

Great Lakes Council HERITAGE STUDY



A community based study prepared by Great Lakes Council in partnership with the NSW Heritage Office.

SMITH
History & Heritage

Adopted May 2007

Quambi House, Stroud

Quambi House, Stroud, February 2003.

Quambi House was built as a two roomed schoolhouse in about 1831. A second storey was added to serve as a teachers residence in 1841 and a kitchen annex was added in 1860. Sir Edward Parry noted in his diary 17 January 1831 'I was glad to see our new school house had made such good progress at Stroud. It has been done by the men in their extra hours and will not cost the Company £20 in all. It will accommodate 40 children very well.'

The building remained as a school until 1888 when the government school opened. It was then used as a private grammar school until 1900 when it became a private residence. About this time the front porch was demolished and replaced by a full width bullnose iron verandah.

Contents

ACKNOWLEDGEMENTS	i
MAPS	
1. Adjacent local government areas	ii
2. Great Lakes Council Area	iii
1 INTRODUCTION TO THE STUDY AND METHODOLOGY	1
Preparing to undertake the study	
1. The scope of the study	2
2. Previous studies and reports	2
3. Application to the NSW Heritage Office	3
4. Objects of the study	3
5. The process involved	3
6. The Community Heritage Committee	4
Undertaking the study	
7. The technology used	6
8. The study methodology	7
9. Finalising the assessment of items and the report	9
10. The public exhibition period	9
2 THE GREAT LAKES AREA - A GEOGRAPHICAL OVERVIEW	10
1. The physical landscape	11
2. Climate	12
3. Vegetation	12
3 GREAT LAKES AREA - AN HISTORICAL OVERVIEW	13
1. Before European settlement	14
2. First explorers	14
3. Nineteenth century settlement	14
4. The railway	15
5. Modern growth	16
6. Great Lakes Council	16
4 HISTORICAL THEMES	17
Introduction	18
1. Aboriginal occupation - pre history and change	19
2. First settlement - the Australian Agricultural company	21
3. Agriculture and dairying	23

3.1. Early agriculture	23
3.2. Dairying	24
4. Timber cutting	25
4.1. Cedar	25
4.2. The hardwood industry	27
5. Boat and shipbuilding	31
6. Fishing, oysters	32
7. Mining	34
7.2. Sandmining	34
7.3. Goldmining	35
7.4. Alum mining	36
7.5. Coal mining	37
8. Tourism	37
9. Ocean and river transport	39
10. Land transport	41
10.1. Roads	41
10.2. Rail	43
11. Air transport, aerodromes and aircraft	44
12. Village and urban growth	44
13. Administration, including law and order	47
14. Schools and education	49
15. Churches and religion	52
16. War time, war service, war memorials	55
5	
ITEMS OF HERITAGE SIGNIFICANCE	58
5.1	Locality description and list of all items
1.	Allworth
2.	Booral
3.	Bulahdelah (see also Annex A, Bulahdelah Mountain)
4.	Bungwahl,
5.	Carrington - Tahlee
6.	Clareval
7.	Coolongolook
8.	Darawank
9.	Failford
10.	Forster/Tuncurry
10.1	Forster
10.2	Tuncurry
11.	Limeburners Creek
12.	Markwell and Upper Myall

13.	Monkerai	74
14.	Nabiac	74
15.	Nerani Head	78
16.	Nerong	79
17.	Seal Rocks	79
18.	Smiths Lake	80
19.	Stroud	80
20.	Stroud Road	85
21.	Tea Gardens, Hawks Nest, Winda Woppa, Pindima	86
21.1	Tea Gardens	86
21.2	Hawks Nest, Winda Woppa	92
21.3	Pindima	93
22.	Telegherry	93
23.	Tiona, Booti Booti, Pacific Palms	94
24.	Wards River	94
25.	Weismantels	95
5.2.	Summary of all items excluding contributory items	97
5.2.1	Summary of items recommended for entry onto the State Heritage Register and State Heritage Inventory	97
5.2.2	Summary of items - number of items by locality	117
5.3.	Maps showing the location of Heritage Conservation Area	119
5.4	Maps showing the locations of existing and proposed Heritage Items.	120
6	RECOMMENDATIONS	121
7	BIBLIOGRAPHY	125

ANNEXURES

A BULAHDELAH MOUNTAIN

B NOMINATIONS BY STATE FORESTS AND THE NATIONAL PARKS AND WILDLIFE SERVICE

C TIMBER BUILDINGS - METHODS AND MATERIALS

Acknowledgments

The assistance of the Great Lakes area's residents is gratefully acknowledged. Many residents went to considerable trouble to allow their properties to be inspected and to help with background history. It is regretted that because of time and space constraints only a small part of the information received could be printed in the study.

The study could not have been undertaken without the help and cooperation of the Community Heritage Committee. The final product is largely the result of their efforts - committee members were involved in all aspects of the study including field work, photographing, identifying items, providing historical information and researching, proof reading and filling out listing data sheets. All Committee members are acknowledged on page 5.

The assistance of the Forster Local Aboriginal Land Council and the Karuah Local Aboriginal Land Council is greatly appreciated. We also wish to thank Bulahdelah Historical Society, Great Lakes Historical Society and Stroud Historical Society for their help.

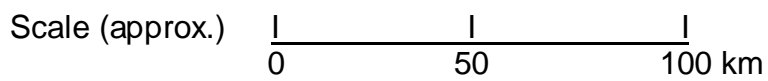
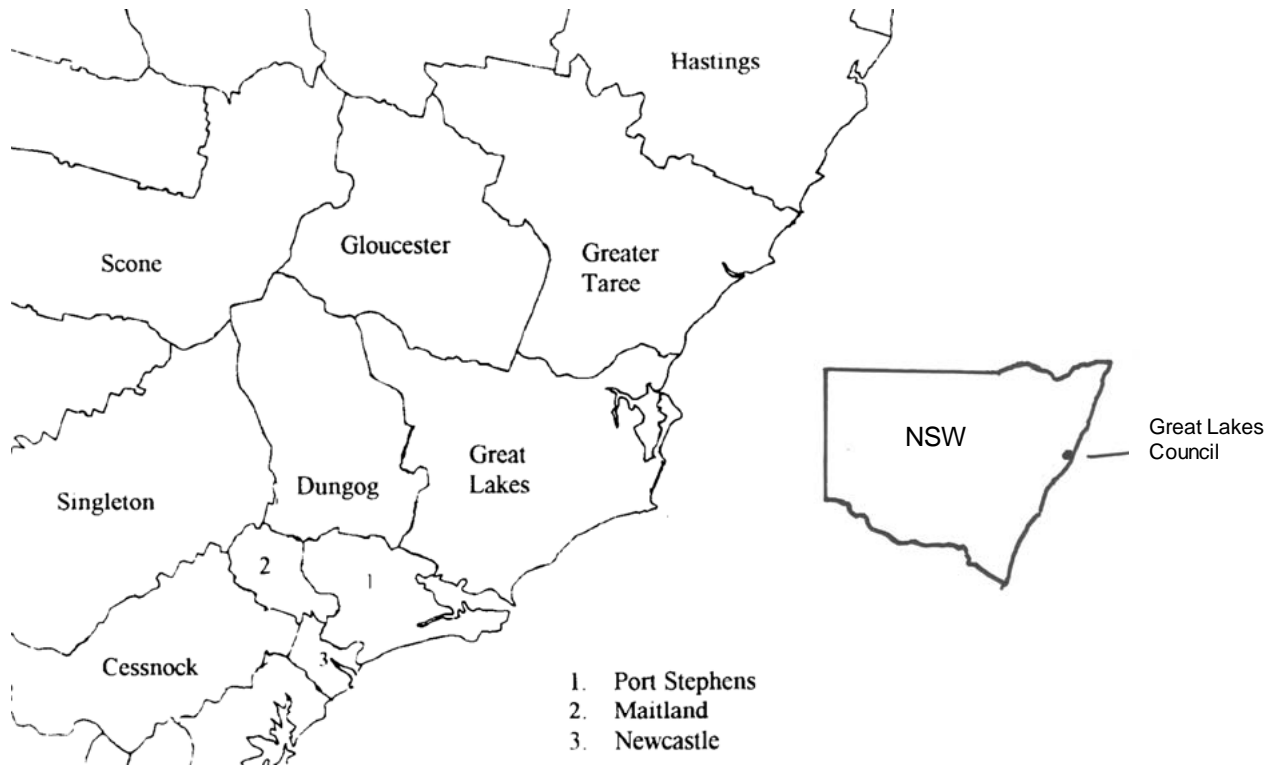
We are very appreciative of the information provided by many churches, community groups and organisations, often by way of a telephone call. These included; Anglican Church of Australia, Diocese of Newcastle; Forster - Tuncurry RSL; Holy Name School, Forster and St Josephs Convent, Krumbach. Appreciation is extended to the staff of the several schools and post offices who were able to clarify some aspect about their history or their area.

Chrisanya Martin, Senior Strategic Planner at Great Lakes Council was project coordinator until she left Council in December 2003. Roger Busby, Manager Strategic Planner, then took over that role for the completion of the study but was assisted by Peta Stimson and then Rebecca Underwood in the final stages. Thanks are also extended to work experience town planning student Beth Matlawski who assisted with the compilation of data listing sheets.

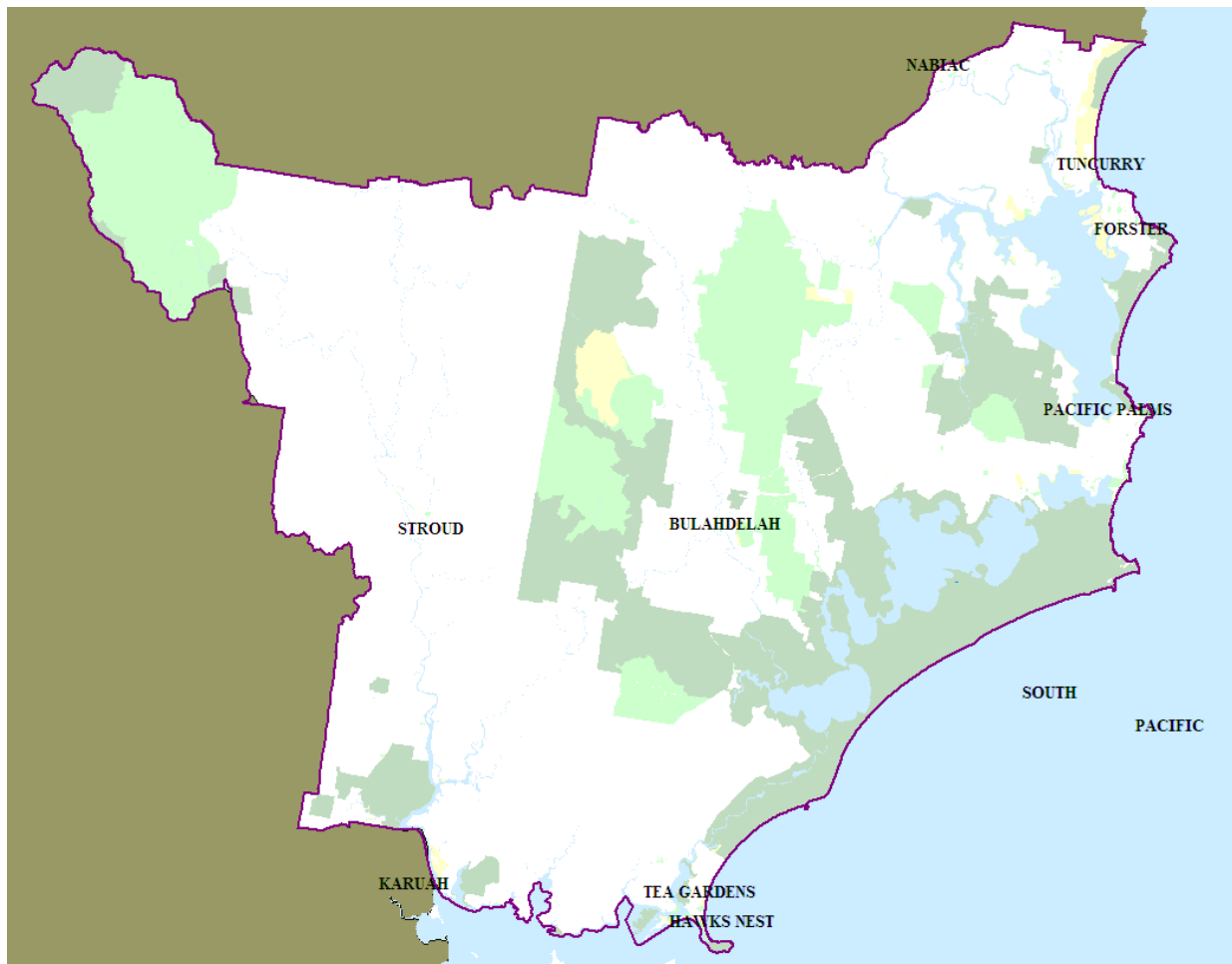
The study was undertaken with the financial assistance and guidance of the New South Wales Heritage Office.

Garry Smith
Study coordinator and historian

Great Lakes Council and surrounding Local Government Areas.



Great Lakes Council Local Government Area.



**INTRODUCTION TO THE GREAT LAKES COUNCIL HERITAGE STUDY,
2003.**

PART 1 - PREPARING TO UNDERTAKE THE STUDY

1. THE SCOPE OF THE STUDY

The scope of the study is required to be consistent with the *Heritage Act 1977* (NSW) and the study guidelines prescribed by the New South Wales Heritage Office. Section 4A of the *Heritage Act 1977* identifies State heritage significance as ‘*in relation to a place, work, relic, moveable object or precinct, means significance to the State in relation to historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.*’ Local heritage significance is described in similar terms but as having significance to an area rather than to the state of New South Wales. These definitions do not prevent an item from also having a higher level of significance, for example National significance.

The assessment guidelines prescribed by the NSW Heritage Office require assessment of the above significance under eight headings. These are; historical significance, historical association significance, aesthetic significance, social significance, technical/research significance, rarity, representativeness, integrity. An item is not required to have heritage significance under more than one criterion; a high level of significance under one heading is sufficient but many such items may also have varying levels of significance under the other headings.

