scenes of *The Place Where the World Turns Around* in *Bouddi 2000*. Kevin is a skilled dancer who worked with an Aboriginal dance company. Kevin danced to the sounds of the didjeridu (not a local instrument) and the reading of the following lines of poetry written by David and endorsed and recorded by Kevin.

You never met me,  
I was a member of the tribe  
Who lived in this place?  
That you celebrate.  
We never owned this place  
We belonged to this place.  
Our spirit ancestors  
dwelt in this place  
From the beginning of time.  
Their Dreamtime stories  
And their songs and dances  
Brought to life and kept alive  
The wallabies and the wombats,  
The goannas and the snakes  
And my people too.  
The seas were filled  
With leaping life.  
The land gave us food  
From burrawangs to bees.  
We saw you arrive  
In ships bigger than a whale.  
We knew our world was wounded  
When our people died  
From sicknesses that our wise ones  
Could not cure.  
You heard none of our stories,  
You silenced our songs

In the piles of shells,  
The beaches with our footprints  
Washed away.  
Remember more.  
Remember we have lived here for thousands  
of seasons  
And will for many seasons still.  
Remember we must meet together  
To share old stories of our yesterdays  
To make new stories for our tomorrows,  
And to share our love for this place.  
Remember that we tread on sacred ground.  
You claimed the land.  
All you notice now  
Are our secret signs  
On the rocky ledges,  
The grooves in the creek bed where we  
sharpened our spears,  
The caves where we sheltered from heat and  
cold,  
The sources of our lifeblood  
You seldom think of me.



# LOBSTER BEACH

## Site of the Colonists' First Landing on the Central Coast?

Stephen Jones

***Abstract:** Lobster Beach is a sheltered, south-west facing beach on the north side of Broken Bay. Around 100m offshore is a large sand bar that runs 2km from Ocean Beach to the west to Little Box Head to the south. The water is shallow, with the exact depth depending on the tide and recent conditions. The surf break at "Little Boxie" is a favourite with surfers when the swell is right. Between Lobster Beach and the sandbar there is a channel that leads from Broken Bay, around Kourung Gourung Point to the waters and the shifting sandbars between Ettalong and the Bouddi Peninsula. Beyond that there is the fast-flowing stream through The Rip and then the shallow waters of Brisbane Water. Pearl Beach is situated on the western side of Broken Bay, facing directly out to sea. The sand drops away steeply at the tide line. There is no surf off the beach, however a heavy shore break is the rule with even moderate swells. These differences point to Lobster rather than Pearl Beach being the place where Governor Phillip and his men spent the first night of their first expedition to the Central Coast.*

On the 2<sup>nd</sup> of March 1788, only five weeks after raising the British flag at Sydney Cove Governor Arthur Phillip led the first of three expeditions to the country of the Gurrunggai people, now known as Broken Bay and Brisbane Water, to search for farming land and a large freshwater river. It was clear to Phillip that if the colony was to avoid starvation, he would have to find better soil and water than were available at Sydney Cove. Phillip, Lieutenant William Bradley and seaman Jacob Nagle all provide accounts of the expedition. Of the three Bradley's is the most detailed and the only one written as a daily log of events. Phillip's is briefer and, like Nagle's, appears to have been written later as a memoir, making it subject to errors of recollection.

Where the expedition spent its first night on the Central Coast is a question of some contention. The accounts by Phillip and Bradley differ. Phillip, writing of himself in the third person, says that "The first night they slept in the boats, within a rocky point in the north-west part of the bay". This is consistent with, but not conclusive of Pearl Beach. By contrast Bradley says – "As the evening closed we lost sight of the Cutter and as we approached the N. shore of Broken Bay we made signals by flashing of Powder I saw lights immediately after on the N. shore to which we rowed and found to be the Natives lights, we then hauled off and fired a Musquat which was immediately answered and we soon saw the Cutter and at 9 a night moored the Boats in a Cove on the N. side of the Bay off which the surf broke violently. When the Cutter first landed, they were met by a great number of the Natives ....." This is strongly suggestive of Lobster Beach on four separate points. Firstly, Lobster Beach is on the north shore, Pearl Beach is not. Secondly, although Bradley's account leaves open the possibility that although they fired the musket while on the north shore, they rowed across Broken Bay to meet Phillip at Pearl Beach, the size of Broken Bay makes this unlikely. It is 3 kilometres from Little Box Head, the closest point on the north shore to Pearl Beach, so if Phillip had already been at Pearl Beach it is unlikely, he would have heard the musket, let alone been seen "soon" in the falling evening light. On the other hand, if Phillip's boat was near Bradley's on the north shore, why would they, at that late stage of the day, have made the journey of



3 kilometres across Broken Bay to moor near a beach that they did not know existed at that time. Thirdly and most strongly, the description of the surf breaking violently *off* the cove in which they moored is consistent with Lobster Beach. By contrast, at Pearl Beach the surf breaks strongly *on* the beach. Indeed, the violent shore break at Pearl Beach provides a fourth piece of evidence, for it is hard to imagine landing a cutter on the beach while the surf is breaking there violently.

There is one additional, I would suggest conclusive, piece of evidence in Bradley's journal that points to Lobster beach. In his journal entry of 4<sup>th</sup> March he notes that after exploring Brisbane Water they stopped on the return journey at the same cove at which they had spent the first night after which they "*went over to the S.side of the Bay, into the SW arm, off which there is an island*". Lobster Beach is on the channel that leads out of Brisbane Water; Pearl Beach is not. From Lobster Beach one does indeed cross Broken Bay to get to the "SW arm" (the entrance to the Hawkesbury River and Cowan Creek) off which is Lion Island. By contrast, Lion Island is near Pearl Beach and one does not "*cross over to the S.side*" to get to the SW arm.

Alan Dashiell writing in "Hawkesbury River History" edited by Jocelyn Powell and Lorraine Banks favours Pearl Beach. In addition to citing Phillip's recollection regarding spending the night on the north-west of the bay he cites as further evidence that both Phillip and Bradley "remark on the very shallow bar across the entrance". Apparently, Alan Dash sees their route as crossing the sand spit in front of Ocean Beach before entering the channel at Wagstaffe Point. This does not seem plausible, as this is not just shallow, but an area of surf that Phillip would have surely avoided. Moreover, neither Bradley nor Phillip uses the word "across". Bradley says "At day light went into the N.branch of the Harbour which has a shoal and narrow entrance". This is consistent with the stretch of water from Little Box Head to Kourung Goung Point, Wagstaffe Point and Ettalong. The channel is narrow with the Ocean Beach sandbar to the south and further sandbars once around Wagstaffe Point between Ettalong and Pretty Beach and Hardys Bay. Phillip recalls "after passing a bar that had only water for small vessels, they entered a very extensive branch, from which the ebb tide came out so strong that the boats could not row against the stream". Bradley's account makes clear that the place that they could not row through was The Rip and that the shoals referred to were those between Ettalong and Pretty Beach, Hardys Bay and Killcare. Lastly Dash notes that Captain John Hunter's account of Phillip's second expedition in June 1789 seems to indicate that Phillip was unaware of the channel in front of Lobster Beach until that expedition. This he takes as evidence that Phillip had not used the channel in his first expedition and hence had not stopped at Lobster Beach. Yet a close reading of Hunter's account shows not that the channel was unknown to Phillip, but simply that in the strong southerly and high sea prevailing at the time it was not useable until "*it was more than two-thirds flood*".

Summing up, there is only one piece of evidence that is inconsistent with Lobster Beach as the place at which the expedition spent the night of 2<sup>nd</sup> March 1788, namely Phillip's reference to the north-west of the bay. Now Phillip was clearly a man of great competence and diligence whose recollections are not to be dismissed lightly. Yet it must be noted that the recollection is lacking in detail and apparently was made at some distance in time from the events it reports. By contrast Bradley's detailed account, recorded as a daily log, points strongly towards Lobster Beach. There are three plaques on the Central Coast commemorating this first expedition by the colonists to the region – at Pearl Beach, at Governor Phillip lookout on the southern side of The Rip and at St

Hubert's Island. It seems likely that one of them is in the wrong place.

I have included below Bradley's account of the expedition. Bradley is a lively writer with a keen eye for human interest, if somewhat captive to the ideals of beauty of his time. Notable, are the great number of friendly meetings with the Guringgai people. Tragically when the expeditioners returned fifteen months later in June 1789, they met few Aborigines. Instead, evidence of smallpox was obvious. Of course, in the light of this and subsequent events, where Phillip and his men spent their first night on the Central Coast is a matter of utmost triviality.

**Extract from "A Voyage to New South Wales - The Journal of Lieutenant William Bradley of HMS Sirius" covering the First Exploration of Broken Bay by Governor Arthur Phillip**

**2<sup>nd</sup> to 9<sup>th</sup> March 1788**

*Sunday, 2nd. At daylight the Governor with his Cutter<sup>1</sup> accompanied by the first Lieutenant of the Sirius in her Longboat<sup>2</sup> and the Master in one of the Transport's Longboats with a party of Marines in addition to the Boat's Crews, for the purpose of examining Broken Bay victualled for 7 days, the Longboat in which the Master was, proved so very heavy and unhandy that we waited in Spring Cove 'til she came up with us and cleared her, the Governor took the Master into his Boat and sent back that Longboat, we were met in this Cove by several of the Natives, a Woman who was fishing in a Canoe, landed with very little persuasion she was excessively ugly and very big with child, there being many women fishing in their Canoes about the Cove. the Governor did not give any things to the Men; None of the other women came ashore but all came alongside our Boats with their Canoes, the Men kept on the beach: the generality of this party of women were old, ugly and ill shaped. The Governor here exchanged a Straw Hat for a spear, which when he was taking to our Boat, another of them took hold of it, on which the man who had the Hat ran to him and explained that it had been exchanged, he let it go and seem pleased. At 8 went out of Port Jackson, when off the Harbour, the Heads of Broken Bay are within the N.extreme of Land: the South Head is 15 miles to the N.ward of the North Head of Port Jackson, round which head the Coast forms a deep bight and has a cove or bend where a Boat may shelter<sup>3</sup> from this the beach runs about 3 miles to the N.ward to a reef of rocks which break some distance out and round which is a bight with a long sandy beach on which close round this reef of rocks a boat may land if caught upon the shore and not able to reach either of the Harbours<sup>4</sup>: all round this bight the Natives appear'd on the high land, from this there did not appear to be any shelter for Boats in any of the Sandy Bays; as we passed the sandy bay next the S. Head of Broken Bay<sup>5</sup>, we were met by 3 Canoes having one man and 5 women in them, they came alongside of our Boats quite familiarly: The Governor*

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1 The Oxford English Dictionary describes the cutter as a small "single" masted sailing boat rigged like a sloop. However Bradley's drawing of the expedition opposite page 90 of his journal clearly shows a two masted vessel.

2 Bradley's drawing mentioned in note 1 also above shows a longboat.

3 Shelly Beach

4 The small bay on the northern side of Long Reef

5 Palm Beach

*pushed over the to the N.shore in the Cutter. The tide set so strong to the S.ward<sup>6</sup>. , that it was with difficulty the Longboat could get round the S.Head. As the evening closed we lost sight of the Cutter and as we approached the N. shore of Broken Bay we made signals by flashing of Powder I saw lights immediately after on the N. shore to which we rowed and found to be the Natives lights<sup>7</sup>, we then hauled off and fired a Musquat which was immediately answered and we soon saw the Cutter and at 9 a night moored the Boats in a Cove on the N. side of the Bay off which the surf broke violently. When the Cutter first landed, they were met by a great number of the Natives, Men, Women and Children, the Men were all armed with Spears, Clubs, Stone, Hatchets and Wooden Swords<sup>8</sup>, they were all very friendly and when the Longboat landed were without arms, we passed the night in this Cove on board the Boats every body.*

*Monday 3: At day light went into the N.branch of the Harbour which has a shoal and narrow entrance<sup>9</sup> just within which we stopped, found the Natives familiar, they had several Huts here which were merely small sticks placed against each other and covered over with bark; In these*

*we gave them fish and the Governor exchanged some things for spears, this Man was but little scar'd about the body.*

*Thursday 6. PM. Continuing to rain we secured every thing for the night, the Old Man was with us till the evening.*

*AM. Went up this Arm, saw several of the Natives in every Cove, the Old Man and boy followed us round to one of the Coves and shew'd us water: we stopped in a Cove on the E. side<sup>10</sup> about 3 Miles up, several women in Canoes were fishing two of them came ashore the one an Old Ugly, the other a young Woman tall and was the handsomest Woman I have seen amongst them, she was very big with child, her fingers were complete as were those of the Old Woman. One of the women made a fishing hook while we were by her, from the inside of what is commonly called the pearl oyster shell, by rubbing it down on the rocks until thin enough and then cut it circular with another, shape the hook with a sharp point rather bent in and not bearded or barbed, in this Cove we met with a kernel<sup>11</sup> which they prepare and give their children, I have seen them eat it themselves, they are a kind of nut growing in bunches somewhat like a pine top and are poisonous without being properly prepared the method of doing which we did not learn from them. Hard rain the greatest part of these 24 Hours.*

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<sup>6</sup> High tide at the site that was to become Fort Denison on March 2nd 1788, would have been 1.11m at 5.00pm (calculation courtesy of National Tide Facility at Flinders University of South Australia). The tide at Broken Bay is about 10 minutes earlier.

<sup>7</sup> Iron Ladder Beach or Little Box Head

<sup>8</sup> There are Aboriginal engravings on the rocks overlooking Lobster Beach.

<sup>9</sup> Probably Ettalong or possibly opposite at Wagstaff.

<sup>10</sup> Probably Careel Bay

<sup>11</sup> Burrawang (*Macrozamia communis*). The burrawang has a large cone of ping pong ball sized seeds covered in bright red flesh. These have proven attractive to many explorers and their men over the years – to their regret. They contain poisonous alkaloids that the Aborigines had learnt to remove by pounding to a flour and then rinsing. De Vlamingh, Cook and Banks or their men had all previously fallen victim to them. It obviously hadn't taken long for the first fleeters to come to the same conclusion.



Friday 7. Were at the upper part of the S.Arm, found in every part of it, very good depth of water except a flat at the entrance from the Eastern point 2/3 of the way over, between which and the W.ernshore is a channel with 3 fathom at low water and that depth close to the rocks, the sand on the Eastern side of this Arm is in general good and clear, on the Western side all rocks and thick woods. AM. Left the S'ern Arm and went again into the SW Arm to look into that opening to the NW, found but few of the Natives in it: We landed on an Island<sup>12</sup> about 2 miles up this branch, on which we secured every thing for the night got a great quantity of Mullet in the Sein from which we call it Mullet Island, there is long flat to the SE and a reef of rocks, round which is the bay for hauling the Sein, we found some Huts on the Island, but only 3 Natives came to us this evening.

Saturday 8. AM Several of the Natives came to us, painted very whimsically with pipe clay and red ochre both which is plenty on the Island, the pipe clay just under the Sand on the beach round the rocks. We followed this branch up to the NW some distance, found openings to the N.ward<sup>13</sup> and NW<sup>14</sup> and on the W. side of this opening to the NW, there appeared to be an Island<sup>15</sup> with passages round it on both sides, but we only examined that opening to the NW above Mullet Island which was found to be very shoal, that to the N.ward not having more than 6 feet water across the entrance just within the points forming it prevented our looking farther into it: About Noon having finished our superficial examination which was much hindered by constant heavy rain, we returned to a Cove at the Outer part of the S.Arm to be ready to go out of the Bay.

Sunday 9th. PM. The Old Man and Boy came to us as before, with several more of the Natives, they had many things given to them but that did not keep them from stealing, after dark the Old Man took an Iron spade and was going off

with it, he was seen from the Longboat, pursued and brought back with it by one of the people on shore: The Governor chastised him for it, which so enraged him that he ran off and very soon returned with his party all with their Spears ready to throw when a Musquet was fired which made them stop and a second Musquet drove them away for the night.

AM. At daylight, the Old Man and his Companions came to us just the same as if nothing had happened and without Arms: About 6 o'clock we left Broken Bay and got into Spring Cove in Port Jackson at 11.

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12 Dangar Island  
13 Mullet Creek  
14 Mooney Mooney Creek  
15 Spectacle Island

# EUROPEAN SETTLERS AND THEIR LAND

## Beverley Runcie

*Five weeks after Governor Phillip had arrived in Port Jackson to set up the colony he headed north to the Broken Bay which Captain James Cook had reported in 1770. He hoped to find suitable land for settlers to live and grow food. The discovery in 1789 that the Hawkesbury River led to rich lands around the Windsor district however meant that the Brisbane Water area, with its difficult entrance and its inability to take large ships, and the heavily timbered steep terrain, did not begin to develop until the 1820s. The Bouddi Peninsula in the early days supported only a few families. Like other settlers in Brisbane Water, they were subsistence farmers making a living running a few cattle, timber cutting, shingle splitting, shell collecting (for mortar), and later, shipping and ship building. The coming of the railway in 1889 brought great changes to the area which had previously relied on water transport. At the beginning of the 20<sup>th</sup> century the emphasis moved from farming to leisure pursuits and the Peninsula became a destination for holiday makers who either stayed at guest houses or rented or built/bought small weekenders. What follows is a brief account of the first land grants and purchases on the Bouddi Peninsula, a brief overview of the lives of our early settlers who took up this land during the 19<sup>th</sup> century, and a glance at the 20<sup>th</sup> century.*

### **First sighting and discovery**

The ship's log for May 7, 1770 the day after the *Endeavour* left Botany Bay reported passing 'Some broken land, like a bay'<sup>1</sup>. Captain James Cook in his journal named the bay, Broken Bay; however, he passed 'our' Broken Bay at the mouth of the Hawkesbury River at night, and probably it was the entrance to Narrabeen Lakes that he saw. The ship was becalmed and made little headway overnight and the following noon Cook recorded seeing: "Some pretty high land which projected out in three bluff points and occasioned my calling it Cape Three Points"<sup>2</sup> (Those three points are now named Bulbararing, Mourawaring and Bombi). The Bouddi Peninsula had entered the history books.

Governor Arthur Phillip after arriving in Port Jackson at the end of January 1788, lost no time in exploring the Broken Bay mentioned by Cook. Phillip's intention was "not only to survey the harbour, if any were found to exist, but to examine whether there were within it any spots of ground capable of cultivation, and of maintaining a few families"<sup>3</sup>. Finding pastoral and agricultural land was important as the land around Sydney Cove did not look promising.



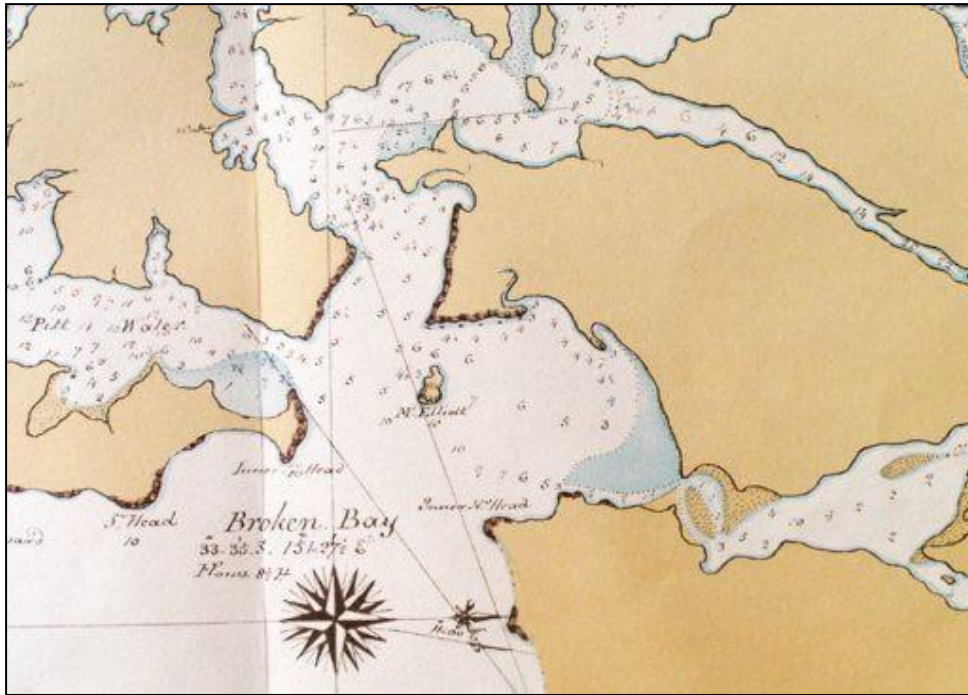
*North Arm of Broken Bay New South Wales from an Island at the entrance Sept/ 1789.*

William Bradley - Drawings from his journal *A Voyage to New South Wales*, 1802.  
Mitchell Library, State Library of NSW.

Only five weeks after his arrival in Port Jackson, on March 2, Phillip led an exploring party in a long boat and cutter which reached Broken Bay that evening. They spent the night on board ship, off what is now called Pearl Beach (or may have been Lobster Beach - see Stephen Jones article) and the next morning set off for the northwest arm (later called north arm or northeast arm and now named Brisbane Water). William Bradley describes the journey, “At Daylight went into the N. branch of the Harbour which has a shoal and narrow entrance. As we proceeded up this branch after passing a very flat shoal and two or three Coves, we found [the ebb tide] set out so strong that we could not pull ahead through between two projecting points”<sup>4</sup>. The bays mentioned were probably Pretty Beach, Hardys Bay and Rileys Bay, and the Rip Bridge now spans the ‘projecting points’.

After proceeding past the rip when the tide had slackened, they noted the upper part of the branch was ‘low and full of swamps’ and running out of time and the weather being bad, they retreated and went on to explore part of Cowan Creek and then the south-west branch, now Pittwater.





*Broken Bay.* William Bradley – charts from the First Fleet journal titled *A Voyage to New South Wales*, Mitchell Library, State Library of NSW.

Phillip named this, declaring it “the finest piece of water he had ever seen”<sup>5</sup>. On his return to Sydney Cove however he reported “the land at Broken Bay being in general very high and in most parts rocky and barren”<sup>6</sup>. There are two local monuments commemorating Phillip’s visit. One is at the Blackwell Mountain end of the Rip Bridge and can be seen from the road and the other is at the park at Long Arm Parade on St. Huberts Island.

Broken Bay again beckoned Governor Phillip the following year. He dreamed of finding an inland river which would provide pastoral and agricultural land for the struggling colony. In June 1789 he set off with a party intending also to explore the ‘north-west arm’ beyond their first trip. This time they advanced further up than previously, but found shoals, mangrove and marshy areas which were not encouraging. It is clear by looking at Lieutenant Bradley’s survey chart of Broken Bay undertaken in the spring of 1789 (pictured above) that the narrow entrance to Brisbane Water and the numerous shallows and shoals would make the navigation of large vessels impossible.

These are of course problems we still have today, as can be seen by reference to satellite photos readily available from Google Earth, or from the aerial photo below. However, it was Phillip’s discovery on that same trip of the Hawkesbury River stretching westward which was to turn attention away from Brisbane Water and hinder its development for many years.



Hardys Bay circa 1911-1927. Rileys Bay top right, Hardys Bay centre, Pretty Beach left, The Rip top centre

### First Settlers of Brisbane Water

After the discovery of the Hawkesbury/Nepean River system, the new colony's attention was directed to the fresh water and fertile alluvial soil of the Richmond and Windsor areas. Windsor developed as an important town supplying food for the growing population, with goods being transported by river to Sydney.

No real interest in Brisbane Water was shown until the 1820s. Even though it was relatively close to Sydney there were a few reasons why it did not thrive earlier. It was discounted for settlement initially by its topography. The sand bar at its entrance and the problems with the ebbtide at The Rip, plus shoals and muddy and marshy areas made it difficult for large vessels. The land was steep and heavily timbered and so thought unsuitable for farming. Also the government at the time did not encourage settlers taking up land which would be near the penal colony at Newcastle which they preferred to isolate. In addition, Governor King had promised the Hawkesbury natives in 1804 not to grant further land which might interfere with their access to and fishing in the river.

There was also the fact that there was no road to the district. The Great North Road which was built by convict labour in the 1820s crossed the Hawkesbury River at Wisemans Ferry and traversed the ridges to emerge near Cessnock, and so bypassed Brisbane Water altogether.

There was a track which branched off the Great North Road and was linked to the Gosford area at Mangrove Creek, but it was narrow, steep in parts and slow. Road access remained difficult until 1848 when a direct road via Peats Ferry came into use<sup>7</sup>. George Peat ran a punt which crossed the Hawkesbury River close to where the road bridge is now.

However, a few events occurred to encourage people to settle here. By 1824 the penal colony at Newcastle had moved to Port Macquarie and the area north of Sydney subsequently became available to settlers. The agreement with the local Aboriginal people lapsed with a new Governor and their numbers had declined due to disease.

Steamships began to replace sail during the 1830s, which meant the road transport which had proved so difficult was no longer critical.

In 1831 free immigration to New South Wales was implemented and free land grants were discontinued (unless they had already been promised) to help pay for it. As Tabuteau<sup>8</sup> points out, the early thirties was not really a time of development at Brisbane Water but rather a time when the area's resources were exploited. Initially, timber felling and cattle grazing were the main occupations, with some shell collecting and ash burning. Because there was no village or urban settlement and so no urban allotments on which people could build a home, there were two distinct classes: those who were landowners and those who worked for them. In fact, "There was no independent way to make a living. One had to be either a landowner or working for one.

There was no baker, blacksmith, carpenter, bricklayer, shopkeeper, nor any trade carried on by an individual, not even an inn. Grog was often made and distributed unlawfully. The people were wholly dependent on a landowner for work or for a place to live"<sup>9</sup>.

As the colony's population grew so did the need for timber and lime for the building trade, and for ships to transport produce from the Hawkesbury to Sydney. This led to the establishment of centres of trade, beginning with Kincumber and East Gosford (a private town) and by 1840 a government town at Gosford. Brisbane Water at last became a player in the colony's development. During this period farming was not significant. As Governor Phillip had noted, there did not appear to be much arable land, the steep slopes being heavily timbered mostly down to the shoreline. In 1833 the main crop the settlers grew was maize but also some wheat, barley, potatoes and tobacco. In the early days of settlement, settlers relied on supplies by ship from Sydney and only a few cash crops such as onions were grown<sup>10</sup>.

We are provided with a detailed snapshot of life at Brisbane Water in 1856 in a report sent to the Colonial Secretary from the Bench of Magistrates in Gosford<sup>11</sup>. This report was in response to a request for details of the cost of transport on the roads and annual imports and exports of the district. It begins by stating that water was the main method of transport and as timber was the main trade of the district and the cultivated land was near the water, very little road transport was needed or used. There were two roads into the district at the time and neither had been fully surveyed. The road from Peats Ferry was used for mail but authorities did not think it feasible to spend money on it unless a steam punt was placed at the Ferry. The road to Maitland was thought to be of more use to the locals as a road was being cut over the Broken Back Range and it could open up good farming land north of Gosford. The final recommendation was for the "main lines of Road throughout the District be marked by a competent surveyor". This shows how the settlers were obviously very isolated at the time.

At the time the community imported "most of the necessities of life" and flour and meat were considered the principal luxuries. The population was estimated at 1,883 persons and imports were calculated, using this figure. For example, if each person consumed 6lb of flour per week then the total imported would be 293 tons annually. Tea, sugar and wearing apparel were also estimated this way. The report baulked at putting a figure on the import of spirituous liquor however saying "the quantity of Spirits consumed in the district is enormous... many of the sawyers are drunkards and spend most of their earnings in intoxicating liquors. Some will work till they accumulate twenty or thirty Pounds and then spend it all in this way & go into debt to the Storekeepers for provisions; we cannot undertake to say with any degree of accuracy the amount consumed or imported".

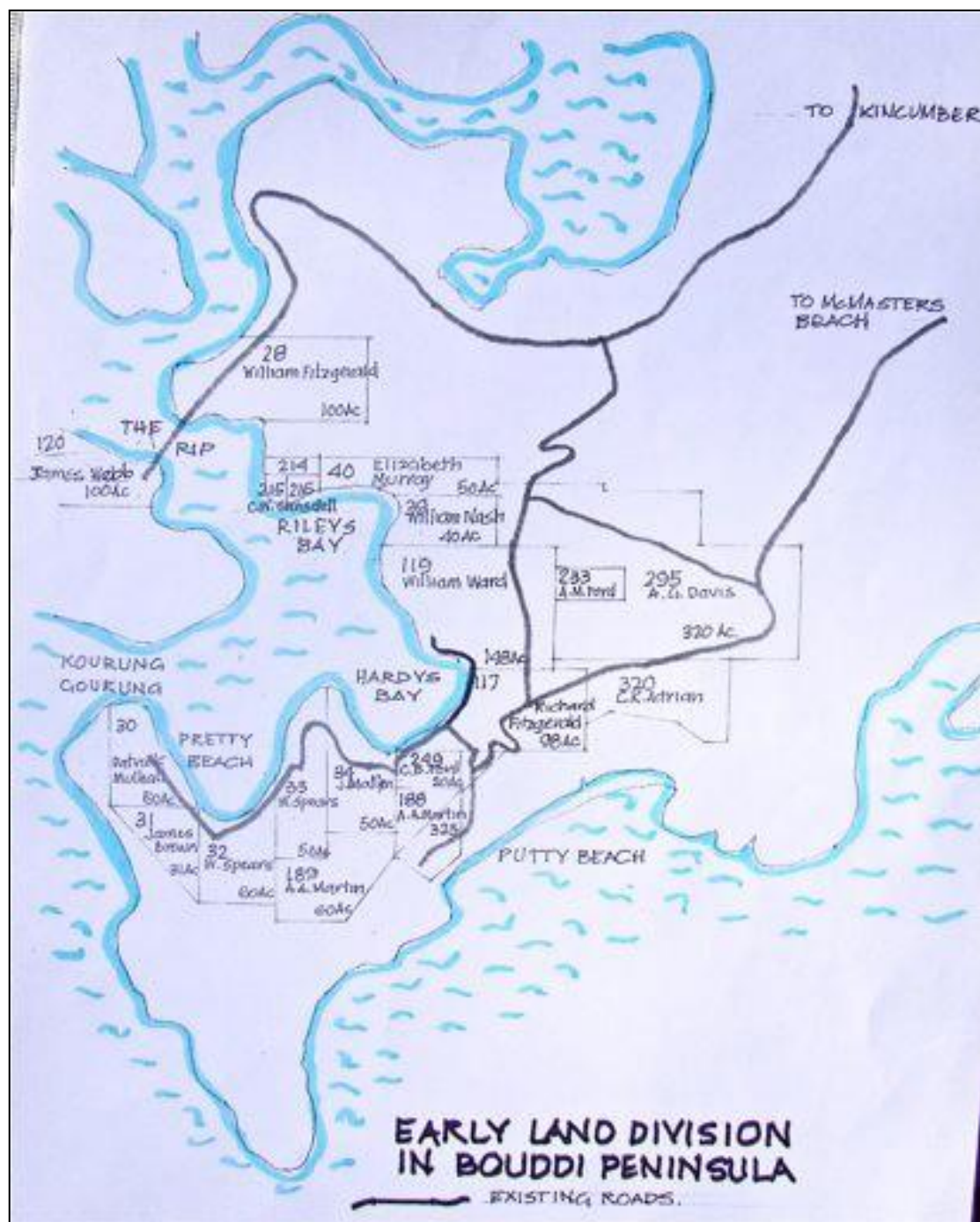


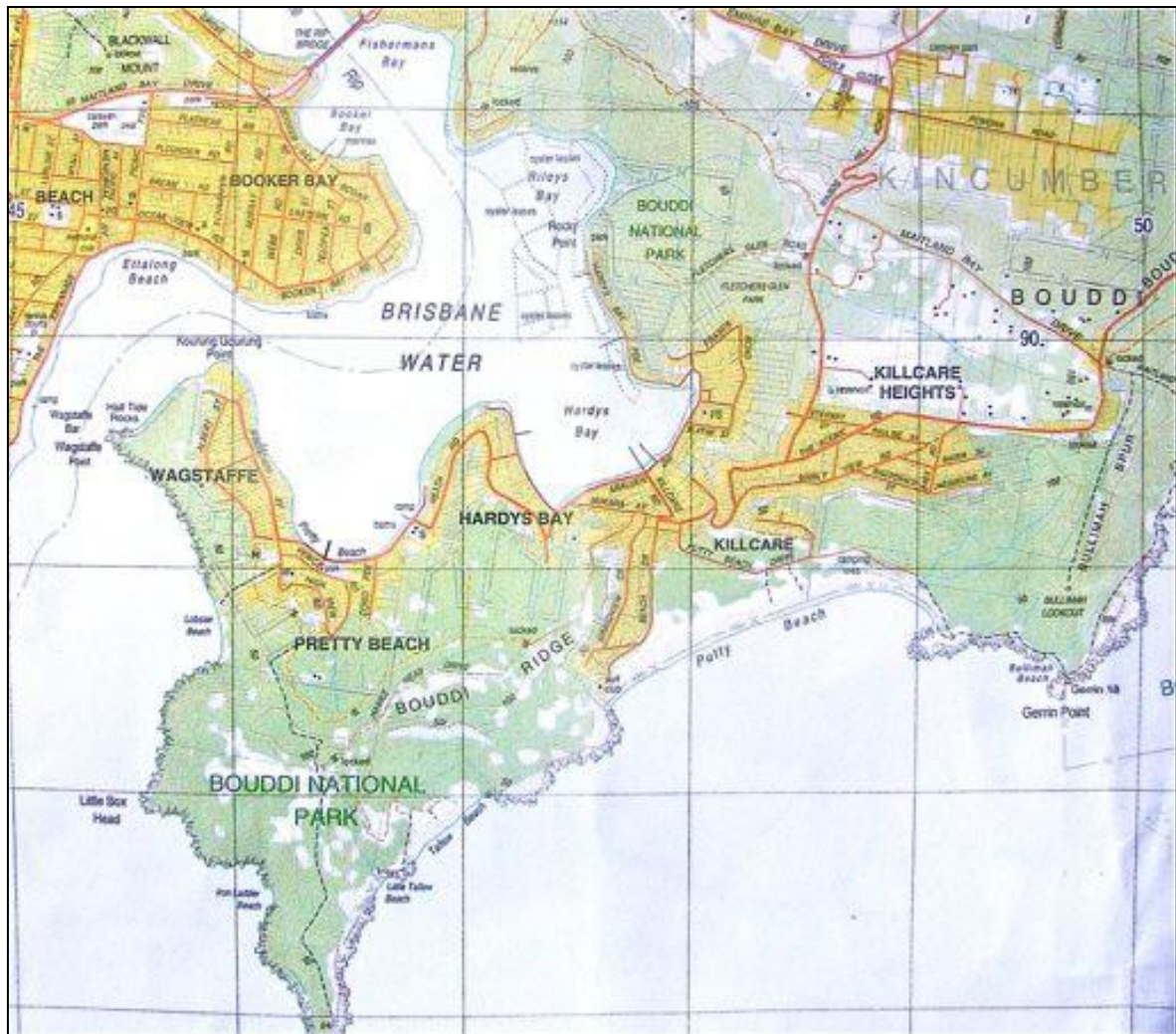
The same document shows how large the timber trade had become by the 1850s and also gives details of other important exports: “Exports from the district during the past year of Timber conveyed to Sydney by 71 vessels carrying 251 Tons or 122,000 feet per trip which at three trips per month gives 4,392,000 feet of Timber as the quantity annually shipped. There are 4 or 5 vessels employed in carrying shells and they convey about 100,000 Bushels of shells to the Sydney Markets... & about 15,000 Bushels of Maize and 100,000 feet of timber have been shipped from Mangrove and other Creeks during the past year”.

The preferred timber logged was cedar and when this became scarce, Sydney blue gum, blackbutt, ironbark, mahogany and turpentine took its place. Most of the timber was sent by boat to Sydney; however, some was used in the growing shipbuilding business along the waterfront. This industry also employed shingle splitters and sawyers.

Shell collecting for lime burning was important in the early days of the colony before limestone had been found. Shells were collected mainly from Aboriginal middens and sent to Sydney to be burnt and used for mortar by the burgeoning building trade. In fact, Rileys Island was originally named Shell Island. As supplies of shells decreased, shell collectors began to use live oysters until the government, fearing their depletion introduced an Act in 1868 making this illegal. Ashburning was another early occupation where mangrove trees were cut and burnt for use in soap making.

The first white settler is said to be **James Webb**, an ex-marine, who had lived at Windsor, Macdonald River and Sydney. By the time he arrived at Brisbane Water, he was an experienced boatbuilder and owner. It appears Webb was living on waterfront land on the western shore near The Rip by 1823 and his request for a grant of this land was approved in 1824<sup>12</sup>.





Map showing current roads in order to give some indication where the land grants were. Map source: Central Mapping Authority of NSW.

## First & Early Settlers of Bouddi Peninsula

Close to the Bouddi Peninsula, **Peter Campbell** was the first resident settler in the McMasters Beach area on land near Cockrone Lake and he was farming it in 1826. Peter sold his land to Robert Henderson in 1828 and then worked for him until his death by drowning two years later<sup>13</sup>.

In these early days, settlement in Brisbane Water was clustered around the eastern shores and the coastal strip.

**William Fitzgerald** took up 100 acres of land at what is now Daleys Point opposite James Webb's holding. The Rip Bridge now links the site of these two properties. While William's land is not strictly part of the Bouddi Peninsula, a short account is included here as Fitzgerald began farming not long after James Webb, and was the first farmer on the north eastern side of The Rip. William arrived as a convict on the *Medina* in 1824. Good fortune came with him from England and a few weeks after arriving he was granted a Free Pardon<sup>14</sup>.

Governor Brisbane granted him 100 acres at Brisbane Water and a free passage home to Ireland. He deferred the offer to return home, at the time wanting to wait until his brother, Stephen, also a convict, who had accompanied him on the *Medina*, had finished his sentence<sup>15</sup>.



William must have been a hard worker as the 1828 census tells us that in a few short years, of his 100 acres he had cleared 30, cultivated 25 and had 60 cattle. His brother, Stephen, was assigned to him as was another convict, John McNamara<sup>16</sup>. It appears he was farming his land from about 1825 and in 1833 the grant was issued<sup>17</sup>. Fitzgerald's land was later purchased by parliamentarian, William Michael Daley, hence Daleys Point.

There were several sites around the foreshore of the Bouddi Peninsula which were suitable for small settlers. While James Mallen and William Ward were living at what is now called Hardys Bay in the 1820s, by the end of the 1830s they had been joined by Patrick Mulhall at *Mount Pleasant* (Wagstaffe), William Spears at *Somerset Place* (Pretty Beach) and Elizabeth & John Murray at Rileys Bay. Interestingly, most of our early first landholders were convicts and we find they built new and successful lives for themselves and their families in difficult conditions in an alien country.

By 1831 some of the place names we use today were already in use. Surveyor Felton Mathew mapped the ranges along the coast and marked on his map names familiar to us now, such as Kourung Gourung, Box Head, Gerrin, Bouddi, Bombi and the early settlers' names, Mullins (Mallen), (William) Fitzgerald and Munhall (Mulhall)<sup>18</sup>.

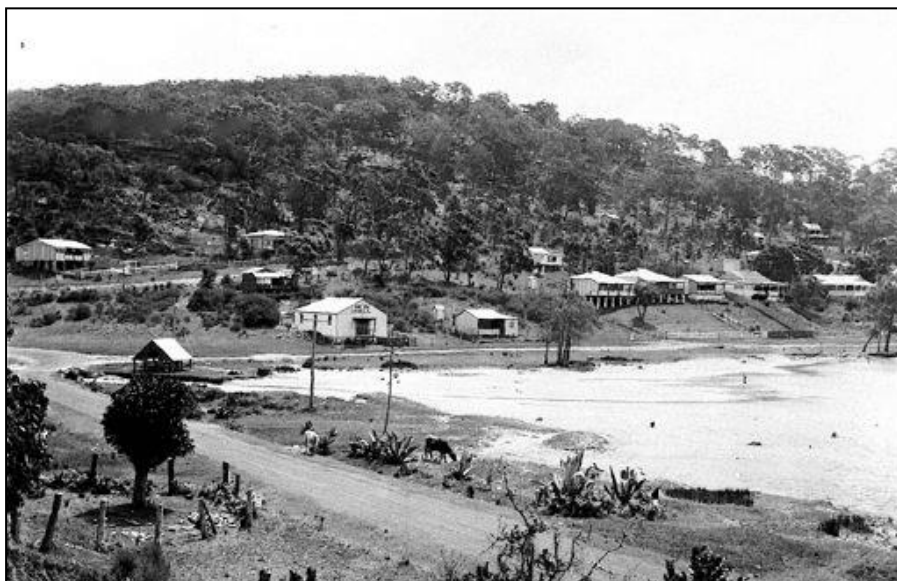
These early settlers all began as subsistence farmers and like other Brisbane Water residents initially made a living cutting logs, grazing some cattle and gathering shells. It was not long before they entered into the shipping of goods, and shipbuilding.

#### **A brief account of those early settlers follows:**

Note that the date when the Title Deed was issued is not a clear indication of when the person actually settled here as often, they lived on the land for many years before the title was formalized. This was usually a result of the increasing number of land grants being made and the lack of surveyors in the colony at that time. For example, James Mallen whose deed is dated 1839 lived on his land at Hardys Bay from as early as 1825.

#### **James Mallen**

James Mallen was the first to take up land on the Bouddi Peninsula at the southern end of what is now called Hardys Bay where there was the advantage of a small watercourse. This land includes the present Hardys Bay Club and the western side of Araluen Drive and Heath Road as far as the point.



Hardys Bay with creek on left and Araluen Drive area to the right.  
Photo Gosford Library.

Mallen in a letter to the authorities laying claim to his fifty acres of land tells us that he was living on the land in 1825<sup>19</sup>.

Mallen, an Irish weaver, had arrived in Australia as a convict on the *Pilot* in 1817 when he was 23 years old<sup>20</sup>. Not all convict transports experienced deaths on the journey and the *Pilot* which carried 117 convicts, was one of those. In fact the surgeon-superintendent, Charles Queade, said he used 100lb of lemon juice to those on board to prevent scurvy.

In an attempt to improve conditions on the convict ships, Queade on his arrival in Sydney, forwarded to the Governor of New South Wales rules he had drawn up both for soldiers handling security measures, and rules for prisoners. Over the next decade this resulted in explicit instructions being issued to both soldiers and to prisoners who were made aware of what was expected from them.<sup>21</sup> The convict indent tells us James was 5'4 1/2", had a dark ruddy complexion and brown hair and hazel eyes.

During the early 1820s James Mallen worked as a cow keeper in Sydney<sup>22</sup>. Records show he was working for William Lawson between the years 1823-24<sup>23</sup>. William Lawson was the Lawson of explorer fame. Along with Gregory Blaxland and William Charles Wentworth he made the first successful attempt to find a route across the Blue Mountains. Governor Macquarie rewarded each explorer with a grant of 1000 acres and Lawson selected his on the Campbell River near Bathurst<sup>24</sup>. Perhaps it was there that Mallen found himself working or it may have been at Lawson's property at Prospect called *Veterans Hall*.

Apparently liking the outdoor life, Mallen, now a free man, requested and received permission for the temporary occupation of land at Broken Bay for a grazing run. This is probably the land he was later to own, even though his description of the land he was temporarily occupying was on land of 250 acres and adjoined a lagoon.<sup>25</sup> In January 1824 he had 25 head of horned cattle which he had branded "**JM&PC**" and he wanted to cultivate the land which he was hesitant to do if he did not own it<sup>26</sup>. The 1828 Census shows him working on his Hardys Bay property and had cleared 10 acres of the 50-acre portion, cultivated 10 acres and was running 26 cattle.

During that time, he must have acquired some standing in the community as he was assigned a convict labourer to assist him, named Simeon Hallis, who had recently arrived in the colony<sup>27</sup>. Two years later Mallen had increased the amount of land cleared and in tillage to 15 acres and increased his herd to 40 head of horned cattle<sup>28</sup>. Between 1832 and 1839 he continued to be assigned male convicts to work for him, the NSW Government Gazette listing at least five. Mallen's grant, described as being near *Kourang-Gourang*, was finalized in 1839 and he called the property *Wolgi*. He was required to pay an annual quit rent of eight shillings and four pence<sup>29</sup>.

There were a few delays before the land dealings were finalized. The first delay occurred when it was shown that the land at Brisbane Water he wished to acquire was already promised to Francis Muckledoon. A note along the margin of a 1839 letter written by Mallen requesting that the deeds be made out, states that he had purchased the land from Francis Muckledoon about 9 years ago who was then leaving the colony and Mallen was therefore entitled to the land<sup>30</sup>. The second delay required even more effort on Mallen's part and was to do with the spelling of his name. His name varies in the records from Mullen, Mullins, Mallin, Mallon, Malon, Marling, Morling and there are probably other variations as well. James appears to be very upset when the Deed of the Grant was being prepared with the name 'James Mullins'. He wrote a strong letter to the authorities to inform them that his real name was 'James Mallen'<sup>31</sup>. Of course, he had to go through the form filling in exercise which we are so familiar with today before the spelling error was corrected. Even though James could not write, as he signed his name with an X, he obviously could recognize his own written name.

The government of the day perhaps fearful of losing control over the convicts assigned to free masters sent out a letter to the 19 settlers of Brisbane Water in 1832. James Mallen was one of those who received a letter requiring each settler to submit a list of all assigned (i.e. convict) servants and to muster them every Sunday at the 'usual places of Divine Service' where they were required to be there half an hour before and to attend the service. Those who were Catholics were allowed to remain outside until the service was over<sup>32</sup>. James was a Catholic so he would still have to take his servants each Sunday to St Paul's Church of England, Kincumber as it was the only church in the area for many years. Catholic residents such as Mallen and the Mulhalls had to wait until the first Catholic church in Brisbane Water, the Holy Cross Church at Kincumber, was built in 1842.

James Mallen was obviously a church going man and is recorded as paying £5 to buy a cedar pew for the new Holy Cross Church. It is also believed he was one of the original trustees proposed for the church in 1841<sup>33</sup>. The spelling again was different, being spelt 'Mellon' rather than 'Mallen' but as names were often spelt as they sounded we can assume it is the same man.

In 1835 James Mallen married Catherine Flemming in St. Mary's Catholic Church, Sydney. There is a little confusion here as there is also an entry in the 1825 church register of the same church for a marriage between two people with the same names<sup>34</sup>. We can only assume it is a clerical error and choose the most likely year of marriage. In his request for additional land in 1830 he states he is a single man so we can deduce that the 1835 year of marriage is accurate.<sup>35</sup>

We hear about James next (with spelling 'Malone') in a Police Magistrate document in April 1840 when he and fellow neighbour William Ward each put down £50 as a surety for Peter Fagan who had applied for a publican's license. Fagan opened a new inn called 'The Red Cow' at Cooranbeen on the road to Mangrove Creek. We now know 'The Red Cow' as Henry Kendall's Cottage at West Gosford. Three licences were applied for that year, one for *The Crooked Billet* at Pretty Beach owned by William Spears and the other to Howard Smith for a new inn called 'Brisbane Water Hotel' midway between the 'Red Cow' and *The Crooked Billet*<sup>36</sup>. Fifty pounds was a good deal of money in those days so it shows a spirit of trust and confidence in their fellow settlers.

The following year in 1841, Mallen who was living in Kent Street South in Sydney, applied for 18 acres in the Black Creek area<sup>37</sup>. There is a Black Creek which flows into the Hunter River between Singleton and Maitland which may be the Creek he was referring to. He stated he wanted to reside there and cultivate it as a 'small settler' but the request was denied as most of the land was part of a village reserve.

Here we lose sight of James Mallen. There is a James Mullin who was a witness to Robert Hardy's marriage in 1879 which could be him. However, he would have been 86 then so it may have been his son. The 1841 Census shows that he was not living in Brisbane Water at that time, and it is difficult to find him elsewhere. Unfortunately, with the variant spellings of James's surname it has also been difficult to find any children he may have had, his wife Catherine's death date or his own death date. The couple were still alive in January 1859 when the land was sold to Daniel Joyce<sup>38</sup>. Perhaps someone reading this may be able to shed some light on his family and later life.

## **Daniel Joyce**

The land remained under James Mallen's name until its sale in 1859 to Captain Daniel Joyce<sup>39</sup>. Gwen Dundon, in her excellent book *Shipbuilders of Brisbane Water*, provides the following details of his life<sup>40</sup>.



The same year he acquired Mallen's land, Joyce built a house and finished building a ketch which he called *Flying Squirrel* and which began to carry timber and shells to the Sydney market. 'By early 1860 Joyce found himself light in the pocket and was forced to mortgage his Brisbane Water land for 400 pounds, giving his Sydney address at the time of the transaction as Prince's Street. He managed to repay the debt and interest on time one year later, but immediately borrowed more money on the land from different mortgagees.