The study is thus broadly based. It is concerned with all aspects of the manmade environment including buildings and structures, artefacts and modified landscape. Similarly, it is concerned with all aspects of the natural environment. Previous identification by another body or protection under other legislation does not mean that the item should not be assessed and entered on the State Heritage Inventory or State Heritage Register.

2. PREVIOUS STUDIES AND REPORTS UNDERTAKEN

The main heritage study carried out in the area before the preparation of this study was *Heritage Register: Report and Thematic Study*, prepared by Suturs Busted Corner Clode Pty Ltd for the *Hunter Regional Environmental Plan* (1988). While this study provided a good overview of items in the area, it was prepared for the fourteen Local Government Areas in the Hunter Region and as such the study was very broad and lacking in specific detail about the heritage of the Great Lakes. The Register contains details of 67 items and two heritage conservation areas (Stroud and Carrington) in the Great Lakes area. For each item, brief details were given regarding its significance, condition, potential threats and proposed listing. However none of the records are comprehensive heritage assessments.

Several of the Hunter REP listings were later reviewed by the EJE Group (1995). Since that time, several site specific studies and assessments have been prepared, including a Heritage Development Control Plan for Stroud, and various heritage impact assessments in regard to development applications. A Conservation Management Plan has also been prepared for the Tahlee Bible College Group.

In addition to the above, some heritage items in the Great Lakes have been identified and/or assessed by various organisations, including the Royal Australian Institute of Architects and the Art Deco Society, the Department of Public Works, Department of Education, NSW State Forests and National Parks Service. Each of these organisations has compiled a register of relevant heritage items in the Great Lakes area, all of which have been reviewed for this Study.

3. APPLICATION TO THE NEW SOUTH WALES HERITAGE OFFICE

The NSW Heritage Office estimates that a community based heritage study costs a minimum of \$20,000 to prepare. The Heritage Office provides maximum funding of \$10,000 on a \$ for \$ basis. Great Lakes Council was successful in its application for funding from the NSW Heritage Office Heritage Assistance Program for the preparation of a community-based heritage study.

4. OBJECTS OF THE STUDY

The heritage study will investigate the historical context of the Great Lakes Council area and identify items of heritage significance associated with this context. The study will explain why the items are significant and recommend ways of managing and conserving that significance.

The community based model chosen for the heritage study involves active community participation in research, nomination of items and consideration of recommendations for future management. This gives the community much greater ownership of the study process and with it the likelihood of less conflict within the community regarding listing and future management.

The objects of the study are to:

- identify the historical themes that have shaped the growth and the present day appearance of the Great Lakes area;
- identify those items that are of heritage significance whether they relate to the previously identified themes or whether they relate to newly identified themes;
- incorporate the identified items into the *Great Lakes Heritage Study, 2003*;
- have the identified items entered onto the State Heritage Inventory or the State Heritage Register as appropriate and entered into the Great Lakes Environmental Plan;
- make practical recommendations for the conservation and management of the Great Lakes Council area's heritage;
- contribute to the community's sense of identity – of its beginnings, its present and its potential;
- provide information for publications and tourism programs;
- provide the basis for cultural resource management, plans and strategies;

5. THE PROCESS INVOLVED

The process involved with the preparation of the heritage study closely follows the procedure recommended by the NSW Heritage Office. However, it should also be noted that in this study the coordinator also wrote the thematic history. Briefly stated, the recommended procedure is as follows.

1. The council appoints a *coordinator* to oversee the preparation of the heritage study.
2. The council appoints a *heritage study committee*, made up of various community representatives.
3. The coordinator appoints a *professional historian* to prepare a thematic history for the Local Government Area. Where local expertise is available, the historian will use a team of local historians in preparing the history.
4. The heritage committee:
 - develops a list of known and potential items of heritage value, drawing on established lists such as the Register of the National Estate, State Heritage Register, National Trust and registers maintained by professional organisations such as the Royal Australian Institute of Architects;
 - calls for community assistance to complete the necessary information and to fill known gaps;
 - completes assessments and inventory sheets for identified heritage items; and
 - draws up a list of management recommendations.
5. The draft inventory and recommendations are checked with the community.
6. The committee identifies levels of significance (local or state) for each item with the assistance of the project coordinator and the historian.
7. The Committee presents the completed study, its management recommendations and evidence of community acceptance to the Council for adoption and to the NSW Heritage Office.
8. The study is placed on public exhibition to allow further input by the community and by the property owners.
9. Council adopts the study and commences implementation, including LEP listings, promotion and incentives.

6. THE COMMUNITY - BASED HERITAGE COMMITTEE.

A Community Heritage Committee was formed for the purposes of the Heritage Study.

The Committee was actively involved in research, the nomination of items and recommendations for their future management. Nominations for positions on the Committee were invited before the start of the study, in particular from:

- Historical societies, representing all areas of the Shire, including rural and urban heritage;
- Local Aboriginal Land Council;
- State Government heritage managers, including representatives of the National Parks Service and NSW State Forests;
- Great Lakes Library Service;
- Owners of heritage buildings and items;
- Other interested community members.

Council invited nominations to the Heritage Study Committee in August 2002. Invitations were extended to the above organisations and individuals. As a result, 19 people initially became involved in the project but given continuing interest in the project, this had increased to 35 by May 2003.

Role of the Community-based Heritage Committee

Committee members were active in the preparation of the study. They gathered historical information, nominated items, participated in field days, took photographs, prepared preliminary data listing sheets and carried out clerical duties. Following preparation of the draft Thematic History, the Committee also became involved in its review and finalisation.

The committee;

Community members

Barbara Barker
Leonie Bell
George Beverly
James Bucknell
David Bye
Helen Carey-Ide
Adele Carrall
Malcolm Carrall
Rachel Cawthorne
Norm Cruickshank
Joyce Davidson
Geoff Frewin
Sue Gogarty

Ron Gore
Christine Griffin
Peter Kendall
Yvonne Kendall
Rose Lowe
Anne McKay
Len Roberts
Michael Rodgers
Gwen Smyth
Pauline Syron
Jeanette Trinkler
Adele Wade
Stuart Weller
June Wright

Rob Yettica

Council staff

Andrew Braybrook
Jean Matchett

Councillors

Mayor John Chadban
Clr Brett Presland
Clr Darcy Peacock
Clr John Weate
Clr Len Roberts (served until September 2003)

PART 2 UNDERTAKING THE STUDY

This section describes the field methods and technology used in surveying and collecting information; the methods by which that information is processed and stored and the preparation of reports. The section commences on the basis that all existing listings and potential listings have been ascertained as indicated in '1. PREVIOUS STUDIES AND REPORTS UNDERTAKEN'.

7. TECHNOLOGY USED

Photography.

Conventional 35 mm single lens reflex cameras with conventional flash and zoom lenses, one approximately 35 mm to 75 mm focal length and one approximately 80 mm to 200 mm focal length, were the preferred means of taking photographs. Some committee members had cameras of about these specifications, some members used simpler 35 mm cameras.

The preferred film used was colour negative in any brand of 400 speed. This provides good photographs under a variety of light conditions and is readily available in major shopping centres and camera houses at economical prices.

Film was processed mainly by National Photographics, Sydney, who provided two sets of standard size prints on matt paper bound or clipped into books and one CD with index print. This allowed a set of photographs to be used by committee members for further investigation and a set to remain with the coordinator. The CD ensured that a high resolution image was available for every photograph at a low cost without the time and labour of scanning and recording the procedure.

Digital cameras will eventually replace conventional photography as the preferred means but at the time of undertaking the study were too time consuming and expensive for the bulk of the recording work. At this stage, the digital images have to be burnt onto a CD and posted to a suitable processing house to be printed or be printed direct from the computer. This is a time consuming process that outweighs any initial cost saving. This disadvantage will be overcome when rural areas have high quality printing laboratories that can print from CDs or direct from the camera's memory stick/card at an economical rate.

However, where follow-up photographs were required, the digital camera was the ideal technology. The issue of whether negatives will continue to be required for archival purposes or whether CDs will provide a suitable archival record needs to be resolved.

Note taking and reports

Field notes and other working commentary were recorded by traditional clipboard. No scope is seen at the present time for the field use of laptop computers. Recording tapes were not used in the field but could prove an efficient way of note taking, particularly for lone operators. All word processing was done on Microsoft Word.

8. THE STUDY METHODOLOGY

The thematic study

The thematic study was commenced immediately. All available secondary sources were located, principally through Great Lakes Library but also from historical societies and private sources. Primary sources generally were not sought but a number of extracts from newspapers, journals and diaries were readily available in the various publications prepared by historical societies and private historians. These were of immense value.

The relevant themes were identified and a first draft was prepared. This was circulated to committee members for comment and then updated accordingly. The thematic study was progressively refined as the heritage study continued but was not finalised until all field work and the final assessment of items had been completed.

Meetings

The first meeting was held at Forster on 28 October, 2003. This was mainly an introductory meeting with a slide-show presentation of a range of heritage items from the broader region.

Further meeting dates were set at which training sessions were undertaken. Areas of interest were established and various tasks allocated according to those interests. This mainly involved receiving nominations for listing and arranging to have photographs taken and research carried out in relation to those items. Inspection tours and field working days were organised and carried out.

Further meetings reviewed the selected items, arranged for follow-up inspections if needed and investigated additional items brought to the committee's attention. Areas where there were no known items of historic interest were physically inspected as part of the 'search and find' process. While community knowledge underpinned the survey and selection process, it was not assumed that all items of heritage significance were known to the community.

Photographs were labelled, circulated if necessary to gain further information and then put through two selection processes; a short list of items for further assessment and then a final selection.

Diary of meetings

- 28 October 2002 (Forster) – introductory meeting, with a review of the Study aims and objectives
- 18 November 2002 (Bulahdelah) – 'training' session on Heritage Study requirements, including recording sheets and organisation into interests and/or areas of interest
- 2 December 2002 (Tea Gardens) – 'fieldwork day', including recap on training session and town inspection, distribution of site recording kits and letter of introduction from Council.
- 9 December 2002 (Forster) – 'fieldwork day', including recap on training session and town inspection, distribution of site recording kits and letter of introduction from Council.

- 16 December 2002 (Bulahdelah) – ‘fieldwork day’, including recap on training session and town inspection, distribution of site recording kits and letter of introduction from Council.
- 20 January 2003 (Bulahdelah and Forster) – inspection of Bulahdelah including Alum Mountain. Informal afternoon information session on an application concerning a Forster heritage item.
- 28 February 2003 (Stroud) – ‘fieldwork day’, with coordinated survey of the village by Committee.
- 20 March 2003 (Tea Gardens) – review of items identified in Tea Gardens and preliminary classification into items already listed; items for further consideration; items with contributory significance, but not heritage items in their own right; and items with no heritage significance.
- 16 April 2003 (Bulahdelah) – review of items in Bulahdelah based on above process.
- 24 April 2003 (Tea Gardens) – meeting with representatives of the Karuah Local Aboriginal Land Council to discuss the treatment of Aboriginal cultural heritage in the Study.
- 26 May 2003 (Nabiac) - meeting with Nabiac people regarding Nabiac items. Business in Forster followed by inspection of former Nabiac aerodrome by Chrisanya Martin and Garry Smith.
- 1 July 2003 (Forster) - meeting at Forster with Joyce Davidson, James Bucknell and Geoff Frewin regarding Forster-Tuncurry items.

Three additional meetings were organised with local groups to discuss local items. These were attended by coordinator Garry Smith but were not communicated to all committee members and were not attended by Chrisanya Martin or minuted for Council purposes.

- 6 May 2003 - meeting with Bulahdelah people regarding the assessment of local items.
- 31 July 2003 - meeting at Nabiac regarding the assessment of local items.
- 31 October 2003 - meeting at Bulahdelah regarding the assessment of local items.

Fieldwork.

Information gathered during field inspections was recorded by way of photographs and hand written notes. Some committee members then manually entered the information onto State Heritage Inventory sheets or onto a computer file of the SHI data sheets. Topographical 1:25 000 maps were obtained to provide a complete coverage of the Great Lakes area. Global Positional Devices were not used because of the large number of people who were involved in field work at different times. Map readings were taken from old series 1:25 000 topographical maps based on Australian Geodetic Datum rather than the new Geocentric Datum of Australia. However, it must be acknowledged that establishing the AGD from a map is time consuming and error prone and the use of a positional device is preferable.

Items to be assessed fell into three broad categories; previously identified items, items not previously identified but known to community members and, third, unknown items that were identified on a ‘search and find’ basis.

Previously identified items and items known to community members were assessed by community members, either independently or in conjunction with the study coordinator (Garry Smith) and Council's Project Coordinator (Chrisanya Martin). Inspection tours and field days were undertaken on this basis at Tea Gardens, Bulahdelah, Bulahdelah Mountain, Stroud and Nahiic. Committee members working independently assessed items in Tuncurry, Forster, Failford, Boolambayte, Nerong, Pacific Palms, Seal Rocks, Darawank, Bulahdelah area and other rural areas.

Areas not assessed by community members and not known to contain potential heritage items were assessed on a 'search and find' basis by the study coordinator. These inspection tours also included areas or items where further inspections were needed because of inadequate background information, differences of opinion or conflicting information. For these purposes the coordinator undertook inspections in Forster, Tuncurry, Bulahdelah, Tea Gardens, Limeburners Creek, Allworth, Booral, Stroud, Stroud Road, Monkerai, Wards River and a number of rural areas.

9. FINALISING THE ASSESSMENT OF ITEMS AND THE REPORT

The final selection of items was undertaken during the committee meetings, by the coordinator in liaison with committee members or in some cases by the Coordinator alone.

A preliminary draft of the report, which included a list of the selected items, was sent to Chrisanya Martin in November 2003. A number of changes were made as a result and close consultation and review continued until Ms Martin left Great Lakes Council staff in late December. Comments continued to be received from interested persons throughout this period and up until late April 2004. This remained a period of review as additional information was received, errors were identified and presentation was improved. A further review was undertaken by Roger Busby, Manager of Strategic Planning towards the end of this period at which time the study was ready for public exhibition.