By this time, 1861, he was licensee of the Hero of Waterloo Hotel at the corner of Windmill and Fort Streets in The Rocks, Sydney. He therefore included the furniture and all the goods and chattels in the hotel as part of the necessary security, as well as his interest in the lease. The contents of each room in the hotel were itemised on the indenture of mortgage'.

Reverend Alfred Glennie was the Anglican minister of the Brisbane Waters Parish in the second half of the nineteenth century and he travelled extensively visiting his parishioners. The area he covered went as far north to the Lower Hunter and west to St Albans and he diligently visited all these areas, mainly on horseback. He kept diaries of these years, and records this visit to the Joyce family on 15<sup>th</sup> February, 1859: "After dinner I went on to call on Mrs Joyce. Charles took me down in a boat so that Nelly [his horse] had a good rest and a good feed of grass besides.

Captain Joyce returned from Sydney with his vessel while we were there. They are rather in confusion at present, building their house, but when all is finished, they will be snug enough. They have only two little boys – one about 12 and the other 7".<sup>41</sup>

Apparently, Joyce kept an association with Brisbane Water until 1865 when perhaps finding he could not pay his debt, the mortgagees sold his land to Robert Hardy<sup>42</sup>.



Robert Hardy and his wife Mary

## Robert Hardy

It was **Robert Hardy** who gave his name to Hardys Bay. He held the land from 1865 until May 1904 when he sold it to John McIntyre, retaining a small portion to remain his for the remainder of his life <sup>43</sup>.

The first record we have of Robert Hardy in Brisbane Water is 1865 when he bought Mallen's land from Captain Joyce. Robert was apparently also referred to as 'Harry'.

He must have been industrious from the beginning as in September of that year he appeared at a coroner's inquest regarding an employee of his who died. At the time he described himself as a shell digger and told how he and Mrs Edwards (who he later married) found John Dawkins "a servant in my employment" dead on his bed. He had left Dawkins in charge of a farm about a mile from his own residence. Hardy had known him for three years and employed him for over three months and had worked with him on the farm the day before. Mary Edwards also gave evidence saying she had had dinner with the deceased the night before and he had "complained he was short of breath although it did not prevent his working". The coroner found that John Dawkins "aged 55 died from disease of the heart."<sup>44</sup> It is not known just where the farm was or if Hardy was leasing it, but he obviously had an adequate income to employ a farm worker. Hardy was a witness in 1868 to the unfortunate drowning of three people opposite his house. Coincidentally, the surname of the ill-fated family was Hardy but apparently unrelated to Robert. He was looking out his door at Ward's Bay as it was then known and noticed a small punt laden with shells with Jonathan Hardy and his wife Sarah and son John, aged 6, aboard. There was a strong wind blowing and he thought the punt was overloaded and so kept an eye on it. When it was about 20 yards from Ward's wharf, he saw it go down.

Immediately he launched his own boat but when he arrived at the spot could only see two men's cups floating and so immediately reported the disaster to Murray whose son Michael was married to Jonathan's daughter by his first wife. The bodies of father and son were found the next day near where the punt went down; Sarah's body was found at Booker's Point two days later and all were placed onboard the '*Mickey Free*' ketch. The coroner's inquest, which took place in a cottage "situated on the Estuary of Brisbane Water near the Bar" and was probably the Murray property, concluded that the deceased were accidentally drowned by the swamping of their punt.<sup>45</sup>

Drowning was not uncommon in these days especially as few settlers could swim and travelling anywhere around Brisbane Water usually meant travelling by water.

Robert Hardy was involved in another drowning incident in 1877 when the ketch '*Shamrock*' left Gosford with a full cargo of timber but was prevented from crossing the bar due to an unfavourable wind. So, the ship anchored and the ship's captain James Delany, the owner of the timber Joseph Frewin and seaman John Moore were put ashore at Hardy's residence where they dined with Hardy and had two glasses of wine each. They were returning to the '*Shamrock*' in Hardy's light skiff when it capsized. Even though Frewin and Moore could swim they drowned but the captain who couldn't swim, hung onto the boat which drifted ashore safely.<sup>46</sup>

On 1<sup>st</sup> October 1879 Robert Hardy and Mary Edwards were married. They were married in Sydney at the Baptist Chapel House in Castlereagh Street, Sydney and Robert gave his occupation as mariner and Mary as housekeeper, both living at Brisbane Water.<sup>47</sup> By now Mary was a widow her husband, William Edwards, a mariner, having died.

Mary was born Mary Elliott in Cockermouth, Cumberland England about 1823 and she was a weaver. She married William Edwards in England and presumably they migrated here together. While her death certificate indicates she had no children this may not be accurate and further research is needed to be sure<sup>48</sup>. Her first husband was possibly the William Edwards, Pilot, who drowned off Wollongong Harbour on 22 June 1867 while trying to board a ketch to prevent it grounding, but this is yet to be confirmed. What we do know is that William was a mariner as Mary had mentioned this at the coroner's inquest into the death of John Dawkins. Mary was to have 17 years of marriage to Robert Hardy before she died in July 1896.<sup>49</sup> She was buried at St Paul's Anglican Cemetery, Kincumber.

At the 1891 census just 2 adults were living at 'Brisbane Water Bar' one male and one female and although there are no names mentioned, they would have been Robert and Mary Hardy and they had no servants living with them<sup>50</sup>.

By 1900 Hardy who called his property '*Vogle*' had his postal address listed along with John Murray, William Riley and George Wagstaffe of *Mount Pleasant* at Blackwall (Woy Woy) Post Office.<sup>51</sup> By the early 1900s Hardy's property was known as *Wolgee*. This is the name listed in the electoral rolls for the years up to 1913 but spelling of names can be extremely fickle. Remember James Mallen had first called his property *Wolgi* so these variations seem to be versions of this original name. Hardy has called himself a farmer in the later records and appears to have discarded his former more active occupations of mariner and shell collector.

Official records such as those consulted so far can give accurate details of certain events in a person's life but mostly fail to give us an idea of the man himself. We need to go to the stories about a person to get some idea of the personality.

Charles Swancott has done this for us in his book *The Brisbane Water Story: Enchanted Waters*. Robert Hardy appears to have been a colourful character according to the anecdotes Swancott tells, some of which are given here.

The Hardys apparently had a vineyard and made wine which they sold to locals who would often row over from the Booker Bay side, picnic under a big tree nearby and buy wine. He would never sell any of his grapes and made them all into wine. The grapes were a brown variety and grew in big bunches and were very bitter and he would put grapes, skin and seed all in the wine press. Hardy had a pet black snake to protect his grapes from thieves, but one lad from Blackwall, Gordon Donaldson, saw the snake in the vineyard and killed it much to Hardy's displeasure.

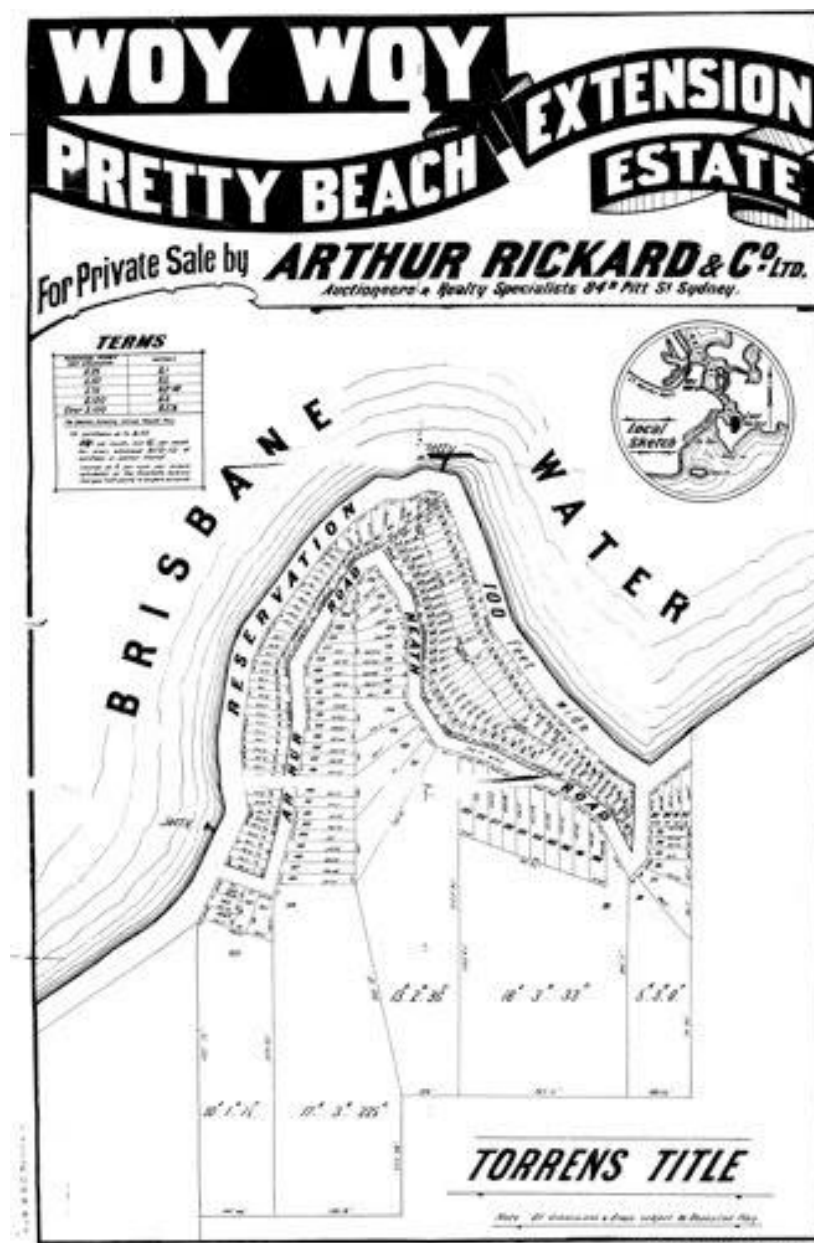
Hardy, who appears to be no relation to Sir James Hardy of Hardys Wines, was said to be a careful man with his money. He kept a shot gun to use on birds which attacked his grapes and said while it cost him a bit for powder and shot 'he could always eat the birds'.

Hardy also had a wharf about 200 feet long with decking made of the wood from packing cases he found left on the wharves by the steamers. Robert and Mary Hardy would row over to friends, the Bogans at Blackwell, each Sunday and stay for tea. As Hardy left, he would rub his hands together and say, 'Well lass, that's eighteen pence saved'. One day the Bogans were not home and so the Hardys waited. The Bogan sons said they would hold off making the tea until their parents returned. As the reluctant Hardys eventually had to leave without their tea, one of the sons, Jim, "could not resist a parting shot 'That's eighteen pence saved, lass'. The Hardys reported Jim to his parents for his insolence and he received the 'father of a hiding'<sup>52</sup>.



Robert was becoming older now and sold his 50 acres of land to John Patrick McIntyre in May 1904<sup>53</sup>. However, McIntyre allowed him to retain a small portion of about 29 perches just north of the now RSL Club with a separate title for the remainder of his life. Annotation on this title states that proof of Hardy's death had been produced on 12<sup>th</sup> January 1915 and the title was then cancelled<sup>54</sup>. This is the closest we can find to Robert Hardy's death date as so far no death certificate has been found. In fact, the beginning of his life, his birth and place of birth, when he arrived in this country and the years near the end of his life are not known and further research is needed.

By 1914 the original land grant given to James Mallen was surveyed along with some of William Spears' adjoining land, and subdivided<sup>55</sup>. This subdivision was later to be advertised for sale as the Pretty Beach Extension Estate. It includes the corner where the RSL is and the whole of the point on the western side of Hardys Bay around to where Pretty Beach School is today.





Hardys Bay circa 1910-1915

## William Ward

William Ward was the first settler in what became known as Ward's Bay and is now known as the Killcare Extension. In 1836 he paid £37/10/- for his land of 150 acres which he called *Glenward*<sup>56</sup>. A family manuscript<sup>57</sup> held at the Gosford City Council Library has been of assistance in telling this story of the Wards. The Ward family is remembered by the naming of Wards Hill Road which in the early days led down through Ward's property. In the early days Hardys Bay was known as Wards Bay.

William was tried at the Old Bailey, London, when he was aged 17 for stealing one shawl, value 4 shillings, found guilty and sentenced to transportation for 7 years. In his defence he said, "I heard a cry of stop thief! I saw the thief knock the man down; he got up, and said I was the thief."<sup>58</sup> His convict indent shows he was a chimney sweep, was 5'2" !", had a dark ruddy complexion and brown hair and eyes<sup>59</sup>.

He arrived in Sydney from England aboard the *Almorah* in 1817. The journey took three months with 180 prisoners on board and there were no deaths. In fact, the passage must have been an exceptionally good one as a group of convicts wrote to Governor Macquarie praising Dr Bromley, the surgeon-superintendent, "who with a mind replete with goodness and humanity has added to our comforts in every shape we could wish for and in many instances even anticipated our wishes to make us comfortable. We have also to add that our Morals has (sic) been particularly attended to and Divine service performed on board every Sunday during the Passage." They ended it with, "your very Humble and Obedient Servants, The Convicts" and followed with 30 signatures. William could not write so his signature does not appear but those who could, signed 'for the whole'<sup>60</sup>. This kind of letter must surely have been most unusual.

On arrival in Port Jackson William was immediately transferred along with other prisoners to Hobart on the *Pilot*. Tasmanian records show he committed numerous minor offences between 1820 and 1823 but by February 1824 had been given a Certificate of Freedom<sup>61</sup>. We surmise he wanted to leave that place of punishment and hardship, so he set sail for Sydney and a new life.

By 1825 he was living at Brisbane Water where he was timber felling and running shingles to Sydney by open boat<sup>62</sup>. He may have lived on the Killcare land well before his purchase of it in 1836 like most of the first landholders at that time.

In 1837 Ward married Catherine Mitchell, also a convict, who had arrived on the *George Hibbert* in 1834. She had been working for William and Sarah Spears nearby where they undoubtedly met<sup>63</sup>. Catherine was 17 years old when she was tried in the Stirling Court of Justice and was sentenced to 7 years transportation for house robbery while employed as a housemaid. Her convict indent says she had been born in Clackmannan, Scotland, was a Protestant and could read. It also gives us an idea of how she looked; she was 5'2", had a ruddy complexion and dark brown hair with dark eyes. She had a scar on the right side of her forehead<sup>64</sup>. The journey out on the *George Hibbert* was unremarkable, taking 13 weeks and having no deaths on board. William and Catherine were married at St Philip's Anglican Church in Sydney, and both signed with a cross<sup>65</sup>. It was necessary to apply for permission to marry as Catherine had not completed her sentence and as well was underage.



William Ward (at left) and Catherine Ward (right)



Her employer at the time, Sarah Spears, added a testimonial to the application saying she had been in her service for eight months and conducted herself with the 'greatest propriety'. Samuel Jones a boatbuilder testified that he had known William for ten years and he was an 'honest and industrious man'<sup>66</sup>.

William and Catherine settled into their life at Killcare. William built a small timber house which he later replaced with a stone one, near what we now call Mud Flat Creek. During the late 1830s, William was busy building up his timber business. He had already declared himself a master mariner at his marriage so he must have had experience with boats earlier in his life.

Over the years he purchased a number of boats which he used for his timber and shingle trading, and for taking prisoners and constables to Sydney for which the Government paid him<sup>67</sup>.

William was also now an employer like his neighbours, William Spears, John Murray and James Mallen, and so received the 1832 letter requiring all convict servants to attend church each Sunday<sup>68</sup>. William was a member of the nearest church, St Paul's Anglican Church, at Kincumber.

When William Spears applied for a license for the inn, *The Crooked Billet* at Pretty Beach, in 1838 and in 1840, William Ward was one of those who acted as a surety for £50<sup>69</sup>.

It is believed that in these early days, a number of convicts lived on small areas of land on the hills behind the Ward farm. They cultivated bees and would sell the honey to passing ships<sup>70</sup>.

When the 1841 Census was taken it showed there were two males working in agriculture and a female domestic, all working for and living with the Ward family on their property 'Coriborrah' in Brisbane Water<sup>71</sup>.

William and Catherine had a large family of at least nine children, born between 1837 and 1857. They were Mary Ann, Catherine (called Kate), Sophia Jane, Agnes Elizabeth, Ephraim Mitchell, Emily, Manasseh, Emma Jane and John William Alexander. The present family believe another son, William, was born in 1855 and died young but his birth was not officially recorded. Some of the children were born at Killcare and some at Kincumber where the Wards bought a second property in 1854 known as *Toorogill*.

The move to Kincumber, which fronted onto Kincumber Creek, was where the timber and shipbuilding businesses were centred, and it gave William a greater opportunity to expand his own timber and shipping business. It was also nearer the church and school for his growing family. He purchased further land over the years presumably for their timber stands. At one time he employed 40 sawyers and owned several boats. His wife Catherine appears to be a very capable and interesting woman. She assisted in managing the timber business and as well opened a general store<sup>72</sup>. William would bring the produce for it from Sydney in one of his boats. Elaine Davis said she (Catherine) "had a marvellous and retentive memory, told many stories of life in the early colony, but more than that she was unique, being very interested in the politics of the day. Quite unheard of for a woman then"<sup>73</sup>.

Here is an interesting snippet about Ward's Killcare land from Rev Alfred Glennie's Journals'. Under the date of 29<sup>th</sup> September 1859 Glennie said, "Ferris and I took a ride today down to the Gittenses, who have removed from Myrtle Grove to their new residence - Ward's property near the heads, which, for want of a name we have called 'Tonga' from the quantity of that plant which grows in the locality"<sup>74</sup>. The Royal Botanic Gardens in Sydney believe the plant to be *Epipremnum mirabile*, a climber from Fiji, and other islands in and around the tropical north of Australia<sup>75</sup>. It looks similar to the *Monstera* and was used as a medicine for neuralgia.

It is difficult to imagine how a non-indigenous plant would appear prolifically in such an isolated spot by 1859.

William must have had a good standing in the community as in 1869 the Police Magistrate in Gosford nominated him along with John Dunlop and Thomas Humphries for the position of Postmaster at Kincumber<sup>76</sup>. Whether the three men were approached, and the proposal was accepted is not known.

The death of William occurred in 1876 at his home *Toorogill* and he was buried at St. Paul's Church of England Cemetery. In his will he left his property to Catherine. She died in 1898 at Balmain, Sydney, where she had been living with her son, John, for some years. Catherine is buried with her husband. She left her considerable property, equally between her children, except Manasseh, as she had given him the Killcare land before his marriage.

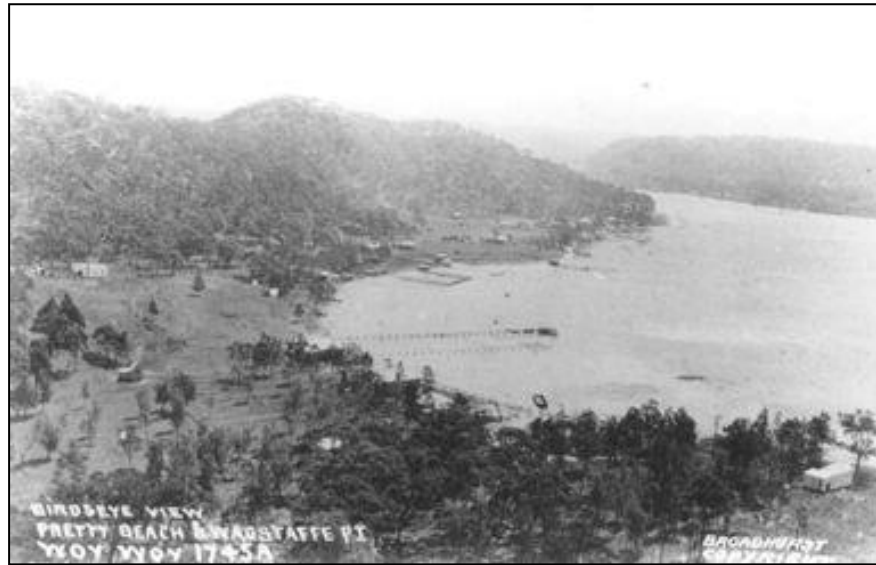
Manasseh was interested in one aspect of his father's timber business and that was in training, management and working of the horse and bullock teams which were used for transporting the timber to the saw pits or to the creek ready for sending them down river. As he grew older, he became interested in local government and became Alderman and later Mayor. In fact, he was mayor on numerous occasions. He must have been widely respected as there was an enormous crowd at his funeral in 1923 and in Gosford, flags were flown at half mast, Christ Church church bells tolled and most of the shops were shut<sup>77</sup>.

Back to the Killcare Extension land. Manasseh applied for it to be converted to Torrens Title in 1912 and sold it to NSW Realty Co. the following year<sup>78</sup>. In 1920 the 150 acres were subdivided and advertised; the land was for sale as the 'Killcare Extension Estate'.

Descendants of the Ward family continue to live in the district.







Pretty Beach circa 1912 - 1913

## William Spears

William Spears, who was born in the colony in 1806, acquired two portions of land at Pretty Beach in 1835<sup>79</sup>. The first portion had been promised to him in 1824 and he was required to pay an annual quit rent of nine shillings. Portion 32 which faced the centre of the bay was a grant of 60 acres and he called it *Somerset Place*. In order to acquire this land, he had written to Governor Brisbane in 1824 requesting land so that he would not be a burden on his ageing and invalid father<sup>80</sup>. Spears had applied for a land grant in July and by August it had been approved. By 1834 the deed had not materialized so he wrote requesting that the deeds be prepared, and he finally received the title in July 183

In April 1834 William applied for permission to purchase adjoining land (Portion 33) of 50 acres on the east of the bay. In his application he stated: 'The reason of my applying for this small quantity, is, that there is no ground on my own grant fit for a Vineyard and Orchard, for which I require this'<sup>81</sup>. The application was approved, and he purchased it for twelve pounds and ten shillings. Spears continued to live at *Somerset Place* but presumably needing money, sold Portion 33 a year after buying it. By 1913 this portion had been subdivided along with James Mallen's land and became known as the Pretty Beach Extension Estate<sup>82</sup>.

William's parents were William Spears who had arrived in Port Jackson as a marine in the 73<sup>rd</sup> regiment on the *Earl Cornwallis* in 1801 and Mary Howe who had arrived on the *Minerva* a year earlier<sup>83</sup>. He was probably living at *Somerset Place* some of the time, even though the 1828 Census shows William Jnr living with his parents and six siblings in Clarence Street, Sydney<sup>84</sup>. At this time William Jnr's future wife, Sarah Dowling, was also living in Sydney, aged 15 and working as a servant for John Guran. Two years later he married Sarah then aged 18 in St James' Church of England in Sydney<sup>85</sup>. Sarah was also born in the colony, the daughter of George Dowling and Mary Ann Reynolds. William and Sarah had nine children, John, Mary Ann, William, Louisa Ann, James, George, Richard, Elizabeth Sarah, and Eliza<sup>86</sup>.

William Spears Jnr is best known perhaps for the setting up of the first inn or public house in the area to sell liquor. This was a shrewd move as the inn became a stopping place for ships coming into and leaving Brisbane Water, especially when the weather was bad or the tide at The Rip was against them. He was granted a license in 1838 ‘for the House known by the sign of *The Crooked Billet* at Brisbane Water’ for which he paid twelve pounds and ten shillings,<sup>87</sup> the same amount he had paid for 50 acres of land only three years before. William Ward and George Spears, his brother, gave sureties of £50 each in case William did not abide by the conditions of the license. The conditions are interesting from our point of view, looking back to 170 years earlier and are quoted below.

*“That where as the said William Spears is to be licensed to keep a Common Inn, Ale House or Victualling House & to sell Ale, Beer, and other malt liquors & Wine, Cider, Ginger Beer, Spruce Beer, Brandy, Rum & other fermented or spirituous Liquor in the House wherein he now dwells, being the sign of the “Crooked Billet”... If [he] do keep the law... and do not permit any person to become drunk or supply, or permit such liquor as aforesaid to be supplied or given to any person in a state of intoxication, or permit such person (not being an inmate thereof) to remain in his House or Premises, & do not permit any person to play at cards, dice or any other game of chance in his said House or Premises, or to commit any disorder therein or to remain in or upon the same[or allow] supplying or drinking after the hour of nine at night or on Sunday at any hour, always excepting moderate refreshments to persons who may be bona fide travelling or who may be inmates of the House or suffer any disorder to be committed in his House or premises nor refuse to admit a Magistrate or Constable into any part of the said House or premises at any hour nor admit nor receive any Convicts other than his Assigned Servant or Servants into the house or any other place held or occupied therewith, or deliver any liquor to any convict except with the written order or in the presence of the Master, Mistress or Overseer of such convict. And to maintain good Order and Rule therein.”*<sup>88</sup>

William renewed his publican’s license in 1839, paying a duty of £30, more than double that of the year before, with the sureties of Robert Henderson and George Spears, his brother. The position of *The Crooked Billet* was described as “*not nearer any other public House, than to those of Sydney or Newcastle*”<sup>89</sup>. At the time of the 1840 renewal, two more licenses were applied for in the area, the “*Brisbane Water Hotel*” and “*The Red Cow*”. The sureties for William were once again given by William Ward and George Spears<sup>90</sup>. The Inn probably traded for many years and was probably managed by James Brown who bought *Somerset Place* from Spears in 1857.

By 1837 William, who at the time would have been only 31 years old, had five assigned convicts working for him, four males and one female<sup>91</sup>. The 1841 census shows him as the head of a household of ten people and living in a timber house. Even though no names are recorded, it is possible to deduce that apart from William and Sarah and their 5 children, there were 3 servants working for them<sup>92</sup>.

William was also one of those settlers who were asked in 1838 to ensure their convict servants attend ‘Divine Service’ each Sunday<sup>93</sup>. Like his neighbours he would have attended St Paul’s Anglican Church at Kincumber.

In March 1843 the Police Office at Gosford sent a circular to Spears and 10 other employers cautioning them not to employ sawyers and splitters unless they had certificates which they could produce for the satisfaction of the Bench to show they were of good character<sup>94</sup>.

We know William like most landowners at Brisbane Water was also a boat owner and he owned the cutter, *Currency Lad*<sup>95</sup>. William and Sarah had returned to Sydney by the time their last daughter was born in 1848 and William worked there as a sawyer<sup>96</sup>.

Two of his brothers, George and Joseph, who had both acquired land at Brisbane Water continued to live there. Sarah Spears died at Kent Street, Sydney in 1853 and William, still living at Kent Street, followed her in 1874 aged 68 years<sup>97</sup>.

Even though William appears to have been living in Sydney from the late 1840s he kept the 60 acres of *Somerset Place* until 1857 when he sold it to James Brown<sup>98</sup>.

### **James Brown**

**James Brown** bought William Spear's 60-acre property, *Somerset Place*, at Pretty Beach in October 1857 paying Spears £300 for it<sup>99</sup>. The following October he paid £31 to become the first landholder of an adjoining property of 31 acres. This land was a triangle between Mulhall and Spears with the tip of the triangle near the junction of High View Rd and Wagstaffe Avenue, and the base running along the ridge behind Lobster Beach<sup>100</sup>. Brown paid only £1 per acre for the vacant land but paid £5 per acre for Spears' land. The difference in price would be because Spears provided a house and other buildings on his land and his inn, *The Crooked Billet*, was probably still operating. It has always been thought that James Brown had been an innkeeper at Pretty Beach and as a Licensed Victualler, at the time of the purchase, it would have been worth his while buying the business<sup>101</sup>. In fact, he may have been managing the inn for some years before he purchased it.

James was born in Belfast, Ireland of parents Matthew Brown, a master mariner and Jane Clark and came to Australia when he was about 35 years old<sup>102</sup>. He married Mary Dougherty (O'Dougherty, Doherty, Dogherty) also born in Ireland in Sydney in 1843<sup>103</sup>. Four children survived to adulthood, James, Jane, Ann and William; three others died young.

Unfortunately, James Brown did not live very long to enjoy his new land at Pretty Beach as he died just over 12 months after the second purchase<sup>104</sup>. Perhaps he had warning of his death, as he died of heart disease which he had had for 10 years. Brown had made his will in 1858 and added a codicil just 5 weeks before he died. In his will he allowed his wife Mary to control and manage his assets "so long as she remains a widow, and unmarried and shall not live in a state of adultery". James added a codicil 5 weeks before his death which requested after the sale of his property the proceeds should be equally divided between his children<sup>105</sup>.

Only two years after her husband's death, Mary Brown remarried. She married James Paton, a bachelor and ships carpenter from Aberdeen, Scotland<sup>106</sup>. Apparently, Mary didn't present her first husband James Brown's will. The 1891 census does not show Mary and her husband living in the Brisbane Water area and in 1904 she died<sup>107</sup>. At the time she and James Paton were living at Thirlmere near or with Mary's granddaughter, Edith.

Because the 1858 will of his father had not been proven, in 1908 the youngest son, William Brown, wanting to realize the property, needed to go to the Equity Court. William was made a Trustee of the estate and the land was sold under his name to NSW Realty Company in 1910<sup>108</sup>. Presumably, the other siblings or their descendants received their share of the £910 which was the sale price.

In 1910 the land was subdivided and offered for sale as "the Pretty Beach Estate"<sup>109</sup>. It was described as follows in the Sydney Morning Herald: "It fronts a hoop of firm sand, close to Wagstaffe Point. This beach is sheltered from the southerlies and from almost all winds, is an ideal place for women and children. Jetty to deep water now being built. Splendid mixed fishing right in front of the Estate. The Estate is quite close to Woy Woy, and yet is quiet and retired"<sup>110</sup>.



When it went to auction two weeks later it was reported that there was a large attendance of city buyers as well as local people. Fourteen allotments and blocks were sold, prices ranging from £15 to £30 for the week end sites and at £5 to £15 per acre for the large area blocks<sup>111</sup>. The lots at the back were from 2 to 5 acres.

**PRETTY BEACH ESTATE**  
**RIGHT AT THE BAR**  
**OPPOSITE FAMOUS ETTALONG BEACH**  
**WOY WOY**

**Auction Sale on the Ground SATURDAY 26<sup>TH</sup> MARCH 1910 AT 3 p.m.**  
**ARTHUR RICKARD & CO. LTD.**  
*Auctioneers & Real Estate Specialists 64 Pitt Street Sydney.*

*Regular daily ferry service.*  
*Steamers from Sydney call twice weekly.*

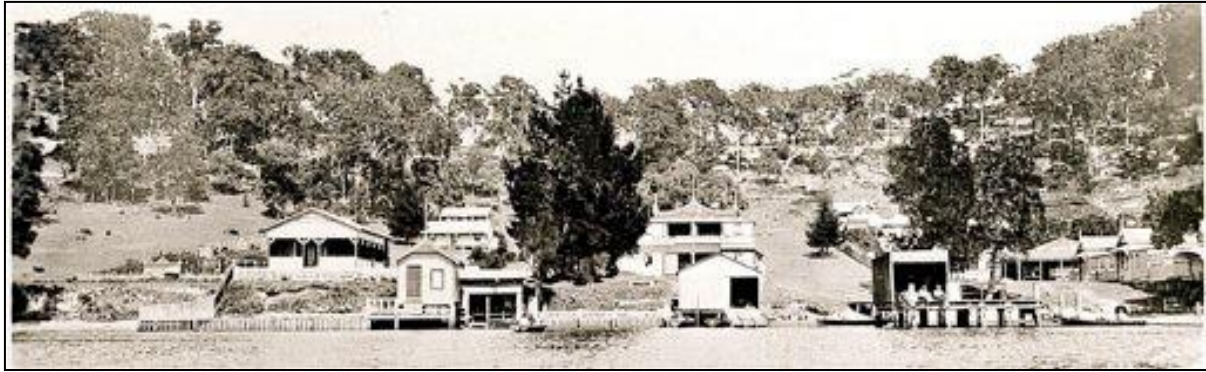
**TERMS**  
*£1 per lot deposit, 10/- per Month for every £50 of purchase money, interest 5% per annum on Quarterly balances.*

**TITLE will be TORRENS**

*Subscribers to the Estate*  
**MAXIMSON & FIDELLITY**  
*Engineers & Surveyors*

**CONDERY & CONDERY**  
*107 Market Street, Sydney*  
*Real Estate Agents*

**BRISBANE WATER**  
**ROAD**



Wagstaffe waterfront and slopes behind in the 1920's

## Patrick Mulhall

The Mulhall family were the first settlers in what is now known as Wagstaffe and the family name is remembered in the naming of Mulhall Street which leads down to the public wharf. It is surprising that this is the only reminder as the Mulhalls owned land and lived here for nearly 60 years, whereas George Wagstaffe and family were here for a briefer 15 years.

Patrick Mulhall, an Irishman, was born about 1781. He was tried at Carlow and was sentenced to 7 years transportation, arriving as a convict on the ship *Tellicherry* in 1806. The journey took about 4 months which was average for those days and of the 166 prisoners, 6 died. Unfortunately, the *Tellicherry* on the return journey to London via China to pick up a cargo of tea was wrecked in the Philippines, the first returning transport to do so<sup>112</sup>. The 1806 Muster shows Patrick working for [Michael] Dwyer at Parramatta<sup>113</sup>. According to Jervis Spark, Patrick was an ally of six state prisoners on board the ship, who were the ring leaders of the Wicklow Rebellion of 1798. He had met Dwyer who was free, on the ship, and Dwyer chose Patrick to work for him at Cabramatta which was then known as 'Little Ireland'<sup>114</sup>.

By 1810 Patrick had been granted a Certificate of Freedom<sup>115</sup>. In the 1811 Muster, Patrick is listed as both Milhall and Mulhall and appears to be single<sup>116</sup> while in 1814 he has two entries, one as a grass cutter and one as a labourer working for Patrick Mernan in Sydney<sup>117</sup>. This Muster is an interesting one as it tells us that Patrick and Rachel Griffiths were living as man and wife and they had 4 children. At this stage he was listed as 'off stores', an important event in the colony as it meant he was earning enough to keep himself and family in food and clothing and was not needing government support.

Rachel (sometimes Rachael) Griffiths was convicted in 1803 of stealing blankets from David Jones's house from a 'room over the oxhouse' in Carmarthen, Wales<sup>118</sup>. She arrived in Port Jackson on the *Experiment* in June 1804<sup>119</sup> and was sent to the Female Factory at Parramatta. Here she met John William Read and had a son William by him the following year. That same year, 1805, she married John Willis at St John's Church, Parramatta. Patrick and Rachel probably did not marry, as a marriage certificate has not been found.

Perhaps Rachel was unable to marry Patrick because her husband was still alive. William Read, Rachel's son, was accepted by Patrick and brought up with his own sons. There were five sons, George, born c1810, Patrick born c1813, Thomas born c1816, John born c1818 and Michael born c1820 who appears to have died young<sup>121</sup>.

In a memorial to Governor Macquarie in 1820, Patrick requested a small land grant anywhere in the colony<sup>122</sup>. As Patrick was deemed to be a 'sober, deserving man' he was promised 50 acres of land at Brisbane Water in March 1821 which was officially granted to him in 1841<sup>123</sup>. A letter he sent to the Colonial Secretary in October 1841 asking for the deed to be prepared is headed *Gorangorang or Mount Pleasant* and he states: 'The above is the original name and the other which I wish to give it'<sup>124</sup>. The Aboriginal name refers to *Kourung Gourung*, which appears with various spellings, and is said to mean 'fast running sea' which is an apt description for the water which sweeps past the (Wagstaffe) point. The name *Kourung Gourung* appears on Mathew Felton's map of 1831 as mentioned earlier.

The Mulhall family farmed the land, much earlier than 1841 of course. The 1828 census, while it shows Patrick, Rachael and three children living in Hunter St, Sydney at the time, also mentions that of the 50 acres he held, he had cleared 14, had 7 in cultivation and had 35 head of cattle<sup>125</sup>. This would have referred to the Brisbane Water land as the deed states that Mulhall was required to pay one shilling quit rent annually for this land backdated from 1<sup>st</sup> January 1827. William and Patrick Jnr were not included in the 1828 Census so they may have been working at *Mount Pleasant* at the time.

Patrick also owned a property in Hunter Street, Sydney. The NSW Government Gazette on 10<sup>th</sup> June 1834 reported the Deeds of Grant were to be drawn up at the end of three months from that date if there were no disputes preventing it. Patrick's town land was 13 perches and he presumably had been living there for some years before, as the 1828 Census records show him and the family living in Hunter Street. The land was sold in 1839 for £850<sup>126</sup>.

One of the sons, Thomas was so keen to have some land that he requested a land grant from Governor Darling when he was only 18 years old in 1830. He may have been even younger. Thomas stated he wished to assist his 'aged' parents in providing for their numerous small (presumably he meant young) family. Thomas was informed that he should reapply when he was 19<sup>127</sup>.

Fire was always a danger in homes of the 19<sup>th</sup> century, as usually an open fire was kept going all day. Children were often burnt when their clothes caught fire. Tragically, this happened to Patrick & Rachel's two-year old grandson, George. He was the son of George Mulhall and wife Mary Ann. In those days medical help was far away and the doctor, when called, was out that evening and not expected back that night. Home remedies were not effective either as the child was treated with scraped potato and also lard and an ointment which had been left at a neighbour's house by the doctor some time ago. Unfortunately, the child died the next day<sup>128</sup>.

The 1841 census shows there were 8 persons living in the Mulhall home at the time, four males and 4 females<sup>129</sup>.

Jervis Sparks says, "The Mulhalls' were noted rowers in their day. [They], from their farm near Brisbane Waters frequently rowed down to Sydney in whale boats with their produce, returning with supplies for the farm"<sup>130</sup>. It is not clear which men of the family were involved in this trade.

One of Patrick's sons, George, made a name for himself becoming the first lighthouse keeper when the Barranjoey Head Lighthouse commenced operations on 29 July, 1881. His son, also named George was appointed his first assistant and went on to take over his father's position after his death 4 years later. It has been commonly thought that George Snr was struck by lightning which caused his death. However, Jervis Sparks says his death certificate states he died of apoplexy (stroke).

He was buried near the lighthouse, his headstone reading in part “All ye that come my grave to see/Prepare in time to follow me/Repent at once without delay/For I, in haste, was called away”<sup>131</sup>.

Patrick died on 5 March 1846 at age 60 and was buried at Holy Cross Cemetery, Kincumber the following day. Rachel died three years later on 25 October 1849 and was buried first in the old Devonshire Street cemetery in Sydney. When that closed to make way for the Central Railway Station, her remains were moved to Waverley cemetery to be interred with her son, Thomas<sup>132</sup>.

Mulhalls continued to own the property for some years after the death of Patrick in 1846 and Rachel in 1849. Patrick was quite specific in his will. He left his wife two of his best cows and 10 acres of his land at “Gurrumguma” [sic], his son Thomas his two boats and two acres (possibly a misprint for 10 acres) and his other three sons, George, Patrick and John received 10 acres<sup>133</sup>.

The remaining cattle were divided between the four sons. He also stipulated that if George, Patrick or John attempted to sell any of the land then it was to be bequeathed to son, Thomas. Rachel was also specific in her will. She left Patrick and John £40 each and her 2 cows and 10 acres of land to John. She left her grandson, William Read, £15 to enable him to get a trade and the Trustees of the Church of St Benedict £10 towards the erection of the building of St Benedicts Church at Broadway in Sydney. Any residue of the estate was to be distributed among the grandchildren of Thomas and George for their education<sup>134</sup>.

The brothers appear to have come to an agreement about the sale of the land which would not go against their late father’s wishes and the whole of the property came onto the market after their mother’s death.

We are fortunate to have a description of the property when it was advertised for sale in the Sydney Morning Herald for 7<sup>th</sup> January 1861. It gives such a good picture of what a typical holding may have been like at this time. It is quoted in full: “A FIFTY ACRE FARM at Point KOURANG GOURANG, Brisbane Water, upon which there are two cottages, almost adjoining, one of which contains front and back verandah and three rooms, the other two rooms. Also, kitchen and servant’s room, with shed for tools, etc. Nearly all the land is cleared, and there are two paddocks of about ten acres each, and a very fine orchard of about five acres, stocked with all kinds of choice fruit trees and bananas. There is also a paved pigsty, fowl-house, stable, and a stockyard fitted with milking bales etc., a good well giving an abundant supply of water. The property has a large water frontage, and there is a jetty run out, so that a landing may be affected at low water.

There are about twenty head of cattle, some pigs etc., which may be taken at a valuation. A more comfortable homestead could hardly be found for a practical man desirous of COMBINING DAIRY AND AGRICULTURAL FARMING. Its position commanding the sea of all steamers and coasters trading to Brisbane Water, which pass the farm, gives it the greatest facilities for transmitting all kinds of farm and dairy produce, poultry, fruit etc., to the Sydney market, at the smallest possible cost. The Crown land at the back secures ample feed for dairy stock, and there is an abundance of fishing and shooting in the immediate neighbourhood”<sup>135</sup>.

The land did not sell and further ads were placed in the Sydney Morning Herald in 1862 and 1863. By 1886 Thomas had the title of the land and sold it to Francis Gerard<sup>136</sup>.



## George Wagstaffe

Mulhall's land came into George Wagstaffe's possession in 1890<sup>137</sup>. George and his family are remembered with the naming of Wagstaffe, Wagstaffe Avenue and Wagstaffe Point.

The following details of Wagstaffe's life have been supplied by letters written by his granddaughter, Mrs Truan King,<sup>138</sup> and by Gwen Dundon in her book "Shipbuilders of Brisbane Water NSW"<sup>139</sup>.

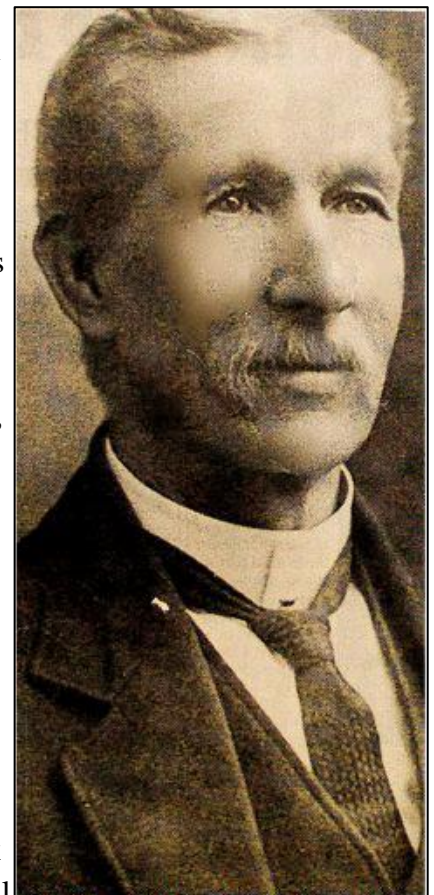
George was born in 1853 in Yorkshire, England and is believed to have come from England in 1875 and from the outset was involved in shipping. At first, he was an agent for the shipping company, Burns Philp, travelling in the South Seas, especially New Zealand and the Solomon Islands, later gaining his master's certificate for coastal trade ships. However, when he was married in 1883 his occupation was given as draper. Christina Ogilvie, his bride, was born in Sydney, the daughter of James Stewart Ogilvie and Jane Georgina O'Brien. The couple went on to have eight children (including two sets of twins) of which four reached adulthood. After living in Queensland for a while they moved back to Sydney where George had a store in George Street called The Australian Confectionery Company.

With the downturn in the economy in the late 1880s and early 1890s the family left the city and moved to Brisbane Water. Here, although listed in the electoral rolls as a farmer, he also became involved in shipping produce to Sydney and the Hawkesbury. He obviously was keen enough to study for and obtain a Master's Certificate (Coastal) in 1901 and became known as Captain George Wagstaffe. Shipping registers show him as the builder of an auxiliary ketch *Gila* and the family believe it was probably built at Beattie's boatbuilding yards on Cockle Creek. Over the years it seems he owned numerous vessels for use in his trading business.

According to George's granddaughter, in his youth he was a powerful oarsman, rowing for his college which no doubt stood him in good stead as later she mentions each day, he rowed across the river taking his children to and from school located on the western side. Presumably she meant from Wagstaffe to Ettalong.

During the Wagstaffes' residency, the government negotiated to build a house for a fisheries inspector on the Wagstaffe land. This house was built on the foreshore opposite the Wagstaffe home at the end of what is now known as Mulhall Street.

After fifteen years living at *Mount Pleasant* George and his family moved back to Sydney where he was again employed by Burns Philp as senior provider until his death in 1920.



George Wagstaffe 1853-1920

Although he signed a contract to buy Mulhall's land in 1890 from the current owner, Francis Gerard, George Wagstaffe only made a down payment and continued to pay it off. After fifteen years the Wagstaffe land still had not been paid for in full and Gerard took possession of the property.

**FOR SALE BY TENDER.**  
**50 acres Subdivided into 11 Portions**  
**WAGSTAFFE'S SUBDIVISION**  
**MOUNT PLEASANT,**  
**BRISBANE WATER.**

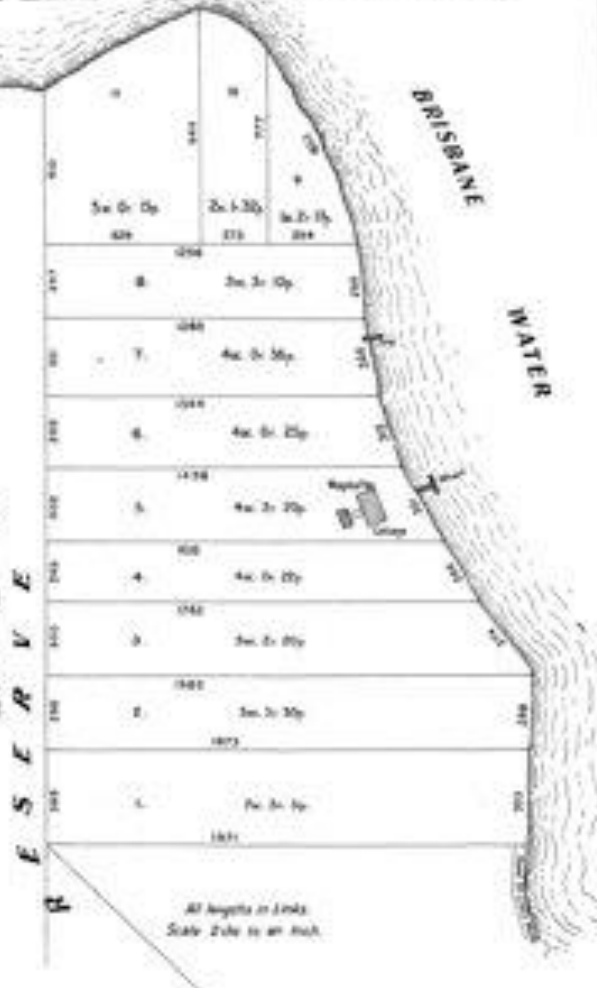


Embracing some of the choicest spots on BRISBANE WATER, 3 miles from WOY WOY RAILWAY STATION, 1½ miles from BLACKHALL TOWNSHIP. Deep water frontage. Splendid fishing grounds. Charming views of BONKIN BAY. Lovely Residential Sites, Rich Agricultural Land, suitable for Orchards, Malt, Growing, &c. The only Estate having frontage unreserved to High Water Mark. 3 hours run from SYDNEY by Train or Steamer.