10. THE PUBLIC EXHIBITION PERIOD

The study went onto public exhibition on 10 November 2004 to 28 February 2005. At this point the study was considered to be complete subject only to public comment. Thirty-seven written submissions were received and a number of verbal submissions were received by the Heritage Committee on a day allocated to that purpose.

The Community Heritage Committee was disbanded in 2005 and a new Heritage Advisory Committee (HAC) was formed in 2006. The Committee considered written and verbal submissions resulting from the first exhibition period and made recommendations regarding the items assessed as having heritage significance. The Study was then re-exhibited from 29 November 2006 until 26 January 2007. Twenty-one submissions were received and the community and property owners were again invited to make verbal submissions to the Committee. The written and verbal submissions received were considered and further changes to the Study were made.

2. THE GREAT LAKES AREA - A GEOGRAPHICAL OVERVIEW

THE GREAT LAKES AREA - A GEOGRAPHICAL OVERVIEW

1. The physical landscape

The Great Lakes area covers approximately 3,500 square kilometres. Its greatest distance north to south is approximately 71 kilometres from near Hallidays Point to Yacaaba Head near Hawks Nest. Its greatest distance east to west is approximately 87 kilometres from Cape Hawke near Forster to the headwaters of the Karuah River near Gloucester Tops. It is bounded on the east by the Pacific Ocean, on the north by Greater Taree City Council and Gloucester Shire Council, on the west by Dungog Shire Council and on the south by Port Stephens Council. The Great Lakes Council area lies at the southern extremity of the Mid North Coast and extends to the northern part of Port Stephens, an area sometimes referred to as the Lower North Coast.

Forster, the location of Great Lakes Council administration, is approximately 306 kilometres north from Sydney by road and 165 kilometres north from Newcastle by road. The Lakes Way provides the major road access from the Pacific Highway to Forster and the northern coastal areas. Tea Gardens Road provides the main access from the Pacific Highway to Port Stephens and southern coastal areas. The Bucketts Way, formerly part of the Pacific Highway, is the main access road for rural areas to the west of the Pacific Highway and provides the major road link to Gloucester. The railway services the western part of the shire, entering the Karuah Valley near Stroud Road on its way northward to Gloucester and then eastward to Wingham and Taree.

For the purposes of this study, the Great Lakes area can be divided into four general geographical regions. The boundaries of these regions are not clearly defined nor have they been made on a scientific basis. They are, in a general sense, identifiable in relation to past and present day settlement patterns, land use and topographical features.

The first is a broad coastal plain that includes the Wallis Lake - Lower Wallamba and Coolongolook River estuaries, the Myall Lake - Bombah Broadwater - Lower Myall River area and the Hawks Nest - Tea Gardens - Karuah area. The coastal plain is characterised by coastal lakes and estuaries, coastal sands and sand plains and areas of undulating country. The first settlement in the Great Lakes area, the Australian Agricultural Company's settlement at Carrington - Tahlee (Port Stephens), was at the southern extremity of the coastal plain. There are some areas of fertile soil, particularly in the Wallamba River - Wallis Lake area, but the coastal plain is not generally a highly productive agricultural region. It is, however, the most densely populated part of the Great Lakes area because of its coastal location and includes the major urban areas of Forster - Tuncurry and the growing Tea Gardens - Hawks Nest area. Boat building, timber milling and sandmining were important industries in the past.

The second is an extensive area of hill and valley country with some more rugged section rising to around 600 metres lying to the west of the coastal plain. There are some productive agricultural areas such as the Myall Valley but the region generally is not noted for high quality agricultural land. It was a major supplier of quality hardwood timber, however. Some distinctive geological features occur in the area including Alum Mountain near Bulahdelah. A small amount of gold was mined in the Bulahdelah - Coolongolook area.

The third area lies to the west of the preceding hill-and-valley country and runs north-west from the head of Port Stephens. This is substantially the Targan Fault - Gloucester syncline valley; a long, undulating valley extending 80 kilometres from Karuah in the south to north of Gloucester. The southern section is drained by the Karuah River into Port Stephens; the northern section is drained by the Avon River into the Gloucester River and then into the Manning River. The drainage division between the Karuah and the Avon Rivers forms the boundary between the Great Lakes Council area and the Gloucester Shire. The valley provides moderate to good quality agricultural land and an easy overland route through the western section of the Great Lakes area to the upper Manning Valley. This was a part of the Australian Agricultural Company holdings and includes the town of Stroud, established in 1826 and formerly the administrative centre of the Australian Agricultural Company after 1835.

The fourth is a small area of high, rugged country in the north western part of the Great Lakes area, rising to almost 1000 metres near the headwaters of the Karuah River. This area lies mainly in the Barrington Tops National Park and the Chichester State Forest.

2. Climate.

The area generally can be described as subtropical. Rainfall is in the 1000 mm to 1400 mm range over much of the area with a summer or summer-autumn maximum and a winter-spring drier season. Elevated areas near the Gloucester Tops and other high areas facing the coast may experience rainfall well in excess of this. Temperatures are mild on the coast where summer temperatures are modified by sea breezes and winter frosts are rare or absent. Low lying valleys away from the coast experience hotter summers and may experience heavy frosts during colder winters. The temperature range in higher areas is modified according to elevation. This climatic pattern is typical of the New South Wales coast generally.

3. Vegetation.

The natural vegetation cover generally was/is forest but areas of heath and heath woodland occur on coastal sands of low fertility and limited swamp areas occur in low lying country near the coast. The nature of the forest cover varies according to rainfall, soil fertility, aspect, water logging and the past level of Aboriginal burning. The dominant cover is wet or dry eucalyptus forest, but areas of swamp forest (Casuarina forest on water logged ground) and rainforest are to be noted. Early reports of the Karuah - Avon River valley spoke of areas of open forest or woodland with a grassy understorey suitable for grazing, a result probably achieved by frequent Aboriginal burning. Rainforest varies according to conditions and may be littoral, subtropical, dry subtropical or warm temperate.

The Great Lakes area retains a significant percentage of natural, or at least semi natural, vegetation within state forests, national parks and private land. Most of this has sustained a degree of exploitation including logging, mining and grazing but generally survives sufficiently intact to demonstrate the original vegetation types. Lowland alluvial rainforest has suffered worst because of the demand for quality farming land. Although it was not as extensive as in the major river valleys to the north, areas once occurred in the Wallamba, Myall and Karuah River valleys. Littoral rainforest has also been substantially reduced by coastal sandmining and settlement.

3. THE GREAT LAKES AREA - A BRIEF HISTORICAL OVERVIEW

THE GREAT LAKES AREA - AN HISTORICAL OVERVIEW

1. Before European settlement.

(see also Theme 1, Aboriginal pre history)

At the time of European settlement the Great Lakes area was peopled almost entirely by the Worimi tribe, who occupied the area south to the Hunter River and west to near Barrington Tops. The Biripi people occupied the northern most part of the Great Lakes area from around the Wallamba River north into the Manning Valley.¹ The date of Aboriginal settlement is unclear. Turner, in the Thematic Study for the Hunter Region, 1986, (which included the Great Lakes Shire at that time), noted evidence of occupation at Swansea Heads at about 7,850 years BP (pre 1950, the radiocarbon dating reference year) but cited evidence of settlement further inland in the Hunter Valley of about 20,000 years BP.² The possibility that Aboriginal settlement occurred before these dates must be acknowledged.

2. First explorers.

Captain Cook sailed past Port Stephens on 11 May 1770 and named it in honour of the Secretary to The Admiralty. The following day Cape Hawke near Forster was identified and named.³ The first Europeans to enter the Great Lakes area were probably escaped convicts who arrived at Port Stephens in 1790.⁴ Surveyor-General Charles Grimes surveyed the area in 1795 but was unimpressed by the immediately surrounding country.⁵ A flourishing cedar cutting industry had established by 1823 but was substantially cut out within a few more years.⁶ Exploration of the region was initially hesitant and incomplete. John Oxley traversed the entire coastline on his return from the Liverpool Plains in 1818 but a fuller exploration of the hinterland did not begin until 1825 in response to the Australian Agricultural Company's proposed Port Stephens land grant.

3. Nineteenth century settlement

The Australian Agricultural Company established their settlement at Carrington on the northern shore of Port Stephens in 1826. Their initial grant stretched north to the Manning River and extended westward from the coast to the Karuah - Avon Valley.⁷ The eastern section was exchanged for land on the Liverpool Plains in 1833-34, making the coastal land available to private settlers. Settlement of the western section, the Karuah - Avon Valley, was secured north to the Manning River by 1830.⁸

The Myall River (in the exchanged eastern section) provided a convenient route from

1 Narelle Marr, *Aboriginal History of the Great Lakes District*, undated, author, Great Lakes Library. Boris Sokoloff, 'The Worimi: 'The Hunter-Gathers of Port Stephens'', *Hunter Natural History*, August 1974, p.166 shows the Biripi (Birbai) as extending further south to near the northern extremity of the Myall Lakes.

2 J. Turner, 'Historic Themes in the Heritage of the Hunter Region' in Suters, Busted, Cornet & Clode, *Heritage Register, Report and Thematic Study*, 1988.

3 *Endeavour: Captain Cook's Journal 1768-71*, available as a CD -Rom, 1999, widely extracted in various publications.

4 B. Engel, Janice Win & John Wark, *Tea Gardens Hawks Nest and Northern Port Stephens*, New Lambton, 2000, page 8.

5 Above.

6 Above, page 10.

7 Above, page 18.

8 Above, pages 23, 34, various; John Chadban, *Stroud and the A.A. Co.*, 1970, page3.

Port Stephens through the Myall Lakes to the upper Myall Valley but the area was initially of limited interest because of the poor soils of the lower Myall River area and the isolation of the upper valley. The grazing property *Boolladilla* (Bulahdelah) was established on the Myall River in 1840 and a boat building began in the Myall Lakes area about that time but in 1850 the present Great Lakes Council's population was situated almost entirely in the Port Stephens - Karuah Valley area. After about 1860 this changed with the rapid growth in the milling of hardwood timber, stimulated by increased demand and the arrival of steam powered saws. Areas of agricultural land were opened up in the upper Myall Valley about this time.

A second pattern of settlement developed in the northern part of the present Great Lakes Shire after about 1860 as the search for agricultural land spread southward from the Manning River. The first settlement in the Wallamba Valley occurred during 1853 to 1857, upstream from the Great Lakes area in the present Greater Taree City Council area.⁹ By 1872 a string of small holdings ran along the alluvial banks of the Wallamba River to near Wallis Lake in the Great Lakes area.¹⁰ By 1896 most of the useable agricultural land stretching almost to Tuncurry had been taken up.¹¹

A third settlement pattern developed on the coastal fringe. Overland contact with the earlier settled agricultural areas was difficult and initial access was mainly by sea. Forster's settlement began in 1863;¹² plans for the village of Forster were announced in 1870 at which time the name was changed from Minimbah to Forster.¹³ Settlement at Tuncurry (originally North Forster) commenced during the 1860s, the name was changed to Tuncurry in 1875 and declared a village in 1893.¹⁴ Timber and boat building were the initial industries but fishing and a fledgling tourist industry had commenced by the end of the nineteenth century. Hinterland settlement to the west at Failford, Nabic and Coolongolook initially relied on water transport through the Wallamba River and Wallis Lake to connect with coastal shipping but later road connections to Taree allowed greater association with the lower Manning River area.

4. The railway

The opening of the North Coast railway in 1913 did not have an immediate impact throughout the entire Great Lakes area; the coastal areas generally were too far away and continued to rely on coastal shipping. However, improved motor road transport from Forster- Tuncurry to Taree rail after about 1920 stimulated tourism development and assisted the fishing industry by providing fast, reliable transport to the Sydney markets. The railways most immediate impact was in the western parts of the area and in the adjoining Gloucester and Manning (now Greater Taree) Shires where the newly commenced dairy industry was given fast, efficient transport to the dairy cooperative factories and then to the major ports and markets. It also created a demand for railway

9 W.K. Birrell, *The Manning Valley: Landscape and Settlement 1824-1900*, Gladesville, 1987, page 97.

10 Above, page 133 (map 17)

11 Above, page 185 (Map 24).

12 George Godwin and family travelled overland from Gosford in 1863; J. Rivett, *The Good Old Days along the Manning River and Great Lakes*, Nara, 1979, page 43, various sources.

13 *Lakeland Adventure: A history of the early days of Forster-Tuncurry*, undated, probably c1963. It celebrates 100 years of something but does not state what (but note footnote 12). It shows the Forster-Tuncurry bridge (1959) and is priced at 2/- (decimal currency was introduced in 1966).

14 E. Carmichael, *The History of Tuncurry*, 2000, page

sleepers and construction timbers, and then stimulated the timber milling industry by providing convenient transport to the Sydney market and ports.

5. Modern growth

The greatest changes came with the development of roads and motor transport. This growth began in the pre World War II years with the New South Wales government's 'roads before railways' program, initiated in the 1920s. Bus connections to Taree rail brought tourists for holiday accommodation at least as early as the 1920s and connections were similarly made for the transport of goods and produce in and out of the northern parts of the area. This created population growth in the coastal areas and great changes to the economies of the small but established towns of Forster and Tuncurry. It thus shifted the emphasis of economic growth and influence from the agricultural lands of the western part of the Council area to the coast. This shift eventually moved the centre of Council administration from Stroud to Forster in 1980. A 1938 estimate showed that Forster's population increased from around 700 to about 5,000 during the tourist season.¹⁵

Forster - Tuncurry's growth as a tourist destination grew rapidly from the 1950s in keeping with the rapid growth in Australian car ownership. At the same time it was becoming closer to Sydney and Newcastle as the Pacific Highway was progressively upgraded and moved closer to the coast. The old road through Stroud and Gloucester was replaced with the Booral-Bulahdelah deviation to join the Nahiab - Taree road in 1952 and then shortened again with the Karuah deviation in 1956. An ongoing program of highway upgrading continues to assist development of the coastal areas.

The most conspicuous feature of population growth in the last three decades has been 'lifestyle' settlement and retirement settlement from the southern cities. The timber industry has declined and the dairy industry has undergone periods of rationalisation that have seen much land converted to beef cattle grazing and other uses. The population of the Great Lakes Council area in 2001 was 31,384. Forster-Tuncurry accounted for 17,996 of that total and Tea Gardens-Hawks Nest 2,545. All other village areas were under 1,000.

6. Great Lakes Council.

The first meeting of the temporary Stroud Shire Council was held in the Bulahdelah Court House in 1906. The first meeting of the newly formed Council was held at the Stroud Court House following the first shire elections held that same year. The meetings were subsequently held in rented premises at the site of the present former Council Chambers, Cowper Street and Memorial Avenue, from 1907. A brick facade and extensions were added to that building in 1933, a second storey was added in 1948, the clock tower was added in 1951 and further extensions were added in 1956. The name was changed to Great Lakes Shire in 1971 and Council headquarters were relocated to Forster in 1980. The present boundaries were established in 1981 during the revision of boundaries and amalgamations of councils carried out at that time. The name Great Lakes Shire Council was changed to Great Lakes Council in 1993.

15 Anthony Rowan, *Revised Heritage Assessment in relation to Tudor Hotel 1 West Street Forster*, September 2001, page 13, no source given.

4 THE HISTORIC THEMES THAT HAVE SHAPED THE GREAT LAKES AREA

THE HISTORIC THEMES THAT HAVE SHAPED THE GREAT LAKES AREA

INTRODUCTION

The themes outlined in this study represent those aspects of the area's history that have determined both the physical appearance of today's landscape and the area's way of life. Most will have left their mark visibly on the landscape; others will have left no obvious trace but are remembered for their contribution to the area's development. Some will reflect values and attitudes that are held to be important.

The themes commence historically by considering Aboriginal occupation and then the Australian Agricultural Company and its pastoral endeavours. Beyond that, however, the themes are not considered in historical sequence but are broadly grouped according to their function. The sequence in no way reflects any priority or assessment of their importance.

1. Aboriginal occupation - pre history and change.
2. First settlement - the Australian Agricultural Co.
3. Agriculture
 - 3.1. Early agricultural endeavour
 - 3.2. Dairying
4. Timber cutting.
 - 4.1. Cedar
 - 4.2. The hardwood timber industry.
5. Boat and shipbuilding
6. Fishing, oysters.
7. Mining.
 - 7.1. Sandmining.
 - 7.2. Goldmining
 - 7.3. Alum mining.
8. Tourism
9. Water transport
10. Land transport
 - 10.1. Roads.
 - 10.2. Rail.
11. Air transport, aerodromes and aircraft.
12. Village and urban growth.
13. Administration, including law and order
14. Schools and education.
15. Churches and religion.
16. War time, war service and war memorials.

THE THEMES

1. Aboriginal occupation - pre history and change.

This brief thematic overview is not intended to recount the full extent of the Aboriginal history of the Great Lakes area and readers are referred to a number of publications.¹

As outlined in the Historical Overview, at the time of European settlement the Great Lakes Council area was peopled almost entirely by the Worimi tribe, who occupied the area from Blackhead in the north, south to the Hunter River and west to near Barrington Tops. The Biripi people occupied the northern most part of the Council area from around Blackhead north to around Kew.²

The Worimi people were bordered on the north by the Biripi, the northwest by the Dungutti, the west by the Gringai and the Wonaruah and the south by the Awabakal tribe. Enright considered that the Worimi were divided into groups, Narelle Marr refers to these groups as 'nurras' and, relying on research by Enright³ and Sokoloff, identified ten nurras, eight of whom occupied the Great Lakes area.⁴ Each of the nurras occupied a definite locality within the tribal territory but the exact boundaries are not known because of the extensive de-tribalisation that occurred after European settlement.

The lifestyle at the time of European settlement was typical of coastal eastern Australia. Coastal lakes, beaches and estuaries backed by wooded country of various kinds provided a rich food source and supported a high population. Oxley noted in 1829 that:

The natives are extremely numerous along this part of the coast; these extensive lakes, which abound with fish, being extremely favourable to their easy subsistence; large troops of them appear at the beaches while their canoes on the lakes area equally numerous. In the mornings their fires are to be observed in every direction; they evidently appear to shun us, and we wish for no further acquaintance.

Sokoloff calculated the population density as being 1 person per 3.3/4.0 square miles for coastal NSW compared with 1 person per 7.8 square miles for NSW generally and 1 person 12 square miles for Australia (1 square mile = 2.55 km² approx). Aboriginal population figures have been subject to a degree of debate and revision at different times but these comparisons remain valid in reflecting the higher population density along the food-rich coastal plain.

Drawing on early observations of their lifestyle, Sokoloff noted that food sources consisted of any type of animal that could be caught, birds, goannas, oysters, other shellfish, lobsters, turtles, crabs, eels and fish including mullet, flounder, snapper,

1 For an Aboriginal history of the Worimi and Biripi see N. Marr, *Aboriginal History of the Great Lakes District*, copy Great Lakes Library; and Chapter 16 'The Birpai...', *The Struggle Against Isolation: A History of the Manning Valley*, 1987; also HK & JE Garland, *Myall Lakes, Creation to Controversy*, Palms Press, 1982.

2 Narelle Marr, *Aboriginal History of the Great Lakes District*, undated, author, Great Lakes Library; oral, Mick Leon, members of the Forster Local Aboriginal Land Council. Blackhead is in the Greater Taree City Council area near the boundary with Great Lakes Council.

3 W.J. Enright, *The Language, Weapons and Manufactures of the Aborigines of Port Stephens, New South Wales*, 1900.

4 Marr, (copy viewed without page numbers, 1st page.)

jewfish, bream and flathead. He noted that vegetable foods included a type of fern root called 'bungwall', a species of yam called 'wombie', the stalks of the giant lily (*Doryanthus*) as being staple food and that the banksia blooms were eaten by children because of their sweetness. Local Aboriginal people advise that the range of food sources available was much greater than that noted by Sokoloff and other observers.

Population numbers decreased rapidly after European settlement. The earliest contact with Aborigines in the Great Lakes area probably occurred at Port Stephens in 1790 when five escaped convicts were rescued by Aborigines and taken into their community.⁵ Contact with cedar cutters began in the Port Stephens area after 1816. The cedar cutters intruded harshly into the Aboriginal way of life; accounts of theft, rape and murder are accepted as being widespread occurrences in what was a harsh and often brutal occupation and lifestyle.

The withdrawal of the Australian Agricultural Company from the eastern part of their grant and the resulting spread of small holdings settlement led to depletion of Aboriginal food sources and eventually to hostility on both sides. The Great Lakes area and the Manning Valley were not free of the massacres and the poisoning of food and waterholes that was widespread throughout much of Australia during the nineteenth century.⁶ Introduced diseases took a heavy toll, in 1860 a measles epidemic severely reduced numbers in a population that had no resistance to the disease.

By the late nineteenth century the traditional way of life had all but been destroyed and the Aboriginal people were dependent on white employment or charity. The meagre distribution of blankets and winter clothing had become an important part of their welfare, a position sadly typical throughout settled Australia. Registrations for blankets and clothing in the last three decades of the nineteenth century reveal the declining numbers of the Worimi population.⁷

One important aspect has shaped Aboriginal lifestyle and the lives of families for more than a century - the establishment of Aboriginal missions and the mission schools. Aboriginal Stations or Missions were established at Purfleet, Forster and Karuah during the late nineteenth and early twentieth centuries. Mission schools operated at Forster from 1891 to 1952, Purfleet from 1903 to 1953 and Karuah from 1916 to 1954. In time, these missions and schools will need a fuller assessment of their history, the hopes and aspirations that created them, their achievements and failures and their influence on the families who grew up in them.

Aboriginal occupation - the remaining evidence

There is little evidence of traditional Aboriginal occupation apparent to the casual observer. This is not so for the trained eye - even though most has been lost with the passing of time there is plentiful evidence of Aboriginal culture. The more obvious of this includes scarred trees caused by the removal of bark for various purposes, stone artefacts, stone working scatters and coastal shell middens.

5 Brian Engel, Janis Winn & John Wark, *Tea Gardens - Hawks Nest and Northern Port Stephens*, 2000, B. Engel, New Lambton, pages 4, 8.

6 Marr, also oral accounts have been told to the writer by residents of non-Aboriginal descent. These accounts have been passed down through families.

7 M. Carrall, *Booladilla; Life in an old mining town*, Vol 1, 1999, Bulahdelah and District Historical Society, p. ix. (Cites H.K. & J. E. Garland, *Myall Lakes: Creation to Controversy*, 1982.)

Continuing research and the recording of traditional cultural tradition is gradually building a rich knowledge base that is providing a fuller understanding of Aboriginal traditional culture and of Aboriginal history since European settlement. However, it is impossible, even a disservice to Aboriginal people, for this study to attempt such an assessment. As such, one recommendation of this report is that a separate study be undertaken to assess Aboriginal heritage. The areas and methods of study, the format of any reports that are made public, the disclosure of cultural information and the disclosure of details concerning the localities and nature of items be determined by Aboriginal people. In this regard the writer acknowledges the cultural requirements that certain information remains private and that disclosure may cause vandalism but puts forward the opinion that a greater awareness of Aboriginal culture and a shared appreciation of it will lead to a better understanding of Aboriginal concerns and a greater level of cooperation.

2. First settlement to about 1860 - the Australian Agricultural Co.

European settlement in the Great Lakes area began with the Australian Agriculture Company's settlement at Ports Stephens in 1826. The Company's presence in the Great Lakes - Manning Valley area from 1826 until 1903 can be considered in two broad periods; the initial pastoral period until 1856, during which time they pursued their intention of establishing a fine wool industry and the period after the sheep flocks were withdrawn in 1856, which was a period of neglect and decline in their activities. Apart from the establishment of private grazing runs in the Upper Myall Valley after about 1840, the history of the first agricultural endeavour in the Great Lakes area is the history of the Australian Agricultural Company's initial venture in Australia.

Other factors affected land use patterns in the study area during second half of the nineteenth century; the beginning of small acreage settlement after about 1856 - 1860, the beginning of hardwood milling about 1860 following the introduction of steam powered saws and the commencement of the dairy industry after about 1890. The period of first settlement and agricultural endeavour is, therefore, the period to about 1856.

A number of researched accounts of the Company's early history are available (see bibliography); the following overview is intended to show only how their venture influenced the spread of settlement and early agricultural endeavour in the Great Lakes area.

The Australian Agricultural Company was incorporated by an Imperial Act passed in June 1824. A grant of 1,000,000 acres of Crown Land was approved for the Company's purposes of breeding livestock, establishing a fine wool industry and cultivating crops. The Colonial Committee (the board of directors) rejected the initial recommendation by Surveyor John Oxley that half the land be selected in the Liverpool Plains for the grazing of sheep and half in the Hastings Valley for the cultivation of tropical crops. The Committee acted instead on Oxley's second recommendation that the grant be obtained in the vicinity of Port Stephens where the availability of a deep water port addressed the committee's concerns regarding transport.⁸

Robert Dawson, the first manager of the Company's estates, arrived at Port Stephens in January 1826. The area north to the Manning River was surveyed with the assistance of surveyors Dangar and Armstrong and the land stretching from Port Stephens to the

8 W.K. Birrell, *The Manning Valley: Landscape and Settlement 1824-1900*, 1987, Jacaranda Press, Gladesville, pp39-43.

Manning River in the north and from the coast westward to include the Karuah River and Gloucester River valleys was selected.

The first settlement at Carrington on the northern shore of Port Stephens was established in 1826. Convict labour constructed huts, a lumber yard, mill, slaughter house, storehouse, dairy, temporary church and a military guardhouse. Tahlee House was built as the superintendent's residence in late 1826. By October that year the company had purchased 1,000 head of cattle and 2,000 head of sheep. Extensive clearing of land was under way by early 1827.⁹ Despite the vigour and accomplishment of the establishment years, the Port Stephens venture was not successful. The soils were of poor quality and agricultural efforts were moved north to the Booral and Stroud areas in the Karuah River valley. By 1834, 530 acres were under cultivation in the Karuah Valley, including 278 acres of wheat.¹⁰ Stroud was established in 1832 and became the centre of the Company's activities during the 1830s.¹¹ Attempts were initiated in 1830 to surrender the eastern section of approximately 500,000 acres in favour of the Peel River and Warrah Estates, a move that was finally approved in 1833. The Company then held 464,640 acres and leased a further 243,120 acres from the Church and School Corporation.¹² A little over half of this remaining land lay within the present Great Lakes Council area.

The original intention of the Australian Agricultural Company was to produce fine wool to meet the ever increasing production of Britain's woollen mills. Germany, Britain's main supplier, was scaling back wool production in favour of industrialisation and Australian wool was seen as the product that would make fortunes. However, this was not to be for the Port Stephens Estates. The humid coastal climate and inbreeding brought the industry to an end after thirty years. The Estate's number of sheep grew from 2,500 in 1826 to 124,000 in 1834. It hovered a little below those numbers until 1856 when the entire flocks were moved to *Warrah* and *Goonoo Goonoo* Station near Tamworth.¹³ The Australian Agricultural Company's Port Stephens estates never fully recovered from the failure of the fine wool venture. Livestock breeding, mainly horses and cattle, continued but with limited success. The Company's headquarters were moved from Stroud to Sydney in 1856.

The sale of land by the A. A. Co. for small holdings began shortly after 1860. The estates were seen as being mismanaged by the late nineteenth century and the introduction of a land tax act by the NSW government in 1895 was the death knell for the Australian Agricultural Company's occupation of the Port Stephens estates. The Company offered the estates to the NSW government in 1899 but were refused because the *Closer Settlement Act* of 1901 was being considered at that time.¹⁴

The estates were eventually sold in 1903, heralding in a new period of growth for the Karuah - Gloucester Valley. Stroud was created as a Company town and initially prospered because of that. However, it had stagnated by the end of the century and the

9 Engel, p.18.

10 J. Chadban, *Stroud and the A. A. Co.*, Stroud Shire Council, 1970, P.6.

11 Engel, p.22.

12 Birrell,

13 Chadban, p.17

14 Birrell, p231

subdivision of Company land into smallholdings stimulated growth. For Gloucester in the adjoining Gloucester Shire, the effect was much more dramatic. Gloucester was surveyed in 1855 but remained as a quiet village of about 75 people until the end of the century.¹⁵ Following the exit of the AA Company and the subdivision of its land after 1903, Gloucester rapidly expanded into a thriving rural town.