Tenders will be received addressed  
*"The Auctioneer"*  
**A.E. MIDDLETON, % C.L. TANGE ESQ**  
*Subsidiary for the Vendor.*  
*Bligh Chambers, Bligh St*  
*SYDNEY.*  
 up to **OCTOBER 4<sup>th</sup> 1904.**

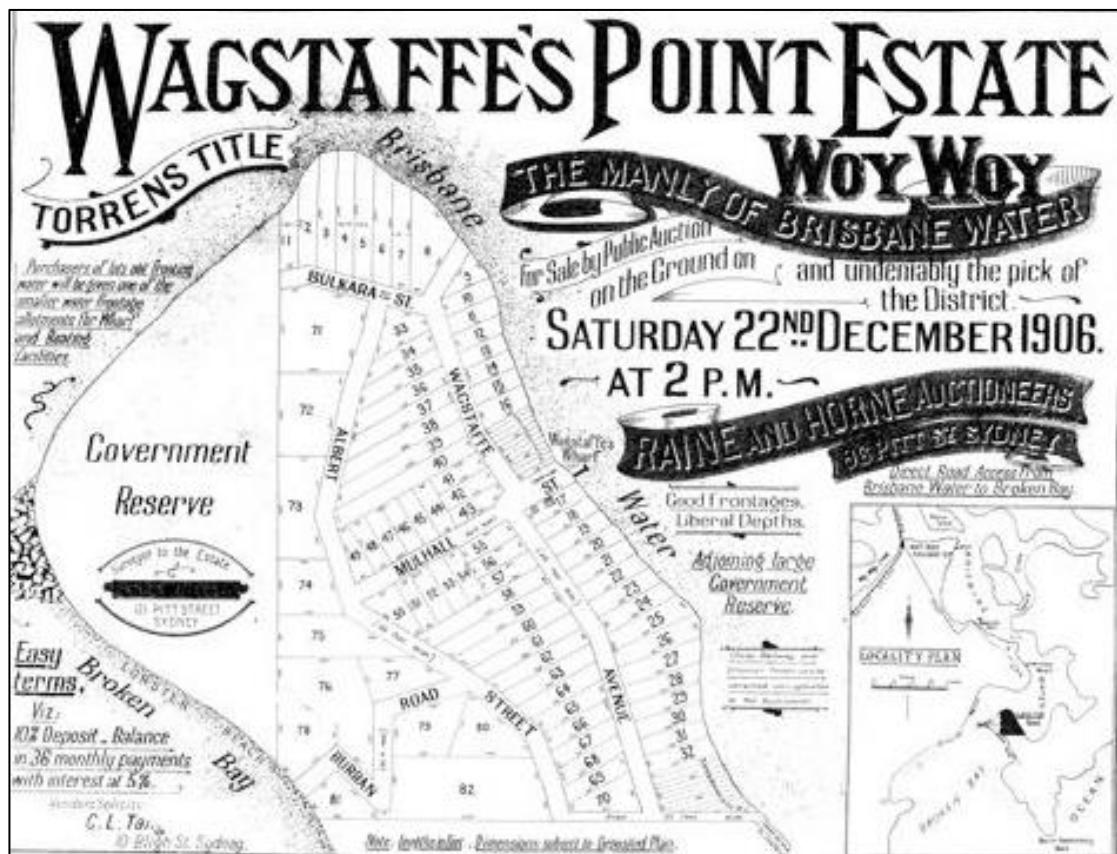
**TERMS.**  
**20% Deposit on acceptance of Tender.**  
*The highest Tender not necessarily accepted.*  
**G.L. TANGE, Subsidiary for the Vendor from whom Auctioneers as to title, terms and conditions of sale may be obtained.**

On Lot 10 there is a comfortable 2 roomed Cottage and two roomed kitchen with a good W.C. Note: This property was purchased in the early twenties when the speculator had the choice of the whole of Brisbane Water.



**G.B. CARTER**  
 Licensed Surveyor,  
**MANLY.**

**A. F. MIDDLETON**  
 Agent for Vendor  
**343 LIVERPOOL ST. DARLINGHURST.**



The land was actually subdivided in 1904 and advertised as Wagstaffe's Subdivision, Mount Pleasant. It failed to sell, probably because the land had not been converted to Torrens Title. In 1906 now converted to Torrens Title it was re-subdivided and readvertised as Wagstaffe's Point Estate<sup>140</sup>. In those two years the advertising emphasis had changed from "Rich Agricultural Land suitable for Orchards, Maize Growing, etc." to "The Manly of Brisbane Water".

Purchasers whose lots did not have water frontage were given narrow blocks on the water "for Wharf and Boating facilities"<sup>141</sup>. The move away from farming had begun to take place.

A note about the spelling of Wagstaffe: for many years in the mid twentieth century, the name was spelt without the final 'e'. George Wagstaffe's granddaughter said he was very emphatic regarding the spelling and insisted the name must be spelt with an 'e'. Following an application to the Geographical Names Board by the Brisbane Water Historical Association, the official spelling with the 'e' was approved in 1991.

### Elizabeth Murray and John Murray

Elizabeth Murray bought 50 acres of land adjacent to William Nash at what is now called Rileys Bay, after the Riley family which settled there later. Elizabeth arrived free from Ireland in 1833, aboard the *Caroline*, accompanied by her mother, Mary, and four siblings: James, Maria, Esther and Margaret. Her father Thomas Owens had already arrived in the colony on the *Mariner* as a convict and had applied to have his family join him<sup>142</sup>.

The year after her arrival she married John Murray, a 22-year-old Irish convict, who had arrived in 1823 on the *Isabella*, and who had a life sentence for stealing money<sup>143</sup>. John needed to apply to the Governor for permission to marry as he wasn't a free man. This was granted and they were married in St Mary's Church in Sydney in 1834<sup>144</sup>.

John had come from Kildare County and was a reaper, so he was a country lad. He is described on his convict indent as being 5ft 6 ½ ins tall, a fresh complexion with brown hair and grey eyes. On his arrival he was assigned to Mr Thomas Street. By 1828 while he was still working for Street in Sydney as a Limeburner, he was also working as a limeburner for G. Weavers at Holdsworthy<sup>145</sup>. In 1831 John received his Ticket of Leave which enabled him to be self-employed as long as he didn't leave the Brisbane Water district without permission. In 1839 he received a Conditional Pardon<sup>146</sup>. This meant even though he had a life sentence he was a free man on condition he didn't return to Britain. Those who have read *Great Expectations* by Charles Dickens will remember the convict Abel Magwitch who was pursued by authorities when he returned to England with only a conditional pardon.

Elizabeth applied for the land in 1835, as John was unable to, as he did not have a conditional pardon until later. She paid twelve pounds & ten shillings for the 50 acres and received the title deed in February 1836 the annual quit rent being 'one peppercorn, if demanded'<sup>147</sup>.

Having acquired the Rileys Bay land, in June the following year Elizabeth requested 50 acres of waterfront land at Pearl Beach. By August, permission had been granted and the land was to be sold at a minimum of 5 shillings an acre<sup>148</sup>. However, when it was put up for sale in 1840 the land was bought by a retired army officer, William Moseley, for £75 who promptly sold it to land-agent William Barton<sup>149</sup>. Perhaps Elizabeth found the price too high by then.

By 1838 Elizabeth and John were employing assigned servants and were among the 19 settlers who received orders for the servants to attend church each Sunday. Being Catholics, they would have had to travel to St Paul's Anglican Church at Kincumber until the first Catholic church, Holy Cross, opened at South Kincumber in 1842.

Although we don't know a great deal about John Murray's activities, apart from shell digging, we do know that along with most of the early landowners of the area, he owned boats. One he owned, built in Brisbane Water in 1838, called the *Mermaid*, is mentioned carrying cargo and rum for William Spears the publican of *The Crooked Billet* at Pretty Beach<sup>150</sup>. Between the years 1837 and 1841 accounting records exist that show he was transporting prisoners and constables to and from Sydney<sup>151</sup>.

At the 1841 census there were eight people living on the Murray land. Apart from Elizabeth, John and their three children there were three workers, a female domestic servant and two single men.

The house was described as built of wood and stone and unfinished<sup>152</sup>. The remains of the stone house which John Murray built about 1836 can still be found at Rileys Bay.

Elizabeth and John Murray had six children: Michael, Catherine, Mary, Elizabeth, John and Patrick. John Snr. died in 1847<sup>153</sup> and two years later Elizabeth married Daniel Bennison (Benson) by whom she had two sons, Robert and Henry. When Elizabeth died in March 1855, aged 39 years, she was buried near her first husband, John, at Holy Cross Cemetery<sup>154</sup>. The death certificate of Daniel Bennison who died in 1861 states he was buried on the Murray Farm. It appears some of the land remained in the Murray family until 1919, but the Murrays and the Rileys were living near each other on Elizabeth's land well before that.



## William Riley

The name Riley was and still is a well-known family name in the Brisbane Water district. **John Riley**, a Londoner, aged 18 was one of three young men who were convicted of stealing between them, '*1 hat, value 2s., and 1 handkerchief, value 6d*'<sup>155</sup>. He was tried at the Old Bailey in 1827, and even though he had four witnesses to vouch for his good character, he, along with the others was found guilty and sentenced to death. Fortunately, this was commuted to transportation for life and John arrived on the *Phoenix* in July 1828'. Initially, John was assigned to James Jenkins of the North Shore and by 1837 he was working for Rolla O'Ferrall at Pittwater<sup>156</sup>.

1837 was also the year he applied to marry Margaret Manning, as he had been given his Ticket of Leave the year before. When he married her in 1838, they were both living at Brisbane Water<sup>157</sup>. However, Margaret appears to have died soon after and he then married Elizabeth Gorman the following year. Sadly, in 1842, she also died at the age of 27, a year after their first son William was born. John was to marry again to Margaret (Mary) Costigan and have three more children, James, Thomas and Ellen Sarah.<sup>158</sup> The Rileys came to own and farm Rileys Island, then named Shell Island, in the 1850s. John also went into ship building and his sons became involved in different aspects of the shipping business. John died aged 74 years in 1885 and Margaret died at the same age in 1894. They are both buried at Holy Cross Cemetery at Kincumber.

It was **William**, son of John and Elizabeth, who first moved over to Rileys Bay in the 1870s. Gwen Dundon's book *Shipbuilders of Brisbane Water* has supplied much of the detail about William and his family. Like his father, William's first wife, Sarah, died young. They had married in St Paul's Church of England in Ipswich, Queensland. Sarah Wrench Wilson was born in Queensland in 1854 daughter of William and Elizabeth Wilson. They already had seven children when Sarah gave birth to triplets, Mary, James and Jessie in 1887.

Unfortunately, they did not live long and neither did Sarah. The Sydney Morning Herald birth notice tells us that Sarah gave birth to the triplets at her home in Lavender Bay while William's residence was in Brisbane Water<sup>159</sup>. Probably his wife and maybe the children were not living at Brisbane Water because William's work took him away for such a lot of the time, or perhaps Sarah wanted to be near medical care. William named a boat built in 1889 the *Jessie Riley* after the daughter who died. We don't know who looked after the other children immediately after their mother's death.



Riley family home Riley's Bay circa 1981

Isabella Jane Frost, daughter of George and (Margaret) Elizabeth Frost, was William's second wife. She was a local lass born in 1875 and she married William in 1894 at St Pauls Church, Kincumber, the same church where she had been baptized. The couple had at least six children: Archibald William, Rupert Desmond, Clarence Victor, Herick S, Horace G and Walter Thomas, all born between 1896 and 1908.

William had been master of his father's vessel, the *Maggie Riley*, which had been built by his half-brother James. He later came to own this ship. For years the *Maggie Riley* took cargo to Sydney from Brisbane Water and returned with supplies which the locals needed. Some of the goods taken to Sydney for sale were baskets of shells, hides, skins, horns, tallow, timber, palings, laths, beams, posts & rails, fowls, eggs and oysters.

The 1891 census shows William living at 'Brisbane Water Bar'. There was another male, and 2 females living there at the time<sup>160</sup>. Unfortunately, no names are given. Ten years later in 1901 there were 3 males and 7 females at Rileys Bay; again no names are recorded<sup>161</sup>.

There came the time where he gave up his mariner's life and settled on the land. At Rileys Bay he became an oyster farmer. With the help of Patrick Murray he quarried large rocks from the hillsides to put into the water to help with this new venture. Oyster leases had to be applied for even in the early 1900s, and records show that William had more than the one in front of his land at Rileys Bay, and it appears to have been a burgeoning industry<sup>162</sup>. After the 1868 Act was brought in to prevent shell gatherers from harvesting live oysters for lime burning, oyster culture began to thrive and it is still an important business in Brisbane Water today.

William built a house just to the right of the present 1920s residence, *Mt Earl*, built by Jack Owen and Bill Riley, William's nephew<sup>163</sup>. William Riley died in 1910 and his wife Isabella who had lived there for the remainder of her life without electricity or running water, died in 1953.

Members of the Riley family were to live there for most of the twentieth century and owned land until 2005. *Mt Earl* remains in 2010 much as it was when it was built, isolated from other habitation. For further information about the Riley family and Rileys Bay see the article entitled 'Rileys Bay' in this publication.



The Riley home *Mount Earl* circa 1985

Wedding portrait of William  
Isabella Riley circa  
1894

## William Nash

The 40 acres of land granted to William Nash in May 1838<sup>164</sup> is at the southern end of Rileys Bay, between William Ward's land and Elizabeth Murray's, with a waterfront to the Bay. The land had been promised to Nash by Governor Macquarie as far back as 1811<sup>165</sup> which was well before Brisbane Water had been settled by any European. Nash may well have been the first person to be promised land in Brisbane Water. The deed states he was to pay an annual quit rent of one shilling sterling commencing from 1<sup>st</sup> January 1827.

Descendants of William Nash and his wife, Ann Hubbard, have been most helpful with details of his life<sup>166</sup>.

William Nash arrived in 1798 as a convict on the *Barwell* at the age of 19 years. He had been tried and convicted in Hertfordshire Assize Court for stealing a ewe sheep, value £1. Initially, he was given a death sentence but received clemency. The journey on the *Barwell* was a long one, taking nearly five months, and an eventful one. There apparently were two separate plots between convicts and the soldiers to seize the ship. Both plots were foiled but many men were flogged and put into irons<sup>167</sup>.

By 1805, William was a free man. We do not know his occupation or background in England but perhaps he was a farm worker, as at this time he was renting 30 acres from James Dunn and was growing enough to enable him and his female housekeeper to be off stores i.e. not victualled by the government. Of the 30 acres he had 7 under wheat, 7 maize, 2 barley 10 in pasture and 3 fallow. He also had 4 female pigs and 4 male pigs<sup>168</sup>. This was a remarkable achievement considering he arrived penniless as a convict 8 years before.

He married Ann Hubbard in 1810 at Windsor and by 1814 he was a landholder living in the Windsor area with his wife and 2 children<sup>169</sup>. The couple were to have 14 children, including Thomas, Sarah, Samuel, William, Jane, Joseph Francis, Charles, Elizabeth and George, twins Henry and John, twins Ann Matilda and Emma and Mary Ann<sup>170</sup>. As was common in those days, some of the children died as infants or died young. The 1828 Census shows the family living at Lower Portland Head (now known as Wisemans Ferry)<sup>171</sup>. Here William, a labourer, owned 40 acres of which 20 were cleared and 16 cultivated. He was now 40 years of age and Ann, his wife was 35 and they had six children. Ann was a 'currency lass', born in the colony although her birth record has not been found, the daughter of William and Mary Hubbard.

Nash's land dealings were not straightforward. Apart from the Brisbane Water land he had grants to two other portions at the Lower Hawkesbury. One portion of 50 acres on the Macdonald River he sold to his neighbour, John Bailey, before the deed had been issued<sup>172</sup>. Another portion of forty acres was actually claimed by Solomon Wiseman. This land was on the north side of the Hawkesbury River at Flying Fox Reach, and even though he had lived and farmed there for many years, his plea to the Governor was not heeded. Wiseman was however ordered to pay him for any improvements and allow him four months so he could take his crop off and Nash was asked to choose another 40 acres<sup>173</sup>.

Even when Nash went to take up the Brisbane Water land, he found that George Tilley had now been granted the portion he (Nash) had chosen. Tilley's land then passed to Richard Fitzgerald (see section on Richard Fitzgerald) so Nash had to choose land between that of William Ward and Elizabeth Murray<sup>174</sup>. The land was finally surveyed in 1837 and the deed issued the following year. Nash was living in Sussex Street, Sydney, at the time.

We do not know if the family lived on the Brisbane Water land; however, less than three years after receiving the title deeds, Nash sold it to Ann McBride in April 1841<sup>175</sup>. It seems William remained in Sydney for the remainder of his life and could have purchased another 5 city allotments<sup>176</sup>.

We can't be certain of this because there was another William Nash in Sydney at that time. Perhaps the proceeds from the sale of the Rileys Bay land was used to set him up in this city endeavour.

Nash's land changed hands a few times until 1855, when it was again offered for sale. The Sydney Morning Herald of 7 March advertised it as a "SNUG 40 ACRE FARM... This farm has been improved, several acres having been under cultivation – and a cottage and orchard once upon it – but it has not been occupied for several years. THE LAND IS EXCELLENT and has produced first-rate crops". John Harrington the current owner had died and his widow, Mary, sold it to John Gorman a month later in April. Two years later Gorman sold it John McDonnell.

The McDonnell family held it for many years. Amy Hale (born in 1866), daughter of John Seton McDonnell, recalls her family's time on the land in a note, dated 1916, when she was aged 50, "Father John McDonnell purchased said land in or about 1855 & that for some years he & my mother lived upon the said land. Upwards of 40 years ago [1876] my father erected a small building on the land & lived therein & afterwards for many years at intervals visited the land. He did not live continuously thereon as he was a State schoolteacher & held appointments in the City & Suburban Schools as well as in the country. He, however, did at holiday times regularly visit the land & on a number of occasions I went down with him. I did not stay with him on the land as the buildings were crude & insufficient but I stayed at a Boarding House kept by Fred Coutts.

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**"TITLE IN TORRENS"**  
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Excellent Soil, Sandy Beaches  
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formerly of the office of J. & A. ROBB  
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Between 20 & 25 years ago [i.e.1891- 1896], three of my brothers with my father lived on the land & cut timber for the Sydney market sending the same to Sydney by the schooner *Maggie Riley*. From about the year 1896 to 1906 the same land was occupied & used by my brother Walter McDonnell as a poultry farm. He frequently sent to my family crates of Poultry for the use of the family”<sup>177</sup>.

William Nash’s original grant was subdivided and advertised as The Rip Estate in 1908, but failed to go ahead apparently due to ‘problems with providing Torrens Title’<sup>178</sup>. Torrens Title was applied for and granted in March 1939, but the land has never been densely settled as had been planned in the 1908 Estate<sup>179</sup>.

## **Richard Fitzgerald**

Richard Fitzgerald was a convict who became a multi-millionaire. Fitzgerald, who bought 100 acres of land fronting onto the waterfront in the centre of Hardys Bay and going over the saddle to Putty Beach Drive on the ocean side, is unlikely to have ever lived there. Governor Brisbane granted him the land in 1837 with a quit rent of five shillings<sup>180</sup>. At the time he was living at Windsor. A little of Fitzgerald’s story is told here as it is an interesting story of a convict who did remarkably well in the new colony. One of his descendants, Susan Perrett, has written an excellent book about him entitled *‘From Convict to Millionaire: the Story of Richard Fitzgerald and Family’* and I have used this book to help tell his story here <sup>181</sup>.

Fitzgerald was a name well known in early colonial history. He mixed with the colony’s elite including the Governor, military officers and magistrates and he amassed large tracts of land and also property. Fitzgerald arrived on the *William and Ann* in 1791 as part of the Third Fleet. In January 1787 he was sentenced at the Westminster Quarter Sessions to 7 years transportation. His crime is unknown as the court records no longer exist but we know he was held in the *Justitia* a hulk in the River Thames for several years. It is believed he came from an upper-class family and although this has not been proved, it could be the reason for his rapid rise from convict to wealthy gentleman. He was certainly literate while the majority of the convicts were not.

On arrival he was assigned to Toongabbie Farm, west of Parramatta, which Governor Philip had just set up to grow food for the starving colony. There were 500 men working there and conditions for the convicts were harsh and brutal. It was here perhaps that Richard gained experience in farming which would serve him well in the future. By January 1794 Richard was a free man and received his first land grant of 30 acres. In 1796 he became a public servant and was appointed Superintendent of Convicts of the Districts of Toongabbie and Parramatta, which, by 1798 included his appointment as Superintendent of Public Agriculture.

In 1802 Governor King gave him the position of Inspector and Director of all the government agricultural settlements. By the Muster of 1805-1806 he had also increased his personal assets and held 540 acres of which nine acres were under wheat, 12 under maize, 6 under barley with 330 acres of pasture and 183 fallow. He also had 14 horses, 20 cattle, 250 sheep, 4 goats and 20 hogs and he employed 5 convicts and 4 freemen<sup>182</sup>. By anyone’s reckoning he was doing well. In 1804 Governor King had dismissed him from his public appointments for ‘neglect of duty’ but in 1808 he became Constable at the Hawkesbury. In the ensuing years he held numerous positions and became a friend of Governor Macquarie, all the while increasing his land holdings. Macquarie in his journal states: “I gave Mr Fitzgerald a large allotment in the square on the express condition of his building immediately thereon a handsome commodious inn of brick or stone and to be at least two stories high”. Later that day Richard dined with the Governor.<sup>183</sup>

The inn was built and still exists today in Windsor as an inn and is called *The Macquarie Arms*. When Macquarie and his wife returned to England, Fitzgerald was so highly thought of he was appointed agent to oversee Elizabeth Macquarie's affairs in the colony, which included land she held.

Fitzgerald married a convict lass, Mary Ford, in 1815. Mary had arrived in the colony on the *Britannia* in 1798. She had been convicted in Somerset for stealing from lodgings where she stayed, a sheet, value 1 shilling and 6 pence, a linen quilt, value 6 shillings and a blanket, value 3 shillings.

Mary was transported for 7 years. The Musters and Lists of NSW for 1800-1802 show Mary, assigned to Mr. Fitzgerald of Toongabbie. Mary and Richard had three sons, Richard, Robert and John, before they were married in 1815. Unfortunately, Richard died after falling from a horse at aged 17 and John also died as a young adult at age 23. Robert was the only son left to inherit Richard's vast estate.



Copy of painting courtesy of Susan Perrett.

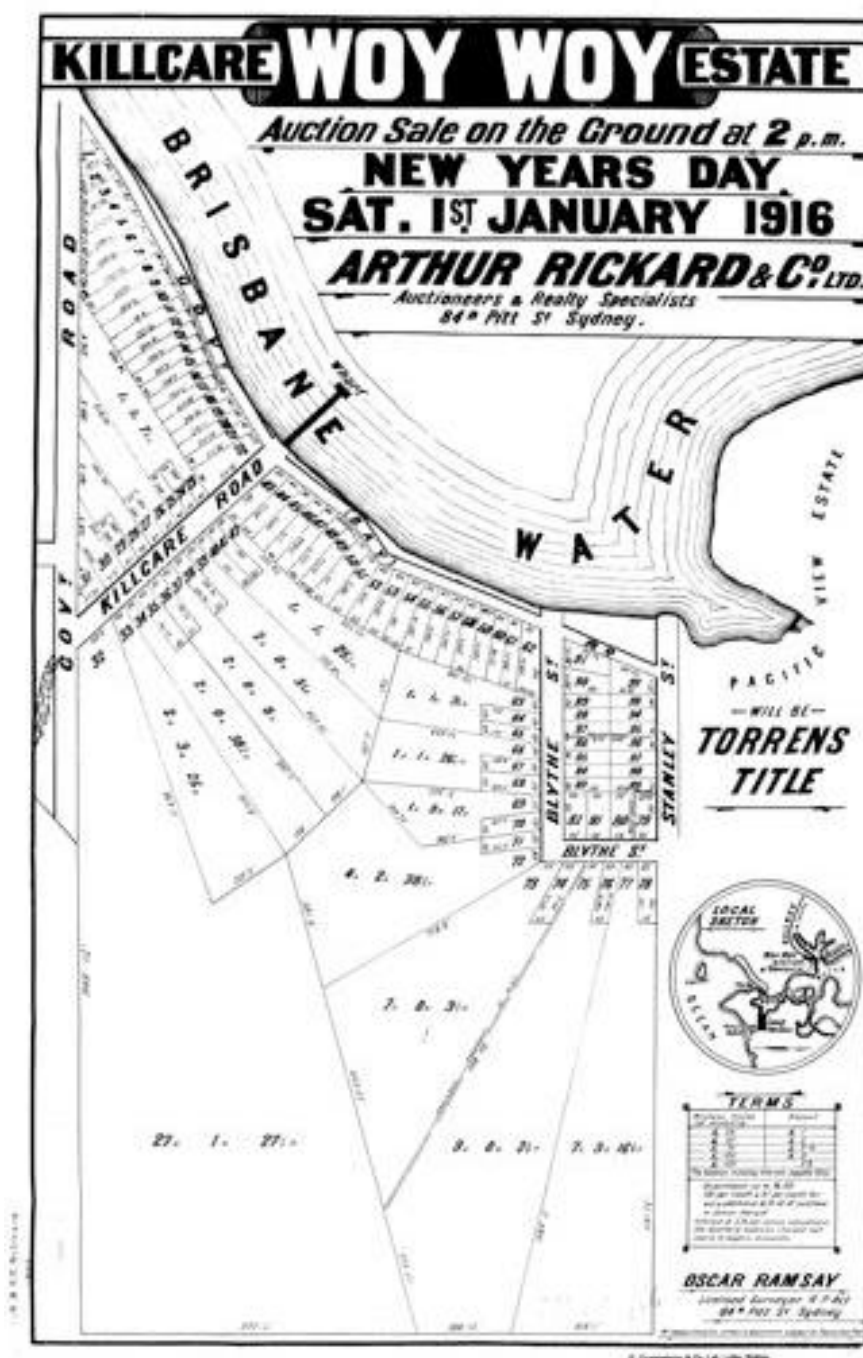
By 1828 Richard held 14,000 acres of land around Bathurst, Mudgee and Windsor. He had cleared nearly 5,000 acres, 25 were under cultivation and he owned 67 horses, 962 cattle and 4,390 sheep.

He also had 10 convicts and 4 free servants working for him<sup>184</sup>. His principal country properties were *Tongy* at Cassilis, *Dabee* at Rylestone and *Woolar* at Mudgee.

It should be mentioned that Richard also supported charitable causes including both Catholic and Anglican churches and the Hawkesbury Benevolent Society, the support of which was most important in a society with no social welfare for the poor or the sick.

Richard died in 1840 aged 68, Mary having predeceased him in 1833. They are buried with their three sons in the family vault in the St Matthew's Anglican churchyard in Windsor. At the time of his death his estate was valued for probate at £34,000, which in 2010 would have been approximately \$2,500,000.

MacLauren sums him up this way: "That he was well regarded by his assigned servants and by John Macarthur as well as by Governor Macquarie is an eloquent testimony to his character, tact, wisdom and great abilities. Altogether he was one of the most remarkable men to settle in early New South Wales"<sup>185</sup>.



So that is the story about the man and now to the story of Fitzgerald's Killcare land which he was granted in 1837. Why would Fitzgerald, a wealthy landholder near the end of his life, want to acquire, a small holding of 100 acres of land at Brisbane Water, land which is not particularly useful for farming or grazing, certainly not on the scale he was used to?

The Grant document probably gives us a clue. Even though it states that the land was promised to Richard Fitzgerald by Sir Thomas Brisbane in 1823 it also states that it was the "Land promised to George Tilley on or before the date above mentioned and now granted to the said Richard Fitzgerald in accordance with the Report on Case No.15 made on the Nineteenth day of December One thousand eight hundred and thirty six..."<sup>186</sup>. The early maps show Tilley's name crossed off and Richard Fitzgerald written in.

George Tilley came to the colony as a soldier and later joined the Royal Veteran Company. When it was disbanded in 1822 the soldiers were given a grant of land. In 1829 Tilley sent a letter to the Colonial Secretary about the land he had been given saying, that it was 'known by the name of *Carribba* and about half a mile or better north of Mullins [Mallen] – it was on or about the 21<sup>st</sup> August, 6 weeks ago since I first commenced working on it. Therefore, I humbly trust you will see things righted'<sup>187</sup>. George Tilley appears to have died in 1831 and his wife Mary applied to have the land measured and in January 1834 requested the deed. It is unclear what happened next, but it seems Richard Fitzgerald contested Mary's claim to the land. The Court of Claims found in favour of Fitzgerald as evidence existed that indicated Tilley 'conveyed the land in question to the said Richard Fitzgerald for valuable consideration'. Perhaps Tilley was in debt to Fitzgerald and he accepted the land as payment for that debt. So, the land came into Richard's hands in August 1837. When he died three years later, he left it to his only remaining son, Robert, along with all his other properties and assets<sup>188</sup>.

Robert Fitzgerald sold the land in 1851 to Robert Johnson who sold it to James Martin and then Robert bought it back again in 1854. Robert in a Codicil to his will left the Brisbane Water land to his daughter Henrietta. The land then stayed in the Fitzgerald family until it was sold in 1915, brought under Torrens Title and part of it subdivided<sup>189</sup>.

By 1916 part of Fitzgerald's original holding of 100 acres had been subdivided and offered for sale as the Killcare Estate<sup>190</sup>. It included the foreshore of Hardys Bay between Stanley Street and halfway along Araluen Drive west of Killcare Road. It was the name of this Estate which gave Killcare its name as in 'to kill care' It was common at that time to use whimsical names, especially for house names e.g. *Av-a-rest*, *Thistle Do* etc.

Another subdivision was made much later when N & K Developments Pty Ltd developed land for sale in Manly View Road and Anthony Crescent just off Putty Beach Drive. The land was offered for sale in January 1967. It was advertised 'for those who dream of holidays by the sea - of golden beaches and lazy lagoons, dramatic views, days of relaxing in the sun – of unparalleled water views – surf patrolled beach – these are but a few of the assets of Kilcare Beach.' It was also promoted as 'within an easy hour's drive from Sydney' with the 'new expressway being completed'<sup>191</sup>.

Note the spelling of Killcare. Over the years one 'l' had been dropped from the spelling and it wasn't until November 1972 when the Geographical Names Board assigned the original name Killcare as the official spelling<sup>192</sup>.





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EXTENSIVE PANORAMIC VIEWS TO PALM BEACH AND MANLY

**£50 DEPOSIT**  
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Please forward price and plans for all units at Kilcare Beach.

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## A Glance at the Twentieth Century

By the beginning of the twentieth century most land around the foreshores of Bouddi Peninsula had been taken up. The ocean side of the peninsula and the heights had so far attracted little interest.

## Alexander Allan Martin

**Alexander** was the first landholder to own and occupy land on the surf side of Killcare.

Alexander Martin was born in Aberdeen, Scotland about 1878, his parents being Allan Martin and Annie Ross. He married Bertha Emma Hulme in 1903 and four years later arrived in Australia with members of the Hulme family.

The couple did not have any children, and after the war they adopted two Barnardo boys, Ray Barsley who changed his surnameto Martin and Aleck Blewden.

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**KILLCARE BEACH**  
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 near WOY WOY & COSFORD  
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 and 5 minutes from Brisbane Water on Erina Shire's Scenic Circle.

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**TERMS**  
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 over 5 years, quarterly  
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Solicitor to the Estate  
**A.D. Hickey**  
 Gosford

Surveyor to the Estate  
**L.A. Bannister**  
 Gosford

*All dimensions etc. are subject to Deposited Plans.*

*Local Sketch*

F. Cunningham & Co. Ltd., Litho, Sydney

When WW1 broke out, Alexander Martin enlisted in the AIF and joined the 2<sup>nd</sup> Battalion which served at Gallipoli.

Unfortunately, he became very ill with enteric fever and was discharged in 1916. On recovering he reenlisted even though he was now 38 years old and proceeded to France and then Belgium. His health once again failed and he was retired unfit, suffering from trench fever, finally returning home in 1918.

Alex and Bertha settled at Killcare. Martin's land included the beach front at the south end of Putty Beach near the surf shed (including most of what is now Grandview Crescent) and part of the headland behind. The Martin family ran a dairy for a number of years during the twenties and thirties, and later a teahouse called *Martinsyde*. It is doubtful if a farmer today would seriously consider purchasing Martin's land for farming as on the Plan of Portions 188 to 190 is written: 'Open country very steep and in places precipitous – poor soil nearly all sandstone, rock on surface, on top of hills no timber except stunted apple, oak, and honeysuckle. In gullies there are a few gum turpentine and ironbark trees. No water in summer'. Presumably the dairy was not a great money spinner.

On return after the war Alex lost no time in deciding where to put his roots down. He applied for the conditional purchase of land in 1918 but it was not until 1930 that the grant was finalised<sup>193</sup>. A further four smaller adjoining portions were applied for by Martin in 1919 and these deeds were finalised in 1935<sup>194</sup>. Alex and his wife Bertha were living there in 1921 when his occupation in the electoral roll was given as 'farmer'<sup>195</sup>. During the 1930s Alex decided to subdivide and sell off some of his land. This was advertised as Martins Killcare Beach Estate and included 61 lots in Grandview Crescent.

Bertha Martin died in 1935 and Lucy Hulme, Bertha's sister came to Killcare to look after Alex. When he died in 1939, Lucy inherited his property.

For more information about the Martin family see the biographical section, *Bouddi Bios*, of this history. The story is entitled "*Martinsyde – the house on the beach*". It is full of details and photos and gives an excellent picture of family life at Killcare over 50 years and well worth reading.

## **Charles Bentley Ford**

**C. B. Ford** purchased a rectangle of land adjoining Alexander Martin's to the north for £80. He applied for 20 acres in 1916 and this was finalized in 1919<sup>196</sup>. The land included the western side of Beach Drive and Grandview Crescent as far as the drainage lane about a third of the way down. It also included Nukara ??? and Flora Avenue and the first part of Hawke Head Drive. By 1920 it had been subdivided and put up for sale. Ford was living at Lidcombe, Sydney at the time but by 1925 he was living in Woy Woy and was working as a carpenter<sup>197</sup>.

The following year he moved to Killcare and the 1928 Tourist guide shows an advertisement for C. B. Ford as a property salesman which would be a logical career step for a carpenter/ builder to make. He was the agent for the new "Killcare Heights Estate", (instigated by Sir Ernest Keith White) in conjunction with F. Wheeler, and handled sales for houses, cottages to let, land and farm sales and also sales of building blocks at Avoca and Little Beach (MacMasters) Estates. He also offered 'Cottages erected at Moderate Rates'<sup>198</sup>.

Charles Ford and Nicholas Myer between them built the Beasley family home at Killcare called *Bonny View* in 1926 and it is likely that many more houses were built by Charles during his lifetime<sup>199</sup>.

The building trade was already in the family when Charles decided to take it up. His father, Henry Ford, was also a builder who had married Caroline Smith in 1856<sup>200</sup>. Charles was born in 1859 the 3rd child of 8 children<sup>201</sup>. He married Margaret Middleton in Bourke in 1890 and the marriage produced six children over the next eight years<sup>202</sup>. The couple travelled a good deal, which is understandable for a builder seeking work. Sarah and Clarissa were born in Bourke, William in Cowra, Esther in Carcoar, John in Granville and Charles Beauchamp Middleton in Dubbo<sup>203</sup>.

In 1921 Charles and Margaret Ford jointly bought three adjoining lots, 21, 22 and 23 in the north-eastern part of Fraser Road, part of William Ward's land<sup>204</sup>. Their son, John Thomas Middleton Ford, was living at Hardys Bay in the 1920s as a dairyman and had a dairy on the land. Colleen Smith remembers Hilda, John's wife, carrying water for the cattle and working very hard for their big family. Apparently, the dairy operated until the 1950s and at the end of the 20<sup>th</sup> century there was the fifth generation of Fords living in the area<sup>205</sup>.

Charles Bentley Ford died in March 1937 at Killcare from acute bronchitis and bronchiectasis, at the age of 79<sup>206</sup>. His son, Charles B M Ford, had only just died in the January so it would have been a double blow to Margaret. She died in January 1952 and was buried in the Presbyterian Section of Rookwood Cemetery along with her husband and son, Charles<sup>207</sup>.

The Ford name came up again in 2009 when the naming of an unnamed laneway at Killcare was proposed to ensure safer delivery of mail. The lane runs parallel to the beginning of The Scenic Road and runs between Putty Beach Drive and Beach Drive and is one of the local laneways which originally provided access for carts removing sewage from outdoor "dunnies". The Local Studies Librarian, Geoff Potter, was contacted to suggest names which would have an historical or cultural significance for the area. His suggestion was for "Fords Lane" as C B Ford owned part of this land, and he and his family had played a large part in the community. However, the residents of the lane put forward the name "Masson Lane" after a former owner of the land there and this is the name which was chosen.

**Amena Leta Booth** purchased a small portion of 5 acres of land in March 1919 for £75. This small portion takes in the beginning of Putty Beach Drive, The Scenic Road on the eastern side from about opposite Martha Jane Avenue down to Beach Drive and the eastern side of Beach Drive down as far as the last house. She promptly gave Power of Attorney to Charles Kendall Adrian<sup>208</sup> who later purchased "The Killcare Heights Estate" and which Amena was later to buy from him.

A plan for a subdivision of the 5-acre portion into 36 lots had already been approved before Amena acquired it and in July 1919, Lot 24 was the first to be sold. When Amena bought this land, she was living as a single woman in Chatswood NSW, and it is not clear why she decided to invest in land on the Bouddi Peninsula. However, it appears her father and mother both died when she was young. Her father Joseph McManus Booth died in 1904<sup>209</sup> when she was 13 years old while her mother Isabella (nee Sainty) died even earlier in 1898<sup>210</sup> when she was only 7 years old. Although Amena had six siblings to share with, perhaps she inherited money from her parents' estate.

Amena Booth married Arthur Roy Taylor, who was a bank clerk at the time, in 1924 at St Paul's Church of England, Chatswood<sup>211</sup>. Amena was not to enjoy married life for very long. In 1933 she died in a tragic accident at Richmond NSW.



Her husband had taken his wife and mother and sister for a drive to the Windsor area and decided to stop for afternoon tea on the riverbank on the west side of the Nepean at North Richmond. To reach the reserve it was necessary to cross over the railway line. On leaving to come home the car reached the middle of the track when the train emerged from a curved embankment which made visibility poor and hit the car which was halfway across the track. It dragged the car in front of it across the bridge, the car broke up and the rear of it was left hanging over the bridge. All the occupants were thrown out, over the bridge onto the riverbank below and Amena and her mother-in-law, Alice Taylor, were killed instantly. Arthur Taylor and his sister Olivia were surprisingly not seriously injured<sup>212</sup>.

The Bouddi area was still relatively undeveloped. 'By the turn of the century there was a network of tracks on the peninsula, including two public roads providing formal access from Kincumber to Little Beach (via Dajani Drive) and Wagstaff (sic) (via Frazer (sic) Road). There was no official route connecting the two areas'<sup>213</sup>. The main transport to the area remained by water.

'The completion of the railway through Gosford in 1889 was responsible for a dramatic change in land use on the Bouddi Peninsula. The event coincided with a growing health-and-leisure consciousness in the community, and the movement towards shorter working hours, free weekends and annual holidays for all workers'<sup>214</sup>. Holiday makers would arrive at Woy Woy by train and catch a launch across to their holiday place, be it a guest house or small weekender.

It became common for the large original portions of land to be subdivided into Estates and offered for auction or by private sale, the small farmers gradually disappearing. The first Estate to be subdivided for sale was the Wagstaffe's Mount Pleasant Estate in 1904 and by 1920 most of the bayside land had been advertised for sale as part of an Estate. About this time the land on the heights at Killcare began to be used. The Scenic Road connecting Little Beach to Killcare had been completed in the 1920s and land began to be taken up on Killcare Heights, although water still remained the main method of access to the Peninsula for many years.

## **Charles Kendall Adrian**

In 1924 **Charles Kendall Adrian** paid £45 sterling for 90 acres of land which was to become The Killcare Heights Estate<sup>215</sup>. Sitting high above the cliff overlooking Putty Beach it includes part of Manly View Rd, Macdonald Street and Jacqueline Avenue on the south, Hats Street to the west and Stewart Street and The Scenic Road on the northern boundary<sup>216</sup>.

Charles Adrian was born in 1884 in Branxton, NSW, the son of Frederick Adrian, a stipendiary magistrate, and Jean Pell McCracken. In 1912 he married Vera May Henson whose parents were George Henson, a Superintendent of Railways, and Mary Ann Ridge<sup>217</sup>. Before his marriage, Charles had been admitted as a solicitor in 1908 and after his marriage he began working for Russell and Sly in Gosford<sup>218</sup>. The couple had four children and Charles continued to work in Gosford until 1937; however, by the time of his death in 1962 he was living in Cremorne, Sydney<sup>219</sup>.

Interestingly, Charles Adrian bought the land on 17<sup>th</sup> June 1924 but sold it to Amena Leta Booth just 3 weeks later on 10<sup>th</sup> July 1924<sup>220</sup>. It is not clear why he did this, but we do know that he had some dealings with Amena Booth five years before when he acted as her Power of Attorney for a much smaller portion of land further down near the bay as mentioned earlier.

The deed indicates that the Killcare Heights land passed out of Amena Booth's hands and was bought by Ernest White (later Sir) a timber merchant in 1927 who subdivided it and called it the 'Killcare Heights Estate'. Some streets he named after his family such as Baden, Jacqueline, Babs and Pauline. 294 lots were offered at auction on 21<sup>st</sup> April 1928. White sold the blocks slowly however and even up to the 1950s many remained unsold.



'The Triangle' showing The Scenic Road in the lower area and Maitland Bay Drive at the top of the photo. Section of an aerial photo. Gosford Library holds a copy.

# KILLCARE HEIGHTS ESTATE

CLOSE TO HARDY'S BAY, WACSTAFF AND ETTALONG BEACH AND OVERLOOKING OCEAN

The Subdivision which has no equal in N.S. Wales

## 294 CHOICE LOTS

### SALE SATURDAY, 21<sup>st</sup> APRIL 1928

#### F. Wheeler

NEWTH & COY. LIMITED

IN CONJUNCTION WITH Wingello House, ANGEL PLACE SYDNEY

On the Ground at 2 p.m.

**294 CHOICE LOTS**

Choice of 294 lots, ranging from 1/4 acre to 1/2 acre, all with frontage to the sea or to the estate roads. The lots are situated in the most beautiful part of the Killcare Heights Estate, and are all of the highest quality. The lots are all of the highest quality, and are all of the highest quality.

**TERMS**

3 per block  
Deposit, Balance  
over 6 years in 20  
equal quarterly  
payments—  
NO INTEREST

**TERMS**

3 per block  
Deposit, Balance  
over 6 years in 20  
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NO INTEREST

**Sketch**

Sketch of the Killcare Heights Estate showing the layout of the 294 lots, roads, and surrounding areas.

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Sketch of the Killcare Heights Estate showing the layout of the 294 lots, roads, and surrounding areas.

F. Cunningham & Co. Ltd., Litho., Sydney

The land we now call 'The Triangle' is bounded by Wards Hill Road, Maitland Bay Drive, The Scenic Road and Stewart Street. It initially consisted of two portions and **Charles Beauchamp Middleton Ford** and **Albert George Davis** applied for one each in 1918/19 on Conditional Sale. Ford whose father was Charles Bentley Ford, mentioned previously, apparently completed his payments but when Davis fell behind the Crown resumed his land. The Crown subdivided Davis's land of over 300 acres into 23 blocks. Part of the original portion was sold to Albert Davis, mainly land north of what is now Maitland Bay Drive. Maitland Bay Drive was put through about this time to give access to the newly established Reserve which was to become Bouddi National Park<sup>221</sup>.

Albert George Davis is one of the Davis family so well known in the Brisbane Water area. 'Davistown' bears their name. Albert's parents were William Charles Davis who married Elizabeth Hemmings. His grandparents were George Davis and Jane Metcalfe, and his great grandparents were the pioneer couple, William Davis and Sarah Mayers, who had arrived free from Ireland in the *Mary Catherine* in 1833 and settled in the Brisbane Water area by 1839<sup>22</sup>

Albert George Davis married Ida Ilma King in 1911 and they had 4 children, Ilma, Marjorie, Una and Albert. Albert died at Davistown in May 1947 and his occupation like so many of his family members was given as shipwright.

When the Crown subdivided and released the land on 'The Triangle', Ron Walter's father bought between 80 and 100 acres and took up residence in 1934. This land ran from Wards Hill Rd to the junction of Maitland Bay Road and The Scenic Road. In 1939 the Walters' farm was the only house higher up than Killcare Road. In *Reflections from the Beach and the Bays* there is an excellent description of the difficulties of setting up a farm from scratch in the early twentieth century. Ron Walter describes the difficulty of bringing farm equipment and stock up Wards Hill Road which was then only a track known as 'Humphreys Nightmare'. He built dams on the property and grew vegetables, citrus and poultry. The produce was taken down Wards Hill by cart to Palmers Wharf, loaded onto a boat, taken to Woy Woy unloaded again and then put on a train for the Sydney market.

Their house was built of bush timber for the framework and banana cases for the walls. Paper was then glued on the walls and finally wallpaper over it. Ron's mother did a lot of cooking on an outside fireplace. She had no electricity and used kerosene lamps. There were eight people in the family and during the depression years Ron's parents brought up eight other children<sup>223</sup>. For further details see both *Reflections from the Beach and the Bays* and also the section on 'The Triangle' in this history.

Over on the bay side there were three portions of land made available for purchase on the headland to the north of Elizabeth Murray's land at Rileys Bay. They were portions 214, 215 and 216 and they were bought by **Charles William Cansdell**. They were purchased by him at public auction at Gosford in 1908, the first portion for £50 for just over 6 acres and the other two portions for £93 for just over 8 acres<sup>224</sup>. So, the total of all three compared to the earlier holdings was quite small at not much more than 14 acres. Cansdell was born about 1868 in Sydney, the son of Edward Cansdell and Annie Scrimmes. In 1901 he married Sophie Kent Gillott in St Pauls Roman Catholic Cathedral in Hay, NSW<sup>225</sup>. His occupation was draftsman and he continued in this work, being employed as a draftsman in East Maitland at the time he purchased the Brisbane Water land. Charles and Sophie had at least two sons, Ivor and Charles Austin and possibly more children.

It is unlikely that the Cansdells ever lived on their property as the deed for Portions 215 and 216 was not issued until July 1911 and Cansdell sold them to Samuel Plummer of Drummoyne in September the same year.

The deed for the other portion 214 was not granted until July 1923. Charles Cansdell mortgaged this to Charles Townsend of Calcutta, India, a master mariner in January 1925 but it is likely that Cansdell died shortly after and the mortgage was discharged six months later. The remaining land was transferred to his widow in January 1934. Perhaps Sophie forgot about the land or was in financial difficulties as it was listed for sale in February 1951 by Gosford Council as a result of overdue rates<sup>226</sup>. The amount owing was £46/6/7. The sale went ahead and in June 1951 it was sold by the Public Trustee to Arthur Taylor Smith, a plumber from Woy Woy.

From the early days there has been Crown land reserved along the cliff tops of the Bouddi Peninsula. Initially, it was reserved for coal mining and defence purposes and later it has been incorporated into the Bouddi National Park. Further lands have been added for public use under the Coastal Open Space Scheme (COSS) which Gosford City Council adopted in 1984.

Over the years as people turned away from water to road transport and the population grew, parts of the original portions of settlers have been acquired by the Council to make access roads through the peninsula.

The second half of the century brought changes to the Bouddi Peninsula, many of which were closely linked to improvements in transport. The use of cars gradually became an integral part of most people's lives. As a consequence, we have seen roads improved, beginning with the building of the road bridge across the Hawkesbury and locally, the upgrading of the main arteries into the peninsula, The Scenic Road and Wards Hill Road. The building of the expressway and of the Rip Bridge plus the electrification of the railway have made it easy for residents here to commute to work and conversely, easy for Sydneysiders to come here as visitors or weekenders. Many of those weekenders elect to retire here.

It is now nearly two hundred years since the first settlers built their simple homes and led mainly subsistence lives; people like James Mallen and William Ward who were both farming at different ends of Hardys Bay in 1825, and Patrick Mulhall who was farming at Wagstaffe by 1828. At present many of the Peninsula's population now work outside the area while for others it still remains a weekend or holiday destination.

Land ownership has changed dramatically. Most landholders now own small blocks and are content to have a house and garden and find no need to even grow vegetables let alone crops. What would our early landholders and settlers make of our lifestyle in the Bouddi Peninsula in the 21<sup>st</sup> century?

***All photographs used in this article have been provided by the Gosford City Library unless credited otherwise.***

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- <sup>127</sup> SRNSW: NRS 907 [2/7934] Reel 1166, 1/12/1830.



- <sup>128</sup> Brisbane Water Bench Books CC1 pp.176-78. (SRNSW 4/5524 Reel 664).
- <sup>129</sup> SRNSW: NRS 1282 [X946] Reel2222, p.8 Return no.9.
- <sup>130</sup> Sparks, p64.
- <sup>131</sup> Sparks, p67.
- <sup>132</sup> Dawes, John pp.185.
- <sup>133</sup> SRNSW:NRS 13660 Probate Packets Series 1, 3004
- <sup>134</sup> SRNSW:NRS 13660 Probate Packets Series 1, 3003
- <sup>135</sup> Sydney Morning Herald, Tuesday 15 January, 1861, p.9. <sup>136</sup> Dept of Lands NSW: LPI Primary Application no.14376. <sup>137</sup> Ibid.
- <sup>138</sup> Copy of letter by Mrs N.T. King, 1991, Gosford City Library, VF 'Wagstaffe Family'.
- <sup>139</sup> Dundon p.282-83.
- <sup>140</sup> Dept of Lands, NSW: LPI Primary Application no.14376.
- <sup>141</sup> Wagstaffe's Mount Pleasant Estate 1904, Wagstaffe's Point Estate 1906. Gosford CityLibrary.
- <sup>142</sup> SRNSW: NRS 906 Petitions for Free Passages for Wives & Families [4/1112.2] Reel 697.
- <sup>143</sup> SRNSW: NRS 12188, [4/4009] Fiche 651, p.129.
- <sup>144</sup> NSW Registry of Births, Deaths and Marriages m. v1834 95 126.
- <sup>145</sup> Sainty & Johnson.
- <sup>146</sup> SRNSW: NRS1172 Conditional Pardons [4/4481] 38/9609 Reel 774, [4/4437] 40/027 Reel 777.
- <sup>147</sup> Dept of Lands NSW: LPI Purchase Reg. Ser.44, Fol.149.
- <sup>148</sup> SRNSW: NRS 907, [2/7935] Reel 1166, 16/6/1837.
- <sup>149</sup> Kingston, Beverley (2009). *Pearl Beach: the Story of a Community and an Ideal, 1929-2009* (p.15). Wagga Wagga, Triple D Books.
- <sup>150</sup> Dundon p.37.
- <sup>151</sup> Brisbane Water Bench Books BB2 p.83 (SRNSW 5/3167 Reel 2663), TLM p117, p.122-124,p.130, p.142 (SRNSW 4/5525 Reel 895), TLC p.267. (SRNSW 4/5525 Reel 895).
- <sup>152</sup> SRNSW: NRS 1282, [X946] Reel 2222, p.85, no.34.
- <sup>153</sup> NSW Registry of Births, Deaths and Marriages d v1847 1463 116.
- <sup>154</sup> *The Dream Begins* p.327.
- <sup>155</sup> The Proceedings of the Old Bailey, London's Central Criminal Court, Ref t18270913-61.
- <sup>156</sup> Butlin.
- <sup>157</sup> *The Dream Begins* p.387.