First settlement to about 1860, the Australian Agricultural Co. - the remaining evidence

The Australian Agricultural Company's former Port Stephens Estate provides the Great Lakes area with its earliest evidence of European settlement. The beginning of that settlement at Carrington-Tahlee is evidenced today by the rebuilt Tahlee House, Carrington Cemetery, the former soldier's cottage and the former St Andrews Church. Most of the village has been lost with the passing of time but remnants and archaeological evidence remain of the boat harbours, limekiln, roads and village site.

Booral and Stroud, as the effective administrative centre for over twenty years and an ongoing farming area, have retained much more tangible evidence. "Booral House", "Alderley House", "Stroud House", St Johns Church, the rebuilt St Johns Rectory, "Quambi House", Silo Hill and five former A. A. Company cottages establish the Stroud-Booral area's early historic significance.

If the built evidence of the A. A. Company's settlement is still plentiful, evidence of their pastoral and agricultural endeavours is not. There is nothing to alert the observer to their former grazing runs or crop cultivation. Only the washpool at Stroud Road, identified by way of historical record, tells of the hopes of wealth from the production of fine wool for the West England woollen mills.

3. Agriculture and Dairying - after about 1860.

3.1 Early agricultural endeavour

Small acreage settlement began in the north-eastern part of the Great Lakes area in the late 1850s along the Wallamba - Wang Wauk - Coolongolook Valleys as an extension of settlement in the lower Manning Valley and to the west in the Stroud - Wards River area after 1861 as the A. A. Company began subdividing land into small blocks.¹⁶ Early accounts show that small scale cropping and home gardens were a feature throughout much of the Great Lakes area but mainly in a semi-subsistence manner to support other activities such as timber harvesting and shingle splitting.

The pattern of crop experimentation was the same as in the Manning Valley and the valleys further north - a variety of crops were grown but with only limited success. Among these, oats, barley, wheat and tobacco had been cultivated for a while but reliance consistently fell back on maize and the raising of poultry and pigs. None of these produced a reliable income.¹⁷ There is no indication that farmers experimented with the growing as sugar as in the Manning Valley immediately to the north.

Early agricultural endeavour - the remaining evidence

No readily identifiable evidence of agricultural endeavour remains from this period. The land cultivated is in many instances still cultivated or grazed and a few old barns may remain from

15 Birrell, pp.156, 214.

16 The sizes were generally from about 40 acres to about 400 acres; see *Wards River Johnsons Creek School Centenary, 1872-1972*, Wards River School, copy Stroud Historical Society

17 Birrell provides an extensive account of small scale farming and the introduction of dairying, from which these comments have been drawn.

later in this period. One farmhouse at Barries Road, Markwell, is from this period and may be the oldest remaining farmhouse in the Great Lakes area although it is today a dairy farm and the outbuildings relate to that use.

Most of the buildings remain as buildings associated with the period and with rural expansion of the time rather than bearing any direct relationship to rural use. Stroud, as the only significant village or town in the Great Lakes area, continued to expand at a modest rate and many of the remaining buildings of the period are in the Stroud-Booral area, among them churches, schools, courthouse and post office.(see relevant themes)

3.2 Dairying

Dairying, before the establishment of commercial dairying in the 1890s, was a low productivity auxiliary function where the excess was occasionally sold in the good years. Cattle were general-purpose beef cattle rather than milking breeds and pastures were not particularly suitable to milk production. Dairying began in New South Wales about 1883; it was introduced into the Manning Valley about 1890 and became an economic reality following the opening of the Lower Manning Co-operative Dairy Factory in February 1893.

The introduction of dairying into the northern part of the Great Lakes area (the Wallamba basin) was essentially the expansion of the Lower Manning Valley industry. Although dairying had been established on the extensive alluvial floodplain of the Lower Hunter Valley for several years, the unsuitable soils north from Port Stephens and the occupation of the Karuah Valley by the Australian Agricultural Company initially hindered the early expansion of the industry in the southern and western parts of the Great Lakes area.

However, earlier land subdivision by the Australian Agricultural Company in the Stroud-Wards River area had provided a number of suitable farm acreages and dairying commenced at Stroud following the opening of Skelton and Walker's creamery at Dungog in 1898.¹⁸ Dairying spread along the Karuah River valley north to beyond Gloucester following the departure of the A. A. Company in 1903 and was stimulated by the opening of the North Coast railway in 1913. Stroud became a timber milling and dairying town. To the immediate north of the Great Lakes Council area, Gloucester entered a period of growth and prosperity after half a century of stagnation.

By 1900 three creameries were operating in the Wallamba River - Wallis Lake area. The growth of small creameries, each serving a relatively small group of local farmers was a feature of the early development of the dairy industry. A butter factory was opened at Stroud in 1902 and a larger factory at Stroud Road following that. A butter factory was built at what is now Rockpool Road, Tuncurry in 1918 and operated until 1945. Milk was unloaded from the river cream boats at a wharf on the lakeside at transported to the creamery by trolley tracks. Another set of tracks ran to Wright's Mill and Porter's Mill to bring waste timber for the factories boilers. A creamery operated at Bulahdelah from around 1900 but had closed by 1916 when the decision to build a new improved creamery was made.¹⁹ Local cream was then being taken 33 miles by boat to Tea Gardens, an unsatisfactory arrangement that had caused some dairy farms to close.

18 *Wards River Johnsons Creek School Centenary, 1872-1972*, pp. 11-17.

19 *The Durham Chronicle*, 14 November 1916, cited in M. Carrall, *Bulahdelah: Life in an Old Mining Town*, Bulahdelah Historical Society, 2000, p.15.

The Cape Hawke District Rural Cooperative at Tuncurry opened in the early 1900s and produced butter until 1945.²⁰

Dairying introduced a level of prosperity that had been previously unknown to the small-scale farmers of the Lower and Mid North Coast. The herds were small by today's standards but provided adequate and secure incomes to raise families and achieve a modest level of prosperity when compared to the uncertainty of earlier farming. Despite that, it was not without fluctuations and lean periods, particularly in the developmental years. The initial years were characterised by alternating drought and floods and existing pasture was of seasonal value only. The introduction of paspalum to the Lower Manning Valley in 1898 and its subsequent spread through the area provided year round pasture and ensured the success of the fledgling industry.²¹

The dairy industry has gone through continuing change since then. It expanded in the 1920s, which was a prosperous time for the industry. The industry changed substantially to milk production in the 1940s (as opposed to butter production - hence the closing the creameries at that time). The introduction of milk quotas in the 1950s and the restructuring of the industry that followed created great change at the farming level, reducing the number of family run farms but increasing the average farm size as farms were amalgamated. The refrigerated bulk system was introduced in the 1960s. The last decade has again been a period of rationalisation and change that have resulted in many farmers leaving the industry.

Dairying - the remaining evidence

Until a few years ago, the dairy industry was the most conspicuous rural land use throughout much of the Great Lakes area. Dairy farms, the milking bails and grazing dairy cattle were a conspicuous feature in the western area along the Booral - Stroud-Gloucester Valley, the upper Myall Valley and in the Wallamba Valley. The days of the small, local creamery (for butter production) had long gone but the evidence of a viable milk production industry was obvious. The rationalisation of the dairy industry has changed that. Many farms have ceased functioning, some to be incorporated into larger farms, some have been converted to other uses.

Despite this, a number of farms have survived in the former major dairy areas. Most conspicuous today are the farmhouses that remain from that period. Some belong to the industry's early days in the 1890 to 1930 period, some relate to post war prosperity in the 1950s and 1960s. A conspicuous feature is the number of disused dairies and bails. Most of these remain from post war upgrading in the 1950s to 1970 period but others remain from earlier in the century. Some dairies have been converted to other uses, even holiday and temporary accommodation, while others sit unused and decaying.

4. Timber cutting.

4.1 Cedar

Cedar was first cut on the Hawkesbury River in 1795 and the Hunter River in 1801.²² The first cedar cut in the Port Stephens area was a shipment of 7,686 super feet cut by James Smith in the closing weeks of 1816.²³ The rate of cutting intensified during the years 1817 to 1823 but cedar as a high volume timber source appears to have been cut

20 Revitt vol 1 p. 51.

21 Birrell, p.225.

22 James Jervis, 'Cedar and the Cedar Getters', Royal Australian Historical Society Journal, Vol. XXV, pages 131 – 156.

23 Engle, p.10

out within a few years after that.

The exact localities where cedar was cut in the area are not easily identified today. Cedar is not a timid, slow growing shelter-seeker as is often claimed but is a vigorous, fast growing rainforest coloniser. It would therefore have been scattered throughout much of the Great Lakes area, particularly along the alluvial valleys and in the littoral rainforests that were once common along the coastline. However, the area's rainforests were not as extensive as those in the major river valleys and the high rainfall basalt plateaux to the north and the amount of cedar harvested was accordingly less.

Reasonable quantities were cut in the Karuah and Myall River valleys and in the Wallamba-Wang Wauk-Coolongook River valleys. The *Maitland Mercury* in 1847 noted that good quality cedar was being cut in the vicinity of Booladilla (Bullahdelah), to be floated to Port Stephens in rafts for shipment to Sydney.²⁴ Cedar was also being cut in the Wollomba Valley and shipped via Nabic from about that time. Small quantities continued to reach the market intermittently throughout most of the nineteenth century and a little remained available for local use until the early twentieth century. This later cedar was cut by property holders rather than by the invading cedar gangs; those days had finished by the 1840s.

The contribution made by the cedar cutters to settlement patterns along the New South Wales coast is frequently exaggerated. The cedar cutters came, cut the cedar and left. The industry provided employment and created a degree of wealth for the entrepreneurial organisers of the trade. However, the frequent claim that the cedar cutters opened up the country for settlement has only limited merit. In most areas settlement had already begun or was planned irrespective of cedar cutting ventures. The cedar cutters arrived in the Port Stephens area eight years ahead of the Australian Agricultural Company's settlement but there is nothing to indicate that the presence of cedar or information gathered by cedar cutters had any influence on the Company's decision to settle at Port Stephens.

However, claims that the cedar cutters intruded harshly into the Aborigine's way of life are correct, with acts of theft, abduction, rape and murder being common. Robert Dawson of the Australian Agricultural Company wrote of the 'disgusting - even terrible' acts of cruelty inflicted on the Worimi by the cedar cutters.²⁵

The cedar industry - the remaining evidence

Nothing remains to indicate the importance of cedar cutting as the area's first industry. The same could be said of almost any former cedar cutting area. Rarely has an industry of such importance left so little evidence on the landscape. The absence of a tree that was once common is the only (negative) evidence that can be cited. As stated, the red cedar is not a slow growing, timid shelter seeker as is often claimed in the antique furniture circles but was a rapid growing rainforest coloniser of great vigour, a fact that highlights the intensity of the slaughter and makes its depleted numbers today an even greater tragedy.

Outside the Great Lakes area, a cedar sawpit remains as a rare survivor in the Wingham Brush, Manning Valley. No cedar sawpits or other evidence relating to the harvesting of cedar are known to exist in the Great Lakes area. It is reasonable that sawpits and loading facilities of some kind would have been scattered throughout the area where cedar once grew. Recorded

²⁴ *Maitland Mercury*, 10 May, 1847

²⁵ Engel, p.4.

and passed-on oral evidence tells of cedar being cut in the Karuah, Myall and Wallamba Valleys to be dragged, carried or floated to suitable loading points for shipment out of the area. No physical evidence remains of this.

Perhaps the only visible evidence of the former cedar industry is the cedar furniture and cedar joinery that remain. Losses through wear and tear have taken a heavy toll and much has left the area to satisfy the antique market but sufficient remains to tell of this great rainforest tree and the industry it created. In the case of joinery and built in furniture, the use of local cedar is a reasonable assumption. In the case of moveable furniture, local or outside (mainly Sydney) manufacture are both possible. For example, records show that government buildings such as court houses were more likely furnished by the government's Sydney suppliers.

4.2. The hardwood timber industry.

Overview

Australia established a world-wide reputation as a supplier of high quality durable hardwood timbers during the late nineteenth and early twentieth century following the progressive introduction of steam powered saw mills after about 1860. Australian railway sleepers, road paving blocks and heavy construction timbers were exported worldwide. The east coast of New South Wales, and in particular the North Coast, became a premium supplier of high quality hardwood. The Great Lakes area was endowed with extensive hardwood forests yielding high quality commercial timber.

By the early twentieth century, four extensive state forests areas had been declared; the Wallingat State Forest; the Bachelor State Forest; the Wang Wauk-Bulahdelah State Forest and the Myall River-Nerong State Forest. These have a north-south alignment and lie in the ridge and valley country between the Wallingat, Coolongolook, Myall and Karuah valleys.

Before steam powered saws

Historical records show that hardwood timber cutting began before the introduction of steam powered mills; timber cutting leases were issued from the 1830s but there is little evidence to show the volume of timber being sawn. Blue gum was mentioned in Australian Agricultural Company records and was harvested from about 1830 as a sawn timber for building and joinery use. Many Australian hardwood timbers are among the hardest commercially available timbers in the world - the heaviest are so dense that they sink in water even when fully seasoned. Much early conversion of hardwood timber, therefore, was by splitting rather than sawing. The timber billets were split into manageable sections, usually quarters, and then split again ('slabbed') at a tangent to the growth rings to produce the necessary size. Fence timbers, palings, house building slabs, shingles as well as some structural timbers were produced in this way. Split slab construction for houses was a commercial building technique, not just an on-site rudimentary construction method.²⁶ Sawn timber for weatherboards, if used at this early time, was usually a softer timber such as white beech.²⁷ Much structural hardwood

26 Among the many references noted is Rachel Henning to Etta (her sister) 20 March 1867 in *The letters of Rachel Henning*, 1988, Penguin Books, pp 236 that the timber for their new house at Stroud was being split by the carpenter.

27 White beech, *Gmelina leichhardtii*, is technically a hardwood but is relatively soft and easily worked. It was common in coastal rainforest from the Shoalhaven River to the Eungella Range near Mackay in Queensland.

timber was used in the round, squared with a broadaxe if required.

Some hardwood was hand sawn for general use in those early years. A sawn, level floor was a prerequisite, even in the area's more humble dwellings, as surviving examples show. Boat building also required accurately sawn timber and timber grants were made in the Bulahdelah area from about 1833 to support a growing boat building industry on the Myall Lakes.²⁸

The introduction of steam powered saws

The introduction of steam powered saw mills after about 1860 enabled hardwood timber milling to become a mass production industry of world standing. Three broad phases of steam powered timber milling can be noted. The first, from about 1860 to the 1890s, was the harvesting and milling of timber immediately adjacent to navigable waterways. The second period, to about 1940, involved the construction of private timber milling tramways to carry previously inaccessible timber to the waterside mills. The third period, which began about 1940, involves the methods in use today and is marked by the increasing reliance on road transport and mechanised harvesting. A further trend can be noted during the second period - the development of mills alongside the railway after its opening in 1913 in the same way that they initially developed alongside the navigable waterways.²⁹

The first period to the 1890s - waterside harvesting

The early timber cutting was confined to water-side locations for ease of transport, a feature consistent with the development of timber milling along the New South Wales coast. The first steam powered sawmills opened during the 1860s, Duncan McRae's mill on the Myall River at Bulahdelah was opened in 1862 and Breckenridges mill at Pumpkin Point about the same time.³⁰ Rachel Henning wrote in May, 1866 of the 'great timber punts' using the narrow but deep Myall River³¹ and in 1867 that two new steam sawmills were being established on the Myall River and that they would probably take all of the trade in that area.³²

The industry expanded through the 1870s and 80s. The *Crown Lands Act*, 1884, was introduced to give the Crown complete control over forests and to implement the reforms that all the interested parties had sought. Some of the regulations were seen as a hindrance by timber workers and were met with disapproval and protest.³³ The industry suffered badly in the depression of the early 1890s but had recovered strongly by about 1896, a trend general throughout New South Wales.³⁴

The second period - the timber tramways

Timber milling at this time was on the verge of expansion and change. Increasing worldwide demand coincided with the depletion of the readily accessible waterside

28 G. Smith, *Tall Timbers*, Bulahdelah Central School, 1993.

29 The construction of the railway stimulated the sleeper cutting and timber milling industries and it appears that mills were developing along the route of the railway before its opening.

30 M. Carrall. *Bulahdelah - Life in an old mining town*, Bulahdelah Historical Society, p.17

31 Rachel Henning to Mr and Mrs Taylor, 19 June 1866, p.221.

32 Rachel Henning to Mr Boyce, 17 Feb 1867, p.231. Also *The Maitland Mercury*, 9 April 1867.

33 *Dungog Chronicle*, 29 January, 1904.

34 Above, 18 August, 1896; *Manning River Times* 20 March 1898, p.2 re the Coopernook mill, Manning River.

forests, so that the industry needed to gain access to previously less accessible timber resources. To achieve this, networks of access roads and timber tramways were constructed, introducing the Bulahdelah forests and similar regions along the North Coast to a new era of timber harvesting.

Timber tramways, at first horse-powered and then steam driven, were already established in forests to the north of the Great Lakes area. The tramway in the former Never Never State Forest near Coffs Harbour operated from the late 1880s to 1914. That at G. Walters and Company's mill on the Lansdowne River (Manning Valley) was in operation in 1895 and the nearby Langley Bros tramway commenced in 1899.³⁵

Logging companies built more than a dozen logging tramways in the Great Lake's hardwood forests, mainly in the Myall River State Forest and the Wang Wauk-Bulahdelah State Forest.³⁶ Millars Timber & Trading Company (originally Millars Karri & Jarrah Company) established the Simsville Mill in 1911 and quickly built a 3 feet 6 inch (1067 mm) gauge logging tramway. Allen Taylor & Company purchased a short section of existing tramway at Mayers Point, Myall Lake in 1913 (built by the defunct Australian Timber Company about 1904) and established a line on the western side of Bulahdelah to access the Purgatory Mountain forest in the Myall River State Forest.³⁷ Taylors immediately set about extending the Mayers Point line and converting it to steel rails and steam power.³⁸ Eventually this line extended northwards through O'Briens Hill and Wootton to finish in the Wang Wauk State Forest west of Mt Mistake North. Taylors also established a large mill at Winda Woppa, Hawks Nest. These larger mills built their own mill workers' cottages and became private villages with supply stores, social amenities and community life. As well as these, small independent sawmills operated throughout the area.

The industry was generally profitable and contributed greatly to the area's growth during this period. However, the establishment of mills, logging tramways and workers' cottages was capital intensive and the industry was not without its problems at various times. The importation of douglas fir (oregon) from the west coast of America was valued at £4 million in 1921 and local producers suffered. This was not the first intrusion by the American softwood into the Australian market, supplies had been arriving since the mid nineteenth century and the local industry suffered badly during the 1880s.³⁹ Millars Timber and Trading Co. ceased operations in 1922 and were taken over by the Queensland Pine Company.⁴⁰ They in turn suffered in the Great Depression and Forestry Commission records show that the Company's harvest fell from 360,000 super feet in 1930 to 20,000 super feet in 1932.⁴¹ The Queensland Pine Company was taken over by Smith & Ellis in 1932. Smith & Ellis experienced financial difficulties in the late 1930s and were taken over by Allen Taylor & Company in 1942.

35 Blackmore and Associates, *Forestry Commission of NSW Langley Vale Tramway Study*, June 1993, p.12.

36 Bulahdelah State Forests Map, Forestry Commission of NSW, 1986.

37 H. Wright, 'Mayers Point - Wootton - Horses Creek Timber Tramway', *Australian Railway Historical Society Bulletin*, October 1982, No 540, p.219.

38 M. Carrall, *Bulahdelah - Life in an Old Mining Town II*, Bulahdelah Historical Society, p.i.; Wright, pp. 221-22.

39 Birrell, 187.

40 Ian McNeil, 'Simsville and the Jarrah Mill', in *Railways*, No 113, July 1991, p.15.

41 Above, p.25.

The era of the logging tramways had come to an end by this time. The supply of timber available to the logging tramways was seriously depleted while improved roads, caterpillar tractors and road haulage were more economical and gave the companies greater flexibility. Railways offered an alternative to coastal shipping, then in its final days, and a number of mills developed along the railways line in the same manner that mills originally developed along the waterways. Smith & Ellis began dismantling their tramway system in 1938. Taylors closed their line in 1944. To the north in the Manning Valley, Smith & Ellis closed the Langley Vale tramway in 1939 after a period of disuse.

The third period - mechanised harvesting and road transport

The third period of timber milling began in the 1940s. The availability of caterpillar tractors, loading machinery and road haulage trucks increased dramatically in the years following World War Two. Chain saws, at first heavy two-man chain saws, were introduced at this time as the industry moved into its present day operational methods.

Rationalisation within the industry, changing attitudes to the use of natural resources and the depletion of timber supplies have brought about the closure of many mills and great changes within those that have survived. This new chapter that will be written in time but lies outside the requirements of this study.

Hardwood timber milling - remaining evidence.

The hardwood timber industry has undergone great changes over recent decades. An observer travelling through the Great Lakes area about 1960 would have noted evidence of the timber industry at almost every turn. Timber mills, both small and large, still dotted the country side in forested areas and timber jinkers were commonly encountered on the rural roads. Almost every rural dwelling, be it humble or substantial in size and detail, was built of local timber. Only in the urban areas did brick dwellings make an appearance but they were out numbered by weatherboard houses, for the now ubiquitous brick veneer dwelling had barely made an appearance at that time. Even the smoke from the chimney of almost every house on a winter's night emphasised the presence of the local timber industry.

The evidence today is vastly different. Only a few of the mills remain in operation and the physical evidence of their former existence is disappearing. Some, such as the Bungwahl mill, stand idle as if there is still hope for their reopening. Many, such as the former mill sites at Nabiac and Nerong, have been demolished or decayed away and are known of today only by historical record and archaeological evidence. The timber shipping wharves such as Allworth, Nabiac and Mayers Point have long been demolished and are similarly identified. The timber harvesting tramways of the Myall River, Wang Wauk and Bulahdelah State Forests have all but decayed away. There is no remaining evidence of the early 1860s mills that established mechanised timber milling and set the Great Lakes area on the path of becoming a major supplier of hardwood timber.

The overwhelming remaining evidence is the number of timber dwellings from the pre 1960 period. Some remain in remarkably original condition, some with moderate change, some mutilated by inappropriate 'modernisation'. However, growing appreciation of the area's built timber heritage should ensure at least a reasonable survival rate, particularly in rural areas and villages where redevelopment pressures are less intense.

An interesting item of surviving historical record that could also be considered as physical evidence because of its visual qualities is the old Australian film, *Tall Timbers*. The scenes showing the use of the timber tramways were reputedly taken on the Langley Vale tramway in the Manning Valley and on the Simsville tramway in the Great Lakes area. The special viewing of the film given by the producers at Stroud confirm the use of the Simsville tramway in the filming. See Ian J McNeil, *Simsville and the Jarrah Mill*, page 34, for an account of the filming.

5. Boat and shipbuilding

The Lower and Mid North Coast of New South Wales supported a successful boat and ship building industry throughout the nineteenth and early twentieth centuries. The abundant supplies of timber, the suitable coastal lakes and estuaries and the lack of a rail service provided the stimulus for a vigorous ship building industry that lasted from the days of early settlement until the mid twentieth century. The boat building industry during that time could be seen as one of a group of interdependent industries in the overall local economy; timber milling, fishing, water transport and boat building.

Despite sail still being the accepted power source, the first boat built in the present Great Lakes area was a small paddle steamboat, the *Karuah*, built at the instruction of Sir Edward Parry at Carrington, Port Stephens in 1831. The *Karuah* provided valuable service within Port Stephens and to the farms along the lower Karuah River.⁴² Boat building commenced on the Myall Lakes during the late 1830s using timber cut along the navigable Myall River. There is little to provide details of this early industry but it appears to have concentrated on the construction of small vessels up to about sixty tons for local coastal use. The industry expanded after about 1865 due to increasing settlement and the beginnings of a steam-powered timber milling industry. A number of shipbuilding yards of varying size and output were established along the area's lakes and estuaries about this time. Notable among these was the Breckenridge yards at Failford.

The Breckenridge family settled first on the Karuah River, moved to Forster in 1867 to establish a timber mill and then to the Wallamba River in 1883 where they established a timber mill, shipyard and shipping service. They named the settlement Failford after Failford in Scotland.⁴³ Their most impressive ship, the combined sail and steamer *Commonwealth*, was launched in 1901 and served on the Breckenridge Line of Steamers, which provided a regular service from Cape Hawke to Sydney and Camden Haven.⁴⁴ Harry Miles took over the Breckenridge mill and yards at Forster in 1884 and built a number of vessels and tugs for service along the North Coast.⁴⁵ As well as the larger shipyards, a number of small yards operated in the Forster and Tuncurry area from about 1870, building wooden vessels of around 40 ton to 150 tons. Some of these built only a small number of vessels, some were only single vessel ventures.⁴⁶ Not all were commercial ocean going ships; tugs, droghers for the timber industry, fishing boats, launches for river trade and pleasure craft were among those built.

A 1920s photograph shows the timber and ship building industry to have been an extensive feature of the Tuncurry waterfront during the early twentieth century.⁴⁷ The fishing industry was well established by then, the Cape Hawke District Rural Co-operative was producing butter for the Sydney market and tourism was underway but it was the shipbuilding industry that shaped the appearance of the Tuncurry waterfront

42 Engel, Win 7 Wark, *Tea Gardens, Hawks Nest and Northern Port Stephens*, P.22. (The authors cite accounts from Sir Edward Parry's diary)

43 Revitt, VI p.55.

44 Above, p.56

45 Elva Carmichael, *The History of Tuncurry*, 2000. Great Lakes Historical Society p.179.

46 Above p.176, lists among others Hugh Leslie's 43 ton ketch 'Confidence' in 1872 and Dennis Sullivan's brigantine 'Perseverance' in 1876 (source not given).

47 Revitt, VI, p. 51.

during the late nineteenth and early twentieth centuries.

John Wright's yard at Tuncurry, established about 1877 and remaining in production until 1954, was the area's largest and longest operating shipyard. Wright's yards built many ships that became household names along the North Coast. Many drew their names from the North Coast, among them the *Bellinger*, *Tuncurry*, *Wallamba*, *Glenreagh* and *Nambucca*. The *Uralba* was the biggest ship built at Tuncurry and, at 602 tons, was claimed to be the largest wooden ship built in the Southern Hemisphere. The *Uralba* was launched in 1942 and was immediately requisitioned by the Royal Australian Navy. Others were also requisitioned for war service, among them the *Nambucca*, which served as a minesweeper before being lost in 1945.⁴⁸

The war effort stimulated the shipbuilding industry along the North Coast and Wright and Company are believed to have produced thirty two vessels for the United States army during that time. However, there was no post-war prosperity for the area's shipbuilding industry; the coastal shipping industry was finished by then and with it the shipbuilding industry that it created. Wright's last ship, the 175 ton *Santa Cruz*, was launched in 1954.⁴⁹ Small craft continue to be made along the North Coast and in the Great Lakes area but the industry that had shaped the settlement, growth and appearance of the Forster-Tuncurry waterfront was over by the mid twentieth century.

Boat and shipbuilding - the remaining evidence

Small craft are still built and repaired in the Great Lakes area and slipways of suitable size remain. However, little physical evidence remains of the boat building industry that shaped the growth of the Great Lakes area and the appearance and character of the Tuncurry waterfront for approximately 70 years.