<sup>158</sup> Ibid.

<sup>159</sup> Sydney Morning Herald, 19 November 1887, p.1.

<sup>160</sup> SRNSW: NRS 683 [2/8407] Reel 2516, p.7.

<sup>161</sup> SRNSW: 1901 Census, Fiche 1065.

<sup>162</sup> Sydney Morning Herald, 3 November 1900, p.16, 4 June 1908, p.13.

<sup>163</sup> Dundon p.251-252.

<sup>164</sup> Dept of Lands NSW: LPI Grant Reg. Ser.54, Fol.130.

<sup>165</sup> SRNSW: NRS 907 [2/7938] Reel 1167, 6/9/1837.

<sup>166</sup> Personal communication with Lynn & Arthur Smith, 2008-10.

<sup>167</sup> Bateson, Charles p.165-67.

<sup>168</sup> Baxter, Carol (1989) *Musters 1805-06*.

<sup>169</sup> NSW Registry of Births, Deaths and Marriages v1810 1090 3A, Baxter, Carol (1987) *Muster1814*.

<sup>170</sup> Personal communication with Lynn & Arthur Smith, descendants of William Nash. 2010.

<sup>171</sup> Sainty & Johnson, op.cit.

<sup>172</sup> SRNSW: NRS 907 [2/7794] Reel 1086, 11/11/1834, 22/10.

<sup>173</sup> SRNSW: NRS 907 [2/7938] Reel 1167, 3/4/1827-13/8/39.

<sup>174</sup> SRNSW: NRS 907 [2/7938] Reel 1167, 9/10/1829-9/9/1837.

<sup>175</sup> Dept of Lands NSW: LPI Primary Application no.26238.

<sup>176</sup> SRNSW: NRS 907 [2/7938] Reel 1167, 23/8/1839-11/10/1853.

<sup>177</sup> Note in Beryl Strom's handwriting, GCC Local History, Strom Collection, VF 'Nash'.

<sup>178</sup> Strom, Beryl ed. (1986). *Bouddi Peninsula Study: Coastwatch* .p.15. Killcare Heights, NSW, Association for Environmental Education (NSW), p.15.

<sup>179</sup> Dept of Lands NSW: LPI Primary Application no.33970.

<sup>180</sup> Dept of Lands NSW: LPI Grant Reg. Ser.54 Fol.62.

<sup>181</sup> Perrett, Susan (2003). *From Convict to Millionaire: the Story of Richard Fitzgerald and Family*. Caulfield South, Vic., Self Published.

<sup>182</sup> Baxter, Carol. *Musters 1805-06* (1989).

<sup>183</sup> Macquarie, Lachlan. *Journals of his Tours in New South Wales and Van Diemen's Land 1810-1822* (p.42-3). Sydney, Library of Australian History in association with Library Council of NSW, 1979.

<sup>184</sup> Sainty & Johnson.

<sup>185</sup> MacLauren, E. C. B (2006). *Fitzgerald, Richard (1772-1840)* from *Australian Dictionary of Biography*, Online Edition, Australian National University.

<sup>186</sup> Dept of Lands NSW: LPI Register Ser.54, Fol.62

<sup>187</sup> SRNSW: NRS 907 [2/7989] Reel 1190,15/9/1829

<sup>188</sup> Dept of Lands NSW: LPI Primary Application Packet no.19779.

<sup>189</sup> Dept of Lands NSW: LPI Primary Application no.19779.<sup>190</sup> Dept of Lands NSW: LPI Parish of Kincumber DP 8830.<sup>191</sup> The Sun, 13 January 1967, p 39.

<sup>192</sup> The Central Coast Express, 21 March 1973.

<sup>193</sup> Dept of Lands NSW: LPI Register Vol.4429, Fol.122.

<sup>194</sup> Dept of Lands NSW: LPI Register Vol.4681, Fol.108.

<sup>195</sup> Commonwealth of Australia, NSW, Division of Robertson, Subdivision of Gosford, Electoral Roll, 1921.

<sup>196</sup> Dept of Lands NSW: LPI Register Vol.3006, Fol.190.

<sup>197</sup> Commonwealth of Australia, NSW, Division of Robertson, Subdivision of Gosford, Electoral Roll. 1925.

<sup>198</sup> *Erina Shire Holiday & Touring Guide: Woy Woy, Gosford, Wyong*. Gosford, Erina Shire Development League [1928] p.116.

<sup>199</sup> Baxter, Jillian, comp. (2000). *Reflections from the Beach and Bays*, (p.30). Gosford, NSW, Hardys Bay - Killcare Progress Association.

<sup>200</sup> NSW Registry of Births, Deaths and Marriages m 1484/1856.<sup>201</sup> NSW Registry of Births, Deaths and Marriages b 403/1859. <sup>202</sup> NSW Registry of Births, Deaths and Marriages m 2549/1890.

<sup>203</sup> NSW Registry of Births, Deaths and Marriages b 7563/1890, b 7443/1892, b 11329/1894, b 11260/1897, b 31900/1902, b 31074/1900.

<sup>204</sup> Dept of Lands NSW: LPI Vol.2882, Fol.91.

<sup>205</sup> Commonwealth of Australia, NSW, Division of Robertson, Subdivision of Gosford, Electoral Roll, 1925, Baxter, Jillian *Reflections* p.46,83.

<sup>206</sup> NSW Registry of Births, Deaths and Marriages d 1937/5211.

<sup>207</sup> Society of Australian Genealogists. Rookwood Cemetery Transcriptions, Headstone Report, Online.

<sup>208</sup> Dept of Lands NSW: LPI Register Vol.2923, Fol.138.

<sup>209</sup> Sydney Morning Herald 9 March 1904, p8.

<sup>210</sup> Sydney Morning Herald 18 Apr 1898, p8.

<sup>211</sup> NSW Registry of Births, Deaths and Marriages m 1924/1721.

<sup>212</sup> Sydney Morning Herald 17 March 1933, p9.

<sup>213</sup> Strom (1986) p.13.

<sup>214</sup> Ibid.

<sup>215</sup> Dept of Lands NSW: LPI Register Vol.3605 Fol.37.8.

<sup>216</sup> Dept of Lands NSW: LPI Parish of Kincumber DP15671.

<sup>217</sup> NSW Registry of Births, Deaths and Marriages m 1912/8184.<sup>218</sup> *New South Wales Law Almanac* 1922, p108. Online edition. <sup>219</sup> NSW Registry of Births, Deaths and Marriages d 1962/30154.<sup>220</sup> Dept of Lands NSW: LPI Register Vol.3605, Fol.37.

<sup>221</sup> Strom (1986) p.16.

<sup>222</sup> *The Dream Begins* p.112-14.

<sup>223</sup> Baxter, Jillian *Reflections*.

<sup>224</sup> Dept of Lands NSW: LPI Register Vol.3471 Fol.248, Vol.2180 Fol.102.

<sup>225</sup> NSW Registry of Births, Deaths and Marriages m 1901/3942.

<sup>226</sup> Sydney Morning Herald 23 February 1951, p16.

*I am indebted to the late Beryl Strom for the groundwork she did on land division in the Bouddi Peninsula and the material she collected. Special thanks to Geoff Potter, Local History Librarian at Gosford City Council for his unstinting help and for making the Beryl Strom (not yet fully catalogued) available to me. Thanks also to Gwen Dundon whose "The Shipbuilders of Brisbane Water" I relied on for biographical information about some of the settlers. I would also like to thank David Bowe for the map showing the land portions and current main roads, and Jan Worthington particularly for her help with the purchase of birth, death and marriage certificates. Acknowledgement is made of Kari Tanttari's work "The Historical Development of Gosford: an undergraduate thesis submitted as a partial requirement for the Degree of Town Planning, UNSW, 1977.*

***Beverley Runcie. 2010***



## TRANSPORT AND COMMUNICATIONS

*The following story draws on the memories of Rod Radford and other knowledgeable people, the writings of Beryl Strom in 'The Bouddi Peninsula Study', the oral history in the book 'Reflections from the Beach and the Bays' edited by Jill Baxter, Gwen Dundon's photos, the Gosford City Council website, the Bouddi Peninsula History Project Photo Collection and further reference and writing by Robyn Warburton and David Dufty (Eds).*



Killcare Road after rain. Photo: The Bouddi Collection

The Bouddi Peninsula is surrounded by water on three sides and is rugged in terrain. Thereby hang long and colourful stories.

## First People

Aboriginal people had bark canoes for transport. While mainly used for fishing, they would also have been used for wider travel for trade, ceremonial and kinship links with other tribal groups around the waterways. There would have been well used tracks in local areas through the bush for hunting, fishing and societal purposes.

## First White People

In 1789, Captain Phillip and his crew rowed all the way from Sydney to inspect the area. Sydney would be a long way away for a long time and dependent on fair weather.

Sea was the way of arrival of early settlers in the 1820s as well, for there were no roads for many years to come. All their building materials and supplies came in by sea and the few products of the area, such as timber, shingles and lime had to go out by sea. Local tracks would have linked the settlers around the bay.



Bullock team at MacMasters Beach. Photo taken in 1950s.

Photo: The Bouddi Collection.

Timber was an important product of the area, so tracks were needed on which the bullock wagons could travel. Many of these would have been very steep and muddy in wet weather, as timber was cut and then snigged out from its location in rugged bushland.

‘Snigging’ means to drag a long object, such as a log, along the ground, after first raising one end clear and was a term commonl used by timber-getters.



In 1891, the population in the MacMasters Beach area was only 11 and in the Killcare/Wagstaffe area only 22 and there were no roads to anywhere (Gosford City Council Website).

The bullock team at MacMasters Beach, as shown in the above photo, was probably the one owned and driven by Mr Manasseh Frost of Kincumber. Lance and Roy Frost of Pretty Beach were sons or nephews of Mr Manasseh Frost and were also involved in the transport business of the area. Lance and Roy were general carriers back in the 1940s and 1950s, and even into the 1960s. They transported logs to the various sawmills as well as sawn timber, general produce and goods. They owned two Ford trucks, a red 1938 model and later, a grey 1948 model.

## The Trading Ships

Gwen Dundon makes a detailed study of all registered vessels in her book *The Shipbuilders of Brisbane Waters NSW* and we meet there many of the men who captained these ships.

The Brisbane Waters were a major contributor to transport in Australia with some 500 vessels being constructed in the district between 1829 and 1953 (Gosford City Council website).

The view of trading vessels heading off to Sydney with cargo and some passengers from the Central Coast was a familiar sight to people in the 1920s and 1930s.



Gwen Dundon, in her book, quotes two vessels trading between Sydney and Gosford as belonging to C. Stephenson and J. A. Chew, loading from Erskine Street, Sydney as the S.S. *Gosford II* and S. S. *Woy Woy*. The *Woy Woy* was built in 1901 and the *Gosford* in 1911. The S.S. *Erina* is the steamship most often mentioned in the stories of the area.

Rod Radford supplied the above photo, as the ships passed right by his home at Wagstaffe Point, and the following memories.

‘My recollection is of the *Gosford* and *Erina* belonging to Childs Brothers and leaving from Sussex Street, taking goods on a Thursday, finishing loading early Friday to enter Brisbane Water late Friday night or early Saturday morning. Return from Gosford would be Sunday morning with a delay for passengers to fish out at sea. Another trip was often mid-week. When we holidayed at Wagstaffe in about 1931 or 32, it was exciting to hear the characteristic sounds of steam, to be first to see the starboard green change to port red, as it changed course round Half Tide Rocks.

It was more exciting to know of and see the vessel stuck on the sand bank, awaiting the rising tide. Some years later, after buying the property in 1938 we often shipped goods under those conditions, as mentioned earlier, and these would be unloaded at wharf or hoisted, if heavy, with the boat nose into the beach front.

As the Japanese section of the Second War intensified, these vessels were taken from local waters due to submarine threat, were commandeered by army or navy and saw service in the islands to the North, to be lost or deteriorated by age’.

### **The Ferries**

For more than half of the 20<sup>th</sup> Century, ferries (called ‘launches’ by the locals in early times) were the main means of transport for people coming to the Bouddi Peninsula and other waterside communities. The Pioneer Ferry Service, operated by the Sisters of Saint Joseph, commenced operations for Kincumber Orphanage, patrons and visitors in 1905. This was the beginning of regular ferry services on Brisbane Water.

Motor cars first appeared in the district around the same time (Gosford City Council Website).



Woy Woy had two ferry wharves, one across from the railway line and one at the present wharf site. The above photo from the Gosford Library Collections shows the site where the ferries currently berth.



Jack Murphy came to Woy Woy in 1903, opened a guest house and in 1912, began running ferries to Wagstaffe, where land was now for sale. His son, William Murphy, continued the ferry service. William and Enid Murphy built a house at Wagstaffe with their own wharf for the ferries.

The Murphys did not have the Killcare/Wagstaffe run to themselves. The other company, known as Owen's, belonged to Jack Owens in company with Bill and Roy Riley and the ferries were *Bell Bird (Bellbird Star)*, *Regent Bird (Kilcare Star)* and *Mavis*. Bill Murphy had three ferries, *Victorious (Wagstaff)*, *Hero* and *Conqueror*. The *Wagstaff* was 60 feet long and carried 125 passengers. Kilcare Star was 44 feet long and the *Bellbird Star* 40 feet long. Most were built locally.

They ran about five trips a day (*Reflections from the Beach and the Bay* by Jill Baxter, p.24).

The ferry companies merged and became Amalgamated Ferries in 1925. The Murphys became sole owners (Gwen Dundon, *The Shipbuilders of Brisbane Water*).



The 'Ferryman's Cottage' at Wagstaffe, where the Murphy family had their own private wharf (1944).

Photo: Mitchell Library NSW State Library.



The *Bellbird Star*, smallest of the ferries.

Rod Radford has these memories:

‘Just before any train from Sydney was due to arrive, Woy Woy wharves would be full of jostling launches waiting for passengers, one for Saratoga, one for Davistown, one for the Catholic Boys' home and Empire Bay and a couple of launches (different owners) for Killcare and Wagstaffe. These latter two owners finally amalgamated but usually two boats would be still required. The staff from the launches and the buses would be on the railway platform, competing for luggage going to the various transport areas.

The armada would proceed up the Woy Woy channel at no wash speed, often low in the water but opening up to cruising speed when into the bay and separating to different destinations. To youngsters at night, it was a mystery how the skipper could keep off the mudflats or sandbanks... but we always waited with that hope. Thursday was a launch trip to Gosford markets with similar jostling at the Gosford wharf. Saturday night meant a trip to Woy Woy for pictures or alternatively a night trip from Ettalong to sing along with a three-piece or four-piece band around the Brisbane Waters. On the home trip, the weekend or holiday over, the slow no wash speed down Woy Woy channel would allow us to often see the red lights of a departing Sydney train, which with time to fill, would create a little profit for local pubs before the next one arrived’.

Fred Smith remembers a time when there was no electricity unless you had a generator, no telephone line, no letter deliveries and the ferry was the only transport. There were three trips to Ettalong and Gosford daily, with more excursions during weekends and holiday periods. The fare was six shillings for adults and three shillings for children including the steam train trip.

Regular ferry services from Woy Woy lasted until the early 70s. The opening of the Rip Bridge and better roads meant that cars became the main mode of transport with limited bus services.



The *Wagstaff's* last trip. Note the spelling which probably caused the misspelling of the suburb's name for many years. The Wagstaffe family requested that the correct spelling be re-instated.



Following the opening of the Rip Bridge in 1973, Gosford Council decided that the wharves would be dismantled. This proposal caused extreme disquiet in the communities and because of the opposition, the move was abandoned.



The Silver Spirit operates the Palm Beach, Wagstaffe, Ettalong run regularly every day. Photo: Robyn Warburton

The ferry service from Wagstaffe to Palm Beach is a boon for many, including the students who attend Barrenjoey High School, but the company has questioned its viability, because of the siltation of the channel. Every few years, dredging is needed.



The Cockatoo Ferry, which operates in holiday time, showing passengers the sights around Brisbane Water. Photo: Robyn Warburton

In 2009, the decision was taken by Gosford City Council to accept the funding offered by the NSW government for the dredging which will be carried out to improve navigation of the channel. The dredging was completed in late 2009. The channel was closed for many months in 2019 because of the need for dredging and the battle over who was to pay for it. Eventually the cost was shared between the State Government and Central Coast Council.

Some efforts have been made to run regular ferries within Brisbane Water, mainly as a tourist attraction, but the response has been inadequate, not enough passengers to keep the service going. Tourist trips on the *Lady Kendall* still run out of Gosford.

## Roads

Roads have been the bane of the Bouddi Peninsula and still are. Whatever approach you make, there are rugged sandstone hills to climb.

Beryl Strom (Strom pp.13-16) notes that there was a track from Kincumber to Cochrone Lagoon by 1855 but it did not proceed on to Killcare. By the end of the 19th century, Killcare was connected by a rough track, which led into Fraser Road.

The Scenic Road was not completed until the late 1920s, but it was a rough track, as seen in the photo below and was not a major link for Killcare/Wagstaffe, which continued to depend on the ferries and trading ships.

A small clipping taken from *The Town & Country Journal* in its publication of 2/12/26, informs us of the origin of the Kincumber to Killcare Road (now The Scenic Road). Thrown in for good measure, is information telling us of the official opening of Pretty Beach School.

It states:

*So rapid has the progress of work on the scenic road from Kincumber to Killcare been, that by the end of the present week, the road will be open for motor traffic. The road, it is understood, will not be completed for some time, but the work already done renders it fit for vehicular traffic for all time. The scenery along the road ranks with the best to be had in any part of the state, and any Gosford residents desiring to attend the opening of the new school at Pretty Beach on Saturday, Dec. 11, (1926) could not do better than make the trip by motor over this road.*

*Last week, the Shire President, Mr Fenton, covered almost the whole of the road with his car. Operations this week will be in the direction of finishing the parts requiring most attention. Those who know the road declare that the beauty of the scenery will make it a very popular motor drive.*





A car on the Scenic Road, probably in the 1930s. Photo: Dundon Collection.

The Scenic Road always had a dreadful reputation for being hard to negotiate during the early years. It has been described as exceedingly rough, remaining unsealed, and without even gravel, until the 1950s. Amy Hudson on her visits, during the forties and fifties, was obliged to drive her invalided mother. Luckily her car was sturdy enough to cope. She described the road as ‘...pot-holed and rutted. You didn’t know if you were going this way or that’.

In Don Anderson’s memoir, he tells us ‘... petrol was available at Killcare for any people crazy enough to use their car on the road from Gosford. These days the only roads comparable are found on Cape York Peninsula in far North Queensland’.

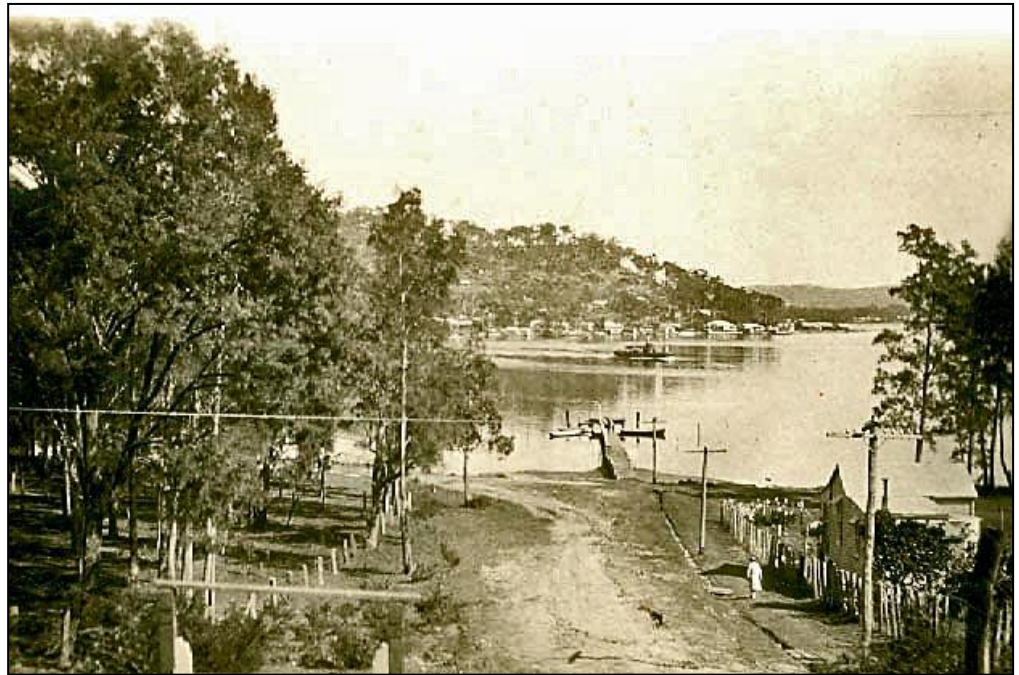


Aerial view of roads at Killcare, running parallel from bottom: Grandview Crescent, Beach Drive, Putty Beach Road and The Scenic Road winding away top left. Photo: Barry Fulton



Helen Dufty remembers well, holding on very tightly while travelling on the back of Mitchell Shakespeare's truck to collect honey from hives he had in the bush at Killcare Heights in the early 1950s.

Around the bays from Hardys Bay to Wagstaffe, there were walking tracks in the early days but no roads. Even when roads developed, they were only used by horse drawn vehicles. Rowboats, walking and bicycles were the means of transport from one settlement to the next. Bert Myers (see Bio on Bert and Jean Myers) walked all the way to Empire Bay to school before Pretty Beach School opened in 1927.



The corner of Heath Road and Araluen Drive extension. The school site is on the left-hand side, The school opened in 1927.

Photo: Bouddi Collection

Walks to and from Maitland Bay were arduous but there was the attraction of the beautiful beach, good fishing and what remained of its famous wreck. Putty Beach was also quite a walk over the hill, pictured in the first photo in this story.

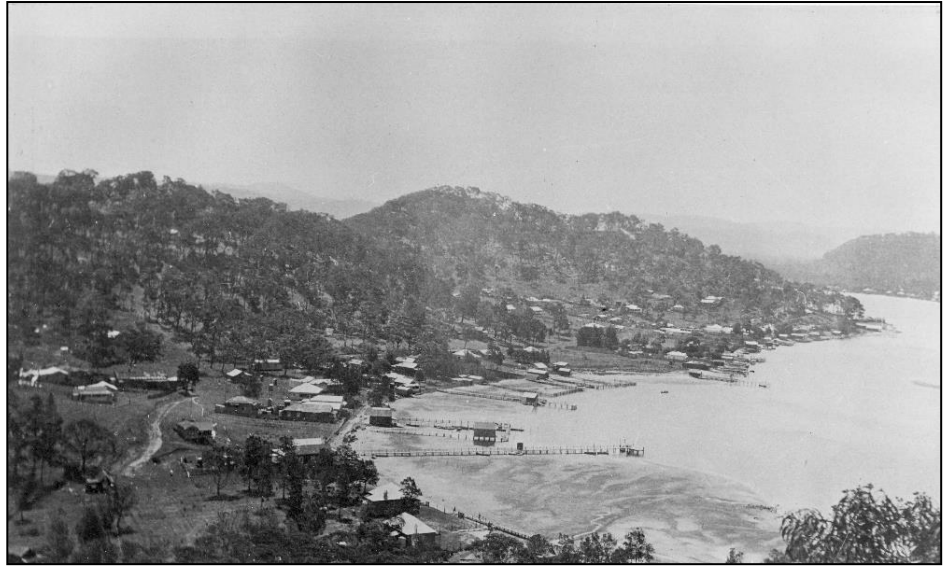
Wagstaffe residents would row to Killcare Wharf to visit the above attractions.

Rod Radford said he used to leave his oars at Thompson's store. Shirley Hood said a visit to the beach was very special. Lobster Beach was also a popular destination. Alan Osborne said he and the other kids knew all of the tracks (and the caves) on the ridgeline above the settlements.

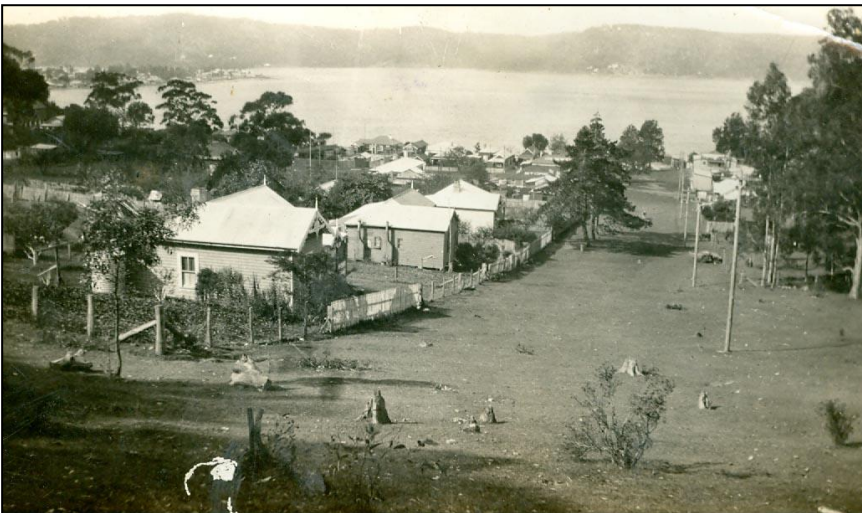
Araluen Drive was originally called Bay Road, a good description because the road follows Hardys Bay, from the corner where it meets Hardys Bay Parade (or Noble Road), all the way to Pretty Beach. The last section, known as Hardys Bay extension, is also known as the Dog Track. This section was deemed to be a possible answer to address the narrowness of Heath Road, running parallel, above. The idea broached by some, was to turn the track into a one-way road, with the traffic flow going the other way on Heath Road above. The idea met with opposition by many. The people, who walk their unleashed dogs along the Dog Track, are happy that the plan, deemed an engineering impossibility, was not taken up by Gosford City Council.

The first main road at Pretty Beach can be seen winding along, away from the waterfront and behind the shops.

Photo – source unknown



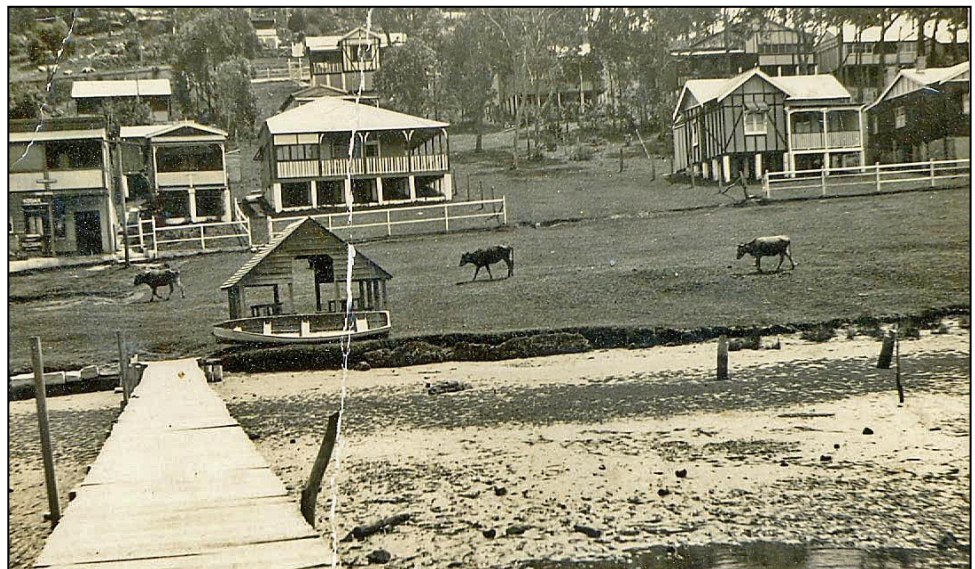
Because of the steep ridge above, the roads follow the shoreline and only the relatively flat areas have been developed, so the houses appear nestled below the ridge.



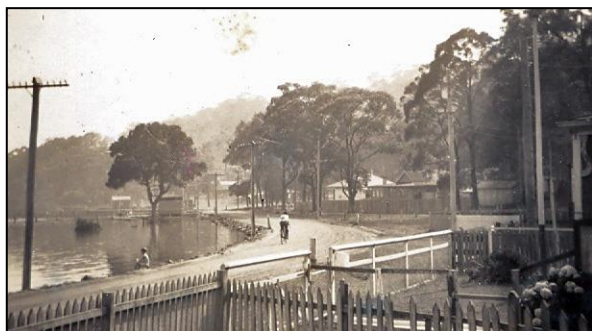
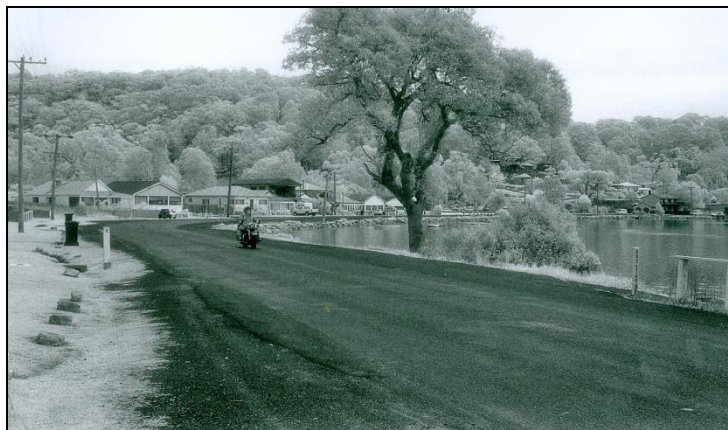
Looking down grassy, stumpy Mulhall Street circa 1960. Photo: Alan Osborne

‘The Reserve,’ now Araluen Drive, was also a grassy tract of land.

Photo: Andrew Compton







Two views of Pretty Beach Road, circa 1948

The waterfront at Pretty Beach underwent two periods of reclamation to widen it and establish the road which became Pretty Beach Road.

In 1930, construction work on the Pacific Highway to Gosford was completed. Prior to the new road's completion, travellers endured a long journey, via Wiseman's Ferry and Mangrove Mountain, over rough and winding roads.

Colleen Smith recalls hearing explosions when Wards Hill was being hewn out of the rocky hillside. The rock was blasted out bit by bit. It was built during Depression years so meant sought-after employment for those lucky enough to get the job. Wages consisted of vouchers to be spent in the local shops.



Killcare Road showing improved surface, compared with earlier photo.

Photo: Peter Adderley

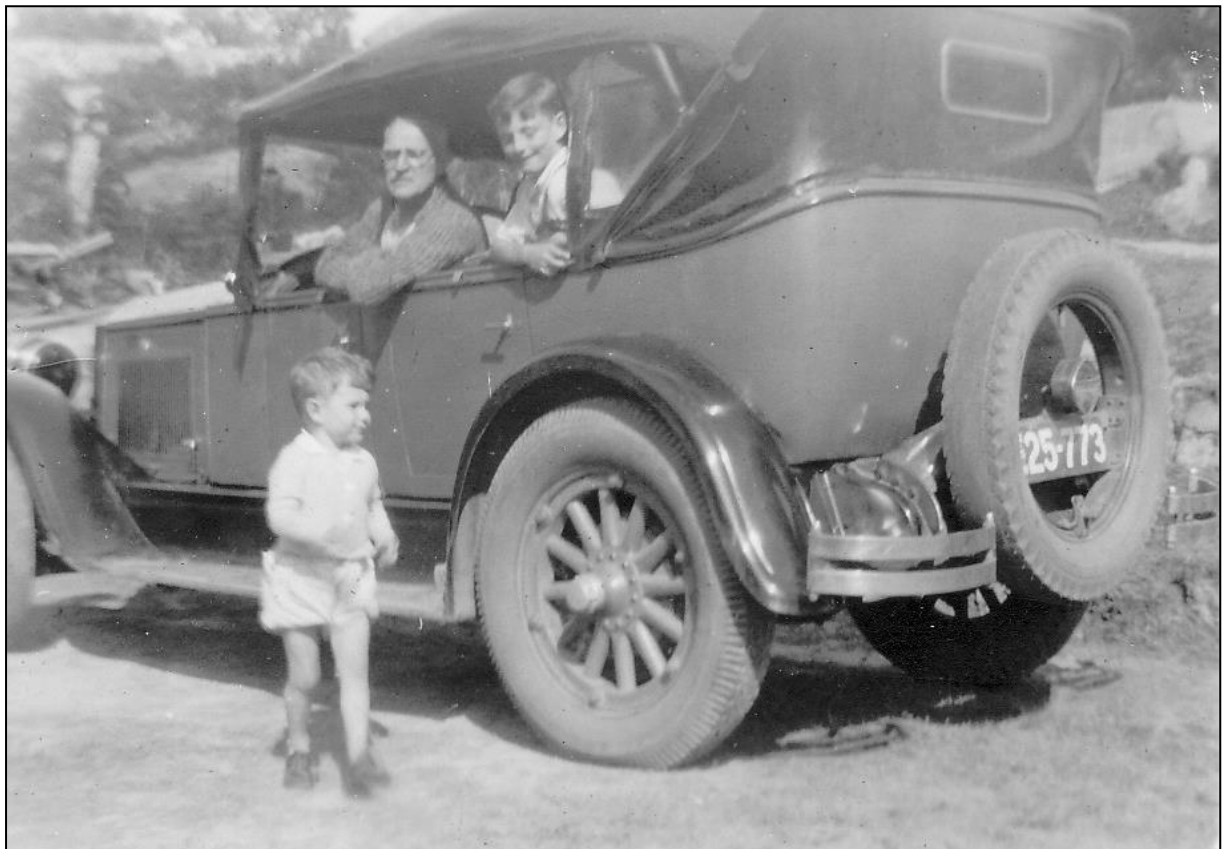


Problems with the roads in the early days can be appreciated by memories of residents like Bill Dodd (see Bouddi Bios). As described above, Wards Hill Road was built during the early thirties, Depression time, but never used because it was very rough with a very rocky surface. Bill Dodd's family often spent holidays at Pretty Beach.

Arthur Gietzelt was Bill Dodd's uncle by marriage (his mother's sister's husband). Arthur was a clever man who often holidayed with Bill's family. He owned a blue Essex car at the time and prided himself on his driving prowess. One day, Arthur decided to attempt to drive up Wards Hill Road. The going was difficult, and the car lost traction half-way up. It began going backwards. Using his know-how and skill, he somehow managed to get to the top, never to try again.

Bill's daughter recalls another story. 'Grandfather Dodd was not such a good driver. The holiday gear was loaded on to the *Erina* at Kogarah Bay and transported by sea. The family made their way by road in his DA Dodge. They travelled via The Scenic Road which was rather 'exciting' with Grandfather Dodd at the wheel. When they reached Pretty Beach, Fred Holwell would have unloaded their gear off the *Erina* and proceeded to load it onto his cart. His horse would then pull the cart up the hill to the Dodd property in High View Road. However, later on, William Dodd Snr bought a Dodge truck and he would drive it all the way to Pretty Beach, via Gosford, Kincumber and The Scenic Road, laden to the hilt'.

There was a sub-division at Killcare Heights in 1939 but the roads were steep, rough and slippery in wet weather. Killcare Road linked Killcare with The Scenic Road, as can be seen in the first photo in the story.



Tom Fraser of Killcare Road, seen here with sons, Charles and Andy, owned cars from the early days. He drove via The Scenic Road to Gosford on Market Day, visiting houses along the way to deliver goods and messages on the way there and back. He found a way by Warri Road to avoid 'the serpentine'.

Strom (p. 16) points out that it was not until the 1960s that The Scenic Road was re-formed and sealed with the help of subsidies from the beach-sand mining companies, which had a processing plant at Kincumber at a site still polluted to this day. Cars could now use the road and a local bus company established a service along this road.

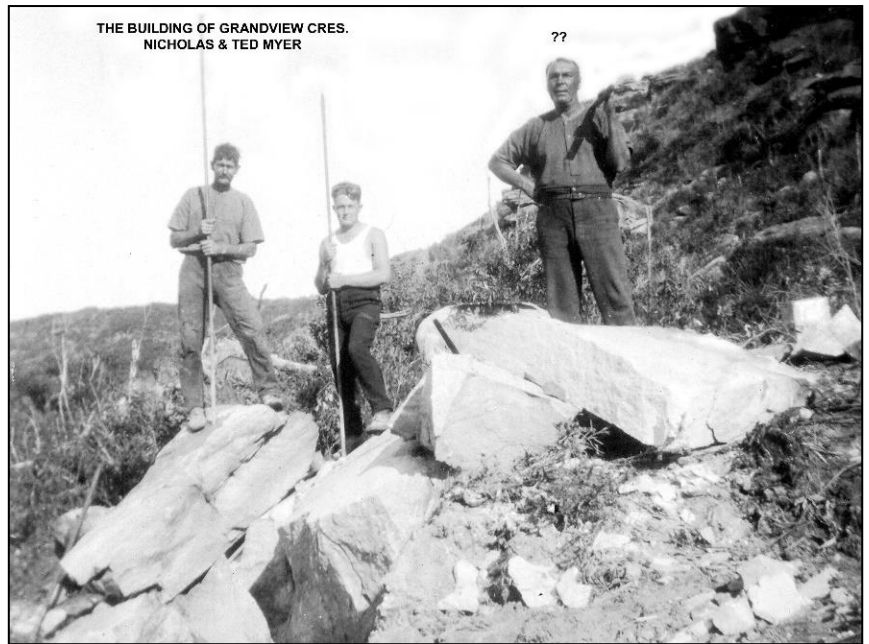
In December 1965, the Hawkesbury-Calga section of the Sydney-Newcastle Expressway (F3 and now M1) was completed. This was declared the first motorway in the State, and was the precursor of many highway improvements, between 1966 and the present. Long, painfully slow journeys on the narrow Pacific Highway (opened 1930) were largely a thing of the past.

In December 1986, a 15 km section of the Sydney-Newcastle Freeway was opened between Calga and Somersby. This featured the spectacular twin bridges over Mooney Mooney Creek.

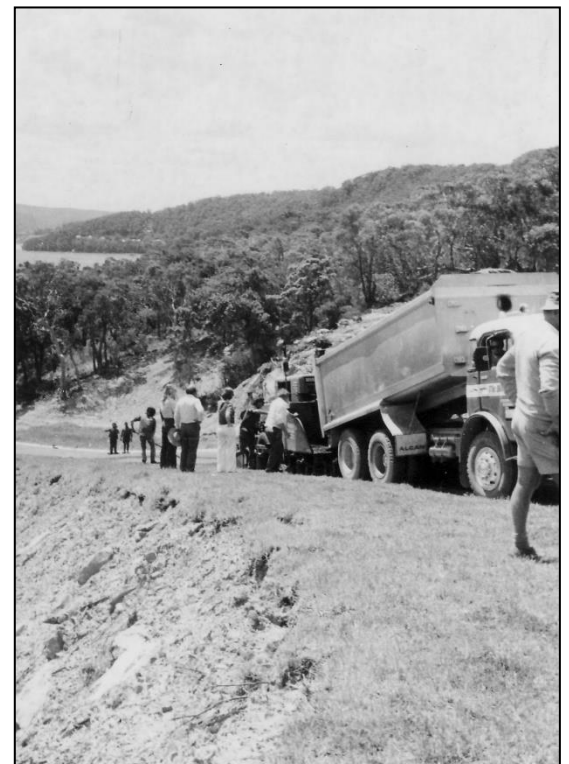
It was 2009 before the freeway was improved by the construction of three lanes each way, putting a stop to the bottlenecks created by merging traffic.

In 1973, Charles Fraser, with the help of his sons, cleared and developed Martha Jane Avenue at Killcare. His parents had owned the land from the time of their arrival in 1916, until their daughter, Eileen, took over the payment of the rates on the top section. Following the death of Mr and Mrs Fraser, Charles was not included in the will, so Eileen gave him part of her property and with the purchase of more land Charles was in a position to sub-divide. He named the road for his mother. The sale was slowed because of the caveat he placed on the blocks. He demanded that the houses be built of brick.

Bushfires, like those in 1994, have often blocked the roads and a landslide and cracks in the road blocked Woy Woy Road to two-way traffic in 2008. The road was closed for several months while repairs were undertaken.



Road building was a hard road to travel.  
Photo: Surf Club Collection.



Men and trucks at work on Martha Jane Avenue.

Roads have an important role when it comes to industry. For almost the first hundred years of settlement, tracks linked the settlements. All major transport was conducted on the water. However, businesses employed various means of transport to meet their needs.

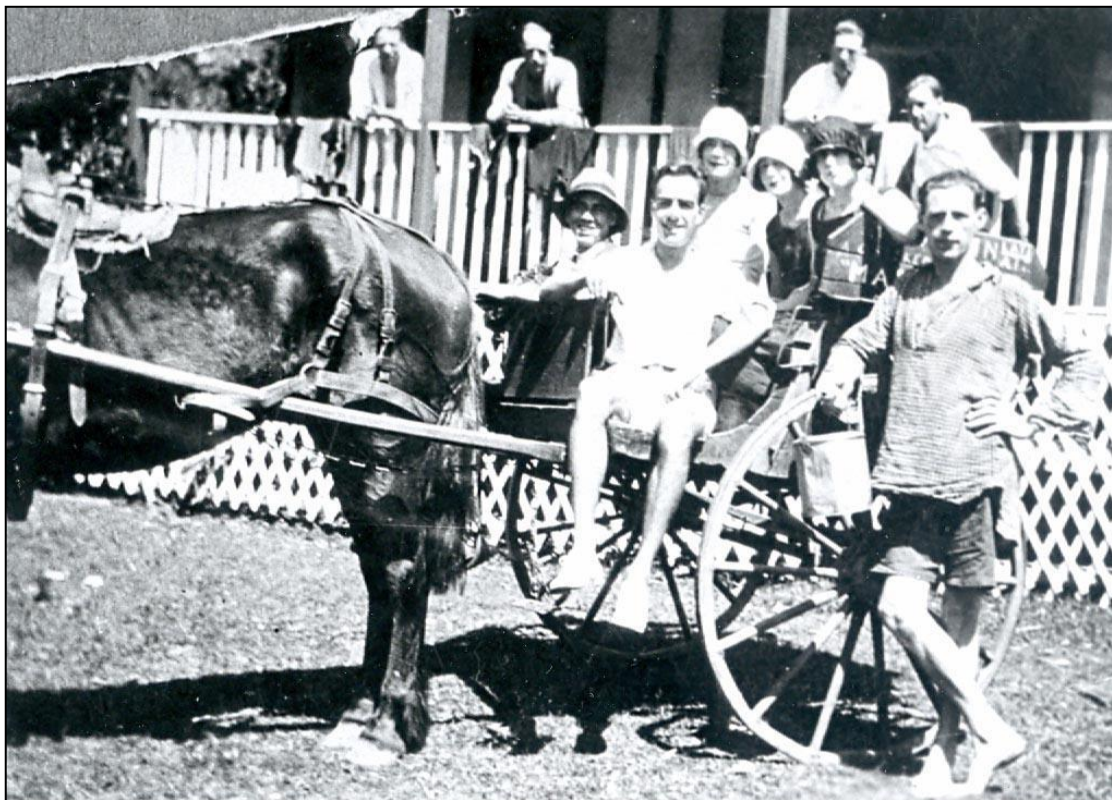
Horses of course, were important in the early days. Fred Holwell was the baker at Pretty Beach and several stories are told about Fred and his horse and bread-cart.

The local folk would be waiting at Wagstaffe Post Office to collect their mail. The steamship would arrive; a volunteer would wheelbarrow the mail up to the post office.

Down would come the shutter while the mail was sorted. Then up it would go, the mail would be distributed, and the people were ready to go home... but wait a minute. What about the bread? Fred Holwell could be seen whipping up his horse and pounding towards them, in time to save the day. Yes! Fresh bread and some devon from the shop to go on it, and they were away.

Fred Holwell was also known to collect the luggage sent ahead on the *Erina*, by holidaymakers (who would later arrive by ferry or car). He would load it on his cart and transport it to their holiday house.

Ray Martin operated a dairy at Hardys Bay and delivered the milk by horse and cart.



Ray Martin sitting on his milk-cart, surrounded by friends.  
Photo: Gwen Dundon



The Dodd family remembers the early days before ice was manufactured. Baldwin's Ice Works on the corner of Como Parade was a blessing. Mr Baldwin delivered the ice with his horse and cart.



Baldwin's Ice Works at Pretty Beach was a refreshing business.

Photo: Alan Stewart

Lance Frost and his truck appear in many stories so he must have had an important role to play. One such story is the moving of the house across the creek at Hardys Bay. The boatbuilder, Wally Worthington, experienced in shifting boats across Bay Road to be launched into Hardys Bay, and Lance Frost and his truck got the job done. Stories are also told about boat sheds being moved and turned into houses. Who was responsible for these moves?

Sid Osborne owned the greengrocery at Wagstaffe in the 1930s but business was slow, so he operated a carrying business in conjunction with the shop.



Fasten your seatbelts please. Osborne General Carriers, 1941.

Photo: Alan Osborne



Bert Myer was a primary producer at his property in Blythe Street. Bert's occupation excused him from military service in World War 2. He provided the army, camped at Putty Beach with milk. No doubt he transported the milk by horse and cart. He also had to collect extra supplies by boat from Ettalong,

Later on, he sold fruit and vegetables out of the back of his utility. (See photo below.)



Bert Myer selling his produce at Hardys Bay.

Photo: Shirley Hood

*The following sections have been mainly written by Rod Radford, former Ettalong pharmacist who lived at Wagstaffe Point, and reference should be made to the Bouddi Bio of 'The Radfords of Wagstaffe Point' to put them in a fuller perspective.*

## **The Woy Woy Tunnel**

Rod Radford writes:

'The longest rail tunnel in Australia is the Woy Woy Tunnel and it is positioned to pass very close to being under Wondabyne Mountain. Because it lies on a line SE to NW, the Woy Woy end of the tunnel is actually closer to Sydney than the Sydney end. It is over a mile in length, actually 5,862 feet. Bricks for its lining, some 10 million, were shipped by boat from Sydney to Brickwharf and trolley-railed to the tunnel. The spoil was used for the causeway between Woy Woy and Koolewong. Completed in 1887, it allowed rail construction to be finished on the Newcastle side of the Hawkesbury River, with passengers ferried by the current rail to Sydney. The Hawkesbury Bridge connected the rail ends in 1900.

The tunnel construction required 800 workmen, 10,000 tons of gunpowder, 110 tons of dynamite and a cost of compressed air of 1000 pounds per month. Early surveys contemplated a rail over Wiseman Ferry through Wollombi with the idea of avoiding bridge building over the deep coastal estuaries. The estimated costs proved too much'.

## **The Old Hawkesbury River Rail Bridge**

Rod Radford writes:

In 1885, the N.S.W. parliament called for world-wide tenders incorporating acceptable designs and specifications. The tender of the Union Bridge Co. of the USA was accepted, being half the price of the best local costing, with its 50 year guarantee. The bridge was completed and tested in 1889. It is to the credit of planners that the design was for double tracks. Just fifty years later, in 1939, with one pier suspected of cracking, a decision was made to build a new bridge and cater for the increasing weight of rail traffic, which was then being forced to cross at slow speeds.

The construction of the original bridge received worldwide interest because, although the water depth was about 40 ft, the piers needed another 60 to 120 ft to find bedrock. The stone masonry piers and symmetrical spans added to its visual appeal. During the construction of a new bridge the slow crossing allowed passengers to maintain great interest in procedures.

Again on the new bridge's completion, similar interest was apparent over the removal of the old spans, which were to be used for country river crossings. The cuttings in the shoreline of Long Island, still visible, allowed for building of the new spans on pontoons and on top tide, the floating of the completed spans into their position on the new piers. Note the American influence with present names given to Brooklyn and Long Island by the first designers.