The locations of the yards and slipways are known, either exactly or in general terms, but nothing significant remains from them. The site of John Wrights yard at Tuncurry can be identified and has been assessed as a site of heritage significance in this study. Other archaeological evidence remains. Witts Island in the Myall River at Tea Gardens is today a protected wetland. It contains the remains of a former slipway and the remains of eight vessels, including two droghers and three of Engel's store-boats.

6. Fishing, Oysters.

The fishing industry

Fishing and the harvesting of oysters have been an integral part of life in the Great Lakes area since before European settlement. Aboriginal populations in New South Wales were generally at their highest along the eastern coastal estuaries and lakes, where a rich supply of seafood combined with land food to provide abundant food sources. The Great Lakes area was no exception. The name *Tuncurry* is derived from the Aboriginal word meaning 'plenty fish' and Wallis Lake was noted as a source of fish from the earliest days of settlement, attracting visiting Chinese fisherman and Australian Agricultural Company fishermen during the 1830s and 1840s.⁵⁰

48 Above, p.50-2 and various.

49 Renamed the 'Elizabeth' and sold to Queensland as a pleasure cruiser, Revitt p.50.

50 Oxley's diaries, quoted in part in J. Revitt, *Good Old Days along the Manning River and Great Lakes*, Vol 1, 1979, p.47; *Lakeland Adventure - A History of the Early Days of Forster-Tuncurry*, undated, c.1963, Centenary Celebrations Committee, p.18, source not given, (Great Lakes Council Library).

The fishing as a viable commercial industry began in the Wallis Lake area during the 1870s catching mullet, bream and blackfish. Sicilian immigrants Vincenzo Fazio and Phillip Sciaca commenced a trawling operation from Tuncurry in the late nineteenth century.⁵¹ The fish at this early stage were sent by sea to the Sydney markets in boxes and then later in boxes packed with sawdust and ice. The arrival of the railway in 1913 provided more reliable transport but the shipping of fish and oysters to the Sydney market remained difficult until modern refrigerated transport became available. In the early twentieth century the NSW Government decided to build a chain of refrigerated receiving depots along the NSW coast. The first of these was opened at Pindimar, Port Stephens (Great Lakes area) in November 1917.⁵² The ice works were not the commercial success envisaged because of a lower than expected population growth rate in the area. The Motum brothers, professional fishermen from Tea Gardens, built a large shed on the waterfront and installed ice making machinery about this time but abandoned the development shortly after. The ice works closed in 1926. Despite the absence of expected success for some of these early ventures, they were establishing the way of the future.

Not all fishing ventures in the Great Lakes area were concerned with fresh fish for home consumption. The English firm, Marine Industries Ltd took out a lease on part of the defunct Pindimar ice works to establish a shark processing station in 1927.⁵³ The processing of skins, liver oil, fins and dried flesh, much of it for export, was envisaged. The business initially flourished but decreasing catches caused it to close in 1933, to be replaced by the Port Stephens Canning Co. The new company anticipated that it could process and sell canned fish more cheaply than the imported tinned salmon, which totalled £750,000 on the Australian market in 1929. The venture was not entirely satisfactory because suitable supplies were intermittent and the Company was placed in liquidator's hands following destruction of the factory by fire in 1938. Canadian salmon was underselling the local product at that time.

However, the local consumption fish industry continued to grow. Sea food from the Great Lakes area was always well received on the Sydney market and was increasingly aided by improving transport and refrigeration methods. The Wallis Lake Fishermen's Cooperative was formed in May 1947 and was an immediate success.⁵⁴ By 1963 it had grown to be one of the states three biggest suppliers of fish, prawns, lobsters and crabs to the Sydney market.⁵⁵

Oysters

The suitability of the New South Wales east coast for oyster production was noted from the days of first settlement but had long formed an important part of Aboriginal diet, as coastal middens show today. Early settlers were quick to utilise the abundant supplies, both for food and to obtain lime for building. The first method of commercial harvesting was simply to dredge the deep water beds, a method that quickly denuded stocks. Oysters fetched very high prices on the Sydney markets so that relatively small yields

51 *Lakeland Adventure* ...above.

52 Engel and others, pp59-60.

53 Above, p.61.

54 Above.

55 Above.

were economical to harvest, a fact that further depleted the remaining stocks. In response, the New South Wales Government progressively introduced regulations regarding size and harvesting methods during the 1860s to the 1890s. These included a lease system and the change to growing and harvesting, rather than dredging.

Dredging commenced in the Manning River immediately to the north of the Great Lakes area about 1863 and within about six years some thirty boats were dredging the lower Manning River.⁵⁶ The first oyster lease in Wallis Lake was granted to Henry Woodward in 1884 for an area adjacent to Little Street, Forster although Woodward had been dredging in Wallis Lake as early as 1881. Two further leases were granted to Woodward in 1885.⁵⁷

Woodward was an enterprising grower who was involved in all aspects of the industry from developmental work to retailing. By 1889 he also had leases on the Clarence, Manning, Shoalhaven and Clyde Rivers and at Port Stephens. By the end of the 1880s, the oyster industry had developed into the general form we now know; rows of cultivation racks in controlled lease areas. The cultivation of Wallis Lake and Port Stephens oysters remains an important industry today.

Fishing and oysters - the remaining evidence.

Little physical evidence remains of the early development of the fishing and oyster growing industries. These are mainly visible today as ongoing industries. The Wallis Lake Fishermen's Co-operative continues to operate after 57 years of trading. The oyster industries remain viable in the Wallis Lake and Port Stephens areas. Sheds, jetties and cultivation racks are continually being repaired, replaced and upgraded so that nothing remains from the early years. However, apart from this and the use of modern materials such as poly-piping for racks, the picture of oyster farming has changed little over the years since rack cultivation was introduced in the late nineteenth century.

7. Mining.

7.1 Sandmining.

Coastal sandmining began in Australia about 1934 and became a major export and local consumption industry during the 1950s. Post war prosperity and growing technology created new markets for minerals that were previously of relatively limited commercial use. Sandmining was a stimulus to economic growth for many seaside communities; it provided employment and stimulated the local business economy. It also had a significant effect on coastal vegetation systems, with the once common littoral rainforest being almost totally destroyed.

The main minerals mined along the New South Wales coast were ilmenite, rutile and zircon. Ilmenite and rutile are used to make pigments for paints and dyes as well as protective coatings for use in sunscreens and paints. Rutile is also used in the manufacture of light, very strong metals and for making welding rods. Zircon is used in ceramic glazes, refractory linings for steel and glass manufacture and wear resistant coatings used in a number of applications.⁵⁸

56 W. Birrell, *The Manning Valley: Landscape and Settlement 1824-1900*, 1987, p.160.

57 Above. See also Wallamba and District Historical Society, 'The Oyster Story, Parts 1 to 4', *Great Lakes Advocate*, 10 January 1990, 17 January, 31 January, 7 February.

58 Brief overview of mining and technical details supplied by Douglas Kelly, RZM, Hexham, interview 17 March 2000; phone conversation 14 October 2002; various brochures by that

The first successful mining application in the Great Lakes area was granted to Mineral Deposits Ltd in 1965 for an area north of Hawks Nest in the present Myall Lakes National Park.⁵⁹ Mining intensified and extended northwards during the 1970s as Mineral Deposits Ltd and RZM Ltd began mining the high coastal dunes lying east of Myall Lakes. Both support for and opposition to the mining was strong. The mining provided a considerable economic boost to the area - it was widely supported by local residents, the business community and the Great Lakes Shire Council. Conservationists opposed it; the combination of high coastal dunes, the lakes and the vegetation systems were seen as a rare combination of high conservation value.⁶⁰

The ensuing battle became one of the most fiercely contested in New South Wales' environmental history. The New South Wales government declared a small area on the eastern side of Myall Lakes as the Myall Lakes National Park in 1972. State Cabinet progressively enlarged the Park during the 1970s and in June 1977 decided that no further mining would be allowed in the Park and that all existing mining was to be completed by 1983 with revegetation complete by 1987.

Sandmining was also carried out by RZM Ltd and Mineral Deposits Ltd northward in the Elizabeth Beach and Boomerang Beach (Pacific Palms) area and along Nine Mile Beach north of Tuncurry during the 1970s.

7.2 Goldmining.

Gold was the stuff that made fabulous fortunes in the nineteenth century. It was, at least initially, a fortune that the 'little man' could make, free of the capital intensive requirements of today's big company mining. Once the American and Eastern Australian gold rushes had burst upon the world in the mid nineteenth century, gold was on everyone's mind. There would hardly be a region in Australia that did not experience a touch of gold fever at some time or other, either by way of local discoveries or the exodus of its population to make a fortune elsewhere.

The Great Lakes area was no exception. Gold was discovered at various times in the second half of the nineteenth century within its present boundaries and in the neighbouring Dungog, Gloucester and Greater Taree Council areas. None of these approached the heightened fever or the sustained production of the major Victorian, New South Wales or the late nineteenth century Western Australian fields but at least one, the Copeland goldfield in nearby Gloucester area, produced a sustained yield over some twenty years.

The major field in the Great Lakes area was the Coolongolook Gold Field at the head of the steams draining into Wallis Lake. These were reef deposits, despite extensive prospecting alluvial deposits were not discovered.⁶¹ In 1881 it was reported 593 oz of gold were yielded from the several reefs in operation during that year. Seven reefs were

company.

59 Interest in sand mining in the Smiths Lake was expressed as early as 1951 but was objected to by the Stroud Shire Council.

60 See S. Drake & M. Flemming, *Legges Camp and the Battle for Myall Lakes*, 1988, chapters 9 to 13, esp. pp. 94, 97, 98, 99, 101, 130 for details of the brief statement given here.

61 BA Engels, explanatory notes to; Newcastle 1:250,000 Geological Series, 1966, p.44.

being mined about that time; *Curreeki, Who'd-have-thought-it, Lady Mary, Great Wonder, Little Wonder, Golden Bar and Mountain Widow*. The Curreeki Reef was the main producer and averaged in one year three ounces per ton, apparently a worthwhile yield but well short of the country's major fields. A number of other reefs were mined in the general area but yields were not high.

The *Mining Report Bulahdelah Division*, 1899, continued to present a picture of the relatively widespread occurrence of gold in the Bulahdelah mining division but of low yields. The Curreeki and Myall Queen properties had been worked but with fair results only. Some prospecting had been done without payable finds and the previously reported rich find at Paddy's Creek had proved disappointing.⁶²

7.3 Alum mining.

Alum mining was carried out at Bulahdelah (Alum) Mountain, to the east of Bulahdelah between 1878 and 1952.⁶³ The Alum Mountain is a rare volcanic formation containing alunite and was the only such formation mined in Australia for alunite. It was the first commercial source of alunite in Australia but has been replaced by the exploitation of thick accumulations of marine chloride evaporates in the late twentieth century. Alunite is hydrated sulphate of aluminium and potassium and was treated by heating and chemical processes to produce alum, potash salts, aluminium sulphate, alumina and sulphuric acid.⁶⁴ Eventual uses include fertilizers (from the potash salts) and use in the manufacture of detergents, soap, medicines, glass, ceramics, textiles, fireworks, matches and in various chemical and metallurgical processes.

Mining commenced in 1878 with the formation of the Run Corn Alunite Company.⁶⁵ High expectations were voiced in 1892 when instead of some '800 souls, there will be many thousands'.⁶⁶ However, in 1900, employment was only a few hands, and in 1891 only about 8 or 9 men were in constant employment.⁶⁷ A new tramway to the Myall River was completed in June 1909 at a time of increased activity and it appears that it expanded and prospered for several years after that. However, on 15 March 1927 the *Dungog Chronicle* reported that since 1914 the mine had been worked in a 'half-hearted' sort of way and had been closed down with only the manager remaining. Mining recommenced in 1934 and was reported as being carried on in a 'fairly big way'.⁶⁸ The Bulahdelah Mountain alum was of high quality and prices appear to have been commensurate but rising freight costs eventually proved too high, causing the mine's final closure in 1952.

Total output throughout the mines life was 72,165 tons, maximum annual production was 3,644 tons in 1902.⁶⁹ There can be little doubt that the mine was a considerable stimulus to Bulahdelah's growth, even if the thriving town of thousands did not

62 M. Carrall, , *A Glimpse Into The History of The Alum Mountain, Bulahdelah*, 2001, Bulahdelah Historical Society, p.18.

63 M. Carrall, *Booladilla: Life in an old mining town*, Vol 1, 1999, Bulahdelah Historical Society, p.4

64 Navin Officer, Heritage Consultants Pty Ltd, *The Bulahdelah (Alum Mountain) Alunite Mine Site Complex: A Cultural Heritage Assessment...Option E*, c.2001, p.2. Most details provided here have been taken from that report.

65 Carrall, *Booladilla: Life in an old mining town*, above, p.4.

66 *Dungog Chronicle*, 16 August 1892, cited in M. Carrall, *A Glimpse Into The History ...above*, p.16.

67 *Dungog Chronicle* 24 April 1900, 30 June 1901, cited in M Carrall, above.

68 *Port Stephens Pilot*, 23 February 1934 in Carrall above, p.43.

69 Carrall, above, p.5.

eventuate.

The hardship and dangers of mining are well recorded. It was a time when work practices by today's standards were inadequate in an industry that is always fraught with risk. In August 1909, two miners were killed and another seriously injured when a tunnel fell in. In September 1915 two young children were playing near a stationary tramway truck and dislodged the wheel chocks. One was killed and one was seriously injured as they tried to stop the runaway truck.⁷⁰

7.4 Coal mining

Coal deposits were noted in the Stroud to Gloucester valley during the occupation by the Australian Agricultural Company but were not commercially exploited until the commencement of the present Duralie Mine. In time this will form an important part of the area's history but at this stage is too recent to be addressed in a heritage study.

Sand, gold and alum mining - the remaining evidence.