The first railway bridge over the Hawkesbury opened in 1889. Note the Victorian dresses and hats of the ladies. Photo: Gosford City Library.

## Wartime Precautions

Rod Radford writes:

‘With the Japanese attack on Pearl Harbour, we became conscious of their nearness to our own shores, particularly as Singapore fell and American forces started to assemble in our country.

An airfield strip was built north and south through the Umina area.



The runway of the airfield at Umina with Lion Island beyond.

Photo: The Bouddi Collection



‘The building of booms was attempted across Half Tide Rocks without much success. Later, it was rumoured that it was intended for the mouth of the Hawkesbury River. Everybody's launches and rowboats were taken to Gosford Racecourse and cared for, with maintenance of water inside the hulls to prevent drying out of timbers. The only access now to areas like Wagstaffe was by ferry, so the residents were instructed, in the event of invasion, to burn homes, destroy water tanks and leave by ferry.

Railway lines were prepared for blasting and at certain areas, scaffolding loaded with anti-tank concrete blocks, were erected over the rail lines, so that trains could pass under, until collapsed in face of enemy movement. Defence of the Hawkesbury Bridge was also an extensive operation and needed army and volunteer reserves on alert, day and night’.

Gwen Perrie (nee Greenhalgh) recalls the line of huge, flat barges moored at Wagstaffe in wartime when she was a child. She thought they may have been used to ‘bridge’ the Hawkesbury. However, Bill Murphy clarified the situation. He said they were moored at his father’s house (he was the ferrymaster) and the ferries would pull the loaded barges in order to deliver and place the fortifications on board, used to protect the Hawkesbury River Bridge.

## Bus Services

The first bus belonging to Rowles Bus Service, from Gosford to Wagstaffe Point commenced in late 1945. The proprietor also had services from Gosford to Kincumber, Avoca Beach, Davistown, Saratoga and Empire Bay. The Scenic Road from Kincumber to Wagstaffe was very rough gravel with many potholes. The Gosford Shire of that time would grade the road once, or perhaps twice a year, with a grader towed by a crawler tractor. It was a two-man operation, a caravan towed along behind for accommodation. The Scenic Road was mainly topped with the local Killcare Heights red soil and marble sized round gravel, treacherous to walk on, as it would roll under foot, causing many walkers to stumble.

*John Heron provided the following information. He was the son of Laurie and Silvia Heron, residents of Wagstaffe until the early 50s.*

‘The actual first coach used on the Wagstaffe to Gosford service was an old International bus painted green and cream, with a luggage rack on the roof reached by a steel ladder. At first, on Monday to Friday, there was only one service each way per day.

It catered for adults and school children, departing Wagstaffe at 7.30 am and at arriving Gosford about 8.45 am. The return service departed from Gosford at 4.00 pm and would arrive at Wagstaffe about 5.15pm. Soon after, the number of weekday services was increased from one to two.

ROBERTS' BUS SERVICE	
ROWLES BUS SERVICE	
1 HILL ST., GOSFORD	PHONE GOS. 722
June 1 <sup>st</sup> 1956	
To Wagstaffe - Pretty Beach, <i>Outings Area.</i>	
Gosford	
Erina	
Terrigal	
Saratoga	
Davistown	
Kincumber	
Empire Bay	
Avoca Beach	
McMaster's Beach	
Killcare Beach	
Pretty Beach	
Wagstaffe Point	
To Lat on Lulms 30-5-56. 3-6-3.	
Hire of Bus to 30-5-56. 10-0-0.	
18-6-3	



The first bus driver was Mr Carter; then there was Alan (surname unknown), Alan Gray and Bill Coulter. I always thought the adults, who travelled on the bus with the rowdy school children up the back, deserved a medal. I can recall the names of some of the school children who travelled on the bus in those days. There were the two Ward brothers, Ken Greenhalgh of Wagstaffe, Enid Corfield of Killcare, and the Walls (Joan, Roger and Barry) of Killcare Heights.

There were others of course from the Peninsula, as well as students that lived further along the route closer to Gosford.

On Saturdays there was the morning service and also an evening service, when many folk (before TV) would go to the pictures in Gosford, either at the Regal Theatre or the Valencia Theatre. On Sundays there was a late afternoon service that connected with a train to Sydney.

The coach services were later bought by Robert's Coaches, as can be seen in the corrected letterhead of the invoice above.

Under the new regime, the buses were painted white. One means of delivering films - the buses transported the films to Wagstaffe Hall for the picture nights held there.

The bus service to Killcare/Wagstaffe in 1955 went to Gosford and was a boon to pensioners, who had to collect their pensions. The bus travelled by The Scenic Road as Wards Hill Road was too steep and rough. Fortunately, Wards Hill Road has now been sealed but is still the scene of falling rocks, bumps on the bends and stalling on the slopes, and is very narrow for the buses to negotiate'.

In the 2000s, Busways is the local company. Bus services have improved, especially with the need for school buses, but it is still a long and infrequent trip to and from Gosford. On weekdays only a few buses a day travel to and from Wagstaffe to Gosford and Wagstaffe to Woy Woy. Early in the new century, local resident, Alan Williams, would have liked to see a minibus, with volunteer drivers, provide transport within the peninsula but opposition from Busways prevented this idea bearing fruition.

### **An Innovative Way to Travel**

Rod Radford rowed a rowboat across the water from Wagstaffe to his pharmacy at Ettalong for many years. His purchase of an amphibious car made the trip much easier and also allowed him to deliver prescriptions in it after hours.

The amphibious car  
photographed on Sydney  
Harbour



## **Gosford**

Rod Radford writes:

‘Private contractors had successfully completed the Blue Mountain line a year or two before. The Construction Department of Railways and respective unions were stung by such private enterprise success and requested the right to tender for the Hornsby to Gosford Section. This was granted on condition of scheduling and costs being competitive. The department and employees maintained the contracts for the opening to be held on January 23, 1960.

In January 1960, railway electrification from Sydney to Gosford was completed. Steam locomotives were used north of Gosford until the early 1970s. District population in 1960 was 31,000 persons.

Tunnels had to be enlarged by lowering tracks and chipping brickworks. The improved rail service allowed the peninsula area to become more of a commuters' weekend playground instead of a holiday resort. Woy Woy and Gosford enjoyed their separate celebrations in similar manner. The official train arrived at Gosford at 12-23 pm and was welcomed at Woy Woy at 2.09 pm. Varied events were conducted at the three centres of Woy Woy, Ettalong and Umina, finishing up with fireworks at 10 pm. Rotary members of that period were most active in the celebrations’.

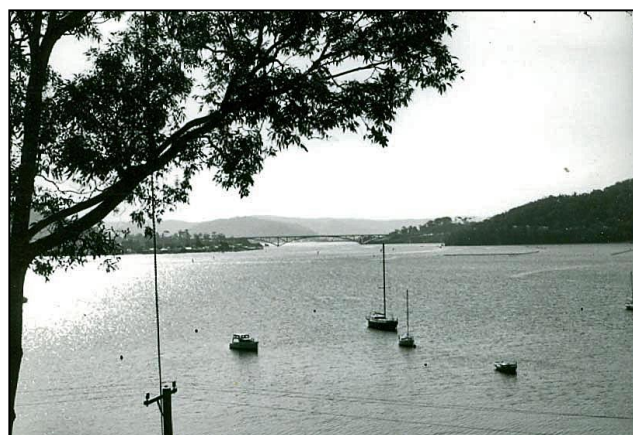
## **The High Speed Rail Link**

Rod Radford writes:

‘The report of a proposal for a high speed rail link with a new section between the Woy Woy garbage dump, across Mullet Creek to the rail bridge over the Hawkesbury River, brings memories of walking in a party of people, which included the Dillon brothers and my mother, to cover the potential of a shorter and quicker access road to Woy Woy, incorporating the old rail bridge with a road surface, a low bridge across Mullet Creek, and a two lane track across the plateau, passing Wondabyne Mountain and the current garbage tip. The allocation of the spans of the old Hawkesbury Bridge for use over country rivers stopped further consideration. Such a walk indicated how short was the distance and could have shortened time and distance between Sydney and Woy Woy. The Archives Department of Railways have details only of the bridge demolition, so I do not know where the spans may have been used elsewhere’.



Before the Rip Bridge  
Photo: Arthur House



The Rip Bridge in the distance  
Photo: Jeannette Thiering

## The Rip Bridge

Rod Radford writes:

‘Living at Wagstaffe and working in Ettalong emphasised the importance of easy contact across the water, and whilst it was mostly pleasant enough to commute by rowing boat, most residents knew that growth as expected on the end of World War 2, would eventually demand a bridge of some kind.

The Woy Woy Chamber of Commerce also appreciated the potential of such expansion. We, of the Wagstaffe Progress Association, encouraged the short-term possibility of a punt under private ownership between Cable Road and a block of land to be resumed opposite Davis Street in Booker Bay.

Eventually we expected this to prove the need for a bridge from Ferry Road to Wagstaffe Point. Council argued for council ownership of the punt. The ensuing delay and uncertainty caused the private party to withdraw, and the council interest immediately evaporated. Some years later thanks to the importance of the St Huberts Island development, the Rip Bridge or ‘Bridge to Nowhere’ was built, to be more effective and better positioned. It also justified the connection of the two peninsulas as visualised by the two mentioned organisations.

For a time during the 50s and 60s, and before the Rip Bridge became a reality, the plan was to build a bridge across Brisbane Water, spanning the channel between Ettalong and Wagstaffe. The Pretty Beach Wagstaffe Citizens Association formed a committee, which worked for many years to promote the concept. The road would have been built along the ridgeline. With this in mind, Oscar Speck was one speculator, very interested in buying ridge-top land at Killcare. Lucy Hulme, who inherited Alex Martin’s property, *Martinsyde*, was a landholder who was determined not to let Speck get his hands on her land. However, she was allegedly tricked by the Real Estate agent, Neville Hazzard, and Speck managed to acquire some of her land. However, the bridge and the road were not built.

Here is another version of the bridge story. In the late 1960s there was a proposal for a bridge linking Wagstaffe with Ettalong. However, the location changed to The Rip when Lesley Hooker of L. J. Hooker Real Estate, is said to have agreed with Premier, Robin Askin, that the public bridge would actually be located between Ettalong

and Daleys Point and Mr Hooker would obtain development rights to a mangrove and mud island (St Huberts) and would build his own access bridge across to the island. The bridge and the development went ahead.

Rileys Island was to follow, but development was prevented by community and political action, despite commencement of the dredging of canals. The permanent result of bridging the water was the relative (and largely welcomed) end to the isolation of the Bouddi Peninsula, particularly as vehicle access and a swift increase in vehicle numbers, through the affluent 1950s and 1960s, effectively killed off the need for ferry connections.

The Rip Bridge has to be the most important development in the story of roads and access to the

Bouddi Peninsula. The bridge was built in 1972/3 due to the combined effort of Gosford Shire Council and The Main Roads Board. It crosses The Rip, connecting Woy Woy to Daleys Point, so making it possible for people to access Empire Bay, Bouddi Peninsula, Kincumber and beyond. Going the other way, not having to travel via Gosford, the distance between Bouddi and Sydney and its suburbs was greatly reduced.

The bridge was opened by acting Premier of NSW, Sir Charles Cutler, in May 1974.

As stated before, archival material, belonging to Pretty Beach Wagstaffe and District Progress Association, reveals that following the building of the bridge, Gosford Council proposed to remove the wharves. The outcry was loud, Council was discouraged, and the wharves remain.

With the opening of The Rip Bridge in 1974, Wards Hill Road was upgraded in the late 1970s, as a fire-trail (which quickly eroded), followed by an upgrade to the current conditions.

### **Communications: Telephones**

The arrival of the telephone on the Central Coast was a great boon to local communities, especially the more isolated ones. Well-staffed Telephone Exchanges were needed, and telegraph poles and lines had to be established. In the case of Killcare/Wagstaffe it was much more sensible to have an underwater cable from Woy Woy/Ettalong than to run the cables all the way by land.

Few private homes had telephones so the telephone box at the stores was an essential social need and well patronised.

Rod Radford writes:

‘Catching up with the back-log of phone services after the Second World War was a great problem, aggravated by the influx and expansion of business and new homes on the peninsula. By establishing a business and home on different sides of the water, I created increased problems for the PMG. Request for a phone with extension to home was unobtainable because the submarine cable of twenty lines to Wagstaffe was fully occupied. A near neighbour generously allowed their private line to be a party line. So, we all shared a transfer from the pharmacy with a two or three ring identification call. This fortunately worked well with the two ladies at Wagstaffe having the opportunity of their own direct calls.

After frequent storm damage to overhead lines on the home side, we became adept in locating the break and doing the join up. When we expanded to Umina, we obtained a 2-4 switchboard allowing two calls in with extensions to home, the Umina pharmacy and storeroom. The Woy Woy Exchange was manually (or should I say



womanly) operated for many years, the staff of which I always found most helpful. This was not a common sentiment but as you treated them, so they treated you. The exchange was the butt for addressing urgent needs and 'chemist after hours' was always handled discreetly, to allow the opportunity to refuse. I never did refuse as they would test the urgency and timing. If I was out, I would always advise a time of return. This degree of service was lost when the exchange became automatic, and I will always have a love for those exchange girls because of the trouble they would go to in emergencies'.

## **Radio and Television**

Commercial radio began in Australia in 1923 and the ABC began broadcasting in 1932.

The events of World War 2 were available to local people by radio and the golden age of radio which followed the war brought *Blue Hills*, *Dad and Dave*, Jack Davey and Bob Dyer, *The Argonauts*, world-famous tenors (the rock and pop of the 50s), news and weather etc. into local homes.

On November 19th, 1971, radio station 2GO first went to air, becoming the first radio station on the Central Coast. District population in 1971 was 56,190 persons (Gosford City Website).

Television began in 1956 in Australia, but reception was poor, away from the capital cities.

NBN began in Newcastle in 1962 and by 1972 had installed translators that made reception possible in the local area and brought the Central Coast into its orbit. By the 1990s, it was linked with Channel 9 and local content from Gosford and the Central Coast was integrated into its news and community service announcements.

## **Modern Communications**

The internet with its emails and World Wide Web has revolutionised the lives of many local residents, including the many people who have contributed to this publication. The mobile phone with its many variations and ever added functions has also changed our lives, if only to ensure that if we trip and break a limb when bush walking alone there is a good chance we can call for help.

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*The Shipbuilders of Brisbane Waters NSW*, Gwen Dundon, 1997.

*Bouddi Peninsula Study*, Strom, Beryl (ed.) Association for Environmental Education, 1986.

*Reflections from the Beach and the Bays*, Jillian Baxter 2000.

Gosford City Council Library website:

[http://www.gosford.nsw.gov.au/library/local\\_history/Suburbs/documents/history.html](http://www.gosford.nsw.gov.au/library/local_history/Suburbs/documents/history.html)

# COMMERCE AND INDUSTRY ON THE BOUDDI PENINSULA

by Robyn Warburton

## PART 1

*Over the years there have been many industrious people living on the peninsula. Shops were established to meet the needs of the people. As well, there was wide diversity in the type of industries carried out. Uncovering the nature of the businesses and something about the people involved has produced an interesting picture of the changing times. Oral history is the main source for the material used. This has been supported in some cases by newspaper articles, advertising material, and information taken from the books of Gwen Dundon, Jill Baxter and Charles Swancott and of course, the photographs which tell us so much. This history mostly precedes The Rip Bridge. It is unfinished; there are many more stories.*

In the beginning, because of the geography, the water played a most important role. All commerce and communication was dependent upon water transport. Because there was only access by water, small pockets of settlement sprang up, where there was something worthwhile to be found ashore. This could have been fertile land for farming, shells on the sandbar for lime, the abundance of fish or oysters, the tall trees for boatbuilding or the beauty and amenity, which meant the potential to attract holidaymakers. Important wharves, which have given the suburbs their names, were built at these points.

We begin with the earliest industries.

### ‘THE CROOKED BILLET’



The Crooked Billet was located on the hill above the bakery, top-right.

*The Crooked Billet* was possibly the first business on Bouddi Peninsula and certainly the first inn to be established on Brisbane Water. There was an inn with this name in Sydney and an inn in Leigh, a village near Southend at the mouth of the Thames River, had been in existence for centuries. The licensee at Pretty Beach was William Spears and the inn opened for business on July 1 in 1838 at Kourong Gourong as Pretty Beach was originally called. Either headwinds beating up to Woy Woy or having to wait for the ebb tide in order to negotiate Half Tide Rocks, was enough reason for the sailors of the day to seek refuge at the watering hole. The license decreed: no business after 9.00 pm or on Sunday; no game of chance could be played; no convict served unless on an Order or in the presence of his master. The inn operated until some time in the 1880s.

Source: *Highlights* by Charles Swancott; Photograph: Gwen Perrie

## **THE FIRST FARMS**

There were pockets of land on the peninsula developed for farming. In 1824, James Mallen was granted 'temporary occupation of 250 acres (at what is now Hardys Bay) to graze his cattle'. The 1829 Census of NSW tells us that 10 acres were cleared, 10 acres were cultivated, and he had 3 horses and 115 cattle.

In 1859, Captain Daniel Joyce, a New Zealander, purchased 50 acres belonging to Mallen. Robert Hardy bought the property in 1865. Patrick Mulhall owned and farmed land at Wagstaffe. William Spears farmed at Pretty Beach and John and Elizabeth Murray at Rileys Island.

The stories of these early farmers can be found in Beverley Runcie's well-researched story for the History Project, *European Settlers and Their Land*. The story, *The Triangle* deals with the farming at Killcare Heights.

Source: Beverley Runcie, Jill Baxter, *Reflections from the Beach and the Bays*.

## **TIMBER-GETTING**

William Ward also settled at Hardys Bay in the 1820s with a grant of 150 acres at Killcare adjacent to Ward's Bay (now Hardys Bay). It is believed he was a timber-getter, supplying the Sydney wharves with timber and shingles for the building industry. Alan Ward tells the story: the Ward family started off as timber getters. They carted logs from Little Beach and Pomona Road to the sawmill at Empire Bay near where the tennis courts are on the waterfront today. The timber was used for shipbuilding, the industry around Brisbane Water being extensive. Timber was loaded onto ships such as the *Erina* and *Gosford*, bound for Sydney.

Source: Jill Baxter, *Reflections from the Beach and the Bays*; interview with Jim Fraser; interview with Alan Ward

## WINE MAKING AT HARDYS BAY

Good soil for growing grapes attracted the Hardy family after whom Hardys Bay was named. Jonathan Hardy was the father of Robert who had a vineyard in the southern corner. People would row from all over to buy the wine which was sold by the gallon. Charles Swancott included some interesting anecdotes in *Good Old Woy Woy - History with humanity*.

In 1868, Jonathan Hardy, his wife Sarah and son, John, drowned on a shell-collecting venture. Robert Hardy witnessed the accident. As the story goes, Robert Hardy was hard by name and nature. He was a very mean man and would save a few pence wherever possible. He owned a shotgun to ward off the finches, silver eyes and honey eaters. He complained that the shot cost a few pennies but to compensate, he could always eat the birds. He claimed to have a 'pet' snake to guard against thieves, until much to his annoyance the snake was sighted by some unknowing person who shot it. He grew a brown grape which was very bitter, but it grew in big bunches and the skins and the seeds were pressed for wine. He never sold any grapes for the table. They all went into the winemaking. He owned a wharf, 200 metres in length, with decking made from broken packing cases left by the steamers. The vineyard produced wine until about 1908

*Source: Good Old Woy Woy - History with humanity; Jill Baxter, Reflections from the Beach and the Bays*

## THE OYSTER INDUSTRY

History tells us that the first Brisbane Water settler, James Webb, would have found extensive oyster beds and advantage would have been taken of the abundance of oysters by many of the early settlers. The oysters were gathered, crated and shipped to Sydney for sale.

At the same time, the business of shell burning for lime would have been underway. It is documented that the first Act regulating the oyster industry and prohibiting the burning of live oysters was passed in 1868. It wasn't until 1884, however, that licenses were issued to people with water frontages. The 'Length of Location foreshore in yds' was included in each lease. Here is an example of the details of an early entry: No. 8236 E. A. Turtle 400 Pretty Beach Ext. The same listing included leases belonging to Jno Murray and J Murray at Killcare Extension, C. W. Fraser at Hardys Bay and Wlm (William) Riley at Riley's Bay. Several other Rileys had leases on Riley's Island. An application made for an oyster lease in 1958 was refused with a large number of objectors.

Source: Charles Swancott

## WATERMELONS AT WAGSTAFFE POINT

Captain Wagstaffe grew watermelons on his property at Wagstaffe Point. Andrew Murphy gave Wagstaffe three pounds an acre for the whole crop. George Fletcher recalled that he often went with Mr Murphy to Wagstaffe Point on his boat *Scrubber* to bring back boatloads of watermelons to sell on Woy Woy station or to cut up for seed.

(Charles Swancott, *Highlights of Central Coast History*)



## SHELLS FOR LIME

One of the earliest industries was the collection of shells which were subsequently burned to extract their lime content to use in mortar, important to the burgeoning building industry. Many middens were found on the shores and hillsides. Sometimes the burning was carried out on the beach and mangrove trees were used to fuel the fires. Mostly, the shells were transported to the North Sydney Lime Burner Kiln. Several sailing vessels such as *The Brothers*,



The site of the shell grit operation at Rileys Bay

*The Ripple* and *The Maggie Riley* constantly carried cargoes of shell to Sydney and returned with goods such as flour, needed to sustain the population. Bert Myer does not remember the burning of shells for lime but has clear memories of the grinding of shell grit. Later, shell grit was supplied to poultry farms and to farmers who burnt the shells, to produce lime to sweeten the soil and for fertiliser.

For many years and certainly in the twenties when Bert walked past the factory on his way to Empire Bay School, Peter Schenk, a Dutchman, was in the shell grit business.

The operation was at Riley's Bay, where there was substantial machinery consisting of a steam engine and large wheel for grinding the shells, collected from the sand bar, off-shore. Bert thought the concrete base for the steam engine was still there. So, although evidence of the industry is supposed to have survived, a recent search proved fruitless.

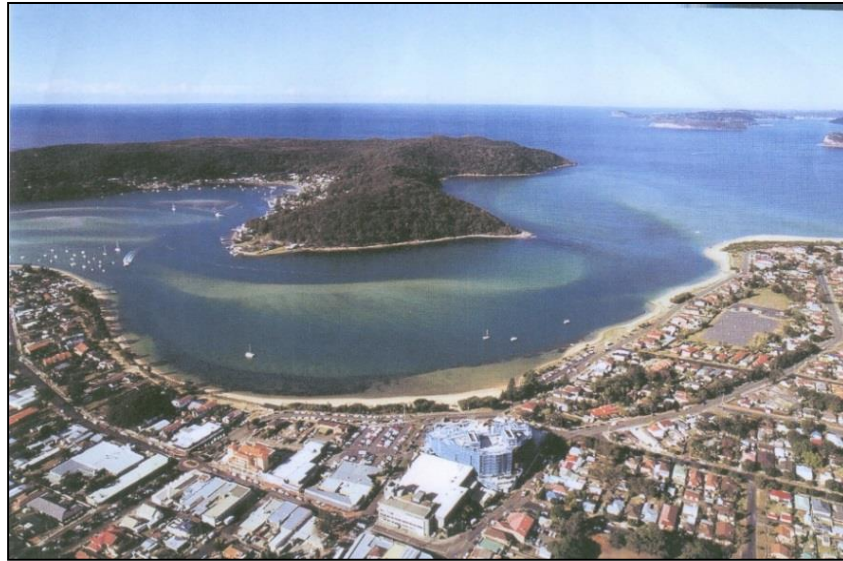
Source: Conversations with Bert Myer; Charles Swancott, *Highlights of Central Coast History*; Gwen Dundon, *Shipbuilders of Brisbane Water*

## HOUSES OF ILL-REPUTE

A Sydney 'Madam', Lizzie Hyde, had several cottages, all about 20 feet by 16 feet in size, fitted out with beds at Pretty Beach in 1918. Tommy Barratt was Lizzie's manager. Lizzie came up once a month to collect the takings. It was believed she had 'a good eye for business'.

Business, no doubt, was brisk because of the numerous visiting sailors, frequenting the inn nearby, whilst waiting for the tide to turn.

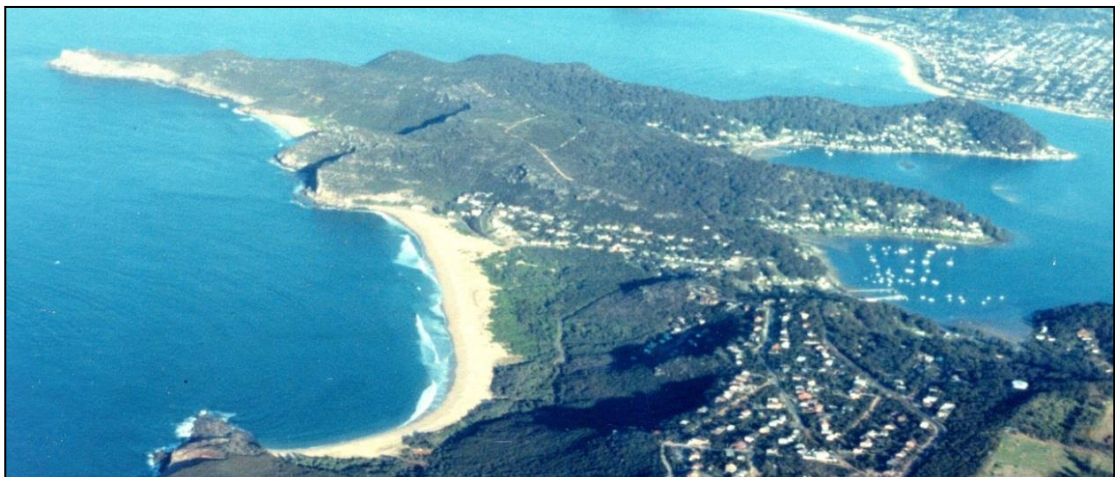
## REAL ESTATE



Settlement and real estate go hand-in-hand and it is all dependent upon the topography of the land. The photographs, above (Bouddi Peninsula seen from Ettalong) and below, show the relatively small percentage of land, where development was possible, compared to the uninhabitable expanse of Bouddi National Park. Because of the steep ridges, the roads follow the shoreline and only the relatively flat areas have been developed.

The photos demonstrate the fact that all initial access was via the water and that road construction was limited to the flatter areas adjacent to the shoreline. This is where the people built their houses - permanent residences, weekenders or rental properties for holidaymakers. People need the essentials and so shops opened. Businesses followed.

Read the complete story of Real Estate on the Bouddi Peninsula in Mary Daviel's story *Real Estate* in Volume 2 of this eBook.



Aerial views of the Bouddi Peninsula showing the extent of settlement, from Killcare Heights in the foreground to Wagstaffe Point.



# WAGSTAFFE'S POINT ESTATE

## Woy Woy

**THE MANLY OF BRISBANE WATER**

For Sale by Public Auction  
on the Ground on **SATURDAY 22<sup>ND</sup> DECEMBER 1906.**  
AT 2 P.M.

**RAINE AND HORNE AUCTIONEERS**  
88 PITT ST SYDNEY

Direct Road Access from  
Brisbane Water to Broken Bay.

**TORRENS TITLE**

Purchasers of lots not fronting water will be given one of the smaller water frontage allotments for Wharf and Boating Facilities.

**Government Reserve**

Surveyor to the Estate  
121 PITT STREET SYDNEY

**Easy Terms.**  
Viz:  
10% Deposit - Balance  
in 36 monthly payments  
with interest at 5%.

Vendors Solicitor  
**C. L. Tans**  
10 Bligh St. Sydney.

**Note. Lengths in feet. - Dimensions subject to Deposited Plan.**

**LOCALITY PLAN**

The sub-division of Wagstaffe in 1906 was a very important event in the ensuing development of commerce and industry.

The earliest sale of sub-divided land occurred at Wagstaffe: *For Sale by Public Auction on the Ground on Saturday 22<sup>nd</sup> December 1906*, by Raine and Horne Auctioneers. The advertisement shows 82 lots to be auctioned and promised purchasers of lots, not on the waterfront, an additional small allotment, adjacent to the water's edge for 'Wharf and Boating Facilities'. Many sub-divisions followed.

Photographs: Gosford City Library, The Surf Club Collection





The WOY WOY To The BAR FERRY

### **FERRIES TO KILLCARE, HARDYS BAY, PRETTY BEACH AND WAGSTAFFE**

**(See also the story of Transport and Communications)**

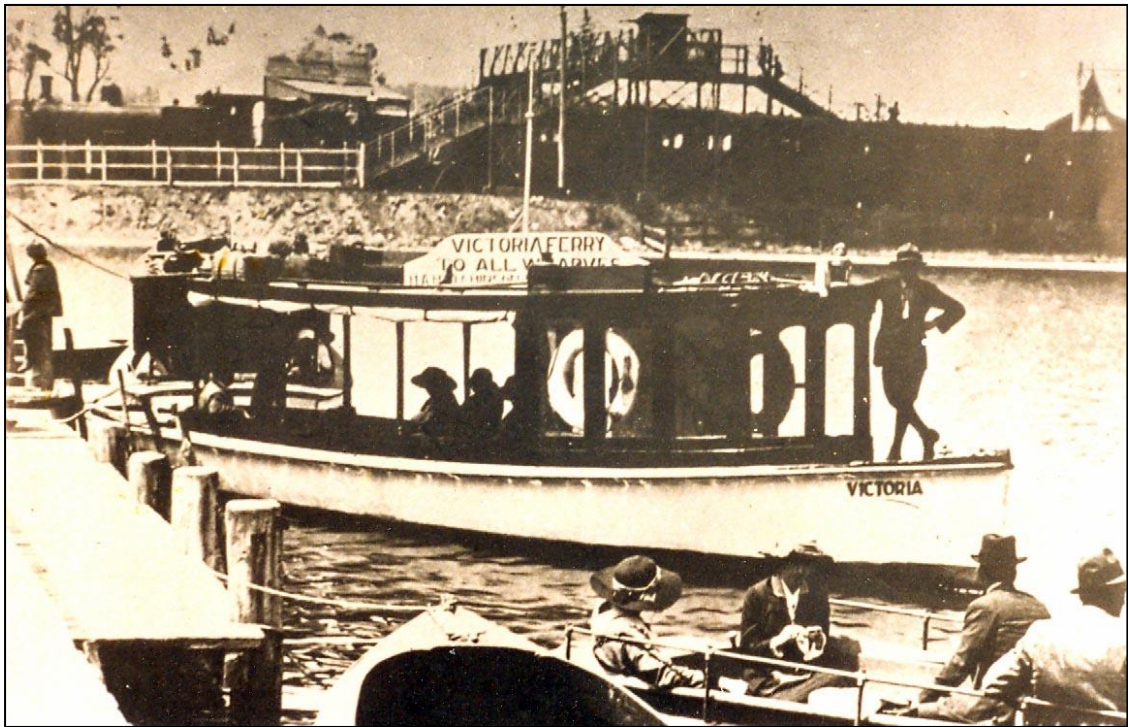
The business of the ferries, that serviced the area throughout its earliest history, is of the utmost importance and has a very significant role to play in the development of the area.

George Wagstaffe may have been the first resident of Bouddi Peninsula to operate a shipping business. He purchased 50 acres of land at Mount Pleasant in 1890. He and his family resided there for fifteen years and the area became known as Wagstaffe's Point. He farmed the land, and the shipping of his produce was necessary to supply the market in Sydney.

With the help of his son, George, he constructed a timber vessel at one of the Cockle Creek shipyards which was probably Beattie's because they were family friends. Produce was transported to the Hawkesbury and Sydney markets.

He was also responsible for building the steamships, *Hopeful* and *Gela*. These ships, respectively, traded in Newcastle Harbour and the Soloman Islands. George Wagstaffe was awarded his Master's Certificate in 1901 so was known thereafter as Captain Wagstaffe.





The ferry, *Victoria*, at Woy Woy Wharf; Woy Woy station behind, circa 1920.

This photograph taken at Woy Woy Wharf shows the station in a different location to where it is today. The ferry, or launch, as they were called in the early days, *VICTORIA FERRY TO ALL WHARVES* is taking on passengers. The *Victoria* occasionally took Sunday School and picnic parties to Hardys Bay.



Ferries moored at Manly House: The ferry *Woy Woy to the Bar* is on the left. The larger right is J. L. Phegan's *Merry Days*, circa 1910

When Wagstaffe's Point Estate, called The Manly of Brisbane Water, was opened at the end of 1906, Mr Thomas Simpson introduced a regular service with his *Woy Woy to the Bar* ferry. Because of its bright colour it was known as The Red Launch. The service transformed the place, and the 'quietness and tranquillity' was replaced by 'great life and activity'. Arriving on Friday evenings, weekenders visited to camp and fish and then returned by ferry to Woy Woy station on Sunday evening. The allotments for sale attracted many interested people, buers among them.

The motor ferry, *Victorious*, was built by Gordon Beattie in 1916 at his boat yard at Cockle Creek on Brisbane Water. Its name was changed to *Wagstaff* (without the 'e') in 1948. In 1961 it was owned by Amalgamated Ferries, the owners being William J Murphy and Mavis Enid Murphy. Wagstaffe's final Brisbane Water service was in 1967. *Regent Bird* became *Kilcare Star* in 1947 and *Bell Bird* became *Bellbird Star*.



*Wagstaff* approaching Hardys Bay, circa 1955.

Until 1925, the company in opposition was Owen's Ferries, which also operated out of Wagstaffe Point. The Owen's residence was west of Wagstaffe Wharf. Owen's ferry company was partly owned by the Rileys. Bill and Roy Riley were brothers in-law to Jack Owen and went in with him when he had *Regent Bird* and *Bell Bird* built. Bill Riley drove the ferries but was a builder and often away working on houses.

Owen's Ferries: *Regent Bird*; *Bell Bird*, *Mavis*. Murphy's Ferries: *Victorious* (*Wagstaff*); *Hero* and *Conqueror*.

*Victorious* became the *Wagstaff* (note: the missing 'e'). The ferry cruising the water was probably why the suburb was known as Wagstaff for many years, until put right by the Wagstaffe family around the year 2000.

All small boats were confiscated and taken to Gosford Racecourse, when it was thought that Australia may be invaded during World War 2.

The ferry companies, the Owens and the Murphys, merged in 1925. They became known as Amalgamated Ferries.

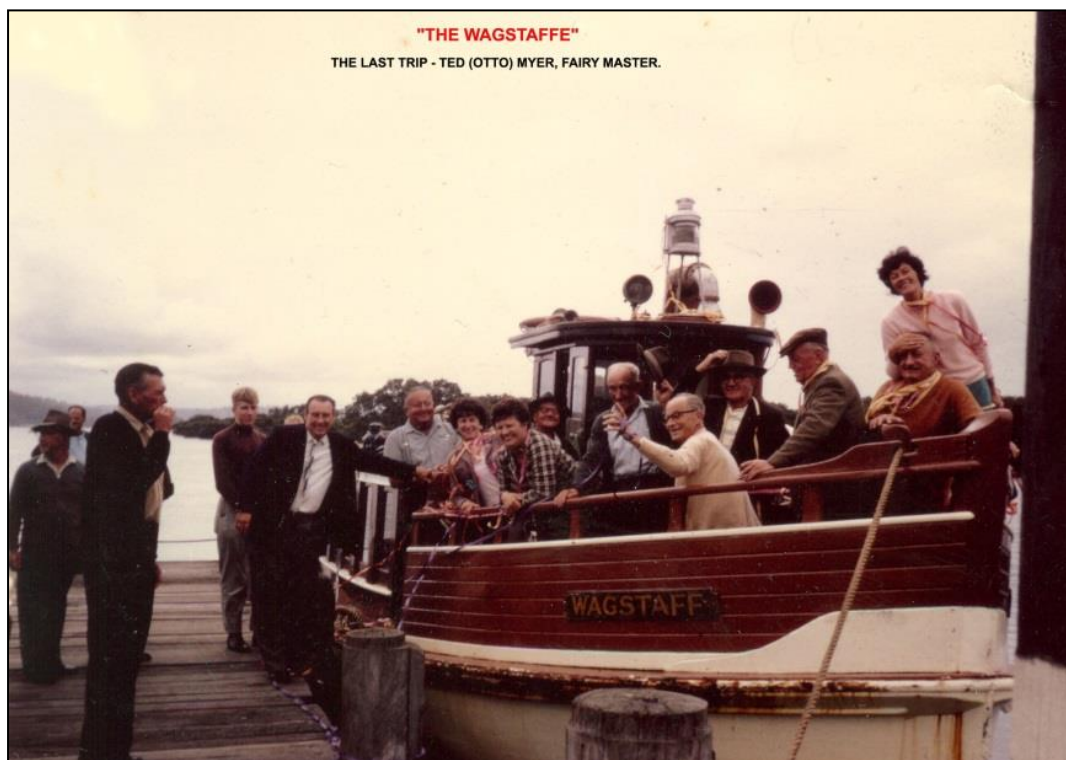


In the early days the trip from Woy Woy to Wagstaffe was very long. It took about two and a half hours, because it stopped at many private wharves as well as the public wharves.

Old Mr Murphy wouldn't wait if the train was late. Ted Myer who first worked on Owen's ferry, was one driver who would go along to the station to see about the hold-up and wait for the passengers.

In the early 1950s 'moonlight excursions' were very popular in the summer months. The *Wagstaff* and *Killcare Star* had pianos on board. Ted Myer and Fred Annand were the main drivers and many deck hands came and went. Jacky Ford was the longest to stay. Thursday was Market Day, so Thursdays were big days, especially in the school holidays. Sid Chant would advertise the markets at Gosford and the ferry trip, with a sandwich board around his neck. Pam Langsford (nee Murphy) was told that three ferries would make the first trip to Gosford and come back to collect people for a second trip and sometimes a third.

Pam remembered a drowning. Bill Hayden, an amputee, liked to go to Woy Woy on Saturday afternoons for a drink or three coming home on the Picture Boat. One night, no one saw him arrive and in an attempt to board, he probably slipped, possibly hit his head, fell into the water and under the wharf, because the swell caused by the boat arriving the next day, brought his body out and this is when the tragedy was discovered.



The Wagstaff's last journey called for celebration.

Source of information and photos: Brian Wagstaffe, Bill Murphy, Pam Langsford, Gwen Dundon, *Shipbuilders of Brisbane Water*.

## MANLY HOUSE, THE GUESTHOUSE AT WAGSTAFFE



An early photo of Manly House circa 1910

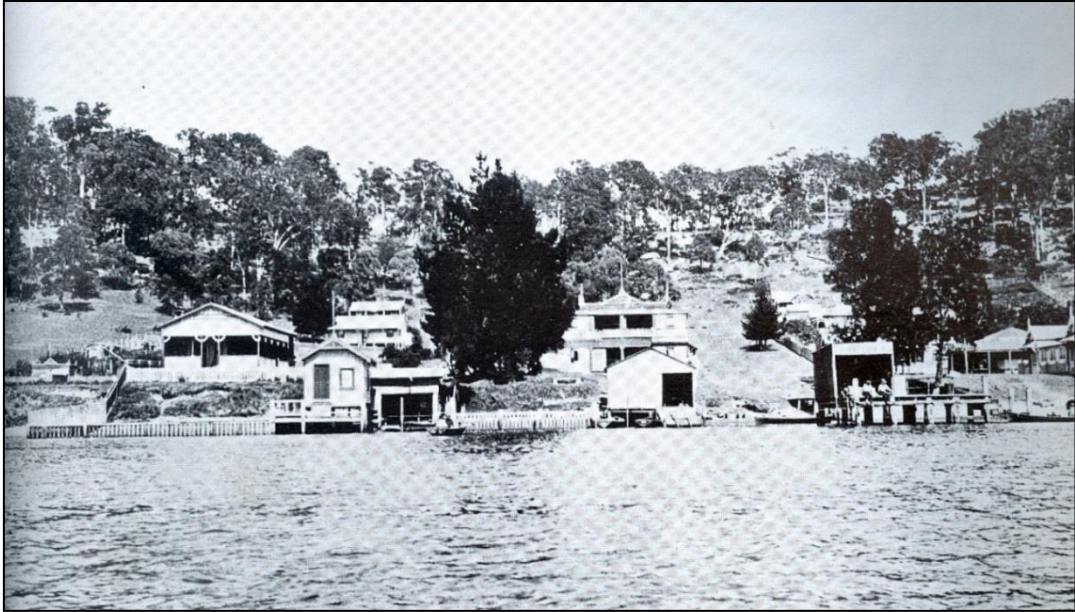
Manly House, which dates to early in the 1900s was very important to the early history of the commerce and industry of the peninsula.

*The Windbound Hotel* (later to become *Manly House*) replaced *The Crooked Billet* which ceased business in the 1880s. *Manly House* was originally owned by the Simpson family. Thomas W. Simpson started a launch service to ferry prospective buyers to Wagstaffe Point's Estate when it was sub-divided and advertised in 1906. He also built the boarding house with 22 rooms and a dance hall in 1907.

He called the guest house *Manly House* in keeping with the promotional theme, 'The Manly of Brisbane Water'. This was the site of the Wagstaffe family home and is now the location of Wagstaffe Hall.

Manly House was popular with visitors because of its beautiful setting and the many holiday attractions it provided. The mini-golf activity, across the road from the hotel, was operated in conjunction with Manly House as a holiday activity for guests. There was a boatshed with many rowing boats for use by the guests and a swimming pool adjacent to the wharf. The guests were also invited to explore the hinterland on foot. Fishing, of course was another drawcard.





Manly House, viewed from the water, circa 1925, flanked by the wharf, boatsh and swimming pool



The mini-golf course opposite Manly House, offered as a holiday activity

The Brothers family owned the property in the nineteen twenties and thirties. Harry Brothers and his two sisters, Agnes and Miss Maude, had a thriving business, supported by the ferries which brought paying guests: holidaymakers coming to Wagstaffe for the swimming, boating and fishing.

The family did all the work, providing dinner, bed and breakfast, and room service. They did all the washing and ironing and for many years without electricity. Milk for the guest house came from Torchie, the cow kept in the yard across the road and milked by Harry.

Manly House was two-storey, except for a long narrow single storey section with rooms opening on to the square. These rooms accommodated fishermen, who being at the call of the tide, could come and go without disturbing the other guests. The proprietors were happy to cook the fish caught by the guests.



Rooms, opening onto the square, were rented to fisherman

There was a large ballroom downstairs. Agnes or Miss Maude would play the piano for the dances or to entertain the guests. A pleasant, wide and shady verandah provided many seats and there were also seats in the garden.



The man pushing the wheelbarrow may very well have met the boat at the wharf, collected the mail and was now taking it to the post office at Wagstaffe Store.

Arson was suspected, when fire destroyed the building in 1939. This suspicion was fuelled by the smell of kerosene. The reason given is that business declined with less people coming for holidays by ferry.

One story has a young housemaid working at the guest house being told to go home and take her birthday presents with her after a party in her honour, rather than stay overnight. Was she being warned?

This anecdote supports the idea that arson was intended. However, it could be disputed because the fire occurred in the afternoon.

Colleen Smith recalls that the fire caused great interest with local students after school. Ralph Winter, who worked on the ferry and lived nearby, took photos of three stages of the fire: smoke, alight and embers.



Manly House - on  
after the fire - a sad, burnt pile  
of  
Photographs Ralph Winter



Source: Brian Wagstaffe, Ann Bowe, Colleen Smith, Gwen Dundon, Alan Osborne, Shirley Hood. Photographs: Gosford City Library, Alan Stewart



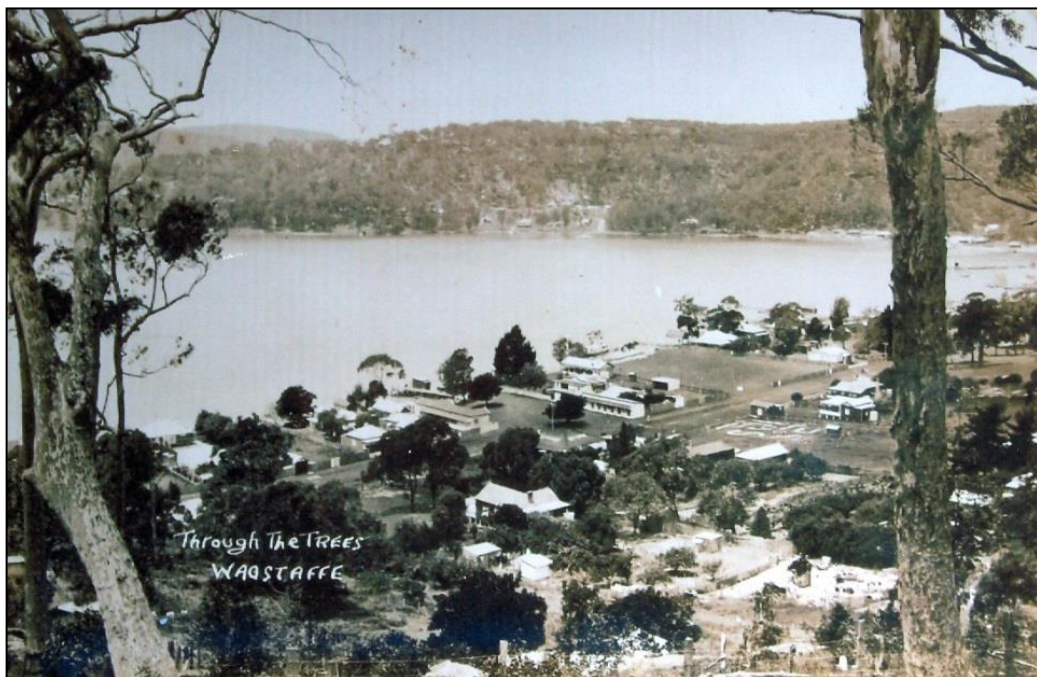
## KENNEDY'S DAIRY AT WAGSTAFFE

Edward Madden built the mostly sandstone house at No. 23 Albert Street. Edward's sister, Katherine, known as Kitty, was married to Tom Kennedy and they owned and operated a dairy farm at Wagstaffe in the 1920s. The Kennedys house was at 58 Wagstaffe Avenue. The cows were allowed to roam widely, so when milking time came each day, Kitty would roam far and wide, too, rounding up the cows which strayed as far as Box Head. Kitty also sold the milk, trudging from house to house, carrying two heavy gallon cans of milk.

Edward's granddaughter, Heather Tindell as a child, remembered Kitty as being a nice person, although she looked like a wizened-up old witch of a woman, wearing three or four layers of clothing and black rubber boots. The children were also somewhat scared of her, thinking she was a witch. Her life sounds one of hardship. It is not known how long the dairy farm was there. People called Rix also had a dairy at Wagstaffe. We know that they preceded Hanscombe's Dairy which was there during the 1940s.

The house at No.91 Wagstaffe Avenue belonged to the Tindell family. It was the family home of Heather, daughter of Myrtle Tindell (nee Madden). Heather was born in 1917. She was nine years old in 1924 when her grandfather, Edward Madden, built the house in Albert Street. Heather's husband was George (Joff) Milne and he and Heather lived at No.91 in retirement. Of interest is George Milne's birth name. It was Joffrey Jellico Kitchener French Milne (World War 1 Generals) until his mother changed it to George, but he was known as Joff.

Source: Heather Milne, Shirley Hood.



House with large roof prominent, middle ground, belonged to the Kennedys.



## ROADS AT WAGSTAFFE

Until the 1960s and 1970s the streets were grassy, unmade tracts of land. Wagstaffe Avenue follows the water to the point where it meets Albert Street which curves up and turns back, ending in a 'dead end', at which point the suburb becomes Pretty Beach. Mulhall Street intersects, beginning at Wagstaffe Wharf and travelling uphill to meet Albert Street. Bulkara Street skims the end of Wagstaffe Avenue and proceeds down to what was Radford's land (formally San Toy Estate), becoming a private road. The photograph below is a view of Wagstaffe from a high point. It was taken after the 1939 destruction of Manly House by fire. You can see the remains. Compare it with the photo above.



Wagstaffe seen from a high point.



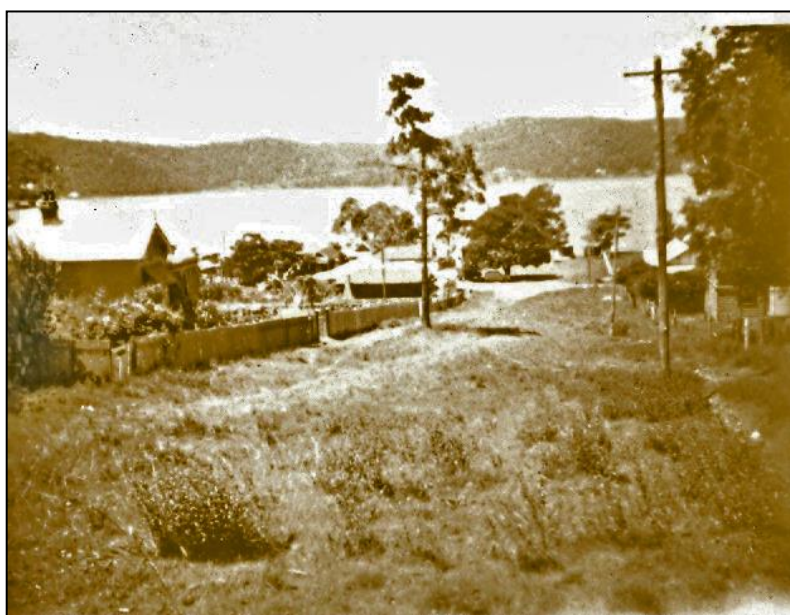
The corner of Wagstaffe Avenue and Mulhall Street



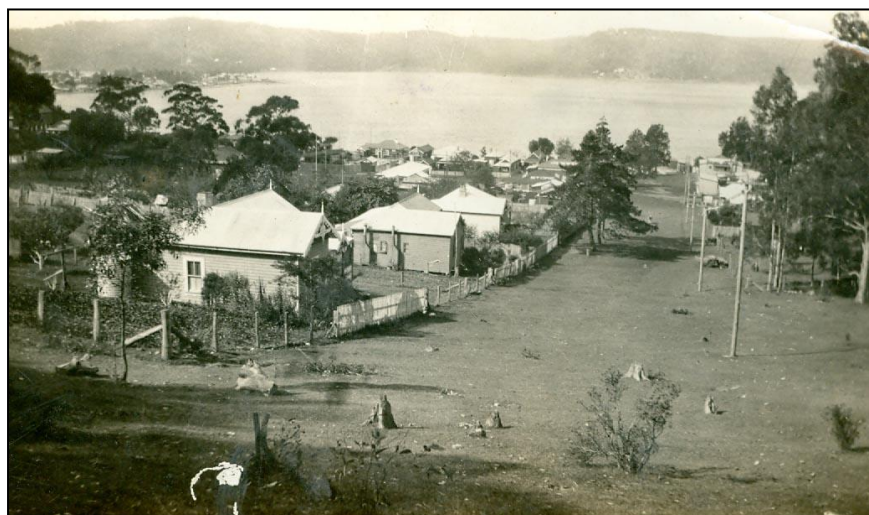
Wagstaffe Square circa 1960



The western end of Wagstaffe Avenue.



Mulhall Street (above and below)





## THE WAGSTAFFE STORE

There are many photographs available depicting Wagstaffe Store. They demonstrate the changes over the years. The verandah has evolved through time. At various stages it was filled in with what appears to be awnings as in the early photo at left which was included in the Broadhurst Collection, circa 1930. The telegraph pole means that electricity had been connected at this time.



Wagstaffe Square has always been famous for its tree, located in the centre. Originally it was a coral tree and this photo of Wagstaffe Store with the tree shows its prominence.

In the twenties, Miss Perkins operated the Post Office and very officiously pulled down the shutter to sort the mail, after it was wheeled up, in a wheelbarrow from the ferry at midday each day. When she had finished, up would go the shutter and the mail was distributed.

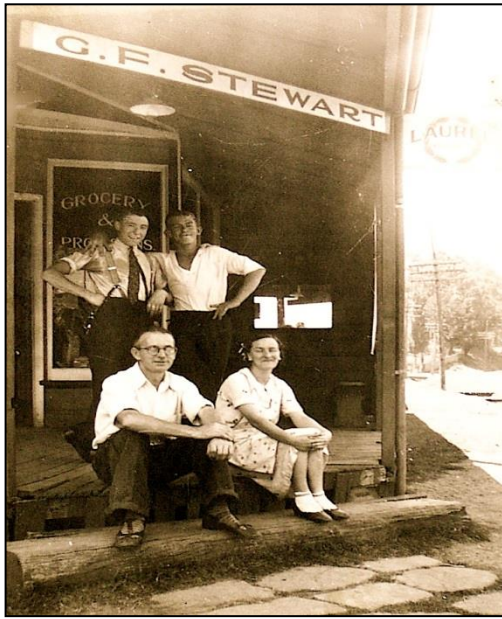
While the gathering small crowd waited for their mail, Fred Holwell would arrive with a flourish. Fred was the baker at Pretty Beach. He would 'gee-up' his horse pulling the bread-cart, to a gallop and arrive in time to deliver the bread to the store for the lunch-time trade. The people would happily go home with their mail and fresh bread for lunch.



This photo dates back to 1939 with a GPO red telephone box in place.

In these photographs the door was angled on the corner and the awnings have disappeared





Members of the Stewart family outside the shop.

The Stewart family came to Wagstaffe in 1937. Mr Stewart had been interested in the business but waited until electricity was connected. They had three children and two more were born at Wagstaffe, Robert and Margaret.

Alan and his brother, Colin, were aged 9 and 7 and had to work in the shop. Shop goods arrived on the Gosford or Erina 11. The ferries brought the softdrinks and icecream from Margins at Woy Woy.

There was a lot of work to do but they also felt the freedom of the area and spent wonderful times having fun. There was cricket on Murphy's paddock and bonfires on the hill to celebrate Empire Day



Mrs Stewart with Robert and Baby Margaret outside Wagstaffe Store and across the road from the 'Wonderland Greengrocer'.



Pictured are Frank Osborne and his cousin, Kevin Osborne, outside Wagstaffe Store.



Frank Osborne was Syd Osborne's son. Frank worked at the store for various owners, including Alan Stewart's family for whom Alan Osborne was named. Violet Osborne compiled a list of the owners of Wagstaffe Store, dating back to 1920.

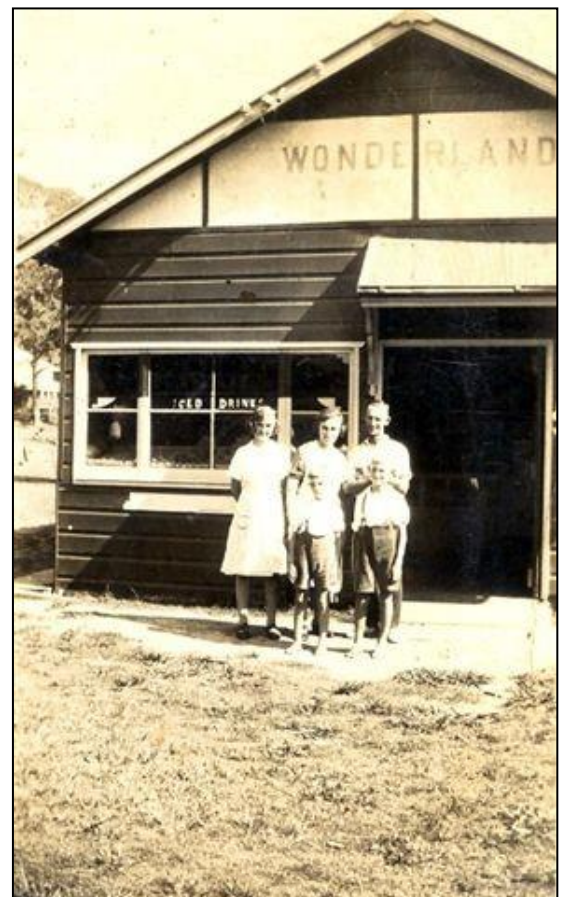
The store changed hands many times. Among the owners named are Gayleard, Rix, McSorley, Muller and Williams.



Source: Alan Stewart, Alan Osborne, Shirley Hood. Photographs: Broadhurst Photos, Alan Stewart.

### OSBORNE'S WONDERLAND

Syd Osborne's first business in Wagstaffe was The 'Wonderland Greengrocer' from 1936 to 1939. Some fruit and vegetable may have been supplied locally, such as from the orchards in Picketts Valley. However, Syd went to Sydney each week, travelling by train to the markets, where he ordered supplies. His order would be transported on board the *Erina*, the sea-going steamship, which ferried passengers and goods between Sydney and the wharves around Brisbane Water. The *Erina* would then offload at Wagstaffe wharf. His customers were the locals, the weekenders and the holiday people. Source: Alan Osborne

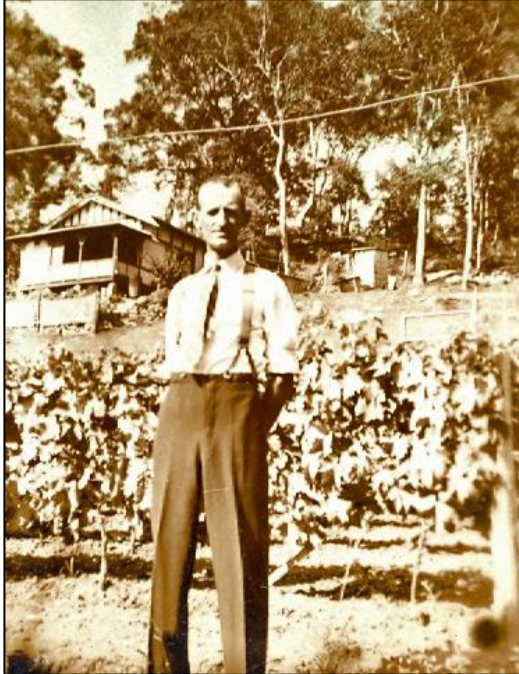


Members of the Osborne Family:

Lorna, Frank, Violet, Sid and Don



## OSBORNE'S VINEYARD IN MULHALL STREET



Walter Sydney Osborne, known as Syd, was born at sea, in transit between Melbourne and Sydney in 1900. Syd's father, whose nickname was 'Mate', was a wicker worker, working in Sydney. In retirement 'Mate' moved to Wagstaffe.

Syd had a vineyard in Chipping Norton, which he sold and moved to join his parents in Wagstaffe in 1936.

Walter Sydney Osborne and his vineyard



He married Violet and they established a greengrocery at Wagstaffe in 1936.

The carrying business, *General Carriers Wagstaffe Point Gosford*, was run in conjunction with the greengrocery because it was hard to make a living out of the shop.



General Carriers: an Osborne business.

One story told has the truck carrying split logs with some merry young fellows on top, rounding the bend at Killcare, losing the logs and the passengers. Syd and Violet had three children, Frank, Donald and Lorna. After selling the shop, Syd bought six adjoining blocks of land in Mulhall Street, Wagstaffe.

One block included the house which had been built in 1905. He went back to grape-growing, putting five blocks under vine. The varieties grown were Isabella, a white grape and Muscat, a red wine grape. The table grapes were transported to Gosford and sold where needed. Although some grapes were sold to small time winemakers, he only made wine for home consumption.

The vines (in 2007) can still be found, growing on a tank stand behind the Osborne house and on a large trellis at No 27 Mulhall Street. Currawongs liked the grapes too and a hailstorm devastated the crop so it was difficult to make money out of the business. Syd also had an orchard with stone fruit, peaches and nectarines, which Violet preserved. Chooks were his next venture. He built poultry sheds and established a poultry farm.

This was during the war years. The Home Guard operated local drills. One enthusiastic, but mad sergeant, raised the alarm one day, "Quick, take cover. They're bombing us," he shouted. Bravely, he hid in one of Osborne's chook pens. The only problem was that he came out scratching. The bird-lice had bombed him.

Syd sold off the land except for the house and No. 23 Mulhall Street. He built a huge greenhouse and grew orchids, cymbidiums and slipper orchids. Therese, Alan's niece, is the self-appointed family historian and keeper of the ribbons that Syd won at shows with his beautiful orchids. The orchids were transported to Sydney and exported.

Source and Photos: Alan Osborne, Alan Stewart

## **BARBERS AT WAGSTAFFE**

The first barber at Wagstaffe lived towards the Point end of Wagstaffe Ave. He was an ex-seaman, possibly a captain. His was a double act. He not only cut the hair of the locals, he also acted as the local 'doctor'. He stitched Belle Greenhalgh's chin. She was Gwen Perrie's sister.

The second barber also lived on the waterside of Wagstaffe Avenue but closer to the wharf. He was married to a Chinese woman.

Later, Mr Polanski was the barber whose business was in the lower part of the house at No.24 Wagstaffe Avenue. Alan Osborne did not like the haircuts he got but he was sent fairly often. Mr Polanski's son was Natty Polanski and he was the postman. He collected the mail at the wharf and rode his bike around the area, delivering the mail.

He lived with his boyfriend in the house in Wagstaffe Avenue. The fact that he was gay caused gossip and the children gave him a bad time, teasing him because he was 'different'.

Source: Gwen Perrie, Alan Osborne, Terri Mares

## **THE SLY GROG SHOP AT WAGSTAFFE**

Ted Myer was a big, handsome fellow, with 'an eye for the girls'. According to his brother Bert, Ted was a real ladies' man. Because he worked on the ferry, he had first choice of the visiting girls. He was well-liked and popular with everyone. Ted Myer was a skipper on Owen's Ferries and later when the company merged with Murphy's Ferries, he worked on the Amalgamated Ferries. During and after the war he lived behind or visited Margaret Fry's house, *Zena*, in Heath Road. When Hazel Johnson first travelled on the Thursday ferry to Gosford market, Margaret was pointed out as Ted's girlfriend. They were in the sly grog business. His mate, Eddy Roach, looked after the liquor when it arrived on the ferry. Ted lived the latter part of his life in the old shed at the back of No 33 Wagstaffe Avenue. He would bring long necks home on the ferry from Woy Woy or Gosford, and store them in the outside dunny. Anybody who needed a bottle of beer would drop by and buy one from Ted. Alan Osborne remembers going with his father and grandfather to do business with Ted.

Alan Osborne recalls that every Wednesday Ted visited the Osbornes for dinner and because he loved lemon meringue pie, Nan Osborne made it for dessert. After he passed away, the dining room door would often pop open on a Wednesday night. Pop would say, "Teddy's back, Nan. Get the lemon meringue ready." Alan remembers free ferry rides because Teddy thought he was a nice boy.

Ted came with the place when Norma Maher and her husband bought the property in Wagstaffe Avenue. It consisted of four dwellings: the house, two cabins and a tin shed (Ted's place). They would arrive for the weekend to find the toilet locked because Teddy's grog was inside. Terry continued to live there for minimal rent until he died.

Source: Alan Osborne, Norma Maher, Bert Myer



## THE BOTTLE SHOP, WAGSTAFFE STORE & THE FIRST YUM YUM TREE

Harry Kinson owned Wagstaffe Store and obtained a liquor licence, so the first bottle shop and Yum Yum tree were at Wagstaffe. There were benches in front of the store for bottle shop patrons and in summer, seeking a breeze off the water, they wandered across the square to the coral tree, located in front of and to the right of Wagstaffe Hall. Harry Kinson sold the shop and took the business and the liquor licence to Killcare.

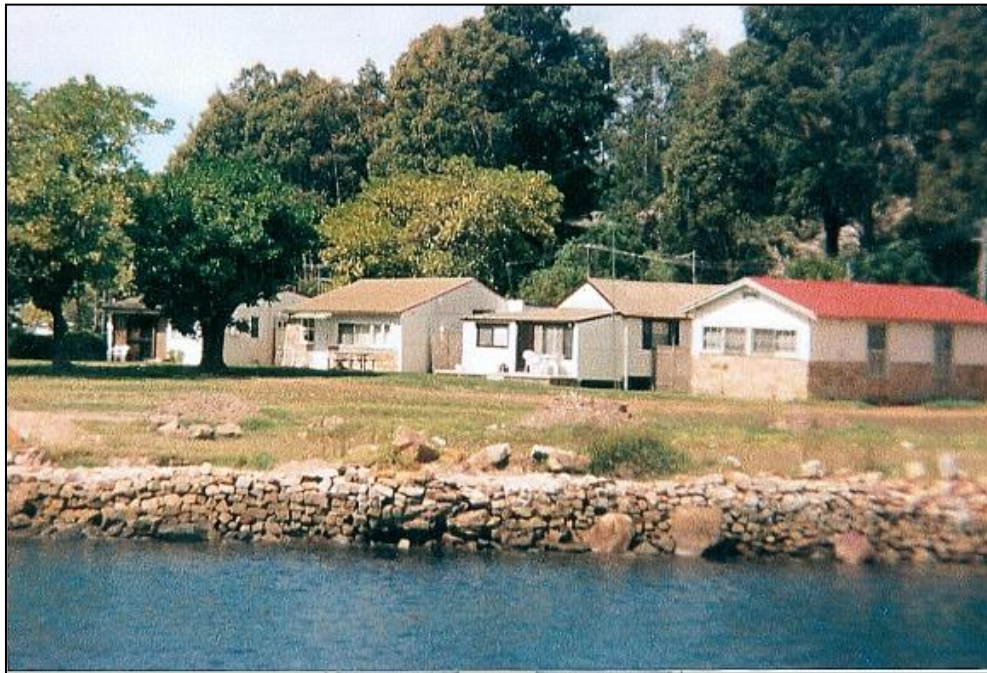
The caption on the photo tells us: HARRIES WAGSTAFFE AFTER PATROL DRINKS 1960s.

Source: Alan Osborne



Wagstaffe Square with large Norfolk Island Pine Tree circa 2007.

## SAN TOY ESTATE AT WAGSTAFFE POINT



Ernest and Belle Radford bought San Toy. The name San Toy belonged originally to one of the houses on the site (built by Nell Baker), when the Radfords bought it, so the holiday venue was named San Toy Resort and later the property became San Toy Estate. Cottages were built as holiday homes, and some had permanent residents. The rent provided income for Mr and Mrs Radford. There was a large stone edged swimming pool.

Serious storms washed away the shoreline. Over time the land was reclaimed by filling in the pool with earth and stone, dug from the hillside behind.

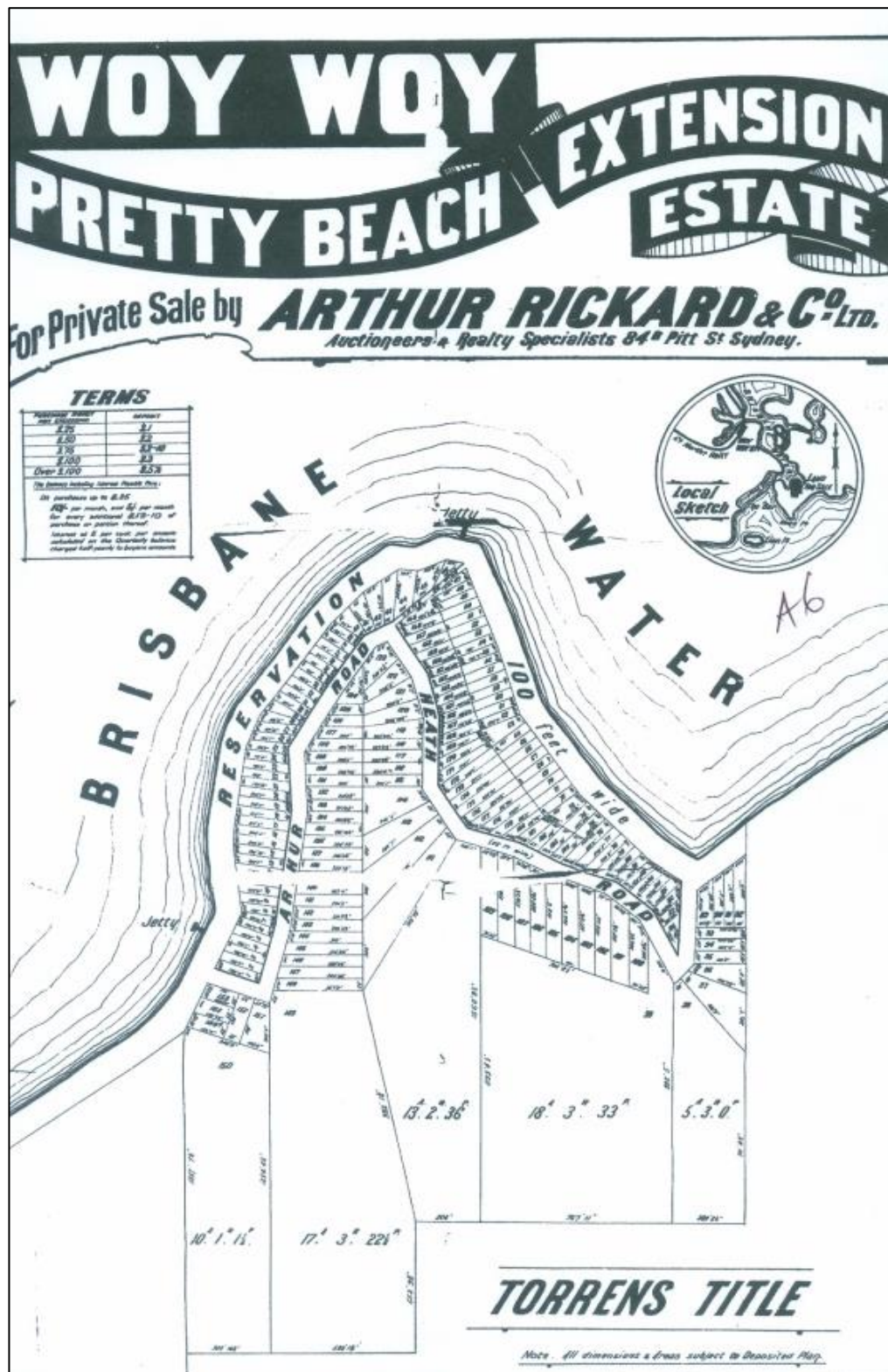
Early tenants included Mrs Hindmarsh (at *Sunnybrae*),

Gail Harper and her family, William and Wilma English, Trevor and Margaret Wilkinson and Don Radford.

The last of the original houses were demolished in the late 90s when the land was sub-divided and sold.

Source: Terri Mares, Rod Radford. Photo: Rod Radford

# THE SUBDIVISION OF PRETTY BEACH





## ROADS AT PRETTY BEACH

In the very beginning there wasn't a road along the waterfront at Pretty Beach. Lucas's Store and Dance Hall were located on the water's edge, as can be seen in the photo on Page 164.

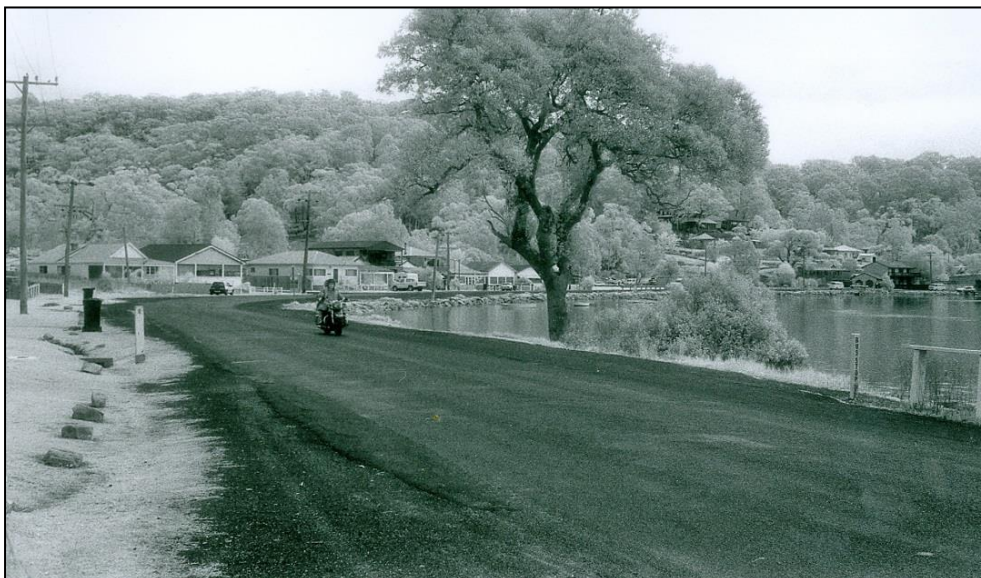
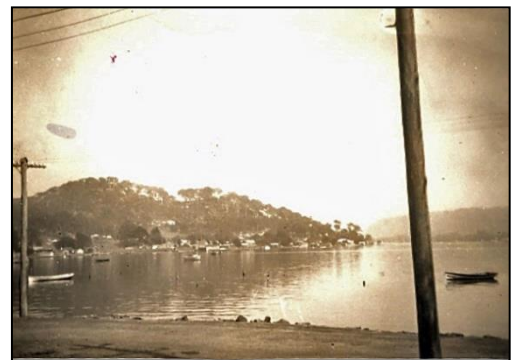
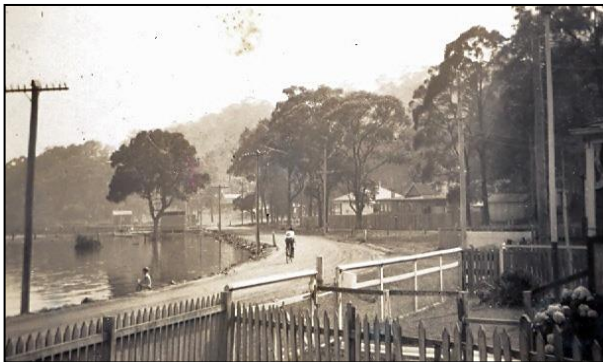


Tha 'main' road can be seen at left as it meanders between the houses.

To begin with, the 'main' road from Pretty Beach to Wagstaffe encompassed Como Parade, Venice Road and Wagstaffe Avenue. The first post office was along this road at what is now No 9 Venice Road, Pretty Beach.

Pretty Beach Road, now the main road, in those days was a track.

Bill Murphy recalls that reclamation was carried out along the waterfront at Pretty Beach at two different times, in order to construct the road we know today.



Three views of Pretty Beach Road.





At left: High View Road

Above: Heath Road where it meets  
Pretty Beach Road.

## SHOPS AND BUSINESSES AT PRETTY BEACH



LUCAS  
GENERAL PROVIDER  
PRETTY BEACH WY WY

Lucas General Store and Hall Photo: Mitchell Library, State Library of NSW

### **‘LUCAS GENERAL PROVIDER’**

The above is the caption on the Broadhurst photograph depicting the first store at Pretty Beach. Adjoining it on the left is Lucas’s Hall where many dances were held. Its proximity to the waterfront is very interesting. Originally, the road connecting the villages ran behind the building. Reclamation of land to create a wide strip was carried out twice, in order to build the road along the waterfront.

Source and photos: Bill Murphy, Gwen Perrie, Norma Maher

The original post office with some additions



The first post office in Pretty Beach was located at 9 Venice Road. The property was bought by Mrs Gladys Cunliffe who carried out some alterations and turned it into a dwelling. Her uncle, Fred Drewe, damaged by the war, lived there until his death.



The following photographs show different views of shops at Pretty Beach in different eras.



Members of the Thompson family are in the boat.  
Photos: Bill Foster; Bouddi Collection



The milk bar is to the left of the wharf; the bakery and mixed business to the right.



## HOLWELL'S BAKERY

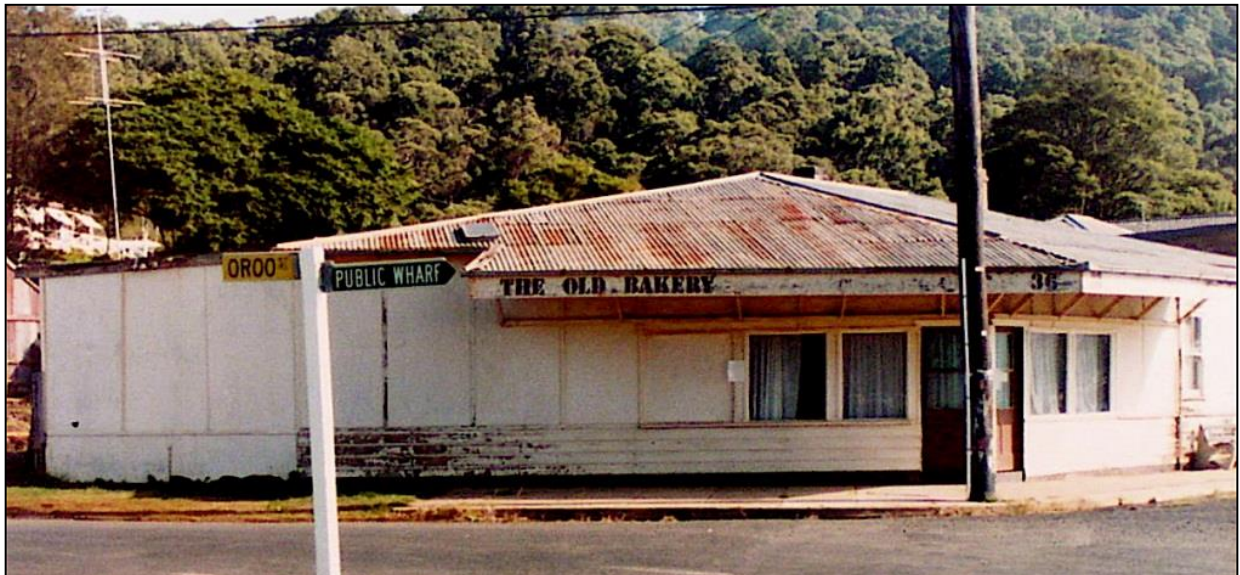
Mr Sams was the first baker at Pretty Beach. He found the wood for the oven on the hills behind the beach and brought it down using a flying fox and a slide. He sold the business to Fred Holwell Snr. Fred was always called 'Pop'. Pop Howell had owned the Post Office at Hardys Bay and was a sly grog merchant. He kept the liquor at the bottom of a big chaff bin. He was never caught because he always got a warning from someone if the police were nigh.

Holwell's Bakery was known far and wide. Mrs Holwell (Dot) was a great character, being rotund and jolly, with a ready laugh. She was always willing to have a joke with the customers. She was made for the trade. The Holwells and their shop were spotlessly clean. In their white clothes and large aprons, they looked the part.

Wood-fired ovens were used, and the wood came from the hillside behind the shop. They were famous for their custard tarts and the recipe was a well-kept secret. Don Osborne's first job was at the bakery, but Amalgamated Ferries offered more money, so he became a deckhand and worked for them instead.

The Holwells lived in a fibro house in Venice Road. There was a tennis court behind the house which was popular with the community. Ladies' tennis happened weekly and there were many tennis parties. Fred Holwell Jnr helped his father and eventually took over the business.

Source: Alan Osborne, Colleen Scott, Helen Ware





## WHITINGS SHOP and STEWART'S SHOP

There was another shop at Pretty Beach. This little shop was tucked into the bend of Pretty Beach Road almost where it joins Wagstaffe Avenue, now known as Whiting's Corner. It was bought by Don Whiting's father from an artist named Ketterley who painted on shells or canvas to supplement his income from the mixed business. Don and his father went to The Haymarket in Sydney to obtain stock for the shop. Butter was bought in 56lb wooden boxes and sold by the pound or ounces and weighed out for each customer. The *Erina* transported the goods to Pretty Beach. Don delivered orders on a bicycle. Don and Peg Whiting, who lived opposite, for many years, took over the shop. The shop was sold in 1957.

Mr and Mrs Stewart bought the business. Stewarts Shop was a small general store. Mrs Stewart continued to operate the business until the late 1970s. For the rest of her life, she lived in the little fibro house, with three frontages running along Highview Road, between Pretty Beach Road and Venice Road.

Source: Don Whiting's interview with Kel Gulliver

## THE MIXED BUSINESS

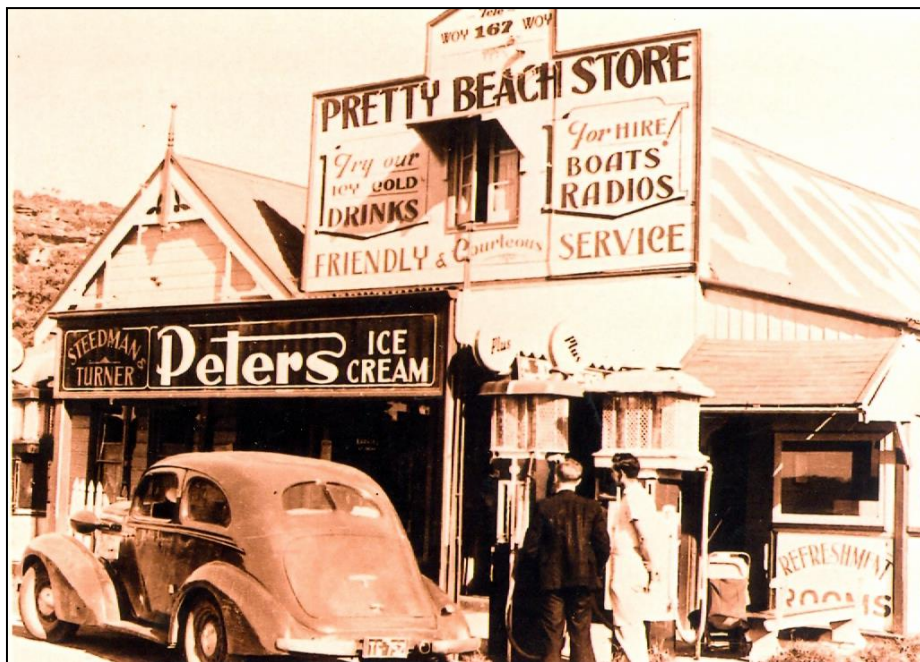
The shop where Terry Baker's wood-turning studio, *The Crooked Billet*, is now located was a mixed business. Mrs Bonnie Smith's mother, Josie Frost, owned it for many years during the Depression. Mrs Frost provided the lunches for the school, mostly 'lovely salad sandwiches'. Bonnie recalls the customers during the Depression years and their need to ask for 'tick', (credit) until their husbands came home with money to pay the bills. Jack Stewart, no relation to the Stewarts, who owned the shop around the bend, was another proprietor of the store and a Mr and Mr Dalzeil possibly owned the shop at one stage. It was last owned by Gabriel and Beverley Gobbos who were Hungarian.

Source: Bonnie Smith, Alan Osborne, Helen Wake, Bill Murphy, Terri Mares



## **‘THE MILK BAR’ AT PRETTY BEACH**

Originally part of the Lucas complex of shop and dance hall, the shop on the eastern corner of Pretty Beach Road, on the corner of Pretty Beach Road and Oroo Street, was a mixed business for all of its existence, but was commonly known as ‘the milk bar’ for many of those years. Over the years, the shop changed hands several times. Photographs tell us who some of the proprietors were. In another photo, a magnifying glass allows us to see the sign, Fuller’s Store ICE-CREAM and SOFT DRINKS, advertised on the top storey of the shop. The clothes worn by the occupants of the boat reflect fashion of the 1920s but because there are telegraph poles it would have been the early 30s. The following photo advertises Steedman and Turner as the proprietors.



However, this photo was taken in 1948, the year the shop was bought by Jim and Alice Brokenshire. When Alice Brokenshire died in 1951, her husband sold the shop and moved north. The car belonged to the family.

Different people remember the various families that were connected to the store. Here are some of those memories. Bill Dodd remembers Tractsons owning the shop on the corner.

Bill’s daughters, Helen and Colleen, remember visiting the store and being bought ice-cream on their way home after family walks. According to Mrs Osborne’s notes on shopkeepers, Crowes were owners in 1940.

Norma Maher recalls the milk bar and remembers metal tables and chairs outside. Once her father caught 23 tailer and wanted to keep them cold, so the proprietor obligingly stored them in the metal cylinders where the ice-cream was kept. Devon could be bought there and with bread from Holwell’s across the road, lunch was memorable. Another visitor recalls a latticed in area at the side, where customers sat at tables to enjoy their refreshments.

It became Radford's Store, when Don and Jean Radford bought the shop in the early sixties and owned it for ten to twelve years. They paid 1500 pounds. It was a mixed business, being a fish shop and milk bar with refreshments room; it sold bait (Alan Osborne remembers buying bait there); it also had two petrol bowzers. The tanks are probably still under the tennis court. The shop was originally an old shop in Sydney. It was transported in two sections by boat and reassembled at Pretty Beach.



Members of the Thompson family outside the mixed business at Pretty Beach.

### **CLOTHING FACTORY – HEATH ROAD**

The clothing factory was located at No.94 Heath Road. It was built by Gwen Perrie's uncle by marriage, a Greek immigrant, Spiros Vaailianos. He changed his name to James King. James married Thelma Madden. In 1943; he built the house at No 92 Heath Road and the factory was next door at No 94. Working clothes were manufactured for the *King Gee* brand. Gwen had done a shorthand and typing course but couldn't get a job, so she went to work for her uncle at the clothing factory. She said it was the best experience any young person could have because it was so bad. She found the days to be very long and the sewing machines very noisy. After three months, she got a job in a Real Estate Agency at Ettalong. Hazel Bush, who married Wally Ford, was one of many young women who worked at King's Factory.

NOTE: There is some evidence that a haberdashery shop operated at No.94 before or after the clothing factory.

Source: Gwen Perrie, Helen Wake, Colleen Scott. Photos: Bill Dodd



## SMITH'S MARKET GARDEN AT PRETTY BEACH

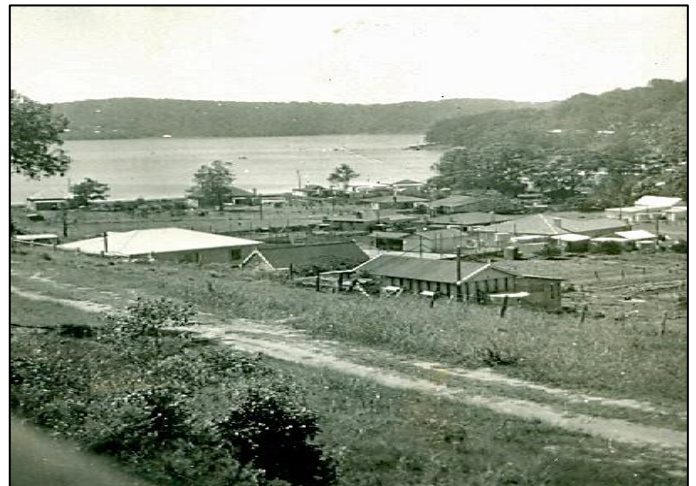
There was a market garden in Venice Road, on both sides of the creek, so it was quite extensive and a thriving business. It was owned and worked by brother and sister, Jack and Marjie Smith, whose house was in Como Parade. They had grown up at Guildford. Their mother was a schoolteacher. They had a brother who married, but they never did. It is not known when they came to Pretty Beach. The Smiths' house was in Como Parade (upper right in photo below). The market garden was to the right of their house in what is now Venice Road and below High View Road (see photo at bottom).

The Smiths were very highly regarded by their friends and neighbours, for the wonderful produce they sold to the locals and for being considerate neighbours.



The Smiths house in Como Parade (upper right in photo above). couple became Bill and Beryl Dodd.

Gwen Perrie remembers the war years and believes the Smiths supplied the whole area with fresh fruit and vegetables. She remembers Jack bought a cow and she would cross the creek and separate the milk for them. She also churned the milk from her family's cow to make butter at Jack's place.



Looking down from Highview Road: the open area on the right was the site of Smith's market garden.

Amy Hudson remembered Jack airing the houses of weekenders prior to their visits. She also said he would mark the trail to Lobster Beach with paint, for her and her friends to follow and more importantly so they could find their way back.

The Dodd family recalls Jack's devotions, to what, is not known. Twice a day he would make his way to a special place on the ridge above their place in High View Road. There he had a 'temple,' columns of rocks arranged in a circle.

He would spend time there, praying. This activity aroused much curiosity and wonder in the neighbourhood.

The house, as remembered by the Dodd children, who went to buy vegetables there, was not exactly clean and tidy. Marjie gave piano lessons. So where was the piano? Gwen Perrie said Marjie tried to teach her to play the piano but without success. Marjie also was a friend to many birds. She fed the birds on a daily basis and loved to have them visit.

Source: Gwen Perrie, Helen Wake.

### **BALDWIN'S ICE WORKS**



The Ice Works were located on the corner of Pretty Beach Road and Como Parade. The ice was picked up at Woy Woy by a carrier who delivered it to Pretty Beach. The carrier had to travel through Gosford as this was before the Rip Bridge. Alan Wright was in his final year at Gosford High School and to earn some pocket money, he would ride his bike from Killcare to help Mr Baldwin. Alan had to assist with the stacking and storing of the blocks of ice. He also delivered them to the residents and holidaymakers in the district. Mr Baldwin had a 1926 Chevrolet and a big store at Ettalong. Helen Ware and Colleen Scott remember what a godsend the ice was. Having an ice-chest to keep milk, meat and smallgoods cool was very much appreciated during the long, hot summer holidays. They also remember how special it was to have an ice-cream when they returned from a walk or day at the beach.

Source: Hazel Johnson, Helen Ware, Colleen Scott

## HARPER'S DAIRY

Harper's dairy on the corner of Venice Road and Highview Road at Pretty Beach is remembered for its lack of prosperity. Mr Harper married one of the Frost girls.

Source: Helen Wake

## HOLIDAY HOUSES FOR RENT

The houses were often rented to people for holidays. The Thompson family: Elizabeth, Jack and Les respectively owned Homesdale, Ferndale and Weona, in Highview Road at Pretty Beach. The houses were let when the family wasn't using them. Mrs Montgomery owned several houses, mostly at Hardys Bay and some at Pretty Beach, which she rented to people for their holiday. San Toy Estate was in the business of renting houses to people for holidays or as permanent tenants. Margaret Wilkinson in her story tells how she and Trevor lived at San Toy until they moved elsewhere with the R.A.N. Many years later they returned and rented a house until they found one to buy at Pretty Beach, where they still reside in 2009.

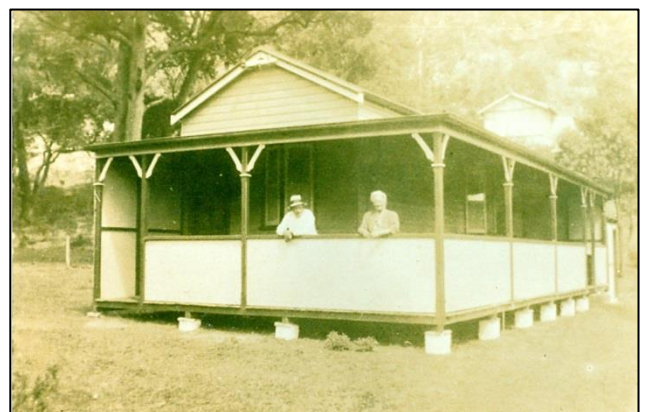
Source: Margaret Wilkinson



*Naomi at Pretty Beach*



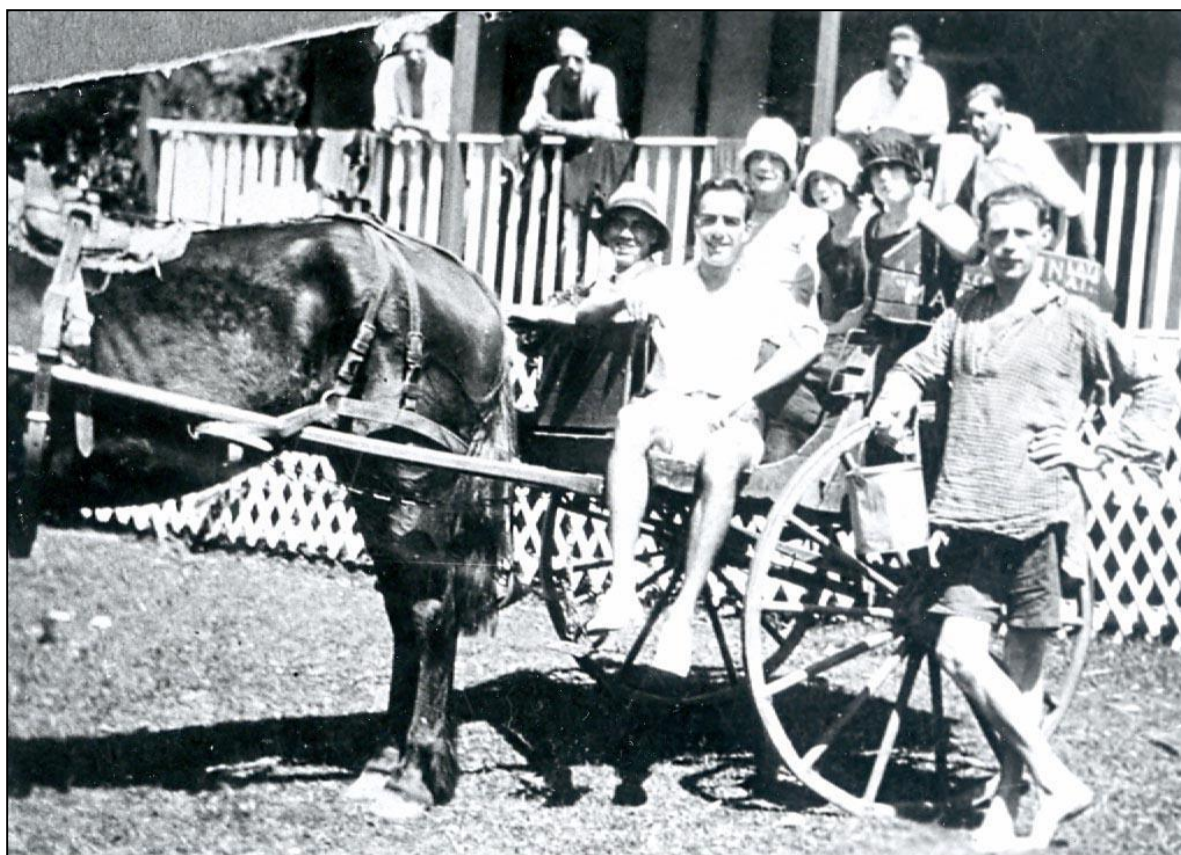
Three houses for holiday rental:  
*Yarmouth* above and *Weona* at right.





**COMMERCE AND INDUSTRY on  
THE BOUDDI PENINSULA**

**PART 2**



## THE STEAMSHIPS

The steamships which plied the Sydney to the Central Coast route were the lifeblood of the population. They brought 'the goods' from Sydney and they transported 'the goods' to Sydney. All manner of necessary products and produce were brought to not only businesses but individuals as well. Building materials were transported to be erected on the sites purchased by new homeowners and investors. The mail came and went by boat. One family said what they packed for their holiday was loaded on at a wharf in Sydney and off-loaded at Pretty Beach where it was collected by Mr Holwell, the baker.



S.S. *Erina II* on Brisbane Water. Photo: Gwen Dundon

The ship-building industry on the shores of Brisbane Water was vast. For this reason and the fact that the only access was by water, there was a plethora of vessels on Brisbane Water from the first recorded ownership by William Ward of *The Leisure Hour* in the 1860s.

Other vessels which ferried goods between Brisbane Water wharves and Sydney were the *Woy Woy*, *Charlotte Fenwick*, and *Midget* and, mentioned often, the *Gosford* and the *Erina*. The *Erina* is the steamship, which features mostly in the stories of the peninsula's residents. The diesel-powered *M.V. Erina (Erina II)* was built by the Davis Brothers to replace the *S.S. Erina*. It was commissioned by Captain Thomas Childs of Balmain. It was launched in 1934.



# THE FLOWER THIEF DRAMA

The following dramatic account of a flower thief appeared within the Wagstaffe Point column in the Woy Woy Herald of Friday, December 5, 1924.

Some people do daring things. The owner of a small weekend cottage at Pretty Beach has his grounds enclosed with a cyclone wire fence, and keeps the gate securely locked. Within the grounds he cultivated some fine flannel flowers.

Their attractiveness appeared to have captured the desires of some lady visitors who negotiated the fence, pulled up the flowers, and carried them off.

The predatory expedition was witnessed by a nearby resident who very promptly — and rightly, too — informed the owner.

The intruders were interviewed with the result that the flowers were returned. On Saturday the police from Woy Woy visited Pretty Beach on a mission of investigation.

## Woy Woy... 1924

transport system for Woy Woy and surrounding districts back in 1924, judging by the following story in the same column.

The inward cargoes by the steamer, "Gosford", for Brisbane Water last week were very heavy. On Thursday the "Gosford" left Sydney at 5 p.m. and reached Wagstaffe at 9.30 p.m. After working the whole of the Water she crossed out on Friday morning at 9.30, returning to Wagstaffe 12 hours later a very full ship.

After discharging cargo at various places she crossed out again on Saturday

at 10 a.m. Much of her cargo was bulidnig material,' which indicates the progress being made at all parts of Brisbane Water.

The quantity of cargo, much of it heavy, which is landed at Wagstaffe makes it imperative that repairs be effected to the jetty immediately.

Each incoming steamer leaves so much cargo that passengers by the launches are frequently greatly inconvenienced in boarding or disembarking.

The condition of the jetty is such that the structure will go to pieces if not soon attended to. The fact that all cargo for Wagstaffe, Pretty Beach and Pretty Beach Extension, is landed at Wagstaffe cannot be impressed too strongly upon the Shire Council.

### WATER TRAFFIC

Our waterways figured largely in the

The story in the newspaper cutting above describes the *Gosford* and the trips made to Sydney and back and the poor state of Wagstaffe Wharf.

The cargo service to Gosford operated on Monday and Wednesday. It serviced the south coast on the other days. 'Erina II and its crew maintained a service without equal'.

## Gosford & Brisbane Water

# GOSFORD II,

**WILL leave Sydney from Gosford Wharf at the foot of Erskine Street every Monday and Thursday night for Gosford and Woy Woy, calling at Wagstaffe Point, Merritts Wharf, Blackwall, Brick Wharf, Point Clare, Green Point, New Brighton, and Wharves where Required.**

Goods also carried for Ourimbah and Wyong.

Derrick and every facility for loading.

**PASSENGERS' FARES. — Single 3/ (no return).**

Cargo received not later than 4 p.m.

**G. Stephenson and J. A. Chew.**  
Phone 1797 City. Owners.

---

**If you want a House built, try W. A. Euscombe.**

G T 4/3/1920

The *Gosford* made two trips to Sydney each week and also travelled along the Hawkesbury to Spencer, once a week.

The steamships transported all manner of goods from Sydney. They carried bricks and other heavy loads, transporting goods from Gosford as well. Building materials arrived this way and complete houses as well.

Prefabricated houses arrived, to be transferred to the block of land and erected. Every ferry would be met by people with wheelbarrows who would collect their goods from the wharf and wheel them back home. There cannot have been many secrets.



Families who planned long holidays would arrange for their possessions to be loaded on board, and whilst they travelled by train to Woy Woy and ferry to the peninsula, their supplies would be delivered by ship. In later years the families travelled by car.

The local shops had all of their goods delivered by ship, including the flour for Holwell's bakery. The shopkeepers would go to Sydney, place orders and arrange for their transport by the steamship. The farmers used the ships to ferry produce to the markets.

The *Erina* worked for twenty-nine years without missing a trip. During the Depression the *Erina* carried 'dole' people free of charge. Fred Smith, who provided this information, described the proprietors of the *Erina* as good people.

The service was discontinued in September 1941, when the *Erina* was sold for trade elsewhere. Source: *The Shipbuilders of Brisbane Water NSW* by Gwen Dundon

### **TIMBER-GETTING**

In conjunction with shipbuilding, timber-getting had to be an equally important industry because of the ready supply of trees everywhere. *The Lone Pine* carried many cargoes of logs to Sydney and when no longer licensed to go into open water, ferried the logs to Howard's Mill on Erina Creek.

(Source and Photographs: Gwen Dundon, *The Shipbuilders of Brisbane Water*; Terri Mares; Pam Langsford (nee Murphy), Pam Mainsbridge, Bill Murphy, Helen Ware, Garry Wagstaffe, *The Wagstaffe Story*; Gwen Dundon, *The Third OLD GOSFORD and District in Pictures*.)

### **SHOPS AND BUSINESSES AT HARDYS BAY**



The first shop at Hardys Bay located towards the point

The shop, Hardys Bay Cash Store (pictured below), was towards the point in Araluen Drive, Hardys Bay. It was built and run by Mr and Mrs Nock and housed the Post Office. The Nocks closed it when, circa 1920, they built the shop to the east of that site and built a wharf, known as Nock's Wharf, opposite. The business and the Post Office were moved to the shop that was known as Nock's General Store or 'Nockies'. A fire destroyed the original shop at a later time.

## NOCK'S GENERAL STORE AND POST OFFICE



Nock's shop was an imposing two-storey building, which attracted good business. This shop was opposite Nock's Wharf and at a later time, Hardy Bay Wharf was built a little further along the road which was originally The Reserve and became Araluen Drive.

The shop housed the Post Office for many years. Later owners were Calwell and Callcott and then Harkins, Farmer, Marsden and Willis. 'Pop' Holwell owned it before buying the bakery at Pretty Beach.

When the property was put up for sale in 1997, it was in need of renovation as its origins as a shop were evident. It was bought, renovated and has become a very nice home, still there in 2020.

Source: Alan Osborne, Bill Murphy, Brian Woolford (son of Ted Woolford and nephew of Olga Lyell), Colleen Smith

## HARDYS BAY PUBLIC HALL

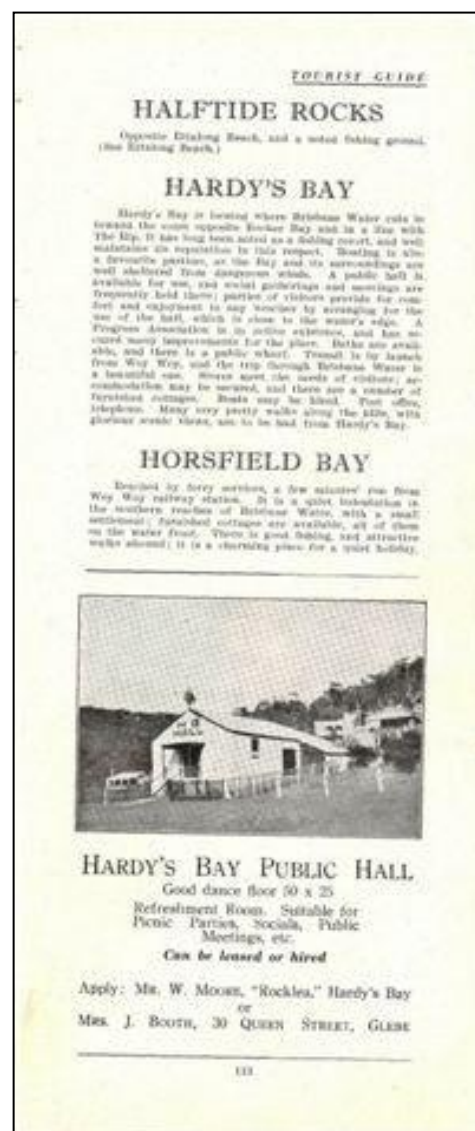
Hardys Bay Community Hall was built by Joe Booth circa 1922 after he bought land at Hardys Bay. The *Tourist Guide* (at right) advertises, among other attractions, 'Hardy's Bay Public Hall'. Community dances were held often. The advertisement, however, suggests the hall could be leased or hired so obviously it, too, was a business

For many years it was the hub of activity at Hardys Bay. There were many dances held there and fancy-dress frolics for the children. Colleen Smith remembers the wartime dances when the soldiers, camped at Putty Beach, attended. Post World War 2, when it became the premises of the Hardys Bay Sub-Branch of the RSL; ANZAC Day was celebrated there.

The RSL Ladies Auxiliary held many dances there, especially over Christmas and New Year. In 1949 there were seven dances held during the peak period. Ruth Dunlop remembers Surf Club dances in the 1950s.

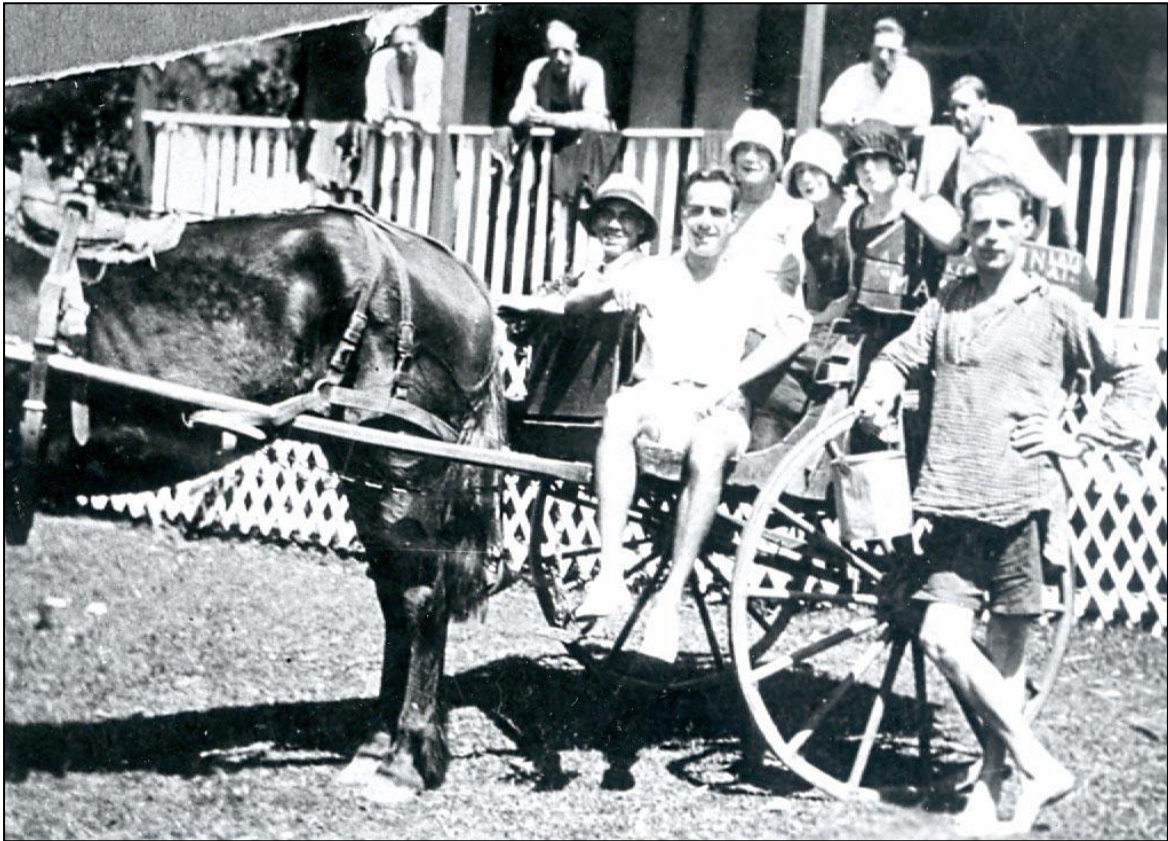
The original shed that housed the RSL burnt down in 1970. The hall then became their premises.

Source: Dorothy Jenkins, Colleen Smith, Pamela Mainsbridge, Bruce Dunlop





## MARTIN'S DAIRY AT HARDYS BAY



Ray Martin and his milk cart photographed with friends. Photo: Gwen Dundon

Ray Martin (a Barnardo's Boy) was one of the two adopted sons of Alex Martin, who owned the dairy farm at the beach. When Alex died in 1939, he left his property to his sister-in-law, Lucy Hulme. This meant that the two boys were excluded from the will. Lucy, under some pressure from the community who thought the situation was unfair, gave Ray some of the land on the other side of the hill (near where the RSL is located).

In the time before he joined up in 1942, Ray Martin married Phyllis Battishall and established the dairy farm. Their daughter, Dorothy, was born in 1939. Ray operated the dairy there until he went to war. He did not return. He died a prisoner-of-war on the Burma Railway.

Alex Blewden, the other Barnardo's boy, married a local girl, Mavis Johnson, and went to work and live in Sydney.



Dairy cows heading towards Ray Martin's dairy farm at Hardys Bay.

The unmade road in the above photo was known as The Reserve. Hardys Bay Wharf and the Post Office were located on The Reserve. It is now the section of Araluen Drive where it turns the corner around the bay. The cows in this picture were heading home to the dairy farm, which Ray Martin established in the corner of Hardys Bay.

Some funny stories have been handed down. No doubt, like all good cows, when it came to milking time, the cows happily returned home. However, there were certain times when they were notoriously hard to catch, such as when the cows, romance in mind, were chasing after the bulls and when the cows had had a calf.

Ray Martin was trying to separate a cow from her calf in order to load it into the back of his truck. The cow thought that that revenge was called for and kicked in the truck's radiator.

Source: Ross Styles, Jack Battishall, Dorothy Martin. Photographs: Gwen Perrie, Gwen Dundon

## BUTCHER SHOP AT HARDYS BAY



The Butcher Shop at Hardys Bay, Photo: The Bouddi Collection

George Lyell was the butcher at Hardys Bay for many years. George and Olga Lyell owned the business, which was a few doors down from the old Post Office. Charles and Emily Woolford lived next door in *Baird* with their four children, Ted, Hal, Olga (who married the butcher), and the youngest daughter, Elly. George and Ollie loved dancing at the Hardys Bay Hall. They also played tennis and bowls in later life. George was a great fisherman as well.

Alan Osborne is one of many people who remembers buying meat there. Alan was sent by his grandparents who lived at Hardys Bay. George was a great fisherman. Bob Morris was the next butcher.

Source: Alan Osborne, Colleen Smith

## ROADS LEADING TO KILLCARE AND THE PENINSULA

Roads have an important role when it comes to industry. For almost the first hundred years of settlement, tracks linked the settlements. All major transport was conducted on the water.

Beryl Strom noted that there was a track from Kincumber to Cochrone Lagoon by 1855 but it did not proceed on to Killcare. By the end of the century, Killcare was connected to Empire Bay by a rough track, via Rileys Bay. This would have been the track which took the children to Empire Bay School. Later, there was a track over the top of Wards Hill, coming down through what is now known as Fletchers Glen to Government Road (now Fraser Road).



Colleen says the first electricity was brought in via this route to Killcare so Killcare Heights missed out on the first connection.

The Scenic Rd was not completed until 1926 (the same year Pretty Beach Public School opened) but it was a rough track, as seen in the photo below and was not a major link with the world at large for Killcare/Wagstaffe, which continued to depend on the ferries and trading ships.



A car on the Scenic Rd. probably in the 1930s. Photo: Dundon Collection.

A small clipping taken from *The Town & Country Journal* in its publication of 2/12/26, informs us of the origin of the Killcare to Kincumber road, that is The Scenic Road. Thrown in, for good measure, is information telling us of the official opening of Pretty Beach School.

*It states: So rapid has the progress of work been on the scenic road from Kincumber to Killcare that by the end of the present week the road will be open for motor traffic. The road, it is understood, will not be completed for some time, but the work already done renders it fit for vehicular traffic for all time.*

*The scenery along the road ranks with the best to be had in any part of the state, and any Gosford residents desiring to attend the opening of the new school at Pretty Beach on Saturday, Dec. 11, (1926) could not do better than make the trip by motor over this road.*

*Last week, the Shire President, Mr Fenton, covered almost the whole of the road with his car. Operations this week will be in the direction of finishing the parts requiring most attention. Those who know the road declare that the beauty of the scenery will make it a very popular motor drive.*

The Scenic Road always had a dreadful reputation for being hard to negotiate during the early years. It has been described as exceedingly rough, remaining unsealed, and without even gravel, until the 1950s. Amy Hudson on her visits, during the forties and fifties, was obliged to drive her invalided mother.

Luckily her car was sturdy enough to cope. She described the road as... *pot-holed and rutted. You didn't know if you were going this way or that.*

In Don Anderson's memoir, he tells us... *petrol was available at Killcare for any people crazy enough to use their car on the road from Gosford. These days the only roads comparable are found on Cape York Peninsula in far North Queensland.*

Initially, the road to Gosford was gravel all the way. In the late 1950s, the Scenic Road was upgraded from MacMasters Beach and in the early 1960s the companies that sand-mined Putty Beach improved the road to transport the rutile to their works at Kincumber. The people, who had relied on ferries, boats and the muddy tracks around the foreshores of Hardys Bay, had a link with the 'outside world'.

Colleen Smith recalls hearing explosions when Wards Hill was being hewn out of the rocky hillside. The rock was blasted out bit by bit. It was built during Depression years so probably meant sought-after employment for those lucky enough to get the job. The men were paid with vouchers to use at the local shops to buy essentials, rather than with money.



Looking down on Killcare. The destination was worth the struggle.



Here is a story told by Bill Dodd, whose family have been coming to Pretty Beach for a long time. Wards Hill Road was built during the early thirties, Depression time, but never used because it was very rough with a rocky surface. Bill Dodd's uncle's family often spent holidays at Pretty Beach. Arthur Gietzelt was Bill Dodd's uncle by marriage (his mother's sister's husband). Arthur was a clever man and a dapper chap who owned very nice cars.

The car he was driving on this particular day was a blue Essex. One day, for a change, he decided to drive by way of Wards Hill Road. The going was difficult and the car lost traction half way up. It began going backwards. Using his know-how and skill, he was able to 'beat a hasty retreat' and find his way back down, never to try again.

Source: Beryl Strom, *The Town & Country Journal* 2/12/26, Amy Hudson, Colleen Smith, Helen Wake

## THE FISHING INDUSTRY



Commercial fishing, as well as recreational fishing, has always been important to the area. From the earliest times, fish were procured by various means and sold locally or transported to Sydney for sale. From the stories told about fishing and the photographs of 'catches', it would seem that there were many fish to catch.

A tripod with a ladder was erected at Fishermen's end of Putty Beach, where scouts looked for the dark patch on the water, which indicated that a school of fish had swum into view. It looks to be a rickety affair but must have been strong. Out went the men in their boat with the net ready to snare the fish. Bert Myer described their uncanny sense of knowing just where to find a good catch.

There were fishermen among the Annand family.

During the 1920s Brisbane Water was closed to net fishing but some fishermen tried to avoid the inspectors. Further stories about the fishing industry are told in the chapter on 'Fishing'.

Source: Bert Myer, Terri Mares, Gail Phillips, Rose Moore



Terri Mares talked about her father, Don Radford, who was a professional fisherman, among other things. He owned several fishing boats over the years and found it to be a quite successful and satisfying profession.



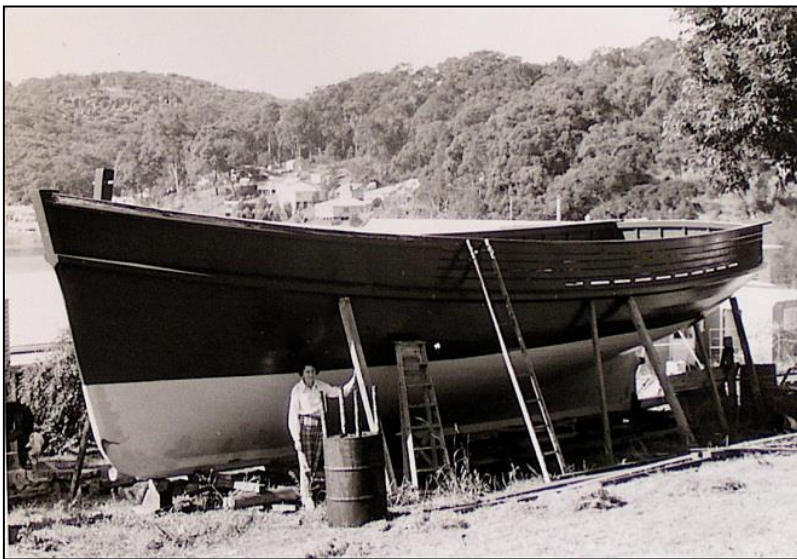
Don Radford's fishing boat. Photo: Bill Foster



Don Radford was an industrious fellow. It seems he pursued different careers. He was a keen fisherman whose run-ins with authority provided many interesting stories. He was proprietor of the milk-bar at Pretty Beach for a time and he also built boats at his property in Venice Road. (See photo above.)

Source: Terri Mares

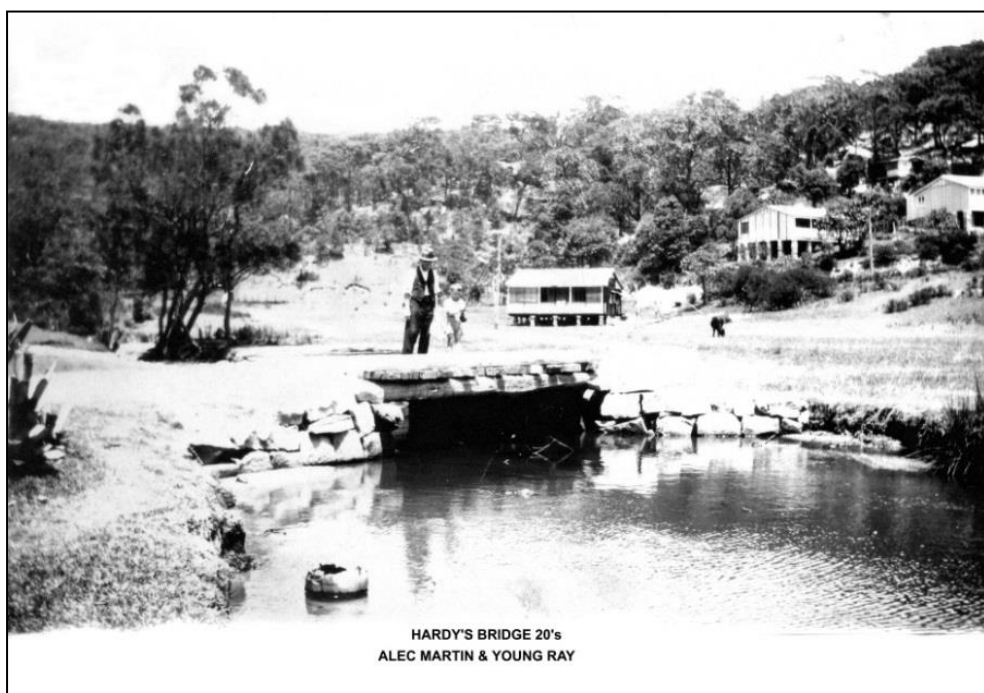
## BOAT BUILDING



The Bouddi Peninsula was never the site of major boat building as was Booker Bay, Kincumber or Daleys Point but Jack Cameron successfully built two fine fishing boats at Hardys Bay. See chapter on Fishing.

Jack Cameron built this boat at Hardys Bay.

## WALLY WORTHINGTON - BOAT-BUILDER AT KILLCARE



For many years, Wally Worthington had a boat-building business at Killcare next to the shop on the southern corner at 58 Araluen Drive, Killcare.

He only had one leg and, interestingly, Jim Moore, in the shop next door, also only had one leg. Wingy Bob was a local character with only one arm. Jim Tubby holidayed at Killcare when he was a boy and was fascinated and awed by this state of affairs. (Were these men wounded in service during World War 1?)

Wally worked methodically on the boat he was currently building. His method was to sit on an empty, upturned butter-box and using only copper screws with his brace and bit, he would manoeuvre his way around the boat, drilling and screwing. When the time came to launch the boat, a system of pulleys would hoist the boat on to a set of wheels and it would be pushed and pulled across the road to the water's edge.



Mr Worthington was responsible for building the first bridge across the creek at Hardys Bay. (See photo above.)

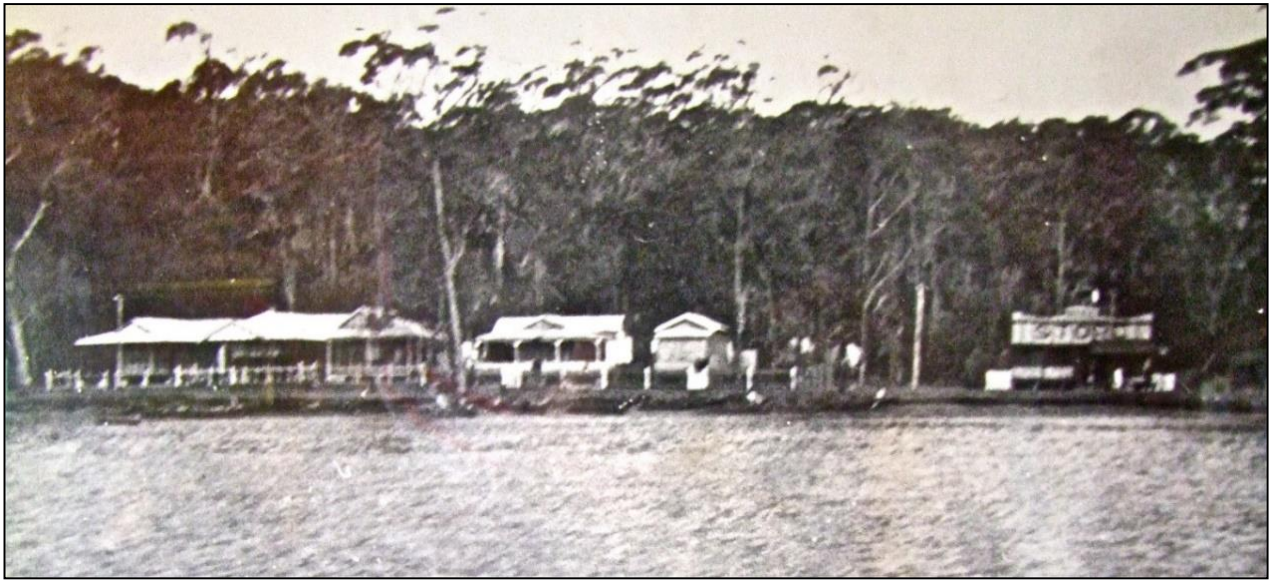
He was also the prime mover in the re-location of a house from one side of the creek to the other. This event caused great interest in the community and there were a large number of spectators present. Rolling logs and Lance Frost's truck also played an important part.

The house belonged to Ray and Phyllis Martin who found out, after building the house' that the gifted land was actually mortgaged so they did not own it. They owned the house but not the land. Ray Martin died in Thailand as a prisoner-of-war. His widow, Phyllis Martin, remarried and lived in the house. Her daughter, Dorothy Jenkins, continued to live there until she sold it circa 2010. The house has undergone renovation over the years.

Source: Colleen Smith, Bill Murphy, Jack Battishall



## STORES AND BUSINESSES AT KILLCARE



The earliest photo in The Bouddi Collection of the Killcare waterfront with the shop at what is probably No. 50 Bay Road (Araluen Drive).

### 50 ARALUEN DRIVE

There were several owners of the shop at No 50, which was to the left of the corner store. Colleen Smith maintains Mrs Willard operated the first shop, Willard's Store, in the 1920s. Mrs Willard sold the most essential groceries, tinned fruit and ice-cream. (However, Bert Myer, who is older than Colleen, believed that Mrs Briscoe ran 'a tiny store' at that location.)

Following the Willards tenure, the Stannards owned it. They were there during The Depression. They sold out to the Comptons. Then Charlie and Mrs Hogan bought it. They had three daughters, Mavis, Joan and Verna. The Hogans owned it, but having built the corner shop and moving their business next door, tenants lived in the original shop for a while and then Jack and Bonnie Smith moved in. Bonnie was the daughter of Josie Frost who owned the shop at Pretty Beach and Jack Smith was a Barnardo's Boy (disputed by some).

The Smiths opened it up as a fruit and vegetable shop. Jack grew the vegetables in the backyard. The spinach was two feet tall. Basil and Ronald were born while they lived there. Jack Smith went to the war. They lived behind the shop to begin with, and later moved to Venice Road. The Smiths were a very hard-working family. Colleen Smith added a little anecdote about 'Old Mrs Frost'. When Bonnie was born, she called the school children in and told them she found a baby under the cabbages down the back.

Colleen remembers one owner of the little shop at No.50: "She was a wonderful lady; a Mrs Young and she was a member of the Melville family who lived in Killcare Road. She cooked the most wonderful cakes and scones. Her girl, Marie, used to help her. She was there during the War Years."

Eventually, the store closed and Jim Annand and Lorna with her son, Tommy Coppin, lived there with Jim and Lorna's daughter, Lorraine, and Lorraine's cousin, Patty Thomas. After a number of years, they moved from the area and the shop was sold once again.

Mrs Eason bought the property, demolished the small shop and built four cabins. Mrs Ellyard's flats were nearby. The business of accommodating holidaymakers was important.

In the 1960s two shops were built on the site. One was operated by Dave Hollier and his family as a take-away food store, known by many as the 'fish shop'. Rene Kenney was also an owner. Jill and Peter Murray have also been named as owners of the fish shop.

The other shop housed a butchery; the builder was Rod Williams and the butcher's name was Fred.

Source: Colleen Smith, Thelma Fraser



Shops demolished to make way for the units at Killcare



Shops opposite Killcare Wharf, circa 1948.

### THE OLD KILLCARE STORE

Colleen Smith has extensive knowledge of the corner store now known as The Old Killcare Store. She is adamant that it was not there when she first went to school which would have been in 1932. Colleen remembers the masses of blackberry bushes that were growing on the corner block and in berry season many people picked the berries to make jam and pies. In the mid-1930s, the Hogans, proprietors of the shop next door, bought the block on the corner and built a bigger shop, the Old Killcare Store, as it is now known.

Mr Hogan built the shop in the mid-thirties, about the time that the electricity came through. He built it with the help of an old uncle. Bert Myer also contributed to the story of the stores. He added a detail to the story of the corner store. Mr Hogan became ill, so George Myer finished building the store and ran it for about twelve months until it was taken over by Mrs Eason. Colleen worked for Mrs Eason. The goods sold came by boat. There was no refrigeration, so the butter was kept in the cellar. Mrs Eason often held dances at the back of the store, where there was a piano.

Frank and Lorna Johnson were the next proprietors. Frank Johnson was from *Have-a-Rest* in Araluen Drive. The Johnsons were not able to have children. Lorna loved to baby-sit and would rather 'ooh and aah' over the babies, than serve the customers.



Mr and Mrs Thomas followed them. Mr and Mrs Thomas erected a round, lighted ball on a pole attached to the roof to represent an orange (the Central Coast was famous for its oranges) and called it *The Orange Spot*, which name stuck for many years. Missing for just a short time, the lighted ball is still there, restored by owner Malcolm McCall in 2019. Mr Cogill, a one-legged soldier was the next owner, followed by a young couple, Mr and Mrs Connell, and then the Wrights.



In March 1949, Bert (Herbert) and Trudy (Gertrude) Wright leased the general store, known as *The Orange Spot*, opposite the wharf at Killcare. The freehold was owned by Mr Ken Ross of Avoca Beach. The light that is the “Orange Spot” can be seen atop the small post on the corner of the roof in the photo above (indicated by the arrow.. The light was still there until 2015 when it was removed. It has been replaced. See photo on Page 230.

The Wrights had several business interests, so they appear several times in this account. As well as running the store seven days a week, Bert also had a few small rowing boats for hire. Their daughter, Hazel, worked in Sydney, helping in the shop at the weekends. Hazel married Ken Johnson, proprietor of Killcare Marina. Ken saw the need for a freezer at the store, because customers often asked for fish. Although frozen fish was not highly thought of at the time, Ken bought a domestic freezer at Gosford and installed it at the shop. Fish became popular with the customers. More of Trudy’s story is told in the story of the Real Estate businesses at Killcare.

The Wrights sold the shop business to Mr and Mrs Clive Hubbard in 1951.

The Wrights then purchased Mrs Eason’s house, *Bellevue*, in Araluen Drive, which is still there today, reconstructed except for the original stone fence.

Mr and Mrs Clive Hubbard were the next storekeepers. Merle Hubbard ran a very good hair-dressing business as well. The Baillies came after them. Colleen worked for the Baillies for years and believes their stint was the longest. They were there for eleven years. After the Baillies came the Houlihans. Colleen Smith then took on the store and ran it for the next two years, 1968 and 1969. John Goldfinch followed.

Source: Colleen Smith, Hazel Johnson (nee Wright), Bert Myer



Malcolm McCall continues the story of The Old Killcare Store.

Ian and Pat McCall bought The Killcare Store's freehold and leasehold in 1971 from John Goldfinch. They, along with their son, Philip McCall, expanded the business's grocery, delicatessen, fruit, vegetable and takeaway lines to a stage where just about everything was stocked including camping and chemist supplies, dry cleaning, surf boards, souvenirs and more.

There was a pool table, pinball machines and the store was the local focal point for young and old. It was staffed by the McCall children and of course Colleen and many of the young locals. It was from this pool of young customers and workers that the Surf Club's first squad of Nippers was founded.

Tragically, after running the shop for nearly eight years, Philip was killed in a car accident. He had become a well known identity among local and weekenders alike.

Soon after, in November 1978, that other large local family, the Woulfes, took over the lease hold and ran the business in a similar fashion until November 1981, when they sold the lease to Ron and Pam Peterson who also owned the Wagstaffe Store.

Mid 1986, saw Gordon and Pat Hamilton and Brian and Leonie May take on the store. After a couple of years Gordon and Pat bought out Brian and Leonie's share and continued to run the business until 1996 when they bought the Killcare Cellars and moved the general store part of the business to the Cellars.

It was then that Ian McCall's granddaughter, Anna, after several attempts, convinced him to allow her to lease the shop. Anna, along with friends, Ellen McKinney, Luisa Videan and Nick Benson, introduced a coffee machine and expanded the delicatessen, cafe and fresh produce. At this time the shop was renovated and took on its present colour scheme.

The store had now become an eatery. In 1997, Paul Booth and Paul Arrowsmith took over until 1998 when they sold to David and Gillian McClintock who ran the store until 2005.

Peter and Claire Compton bought the leasehold and continued to provide good food, with the option of BYO wine or wine under the licence of their business, Killcare Cellars, across the road. January 2010 saw Ana and Mari-Carmen establish *L'Anxaneta*, a Spanish Restaurant at The Old Killcare Store. The café/restaurant then became *Hardys Bistro*.

## OUR HERITAGE

Illustrated by GARRY LIGHTFOOT  
Words by STEPHEN LACEY

**If you wanted to purchase some "sly grog" during the Second World War, the Killcare General Store was the place to go.**

A wooden trapdoor led down under the floor of the shop where there was a small iron cellar which held an assortment of "medicinal" beverages.

The Killcare store was built in the mid 1930s by Charlie Hogan. Included in the original store was a dance hall where Dorrie Smith would rattle out *The White Cliffs of Dover* on the piano.

Local resident Colleen Smith remembers these times fondly. Mrs Smith worked at the store from 1939 until the late '70s. In fact it was there she met her first husband.

"He was in the army which was stationed at Putty Beach; the entire stretch of sand was wired off in case the Japanese invaded," Mrs Smith said.

"The soldiers would come into the store to buy their sweethearts a present or to get some illegal alcohol."

Before a proper road was cut through in the 1950s, food for the store had to be brought in by boat on the full tide. This meant that the storekeeper was often up in the early hours of the morning to meet the boats.

Holwell's bakery at Pretty Beach supplied the store with bread. Over Christmas and Easter the demand was such that hot bread was taken by horse and buggy around to the store every few hours.

Ian McCall, who has owned the Killcare store for the past 20 years, is still considered a relative newcomer to the area. Mr McCall is in the process of restoring the shop to its original glory.

For people like Colleen Smith the store will always remain a place where the piano plays and handsome soldiers dance.



The McCall family still own the freehold and hope to maintain one of the Central Coast's last old stores as a vibrant and on-going concern.

Source: Malcolm McCall, Pat Hamilton



**THE STORE ON THE SOUTHERN CORNER**



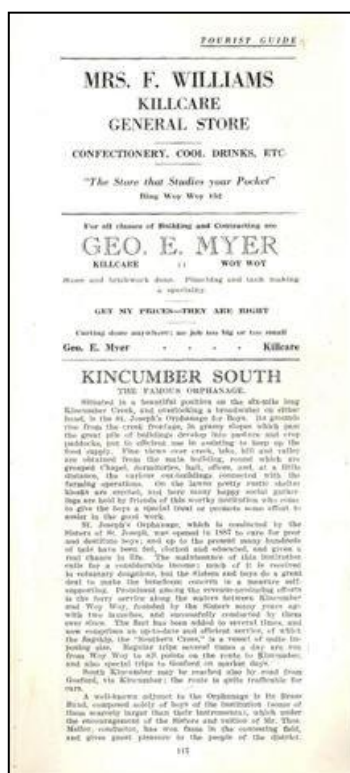
Across the road Jim Blacklow and Bill Sawkins operated a general store from a shed on the land, well before 1919. This business was on the southern side of the intersection. Mr Childs built a proper shop for the Morgans and the Smiths, a family with four boys and two girls, who owned it at some stage. Fergusons were also proprietors of this corner store and so were the Moores. Jim and Ethel Moore were there in the 1940s and possibly before.

Jim and Ethel Moore were the proprietors of the store for many years. Ethel Ward was a friend of the Hulme family and accompanied members of the family, including Bertha and her husband Alex Martin, when they emigrated to Australia in 1907. Ethel married Jim Moore and it is assumed she and Jim followed the Martins to Killcare. Alex Martin bought land at the beach which became Martin's dairy. Jim Moore had only one leg. He was an electrician and carried out electrical work in the area as well as running the store. Colleen Smith remembers Mrs Moore sweeping the footpath outside the shop at least nine times a day. Jack Battishall remembers how, on occasion, they would dress up his horse with flowered hat, apron and shopping basket and send it into the shop.

The Moores sold out to Cavell and Bricky Barnes, who had two children, David and Gillian, while they were there. At some stage a petrol bowser was introduced, as reported in conjunction with the improvement of The Scenic Road. Another report described the business as able to supply anything needed, such as hardware, building materials and animal produce.

Eventually, the shop was demolished, and a liquor store was built there. The petrol bowser continued to be in use until the early 2000s.  
Source: Jack Battishall, Bert Myer

## DORSETT'S STORE



This little shop was at No 58 Araluen Drive, the location of the Post Office at one time and architect, John McKinney's business at another. It became a fish and chip shop for a couple of years in 2007-8. In earlier years, Mrs Williams owned one of the shops at some stage and her advertising was rather innovative. Advertising in the Erina Shire Tourist Guide meant she had wide coverage to attract visitors.

MRS. F. WILLIAMS' STORE

KILLCARE GENERAL STORE

CONFECTIONARY, COOL DRINKS, ETC

"The Store that Studies your Pocket."

Ring Woy Woy 151

Close-up of the wording on an advertisement (at left) for Mrs William's Store at Killcare.



## **SP BOOK-MAKERS**

The 'Why Wurrie Boys' who spent time at Killcare, came up from Sydney just as World War 2 began. They worked in protected industries so did not go to war. One young member of the group was Alf Cardi. He married Pam Callcott, a local beauty, whose father was the shopkeeper and Postmaster at Hardys Bay. Alf was also the SP Bookie. At the time, Cyril Heydon was in the Merchant Navy. Cyril had been the SP Bookie at Killcare before the war. His business was taken over by Alf Cardi when Cyril went to war.

Source: Cyril Heydon aged 86, interviewed by Kel Gulliver in 1997. Transcript, Gosford City Library



## **KILLCARE CELLARS**

The 'bottle-shop' was originally established at the Wagstaffe Store by Harry and Dawn Kinson in 1968. With vision for a more central location to better serve the community, Harry and Dawn purchased the property on the corner of Araluen Drive and Killcare Road. In 1974, when the purpose-built store was constructed by prominent local builder, Norm Holloway, the cellars began operation at its current location and continued to be operated by Harry and Dawn until 1976 when they sold the cellars to Owen and Joy Barker.

In late 1979, two Victorian couples, Bruce and Jill Quirk and John and Sandra Jordan, moved to the Killcare area with their children and purchased the cellars from the Barkers. The Quirks and the Jordans operated the business until May 1985 when it was sold to Colin and Lynne McCrohan, John and Pauline Sterling and Rhonda and Alan Farnhill.

After a few years the McCrohans and the Sterlings decided to purchase a hotel, so Alan and Rhonda Farnhill bought them out and remained as the sole owners of the business.

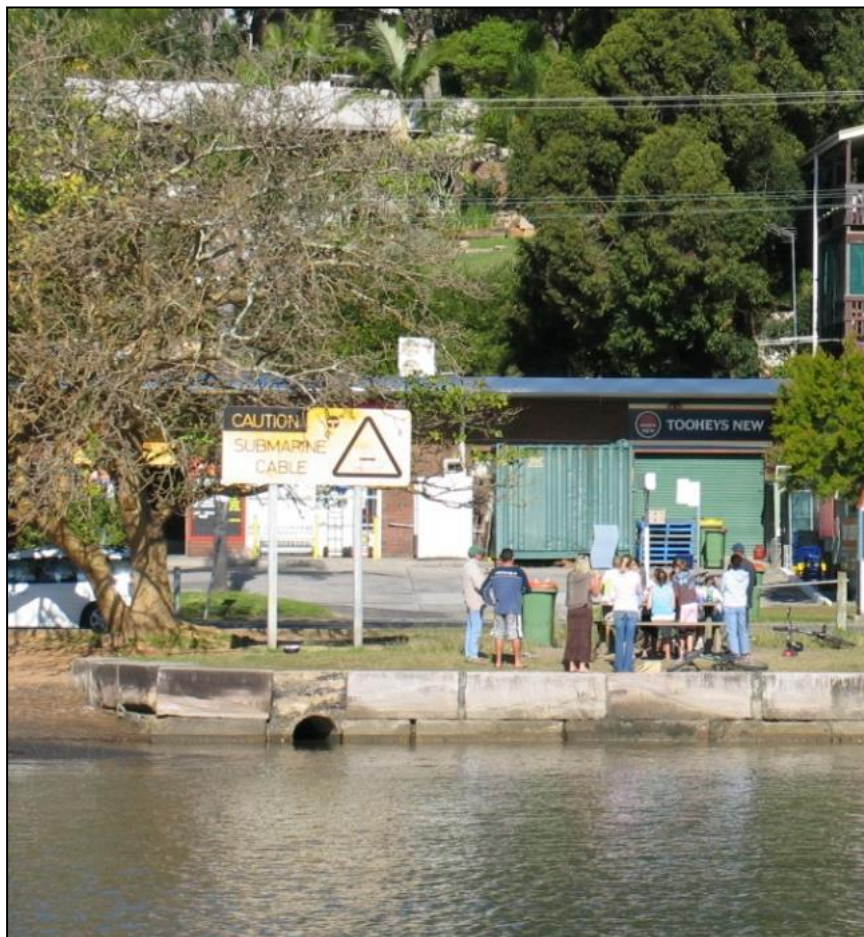


After eleven years, Alan and Rhonda decided to sell so in 1996 John and Sandra Jordan bought the business once again with new partners, Gordon and Patricia Hamilton, who had operated the Killcare General Store across the road for 10 years.

After alterations to the interior of the cellars, the General Store and Post Office were moved across the road and on Christmas Eve 1996, the cellars became a liquor store, mini-mart and post office all under one roof.

In June 2000, Pat and Gordon decided to retire so John and Sandra took up the option to purchase their half and became the sole owners of Killcare Cellars. In 2004, Peter and Clare Compton bought the cellars and operated the business for six years after which the business was closed for a short while until purchased by Garry and Pam Janes in June 2010.

Garry and Pam renovated and restored the business and currently operate the enterprise with their son, Michael. In 2019 the old shop was demolished and a new building, housing the store with home units above, was built with parking within the building.



The popular meeting place under the 'Yum Yum Tree' has survived many owners of the shop across the road and continues to be a favourite gathering spot for locals and visitors.

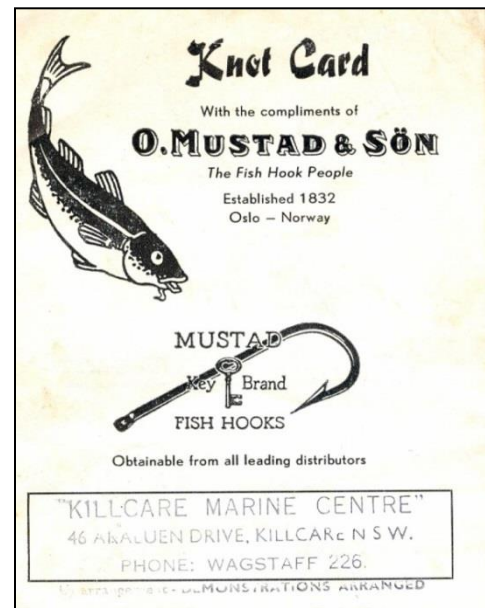
Source: John and Sandra Jordan

## KILLCARE MARINA

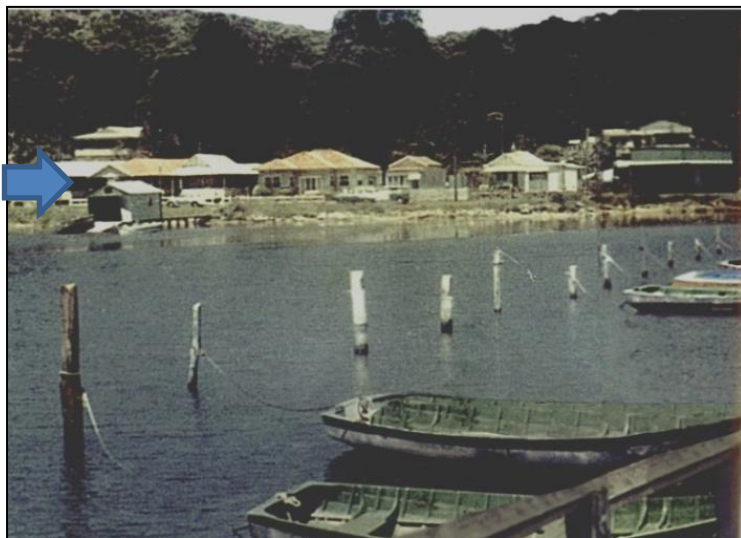
The Killcare Marine Centre was located at No. 46 Araluen Drive, Killcare. The shed was prefabricated at Balmain, transported and erected opposite the site of the present marina.

Ken Johnson had purchased the property and operated a fishing tackle and bait shop in conjunction with a boat-hiring business from the small boatshed in front of his house, *Cooee*, in Araluen Drive. Ken installed a commercial freezer and sold fish. For a few years he rented *Cooee* to holidaymakers until he got married.

When Ken married Hazel Wright, he had *Cooee* renovated, altering it to what it is today. Local builder, Stan Woods, carried out the renovation.



Ken applied to build a marina in 1962 and Hazel Johnson remembered that Maritime Services approved construction on condition that the wharf was open to the public. Stan Woods built a large shed. The idea was for Hazel to work the business while Ken worked at Chrysler in Sydney.



However, Hazel was involved in a serious car accident, and this put paid to their efforts for a while. It was difficult to make a living because it was a seasonal business. In summer things were fine but it slowed down in winter and bailing out sunken boats wasn't much fun.

The original boat shed was relocated to the back of *Cooee* and is still there (2010).



Above: First marina at Killcare, across the road from *Cooee*.

Right: Aftermath of fire in 1995



The marina building (type and location), the community knows was first built in 1966.

George Gay bought the marina which was, by that time, being run by members of the Osborne family. Aluminium boats had arrived on the scene.

In the photo above right, we can see the building partly gutted by fire. The fire occurred in July 1995 but the circumstances of the fire, are not known.

Following George Gay, there were several owners of the marina recalled by Michael Sparks, but exact dates are difficult to determine. Michael said, "I remember George owning it in 1975 because we had a holiday house in Hardys Bay Parade and Dad bought my first boat off him." Other owners were Alan Beeby, Adrian Lewis and George Koch.



Killcare Marina in the 1950s; Cooee, fibro and painted white, is the first house on the right.

Les and Phyl Sparks purchased the marina from George Koch in 1980.

When the Sparks family took on the business in 1980 the marina operated a small hardware store and marine chandlery; it sold fuel and LPG gas, confectionary, bait and tackle and there was a fresh seafood shop.

A local fisherman Mr Brian Burrows operated the seafood shop for a short period in the late 1980s, selling fresh fish, oysters and prawns.

Brian was a neighbour of the Sparks family in Hardys Bay Parade and a plaque, remembering him, remains attached to the trunk of one of the Yum Yum trees today.

From the beginning, the marina has supported activities and facilities that provide the public with access to Brisbane Water. Such activities include the maintenance of vessels, permanent and casual storage of vessels and dinghies and hire vessels. Until 1989, it was possible to hire a boat at the marina. This service was re-introduced in 2006.





The significant fire, recalled by Michael Sparks, occurred in July 1995 when his father owned the marina. This fire led to the total loss of the marina building depicted above. The building we see today was its replacement.

Another fire occurred in about 1998 and damaged the front of the existing marina building but this was repaired. The family lost their pet long-billed Corella in this fire from smoke inhalation.



The marina was the location for commissioning of boats built by Dave Warren at Kincumber, from 1994-2006. The photo at left shows a very large and luxurious cruiser which was fitted-out at Killcare.

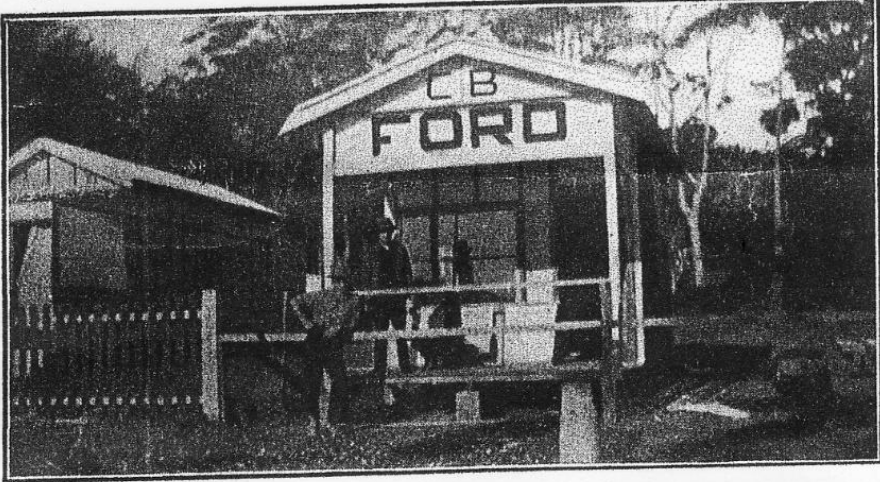
A later photo of Killcare Marina.

In 2005, Mr Andrey Kuznetsov, the director of an Australian company, Top 8 P/L, purchased the marina from the Sparks family and Michael Sparks stayed C.E.O

.Source: Hazel Johnson, Bert Meyer, Thelma Fraser, Michael Sparks.  
Photos: Arthur House, Michael Sparks

## REAL ESTATE AGENCIES

**C. B. FORD**  
**THE PROPERTY SALESMAN**  
Right at Killcare Wharf  
Consult me for Choice Water Frontages. Cottages For  
Sale or To Let in any part of Brisbane Water. Also Land,  
Farms and Orchards For Sale.



Local Agent for Killcare Heights Estate and Farms and  
Building Blocks at Avoca and Little Beach Estates

*Agent for Victorian Insurance Co.*

**Cottages Erected at Moderate Rates**

The first sub-division and sale of land occurred at Wagstaffe in 1906 but who was the first Real Estate Agent? The advertisement at left, found in the Erina Shire Tourist Guide tells us that CB (Charles Bentley) Ford operated a business at Killcare. Colleen Smith confirms the fact that C. B. Ford (Charles Bentley Ford) was the first Real Estate Agent. Colleen tells us his office was at No 48 Araluen Drive.

She believes his little business was the shop at No 48 Araluen Drive that became Mrs Briscoe's store. The Ford family believe the agency was at No.60. Bert Myer believes 'Old Ford' was there for a long time before the Myers came in 1919. Charles Bentley Ford was the father of Jack Ford, who owned the dairy.

C. B. Ford was the local agent for the sale of land at Killcare Heights, following its sub-division in 1916. His business handled sales for Arthur Rickard and Co. of Sydney and F. Wheeler of Gosford. The advertisement for land at Killcare Heights (below), found at Gosford City Library, is annotated *Daily Telegraph* 1928. The estate agent again is F. Wheeler, and the local agent is C.B. Ford.

**KILLCARE ESTATE**  
 GOSFORD, HARDY'S BAY, WACSTAFF AND  
 ET TALONG BEACH AND OVERLOOKING OCEAN  
 The Subdivision which has no equal in N.S. Wales  
**294 Choice Lots**  
**On the Ground at 2 p.m.**  
**SATURDAY, 21st**  
**F. Wheeler**  
**NEWTH & COY. LIMITED**  
 Wingello House, Angel Place SYDNEY  
**TORRENS TITLE**  
**Local Sketch**  
**TERMS**  
 £3 per block, Deposit, Balance over 5 years in 20 equal quarterly payments, NO INTEREST  
 All dimensions etc. are

The advertising was full of superlatives.

*The Sub-division unrivalled in the whole of the state. Views from the Ground are considered by world travellers to be equal to anything they have ever seen. Come and see the beautiful Broken Bay with its Sentinel – Lion Island, Barrenjoey, Palm Beach, Woy Woy and its surroundings with all its charms.*

In 1928, F. Wheeler, Estate Agent, Gosford were given the business of selling the 294 lots at Killcare by Newth and Coy. Ltd, Estate Agents, Angel Place, Sydney. Wheeler's appointed local agent was C. B. Ford, Killcare. Potential buyers were invited to make the journey by rail and then by launch or by car via Gosford, Kincumber and The Scenic Road. They would be met by Mr Ford, the Real Estate agent.

The opportunity to build a home at Killcare was compared favourably with that of Manly, Bondi, Pittwater and 'kindred resorts'.

Improved transport possibilities were raised. The reference to the proposed punt service from Ettalong sounds very positive, as though it will happen but of course it never did. There is also mention of the Sydney to Newcastle Road and it wasn't the freeway. Can we imagine what it must have been like to live without that link?

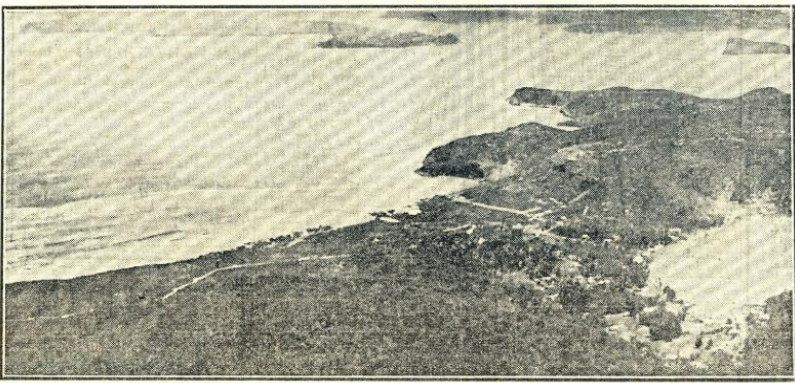
The advertising below was somewhat more realistic, offering potential buyers a change of lifestyle.



*"Daily Telegraph" 23/10/1928*

**A BEAUTIFUL WEEK-ENDER OR A PERMANENT HOME BY THE SEA**  
**KILLCARE HEIGHTS ESTATE**  
 HARDY'S BAY, WOY WOY

**3/6 PER WEEK**



**3/6 PER WEEK**

View from Killcare Heights Estate, showing Killcare Beach, Killcare, Palm Beach, Barrenjoey, Broken Bay, and Lion Island

**LAND, SEA, AND MOUNTAIN SCENERY**

The Subdivision unrivalled in the whole of the State. Views from the Ground are considered by world travellers as equal to anything they have ever seen.

**294 LOTS** **294 LOTS**

**Liberal Frontages and Depths.**

Come and see the beautiful Broken Bay with its sentinel—Lion Island—Barrenjoey, Palm Beach, Woy Woy and its surroundings, with all their charms. The photo. has been taken especially for the Estate, and is featured on the lithos.

Access—Regular Train Service to Woy Woy, thence an enjoyable thirty minutes' run by launch to Hardy's Bay, where our representative, Mr. Ford, will supply any information you may require. To visit by car, take road from Gosford to Kinumber, and thence by The Scenic Road.

The N.R.M.A. has established a camp within half a mile of the Estate. Land values are bound to increase in the locality, especially after the completion of the new Northern Road. A punt service will be established from Ettalong to Wagstaffe, giving easy access to the Estate. Compare these prices and see if you are not offered something out of the ordinary in land values.

Blocks may be purchased from £20 to £50. Deposit £3 per block. No Interest, and the Balance spread over Five Years in 20 Instalments.

Write for further information, lithos. and price lists, to the Agents:—

**F. WHEELER, ESTATE AGENT,** **GOSFORD**

When writing, please mention this publication.

Local Agent: C. B. FORD, Hardy's Bay.

City Enquiries to F. ECONOMUS, CATHCART HOUSE, 11C CASTLEREAGH STREET, SYDNEY. 'Phone B1282.

## OTHER EARLY REAL ESTATE AGENTS

Trudy Wright, owner of the business at the corner store, obtained a salesman's licence and sold real estate as a sideline. She sold houses and blocks of land in the sub-division at Killcare Heights, but it wasn't until the 1960s that the Heights became a popular place to live.

The shop at No 50 became Jack Stewart's Real Estate Agency for some years. Mr Stewart began business at Wagstaffe and then came around to Killcare. Trudy Wright was friends with Jack Stewart, so she probably worked in with him for a while. They shared the buying of lottery tickets.

Jack Stewart had a taxi and serviced Killcare, Pretty Beach, Hardys Bay and Wastaffe. He had a house opposite the Marina and one on the Wagstaffe waterfront. Jack became a very successful real estate agent and sold his agency to Neville Hazzard.

Paddy Walsh also worked on the Bay in the 1960s. He was a retired policeman from Sydney, who had worked tirelessly for the Police Boys Club in Sydney. Paddy operated the local Real Estate business for many years and his wife, Neeta, was the secretary and property manager. They used the garage of their house in Killcare Road, and it has remained a Real Estate agency ever since.

Keith McDougall worked with Paddy Walsh in the early 1970s before opening his own business from home on Wards Hill Road in the early 1980s. John Howard Goldfinch operated from the Killcare store before 1970.

20 THURSDAY DAILY TELEGRAPH MARCH 12, 1964

**JUST ACROSS FROM BARRENJOEY . . . YET A MILLION MILES FROM CARE!**

# HOLIDAY LAND AT KILCARE

**THE LAST WATERVIEW HOLIDAY LAND WITH SURFING BEACH AND CALM BRISBANE WATERS HALF MILE APART**

FROM  
**£145**  
FULL PRICE  
AVAILABLE FROM ONLY  
**£10 DEPOSIT**

Kilcare is a weekend and holiday paradise with fishing, boating, surfing all at your door. You can see as far south as Vaucluse and north to Woy Woy and Gosford. This could be your last chance to buy in this area!

Advertisement for land at Killcare at a later date, March 1964.

## ERINA SHIRE

The Wonderland of N.S.W.

Land, Sea and Mountain Scenery

TOURIST GUIDE

## ERINA SHIRE

The Wonderland of N.S.W.

*Land, Sea and Mountain Scenery*

### Kilcare Heights Estate

### Kilcare Heights Estate

**HARDY'S BAY :: WOY WOY**

The Sub-division unrivalled in the whole of the State. Views from the Ground are considered by world travellers as equal to anything they have ever seen.

**294 LOTS      294 LOTS      294 LOTS**

*Liberal Frontages and Depths*

Come and see the beautiful Broken Bay with its sentinel—Lion Island—Barrenjoey, Palm Beach, Woy Woy and its surroundings, with all their charms. See the views in this publication of the surrounding District. Look at the photo on the opposite page, which has been taken especially for the Estate, and is featured on the lithos.

**Access.**—Regular Train Service to Woy Woy, thence an enjoyable thirty minutes' run by launch to Hardy's Bay, where our representative, Mr. Ford, will meet you. To visit by car, take road from Gosford to Kincumber, and thence by The Scenic Road.

Has the N.R.M.A. established a camp in false anticipation within half a mile of the Estate? Will land values go back in the locality? Are not the same opportunities offered to you as were extended to others at Manly, Bondi, Pittwater and kindred resorts? Will the proposed Punt Service from Ettalong to Wagstaffe improve values or not? What bearing will the new road—Sydney-Newcastle—have on this Estate? Ask yourself these and other questions. Be your own adviser. Compare these prices and see if you are not offered something out of the ordinary in land values.

Blocks may be purchased from £20 to £50 Deposit, £3 per block. No Interest, and the Balance spread over Five Years in 20 Instalments

Write for further information, lithos, and price lists to the Agents:

### F. WHEELER

ESTATE AGENT — GOSFORD

City Representative: Newth & Co. Ltd., Estate Agents, Angel Place

Local Agent: C. B. Ford, Hardy's Bay

When writing, please mention this publication



## NEVILLE HAZZARD REAL ESTATE

The photo at right shows that Neville Hazzard's office was located at No. 50 Araluen Drive, opposite the bay next to the Killcare corner store. He was the Real Estate Agent throughout the 1950s and 1960s.

He sold the business to George Brand in 1989/90 and Nev's parting words were: "The new owners should put a mirror on the wall so they can watch themselves go broke." (A recession came shortly afterwards, and George Brand left the area to open Real Estate offices elsewhere).



Neville Hazzard was also a jazz musician.

Malcolm and Laurence McCall opened for business in 1974 at the rear of the Killcare Store, before moving over the road to Paddy Walsh's site which was originally the garage to Paddy's house above. The photo (below) was taken in 1983.

The McCalls sold to Peter Nelson and Harry and Jo Hill in the early 1990s, after changing their business name from McCall Real Estate to Raine and Horne. Mary McKinney worked with Malcolm and Laurence for 10 years before opening her own business, Araluen Real Estate, and subsequently selling to Kerrie Ryan and Wendy Best who are now franchisees of Ray White. Joan Dalland, Peter Nelson and Barrie Johnston were all principals of Raine and Horne. Ingrid Souter is the current principal of Raine and Horne, Killcare in 2008.







Mary McKinney's business, Araluen Real Estate. Photo: Hazel Ford.

Mary McKinney worked for Raine and Horne before opening Araluen Real Estate at Killcare.

Source: Bert Meyer, Hazel Johnson, Colleen Smith, Peter Nelson, *Reflections from the Beach and the Bays*, Gosford City Library, Mary Daviel. Photos of advertising material: Bouddi Collection. See also Chapter on Real Estate by Mary Daviel (McKinney).

## TOURISM

9.7  
10/4/1919

**WOY WOY KILLCARE.**  
**Fraser's Bungalow.**

Four minutes from Beautiful Surf and Wharf. PUTTY BEACH—Surfing, Fishing, Single Beds and Week end Accommodation, Cold Luncheon, Soft Drinks, Ice Cream and Cigarettes. Also to Let Furnished Cottage.

**MRS. FRASER,**  
36 Moore Street, Sydney.

— Also —  
Killcare Road, Killcare, Woy Woy.

Mrs Fraser's establishment would have been only one of many guest houses offering holiday accommodation in the area.

Colleen Smith worked as a housemaid at Belle View at Killcare, owned by Mrs Eason at the time. Mr and Mrs Dowling from a big sheep property at Cloncurry were guests at Belle View.

There was a high-class Guest House on the waterfront opposite Manly House at Wagstaffe, where the proprietor had invited guests only. In her view, by comparison, only the 'hoi-polloi' stayed at Manly House.

A tourist brochure produced by MURRAY VIEWS PTY LTD GYMPIE, Q. AUSTRALIA, extols the beauty to be found at Killcare, Killcare Beach and its environs. The description begins with an interesting history of the area.

It was designed to encourage visitors but mention of early industries makes it doubly relevant here:

*'The history of the Killcare District goes back to the early pioneering days. Killcare was originally named Ward's Bay after the first settler in 1825. Mr Ward built up a considerable timber business and supplied shingles, these being transported to Sydney by open boat. Convicts in this area cultivated bees and sold honey to sailors of passing vessels. Recently, however, valuable rutile was mined here. Wagstaffe Point was named after Captain Wagstaffe who ran a steamer from the Hawkesbury River to Sydney and Brisbane Water. Captain Wagstaffe purchased almost the whole of the land now comprising Wagstaffe Point, on which he successfully farmed watermelons.'*

#### ERINA SHIRE

### KILLCARE

This place is aptly named, for no experience is likelier to banish care than a vacation in such a beautiful spot. It is at the eastern end of Hardy's Bay, and the frequent launches from Woy Woy call there regularly. Killcare has a beautiful waterfront, with ample facilities for bathing and boating; and the noted Hardy's Bay fishing grounds, as well as others, are close at hand. Furnished cottages may be rented, with or without boats. By a short walk across the low part of the coastal range to the east, Killcare Beach is reached—a famous surfing beach with a rock bathing pool. On the range itself a feast of beauty awaits the visitor; from every vantage point panoramas of unique interest unfold themselves. Flowers and ferns grow in profusion. Killcare is now opened up by the Scenic Highway, giving road access from Kincumber and Gosford. Killcare Heights, along this new road, is a locality recently subdivided for settlement, and has very strong attractions for vacationers and investors. Although the route per launch from Woy Woy is the readiest method of reaching Killcare for rail passengers, many motorists have visited the place since the Scenic Highway was made trafficable, and the number is increasing as its beauties become known among car owners. There are stores, also P.O. and school, near by.

#### **The history of the shipwrecks would be of interest to tourists.**

In the early days, three ships, *'The Rebecca'*, a three-masted schooner, *'The Heath'* and the paddle-wheel steamer, *'Maitland'* were wrecked in close proximity to Maitland Bay.

Panoramas, picnic spots, bathing, surfing, the bogey-hole, flowers and ferns, improved access via The Scenic 'Highway', good fishing furnished cottages with or without boats, Sylvan Falls (Fletchers Glen) — all are promised.

**Now here is a serious description of the attractions.**

*The area is now a part of the Bouddi Natural Park which has a wealth of plants and wildflowers. The park is very popular with bush walkers and campers. For the fishing enthusiast there is the beach and still water fishing and all the family enjoy Killcare Beach where there is safe swimming in the Rock Pool and excellent surfing conditions. The area with its sandy beaches, rocky headlands, breathtaking scenery, as well as excellent holiday homes and flats, with all the modern amenities, provides a restful and enjoyable holiday for the tourist and visitor alike.'*

It's little wonder that holidaymakers come to the area... and kept coming. Many people, who have helped, by telling their stories and offering photographs for the history project, begin their reminiscences with the year their family started coming to the peninsula.

Magnificent coastal scenery and the first marine park in New South Wales are within the bounds of Bouddi State Park.

AMENDMENTS JULY 1977

The name is now BOUDDI NATIONAL PARK.  
The area has increased to 1,067.3 hectares.  
Camping at Maitland Bay has been deleted.  
Camping at Tallow Beach is permissable, requiring prior application, as in other camping areas.  
The address and phone number have been amended as follows

SUPERINTENDENT  
NATIONAL PARKS & WILDLIFE  
SERVICE  
HAWKESBURY DISTRICT  
40 MANN ST. GOSFORD 2250  
(P.O. BOX 1393 GOSFORD SOUTH)  
PHONE: GOSFORD 24 4747  
8.30 AM - 5.00 PM MON - FRI

## KILLCARE BEACH

For many years this fine stretch of sand on the Pacific Ocean has been known as Putty Beach, but recently the name has been changed to Killcare Beach. It is reached by a short walk across the saddle of the range (at its lowest point) from Killcare, where launches from Woy Woy land visitors. The beach itself is of exceptional length and width, and affords glorious surfing; while in the bush which fringes it, there are many lovely picnic spots. At the southern end there is a large "bogey hole" in the rocks, a favourite and safe bathing place for children. At the northern end there is a cliff which affords a fine coastal view, and also commands Brisbane Water.

Sylvan Falls situated amid charming surroundings and Fletcher Park are well worth a visit. This resort is close to Box Head and Killcare Heights—both vantage points from which unrivalled panoramas are obtained, extending along the coast from Norah Head to Manly, and right across Brisbane Water. No visitor to Woy Woy district should fail to explore thoroughly the beauties of Killcare Beach.

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## MRS MONTGOMERY'S HOLIDAY HOUSES

William Montgomery of Belmore, Sydney built the first of several houses at Hardys Bay in 1911. It was called *So Long Letty*. He built three more later and gave them the names, *Monterey*, *You and I* and *Sally*. His son, Bill, recalled his father saying that there were only two other cottages (one was stone) at Hardys Bay at the time. *So Long Letty* was weatherboard and the other three were fibro.

The building materials were brought by ship. To begin with, the Montgomerys, William and his wife Mary (Polly), holidayed at Pretty Beach, where they also owned and rented properties. The cottages were rented to people for their holidays. They were popular with railway workers.



Every house had a name. Bert and Jean Myer remembered the cottages, *So Long Letty*, *Sally*, *Monterey* and *Tres Bonnie* (or *Tres Bon*) were all named for musical variety shows. *U and I* was another house remembered by Bruce Dunlop. The houses were located in The Reserve (Araluen Drive – see photo at left) and Heath Road.

Source: Jill Baxter, *Reflections from the Beach and the Bays*; Bruce Dunlop; Bert Myer Woolford family; excerpts from publications courtesy of Gosford City Library

## FARMING



Aerial view of 'The Triangle'. Large blocks at the intersection of the Scenic Road and Maitland Bay Drive showing extensive farming including, crops of tomatoes, passionfruit vines and citrus.  
Photo: Central Mapping Authority; copy held by

There were many farms at Killcare Heights, such as that belonging to the first settler there, Clive Walters, whose son Clyde, continued to farm and establish orchards. Other farming families were the Merritts, Squires and Settrees.

Crops included fruit trees (citrus), beans and peas. Chooks were kept too. The detailed story of the farms on 'The Triangle' can be found in the story with that title.



Bert Myer sold fruit and vegetables from the back of his utility.  
Photo: Bert Myer

At Killcare, the Myers had a dairy in the first place. The kids looked after it, while their father built houses and roads in the area.

It was subsistence living. Vegetables were grown and they kept chooks. As well as the property in Blythe Street, the Myers owned land and a house at the corner of Fraser Road near Fletcher's Glen.

When his father, Mick, died aged fifty-five, a year before the war (World War 2), Bert took on the responsibility of family and farm.

When Bert went to enlist, he stated he was a dairy farmer. It was a reserved occupation, so he was sent home. His dairy supplied milk to the army, camped at Putty Beach. His little motorboat was not taken to Gosford racecourse with all the other boats. Bert needed it to bring extra milk across from Ettalong. He had a Morris 840 truck to collect extra milk from the factory at Wyong. Ford's dairy was nearby.

Source: Bert Myer

## FORD'S DAIRY FARM AT KILLCARE



Adults from left: Mrs Ford Senior (Jack's mother, Margaret Middleton), Hilda Ford, Mrs Callinan (neighbour), John Thomas (Jack) Ford. Hilda is holding eldest daughter, Betty. The other children belong to neighbours.

Dairyman, Jack Ford, is pictured with his mother, wife and daughter and neighbours in the photograph above. The cow bales and horse-drawn milk cart are in the background.

In the earliest times, the milkman carried the milk to customers in gallon containers. He carried pint and quart measures to deal out the required quantities. At one time Jack Ford was known as the 'midnight milkman' – the morning milk would be delivered any time between 7 a.m. and noon and the night delivery between 4 p.m. and 10 p.m. It was believed that he would give very good value to the customers he knew during the week, but very doubtful amounts to the visitors at the weekend.

The Fords had nine children. Mrs Ford must have been a hard-working woman, a 'tough lady'. Colleen Smith relates this story. Colleen's mother, Mrs Beasley, was the possessor of two white towels which were loaned to each new baby in the district, on its arrival.



She took them along to the Ford household soon after she heard of the birth of a new 'Baby Ford,' only to be told that his mother was in the shed, milking the cows.

Source: Stephen Ford, Hazel Ford, Colle

## **THE TANK WORKS**

Joe Childs was the main tank maker. He was operating when the Myers arrived in 1919. He was still there when Bert was married in 1942. He worked until a year or so after the war. Joe built a big shed on the water's edge. He moved the big heap of stones from Wards' old house to build the wall along the property. He built a lot of tanks and supplied most of the tanks in the area. However, Nick and George Myer built tanks too and supplied them to the houses that they built.

Bert Myer claims the story, which says Joe Childs donated the land for the Fire Brigade, is untrue. The story goes that Joe Childs donated the land in Stanley Street to the Fire Brigade and this has developed as part of the legend. In actual fact, Bert says that his brother, Frank Myer, bought the land from Joe Childs and sold it to GCC. They paid \$1000 for it.

Source: Bert Myer

## **THE FIRST BUSES**

The first bus service to Killcare/Wagstaffe began in 1955. The company was Roberts. It went to Gosford and was a boon to pensioners who had to collect their pensions. People also used the bus to go to the movies in Gosford. The schoolchildren travelled to Gosford High School on the bus along 'The Serpentine', the name given to The Scenic Road. Often it was too slippery to get traction so the kids would have to get off the bus and walk up the hills to wait for the bus at the top, and then continue their journey. The bus travelled by The Scenic Road as Wards Hill Road, built during the Depression, was too steep and rough. Fortunately, Wards Hill Road was finally sealed but was still the scene of falling rocks, bumps on the bends and stalling on the slopes.

Source: Hazel Johnson, Bert Myer

## **KILLCARE TAXIS**

Jim Moore, the proprietor of the mixed business at Killcare, ran a taxi service as well, during the 1940s. Hazel Johnson explained how her parents went into the taxi business in the fifties. Some people (the woman was a dressmaker in Araluen Drive) along the road had the taxi and because there wasn't enough money in it, they sold it. In 1951, Bert and Trudy Wright obtained a hire car licence, and bought the 1935 Pontiac.

They operated it, with its base at the store. Their daughter, Hazel, worked in the store and drove the taxi. Their fares were people who arrived by ferry, who wanted them, and their luggage taken to their holiday houses.

Some customers wanted a lift to Gosford and there were trips to Sydney as well. Hazel renewed the licence every five years for a 'fair while' but then let it go when the regulations became tighter, and a medical certificate was needed.

Source: Hazel Johnson

### **BOTTLE-OS**

Bert remembered Colleen's father, Arthur Beasley, doing a great service for the community as the local Bottle-O. Armed with his chaff bag, he would scout around the area, collecting bottles from the beach, the picnic places and houses, wherever he could find them. One of his sources was well-respected citizen, Miss Lucy Hulme, in Beach Drive.

She would say to him, "Only come before dawn or after sunset. I don't want the neighbours to think the worst." He would stack the bottles very tidily in front of his house and a truck would call every few months and take them away.

However, according to Colleen, her father's interest in the Bottle-O business was only a hobby. The real Bottle-Os were the Annands further down Araluen Drive. They made a serious business of the bottle-collection for many years. They, too, were very well-organised in their management of the bottles and the bottles would be collected and disposed of regularly. They also sold firewood for 1/6 a bundle.

Source: Colleen Smith, Bert Myer

### **MRS ELLARD'S FLATS**

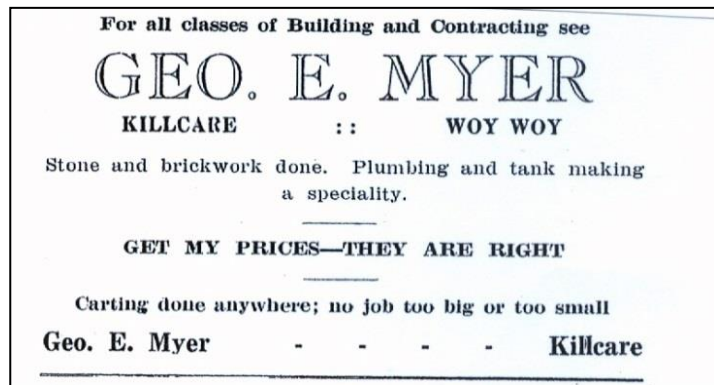
Mrs Eason built four cabins on the block at No.48 Araluen Drive, where the little shop which had been Mrs Briscoe's and before that, the Ford Real Estate Agency had been located. These cabins were very popular with the surf club boys on their weekend visits.

Later on, Mrs Ellard became the proprietor and a tough landlady she proved to be. If anyone was late paying the rent, she would lock the laundry. Among her permanent tenants were brothers, Wingy Bob and George. Wingy Bob only had one arm but great prowess with a fishing rod. He liked to entertain the children with stories like *The Bunyip in the Bay*.

Source: Jim Tubby, Colleen Smith

## THE BUILDING INDUSTRY

Bert Myer's father, Nicholas (known as Nick), and older brother, George, were builders. They were responsible for quite a few houses in the area, such as the Beasley's house set high above the water and several on the waterfront at Killcare and Hardys Bay. Bert describes the style, saying they were much like his house, being rectangular with a verandah all the way round.



They were responsible for the stone foundations too. The piers were built from the rock they sawed out of the hillsides. Nick learned the rock cutting skills from a retired stonemason, who lived nearby and passed them on to George. The raw timber, cement, and tank iron was transported on *The Erina*. There was no pre-fabrication of houses in the very early days. They came later.

Jim Moore, the shopkeeper, was an electrician who worked at the trade in the area.

Stan Woods was a cabinetmaker, who worked for Anthony Horderns, the store in Sydney. Later, he built houses on the peninsula. He renovated Ken and Hazel Johnson's house at 46 Araluen Drive. Charlie and Thelma Fraser bought it and it remained Thelma's house until her death.

Hudson Readycut was the first brand of prefabricated homes which were popular especially with home builders. Transported by ship, they were unloaded, carried to the site and erected.

Source: Bert Myer, Jack Battishall, Thelma Fraser

## SLY GROG AT KILLCARE HEIGHTS

Another important caterer to those in need of a drink was Ted Tisdell who sold sly grog from a shed on his farm on The Scenic Road. The shed and its precious contents were destroyed in the bushfire of 1974, and in the aftermath, parched firefighters witnessed the tragic sight of melted glass bottles and dents and holes, spectacularly evident in the remains of the shed, made by the caps of exploding bottles.

Source: Mary Daviel



## ROADS AT KILLCARE

There were walking tracks around the bay from Hardys Bay to Wagstaffe in the early days but no roads. When roads developed, they were first used by horse drawn vehicles. Rowboats, walking and bicycles were the main means of transport during the early years. Bert Myers (see Bio on Bert and Jean Myers) walked all the way to Empire Bay School before the Pretty Beach School opened.

There was a sub-division at Killcare Heights in 1916 but the road up the hill from Killcare to link with the road (track) above, was steep and rough and slippery in wet weather. The road can be seen in the photo at right.

One of the other occupations that would have been proceeding throughout time was roadbuilding. Gosford Shire Council would have been responsible for much of the road work. Local contractors, such as the Myers seen here, would have been important too.



Killcare Road heading towards Killcare Wharf.  
Photo: Bouddi Collection

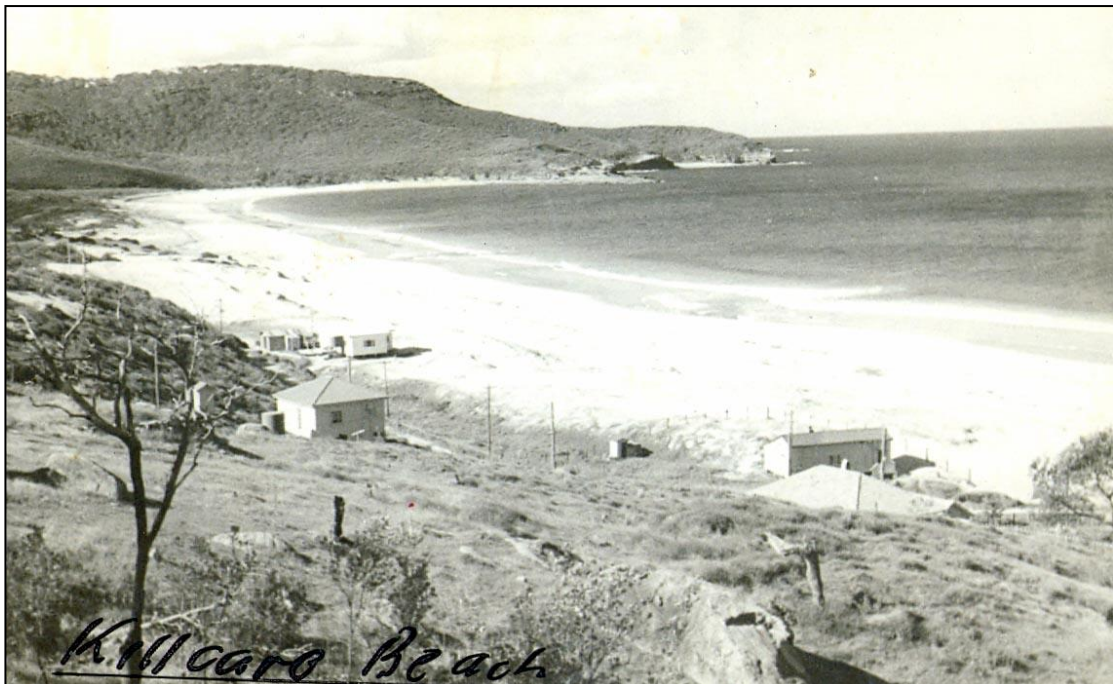
The Myers, seemingly, were very versatile and took on a variety of jobs.



The photo shows ‘The building of Grandview Crescent with Nicholas and Ted Myer’. The third man’s identity is unknown.

Photo and Source: Bert Myer

There may have been more than one road built adjacent to the beach. The photographs show houses which appear to have been built on the sand. It is possible that the sand drifted up the beach and covered the original road.



Houses, which appear to have been built upon the sand in the 1930s. Photo: Bouddi Collection



Aerial view of Killcare: Grandview Crescent in foreground; Beach Drive (running parallel; Putty Beach Drive; and the The Scenic Road Photo: Barry Fulton





Aerial view of Araluen Drive, Hardys Bay Parade and Fraser Road which loops around the back.  
Photo: Bouddi Collection

Fraser Road was originally named Government Road. James Burns Fraser of Blythe Street was honoured posthumously for his community work by having Fraser Road named for him.

Tucked away in the corner of Fraser Road is Fletcher's Glen. This little patch of rainforest with its waterfalls was known originally as Sylvan Falls, a much more romantic name. Its name was changed in honour of the local Health Inspector, George Fletcher.

In the late 1950s, the Killcare end of The Scenic Road was upgraded from MacMasters Beach, linking the people, who had relied on ferries, boats and the muddy tracks around the foreshores of Pretty Beach and Hardys Bay, with the 'outside world'.

The road's improvement saw an increase in visitors and an increase in business.

Initially, The Scenic Road was a rough track. Alan Strom pointed out that it was not until the 1960s that The Scenic Road was re-formed and sealed with the help of subsidies from the beach-sand mining company, which had a processing plant at Kincumber. Cars could now use the road and a local bus company established a service along this road.

Araluen Drive, running north and south, was originally known as Bay Road and Heath Road was known as Arthur Road in the early days.

Source: Beverley Runcie's research



## MARTINSYDE: MARTIN'S DAIRY FARM and TEA ROOMS at KILLCARE BEACH

Alex Martin operated a refreshment room, *Martinsyde Tea Rooms*, adjacent to the beach, in conjunction with the dairy. Running of the shop was shared by members of the family who often visited, staying in a self-contained part of *Martinsyde*.



Two views of Martinsyde's  
Tearoom and Dairy.

Alex Martin was Scottish and his wife, Bertha Hulme, was born in Manchester, England. They married in 1903 and emigrated to Australia from Great Britain in 1907. Alex purchased the land at Killcare at some time in the next few years. He owned it at the time of his enlistment in 1916. He called the house he built across the road from the beach, *Martinsyde*.

The dairy farm at the beach was established on Alex Martin's return from World War 1. Alex suffered badly during the war and at forty, was neither a young nor able man.



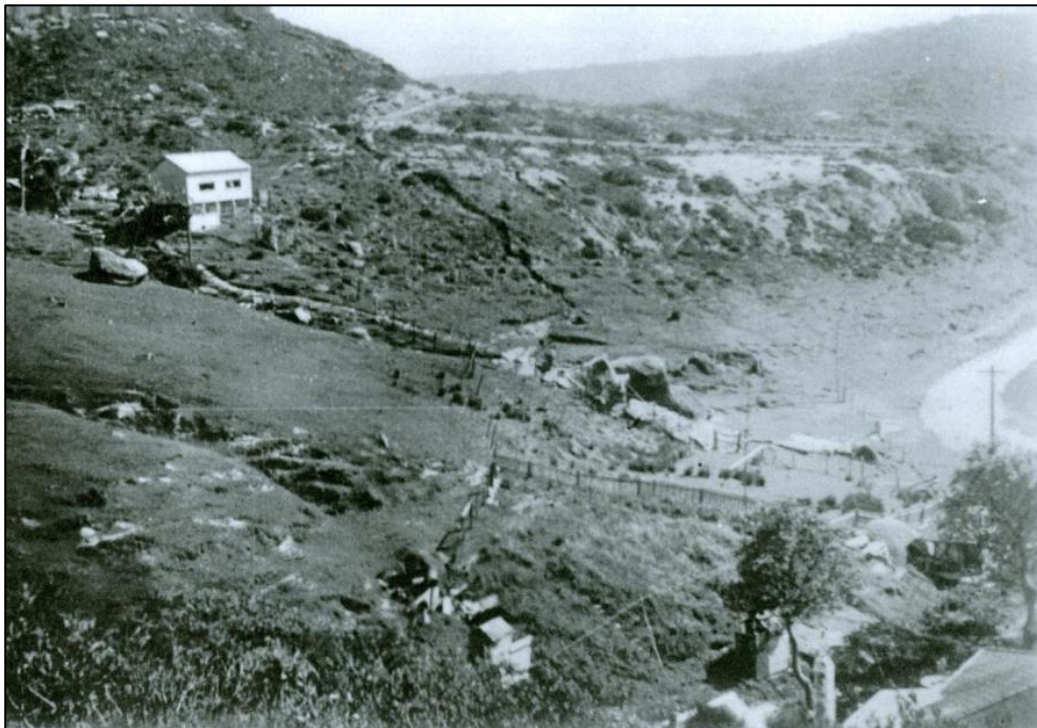
The work of clearing the land, managing, and milking cows would have been hard. Alex and Bertha had no children of their own, so they adopted two Barnardo's boys from England, Alex Blewden and Ray Barsley. Ray changed his name to Martin.

The dairy farm operated until the late 1930s when Alex Martin died in 1939. (Bertha Martin died in 1935). Ray Martin had established a dairy over the hill at Hardys Bay and operated it until he enlisted in WW2 in 1942.

Source: Jack Battishall



Looking down on Martin's dairy at the beach. Photo: The Bouddi Collection



Grazing land above *Martinsyde* which can be seen bottom right of the photograph.  
Photo: Annette Gero

The house has been renovated but was still there in 2007, next to the surf club. It was bought by John Singleton in 2008 and demolished. A new house was built on the site in 2009. It was let, too.

## BUILDING THE BOGEY HOLE AT KILLCARE BEACH

Other industries would have been operating throughout time, in order to satisfy the needs of the day and the developing the amenity of the place.

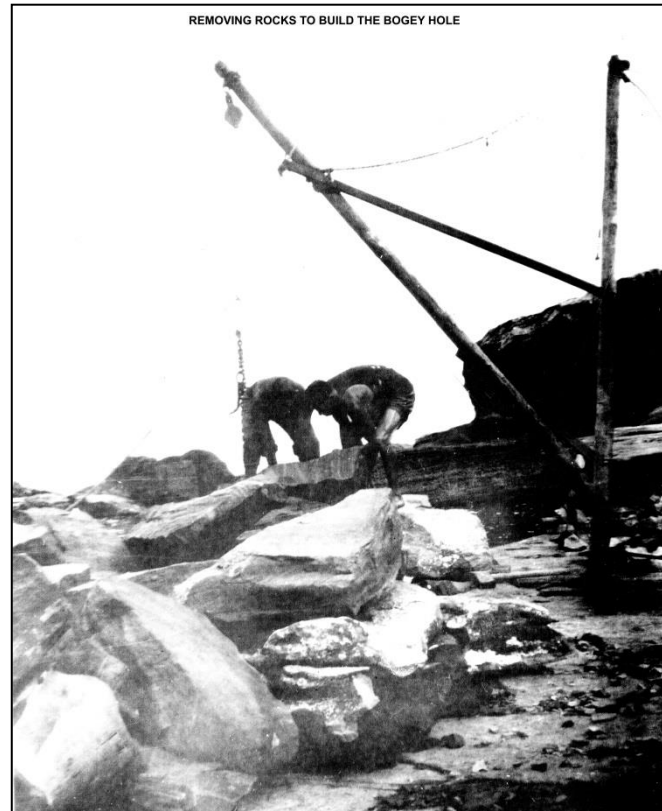
Coming across the photo at right, which shows men removing rocks from the southern end of the beach to create a swimming hole, illustrates the point.

When did this occur? Photos dating from the 1950s show the Bogey Hole being used by many swimmers, young and old. It has been a popular spot and the subject of many photos, for a long time.

The photo is like the photo on Page 116 of the Myers building Grandview Crescent. It could very well be Nick and George Myer at work on the Bogey Hole. It would have been the 1930s.

Source: Bert Myer

Building the Bogey Hole at Killcare Beach. Photo: Bouddi Collection.



## SAND MINING AT PUTTY BEACH

In the 60s and 70s mining was carried out at Killcare Beach. Valuable minerals, such as rutile and zircon, were extracted from the beach and sand dunes. The beach was left a barren wasteland as a result. Following the mining, *Bitou Bush* was planted to stabilise the dunes. Unfortunately, being indigenous to South Africa, it was a poor choice to introduce into Australia, as it is now a widespread, rampant weed.

However, Colleen Smith sees a different side of the story. She believes that during the mining years, every local had a job, and a car and didn't owe any money. Colleen says the local shops 'had it sweet', because people did not need to ask for 'tick.' Many men gave up their jobs in the city to work locally. Crescent Rutile was the first company to arrive at Fishermen's End in 1958. They worked the sand on the beach, extracting the minerals and pumping it back into the ocean. They claimed to have left the beach 'in pretty good order.' The next company, Northern Rivers, trucked the sand to Kincumber, where it was processed and returned to Killcare. The trucks operated non-stop around the clock. The beach was lighted at night. The companies paid the council 2/- for every ton of sand and with this money, the Council sealed the road.



Local men who worked for the companies included Arthur Beasley, Don Radford, Oliver Holland, Ted White and Roy Frost. Dick Holland gave up a wonderful job in New Guinea to work for Northern Rivers.

Other men recalled by Colleen include Jack Cameron, Alex Stirton, John and Bert Annand, Vic Smith, Clive Murray, Ted McMurtrie and Gordon Hollis. Other employees came from further afield, Empire Bay, Kincumber and beyond.

The dances at the Hardys Bay Community Hall were well-attended in those days.

Ian Fraser, who was from Newcastle, had a beautiful singing voice and was called upon to sing at the dances and weddings held locally. This was in the days before the bottle-shop. The bus drivers were very happy too and provided a good bus service during those busy years.

Source: Colleen Smith

### **THE SHOP ON THE SCENIC ROAD: MAITLAND BAY STORE**

John and Dulcie Wall purchased the property, five or six acres of bush, from Mr Davis in 1945 and moved there with the four youngest of their children, Donald, Joan, Barry and Roger. They lived in tents: building materials were scarce at the end of the war, so John built a temporary dwelling constructed from round bush poles, covered with malthoid. Barry, then aged twelve, helped his father as best he could.

Slowly, building materials became available from Sterland Brothers and W. R. (Bill) Wright's hardware and timber yards in Mann Street, Gosford. Lance and Roy Frost delivered the material to Killcare in their Ford truck. In about 1950, John Wall built the addition to the front of the house which became the store. Because of the slope, the shop level was about three feet above that of the house and a short flight of steps was needed. See Section on Maitland Bay Information Centre

The Halls had taken over the store by 1966. Ian Tisdell can remember the year because it was the year decimal currency came in. He got up early and waited for the store to open to buy some lollies and get some of the new currency but was disappointed when told they didn't have any yet. Jim and Dawn Sanders took over the store sometime after the Halls.



Mrs Hall outside Maitland Bay Store.

The Maitland Bay Centre is now managed by National Parks and Wildlife in conjunction with Killcare Wagstaffe Trust.

It is used as an information centre.

Source: Barry Hall

## **LATER INDUSTRIES ON THE PENINSULA**

### **THE FIRST MILKMEN**

Eventually, it was just not viable to operate small dairy farms. Roads and transport had improved. One by one the local dairy farms ceased to exist. The cows were sold off to bigger farms outside the locality. Co-ops were introduced and trucks collected the milk from the farms. However, the peninsula still needed milk. Frankie Vale was the first milkman and John Dale bought the business from him. When Mr Dale operated the business, the milk was transported from Wyong and delivered to Pretty Beach, where it was stored in the cool room built in the corner of his property, behind the house, on the corner of Pretty Beach Road and Como Parade. The milk-run stretched from Wagstaffe to Empire Bay. The next run started at Bensville.

Source: Peter Dale

## **PETER DALE EXCAVATIONS**

Peter Dale was the son of John and Helen Dale. John Dale was the area's second milkman.

The Dales first lived at 18 Wagstaffe Avenue but later moved to the corner of Pretty Beach

Road and Como Parade. Peter grew up in a big family. His father was a hard man and his mother worked hard to make family life pleasant. Peter went to Henry Kendall High School, when it was an annex of Gosford High School. He worked as a deckhand on the ferries while still going to school.

When he left school, he became an apprenticed housepainter at Hornsby. He stuck at that for a while, but he really wanted his own business. He started the company, Peter Dale Excavations, and began work locally. His company was responsible for building most of the fire trails in the area. Granny Radford commissioned him to build the road down to San Toy Estate. He's proud of the difficulty overcome in building the driveway to Ron and Angela's (he cannot remember their family name) cliff-top house at Killcare. Peter likes the quiet life. When the peninsula became too busy, Peter took his business to Taree and is still operating in 2008.

Source: Peter Dale



The first fire-trail leading to Box Head Photo: Bill Foster



## BOUDDI NURSERY

Sheila Wilmott and her son, Chris, found the land destined to be Bouddi Nursery at Killcare Heights, in 1978, after travelling from the north shore of Sydney to the Queensland border hoping to find land suitable for a nursery. The Wilmotts had operated a nursery at St Ives, founded by Sheila's mother, Mrs Parry. Sheila said they chose the land on the 'triangle' at Killcare Heights, because of its proximity to the sea. The land comprised of six acres, with another five acres next door. The zoning was 7c3, appropriate for a nursery. The soil was laterite, which proved to be excellent for their purpose. The red laterite soil can be seen in the photo below.

It was part of the property which belonged to the Settree family who dry farmed tomatoes and passionfruit. The Settrees owned the land from the top to the bottom, from the nursery's location to the sea. Mrs Settree died in 1999. Sheila remembers her as quite a character, a woman who was able to grow anything.

The Wilmotts first saw the land before drought struck. It was cleared but covered in bush and did not have an entrance. When they moved on to the land it was dry and brown because of drought. There was hardly a tree, except for windbreaks of she-oaks, turpentine and eucalypts. They went to work. A native nursery was planned, with a few of Sheila's favourite exotics.

Life was difficult but fun, according to Sheila's daughter, Kath. She helped her mother, grandmother and brother begin the nursery. For a year, while the house was being built, they lived 'like gypsies' in a double garage without electricity.

The laterite soil (see photo at right) suited native plants with its ph level and was well-drained. Water was the major problem. A bore was sunk but was of little help and the dam had to be lined in order to retain water. However, Chris being very good at plant propagation, was able to increase their stock.

The waratahs disappeared but banksias and other natives thrived, making a haven for native birdlife.

Landscaping in the area also kept Chris busy.



Gradually, a successful small business was established, which was very much appreciated by the householders of the locality. The business remained operational for twenty-five years.

Source: Sheila Wilmot

## THE RIP BRIDGE

The building of the Rip Bridge brings the story so far to an end. The peninsula was no longer ‘the end of the earth.’



Before the Rip Bridge



The Rip Bridge in the distance.  
Photo: Jeannette Thiering

The growth, as expected at the end of World War 2, would eventually demand a bridge of some kind to link the Bouddi Peninsula to the Woy Woy district. The Woy Woy Chamber of Commerce also appreciated the potential of such expansion.

The Wagstaffe and Pretty Beach Citizens Association encouraged the short-term possibility of a punt under private ownership between Wagstaffe and Cable Road and/or a block of land to be resumed opposite Davis Street in Booker Bay. Council argued for council ownership of the punt. The ensuing delay because of the uncertainty caused the private party to withdraw and the Council’s interest immediately evaporated.

The Progress Association then lobbied for a bridge to link Wagstaffe and Ettalong. The idea of a bridge linking Ettalong with Wagstaffe was first mooted in the early 50s and in the late 1960s became a more serious proposal.

The largely welcomed isolation of the Bouddi Peninsula continued but times were changing. Vehicle access had improved and a swift increase in vehicle numbers through the affluent 1950s and 1960s effectively killed off the ferry service.

However, the location changed to The Rip when Lesley Hooker, of the company, L.J. Hooker, is said to have agreed with the Premier at the time, Robin Askin, that the public bridge would actually be located between Ettalong and Daleys Point and Mr Hooker would obtain development rights to a mangrove and mud island, St Huberts Island, and would build his own access bridge across to the island. Development of Rileys Island was to follow, but was prevented by community and political action, despite the commencement of the dredging of canals.

Some years later thanks to the importance of the St Huberts Island development, the Rip Bridge (or the 'Bridge to Nowhere') was built, better positioned and so more effective.

The Rip Bridge has to be the most important development in the story of roads and access to the Bouddi Peninsula.

The bridge building began in 1972 due to the combined efforts of Gosford Shire Council and The Main Roads Board. It crosses The Rip, connecting Woy Woy Peninsula to Daleys Point, so making it possible to access Empire Bay, Bouddi Peninsula, Bensville, Kincumber, and beyond. Going the other way; not having to travel via Gosford, the distance between Bouddi and Sydney and the suburbs of Sydney, was greatly reduced. The bridge was opened by acting premier of NSW, Sir Charles Cutler, in May 1974. The upgrading of the roads followed.

Source: Progress Association Minutes

### **CONCLUSION TO OUR STORY**

The advent of the Rip Bridge and therefore access by road saw great changes in the commerce and industry of the Bouddi Peninsula. People had easy access to Woy Woy and beyond. Many of the little local shops disappeared because they were no longer needed. Soon the residents were visiting supermarkets, shopping centres and department stores. The nature of the industry has also changed.

This story is far from over.

### **Source of photos:**

The photographs come from many sources (some listed below) and have been added to the Bouddi Collection; some are especially acknowledged.

Gosford City Library; Gwen Dundon Collection; State Library of NSW; Rod Radford; Helen Monks; Bouddi Peninsula History Project Photo Collection (the Bouddi Collection); Killcare Surf Club Collection; contributors as acknowledged.