Former sandmining areas are today identifiable by altered vegetation patterns, most noticeably a younger, even aged system. Areas of littoral rainforest were destroyed and these have not regrown as such although some areas contain regenerating rainforest elements. Some other forested areas will require considerable time to fully regenerate. Mined areas were required to be properly reclaimed and revegetated so that machinery relics, archaeological remains and obviously altered physical features do not exist (some dune systems were considerably reduced as a result of mining but this is not obvious to the casual observer).

The former goldmining areas were not assessed. Information received is that the locations are identifiable by former diggings and shafts but that extensive archaeological remains do not exist, mainly because of the relatively modest output of the mines. Further assessment is warranted.

The former alum mining operation at Bulahdelah Mountain remains readily identifiable. Remaining physical features include tracks and pathways, water supply dam(s), remains of the Incline Tramway, a brick crucible, remains of the boiler wall and mullock heaps (See Annex A, Bulahdelah Mountain).

8. Tourism

The Great Lakes area has enjoyed a level of tourism since its earliest days of European settlement. Viewed in an historical perspective, three broad phases can be identified; the early tourist visits by coastal shipping before the arrival of the North coast railway; the development of the coastal guest house industry after the arrival of the railway in 1913 and, third, the modern tourism industry that developed after about 1950. That last phase could itself be divided into two periods; the early, relatively unsophisticated 1950 to 1970s period and today's more sophisticated industry that offers a broad range of holiday venues from mass-use caravan parks to high quality accommodation.

The north coast of New South Wales has always been a place of appeal to Sydney residents and visits began as soon as reliable, comfortable steam shipping services were available. The lure of distant places, accounts of the magnificent brushes (rain forests), beaches, local seafood, beautiful scenery, wide coastal rivers and sporting regattas were some of the attractions. Wallis Lake was noted both as a place of beauty and a rich source of fish from the earliest days of exploration and settlement. Oxley recorded in 1818 that '...the whole appearance of the lake was extremely picturesque and

70 Carrall, above, pp.23, 26.

beautiful'.⁷¹ The Lake was rich in fish and attracted fisherman from as early as the 1830s.⁷²

The *Town and Country Journal* published frequent accounts during the late nineteenth century of places to visit, highlighting scenic attractions and offering advice on travel and accommodation. Local hotels and establishments responded - the Bellevue Hotel at Tuncurry claimed it was 'the best house on the northern rivers for cuisine and accommodation. All poultry bred on premises'.⁷³ Regattas became an annual feature at a number of North Coast locations.

The Cape Hawke Regatta was a prominent feature of social and sporting life for over half a century and contributed to the area's growing tourism industry. Born of Foster/Tuncurry's shipping and ship building heritage, it was a keenly attended event until the coastal shipping and the ship building industry declined in the 1930s and the shipping character of Forster/Tuncurry changed. The first regatta was held by the Cape Hawke Regatta Club about 1887 and the 52nd and last was held in 1939. The two day event was held on Regatta Island in Wallis Lake and was considered to be the biggest regatta outside Sydney. Spectators and competitors came from as far Sydney. Competition was initially between sailing craft but speed boats became a feature of later events.⁷⁴

The arrival of the railway in 1913 created a rapid increase in the tourist visit rate. Those locations that were directly serviced enjoyed an immediate increase, those that were some distance, such as Forster/Tuncurry and Port Macquarie, had to rely on connecting transport. How quickly after 1913 this developed is unclear without further research but comfortable (by the standards of the time) motorised connecting transport was well established by the mid 1920s. Road and vehicle standards were hardly conducive to large scale tourism from Sydney during the 1920s but initially provided an efficient feeder service to the rail, in Forster/Tuncurry's case, to Taree. The railway thus worked in conjunction with improving road transport to create a new phase in the regions tourism industry. By the 1930s, the more motorised travellers were beginning to visit direct from Sydney but the rail connection remained an important guesthouse service until the 1950s. The coastal guesthouses increasingly suffered as holiday and accommodation trends changed after 1950 and by the 1980s, most had been demolished or converted to flat accommodation or some other function.

The third broad phase in Great Lakes tourism began in the 1950s with the improved road connections and much wider car ownership. The Pacific Highway was progressively rerouted to a more coastal route, first through Booral to Bulahdelah and then in 1962 to its present route.⁷⁵ The initial period saw the development of relatively unsophisticated unit and cottage accommodation, weekenders, caravan parks and early motel accommodation. After about 1970, accommodation acquired a more up market

71 Oxley's diaries, quoted in part in J. Revitt, *Good Old Days along the Manning River and Great Lakes*, Vol 1, 1979, p.47.

72 Above.

73 J. Revitt, *The Good Old Days: Heritage Photographs of the Manning, Gloucester and Great Lakes*, Vol.3, p.47. Time and source not given, the term 'northern rivers' is considered today to be the northern part of the North Coast, that is, from the Clarence River northwards.

74 'Winds of Change' *Cape Hawke Advocate*, 25 October 1989, 1 November 1989.

75 Excluding the continuing divided road upgrading, which follows approximately the present route.

component with more sophisticated motels and holiday units in addition to the usual unit and caravan park accommodation.

Tourism - the physical evidence

The tourist accommodation industry has been one of continuing change. Each era, given sufficient time, sweeps aside the evidence of that preceding it. Nothing remains today of the late nineteenth/early twentieth century hotel and guesthouse accommodation. *Tudor House*, the last of the 1920s-30s guesthouses was demolished in 2003. The low cost post-war accommodation, typical of much of Forster and other seaside locations, is today gradually being replaced by new residential and tourist unit accommodation. Fibro clad holiday cottages, cabins and small blocks of units remain in reasonable number in Forster but none have been identified as having sufficient heritage significance to warrant entry of the State Heritage Inventory. One group noted as being a good example of this type of accommodation is located in Bruce Street, opposite the Presbyterian Church, near Short Street. One fisherman's hut, also reflective of more humble days, is noted as surviving in Tea Gardens.

The Great Lakes area today has a broad range of tourist accommodation including caravan parks, motels, modern units and rural or farm stay type accommodation. Present trends and forecasts indicate that modern unit accommodation will place increasing pressure on other types of accommodation such as motels and caravan parks in seaside locations.

9. Ocean and river transport

A typical pattern of water transport developed along the New South Wales coast during the nineteenth century. Ocean going vessels designed with shallow draft to negotiate the river-entrance sandbars provided service to the major river and lake ports. A fleet of smaller vessels such as droghers, launches and skiffs moved people, goods and produce to and from the major wharves and private riverside jetties, extending into the narrower channels and tributaries. Sand and gravel beds were common, so that dredging of the rivers was required to maintain sufficient depth. Entrance to the rivers was difficult because of currents and sandbars, and breakwater walls were built to mitigate their effects. Pilot stations were located on high ground near the entrances so that information could be relayed to the approaching ships. A network of gradually improving roads serviced these ports and provided access to the hinterland. This was also the pattern of water transport in the Great Lakes area during the nineteenth and early twentieth centuries.

The North Coast was the last major region in New South Wales to be serviced by rail. Until its arrival in 1913, the Great Lakes area relied almost totally on coastal and river shipping to service the area's transport needs. Gradually improving roads provided inter-regional mail and transport services where water transport was not available but the major movement of people and goods was by water. The arrival of the railway did not immediately change this. The eastern section of the Great Lakes Council area was bypassed by the railway's farmland route through Stroud Road, Gloucester and Wingham (see Railways), so that water transport continued to play a gradually declining role until the mid-twentieth century.

The first access to the Great Lakes area was through Port Stephens to service the Australian Agricultural Company's settlement. Entry into Port Stephens was difficult due to currents and winds but once in the Port, the shallow depth near the settlement of Carrington-Tahlee meant that ships had to anchor some distance down harbour.⁷⁶ As a

76 Engel & others, p18.

result, harbours for small vessels were constructed at Carrington and Tahlee. A substantial wharf, stores and cranes were constructed at Booral, the head of navigation on the Karuah River, to service the Australian Agricultural Company's holdings at Booral and Stroud. As settlement expanded, wharves and small service centres developed near the heads of navigation near Bulahdelah on the Myall River, Nabiac on the Wallamba River, Wang Wauk on the Wank Wauk River and Coolongolook on the Coolongolook River.

Shipping services improved substantially after 1860 with increased agitation for regular steam services along the North Coast run and the construction of the facilities necessary for its efficient operation. A lighthouse was built to the south at Fingal Bay, (Port Stephens Council) in 1862, at Seal Rocks in 1875 and to the north at Crowdy Head (Greater Taree Council) in 1879. The Cape Hawke pilot station was established at Forster about 1870. Dredging began on the various channels of Wallis Lake during the 1890s and in 1898 work began on a breakwater wall to improve Cape Hawke Harbour (Forster/Tuncurry) but was stopped in 1903 before work was complete (it was not completed until the 1960s as part of the Department of Public Works fishing ports program).⁷⁷ The North Coast run was well established by this time with regular steamship services to Newcastle and Sydney and ports within the region. To what extent the major shipping lines serviced the Great Lakes area is unclear but newspaper notices and advertisements indicate that the small local operators rather than the major shipping companies serviced the area.⁷⁸

As noted above, the arrival of the railway in 1913 did not immediately change this because of the railway's farmland route through Stroud Road, Gloucester and Wingham. Water transport thus played a continuing but gradually declining role in the Great Lakes area until the mid-twentieth century. This ongoing role of coastal shipping was not confined to the Great Lakes area. Coastal shipping was more economical than rail transport for low value bulky goods and the established waterside timber mills and wharves meant that shipping remained viable for as long as the waterside mills remained viable. However, this did not last beyond about 1940. Depleted timber supplies and improved roads gave timber millers greater flexibility to harvest further inland and to connect with the railway if required.

Forster-Tuncurry's lack of rail meant that produce continued to be transported by coastal shipping into the 1930s but the faster rail (via Taree) was preferred for passenger transport and perishable goods. By 1940 coastal shipping had been replaced by rail and road transport.

The internal use of water transport for the delivery of household supplies had long been a feature of the North Coast's waterways. Engel's storeboats at Tea Gardens, for example, delivered along Port Stephens and the Karuah-Myall River area until changing transport and retailing trends brought about the closing of their business in the early 1950s. By the 1960s, the North Coast's river storeboats were a part of history.

77 Mary Shelley Clark, *Ships and Shores and Trading Ports*, 2001, p.80.

78 A number of small and large firms competed for the North Coast trade. The largest of these, The Clarence, Richmond and Macleay Rivers Navigation Company and John See & Company merged to form the North Coast Steam Navigation Co. Ltd in August 1891.

Ocean and river transport - the remaining evidence

Cape Hawke Harbour and Port Stephens are home to a flotilla of pleasure craft and fishing vessels but, on first observations, there is little evidence of the past importance of ocean going transport, the timber river droghers and the internal storeboats.

Ocean going shipping fares the better of the three broad types of water transport. The Seal Rocks Lighthouse group, including two residences, semaphore flag station and store buildings, remains as one of the area's most significant heritage groupings. The Crowdy Bay lighthouse to the north in the Greater Taree City Council area and the Fingal Bay lighthouse to the south in Port Stephens Council area provide a broader regional group of high maritime significance. The Cape Hawke Breakwater wall and Pilot Hill are readily identifiable although the wall was not completed until the 1960s. A number of wrecks are located and maritime remains are located on the shore line and off shore in the Great lakes area but these were not assessed as part of this study.⁷⁹

Wharf sites can be identified at the various heads of navigation and at various points downstream although little physical evidence now remains. The former A. A. Co. wharf at Booral was not inspected because of difficulty of access but is believed to be the most substantial of all the wharf sites/remains.

The remains of various droghers and storeboats are evident in the Tea Gardens area, which is something of a final resting place in this regard. The remains of eight vessels are located on Witts island and a further four are located downstream on the western bank.

10. Land transport

10.1 Roads.

The most conspicuous feature of road transport during the area's early years was the general lack of trafficable roads. The Australian Agricultural Company's estates appear to have been serviced by a road system of sorts but for the first half century there was little else. A mail road ran from Raymond Terrace through Limeburners Creek to Stroud in 1866 and provided 'easy riding'⁸⁰ to Stroud where a track provided access to the upper Myall and Bulahdelah. The Raymond Terrace - Stroud road then proceeded north to Gloucester, Wingham via Larry's Flat and then to Port Macquarie, passing to the north of Taree but providing access to Taree and the Lower Manning Valley.

Other than that, local roads consisted of tracks radiating from village ports to surrounding farms so that local roads initially were a feeder and distribution system to water transport. Roads progressively linked village to village, wharf, farm or timber mill but were essentially servicing settlement that had already commenced. A number of modest road building programs were undertaken during the late nineteenth century and the gradually improving roads aided the growth of small scale farming but did not 'open up' the country in any real sense.

The arrival of the railway in 1913 started the decline of water transport as the main mover of goods and people. Initially road transport served a feeder and distribution role to rail as it had to water transport. The most significant changes to the quality of the road system came in the early twentieth century when the New South Wales Government's 'roads before railways' program, commenced in the 1920s, set about providing a dust free, ferry-crossing free road from Sydney to the Queensland border.

⁷⁹ See Tim Smith, *North Coast Wrecks: Conservation Plan*, NSW Heritage Office, 1999.

⁸⁰ *Letters of Rachel Henning*, 16 May 1866 in Penguin Books 1988 edition, p.217.

Road transport progressively took on a more regional rather than local role and long distance passenger transport and road haulage, as we know it today, made its beginnings during the late 1930s. Forster - Tuncurry had good road access to Taree as the closest rail centre and major commercial centre but the southern road connection through Pacific Palms to Bulahdelah was of poor quality.

Road transport began to dominate rail transport after the Second World War, leading to the road dominant transport system of today. The Pacific Highway then followed the present Bucketts Way through Stroud to Gloucester, Tinonee and Taree Estate, effectively bi-passing the coastal parts of the Great Lakes area. Access to Taree provided economic and social links and a rail service of sorts to the Great Lakes area. The Pacific Highway was rerouted through Booral and Bulahdelah in 1952 and then through Karuah in c.1961.⁸¹ This eastern relocation of the Pacific Highway is part of an ongoing process as coastal development and tourism, rather than agricultural settlement, became the major generator of the increasing traffic volumes. It has been claimed that the re-routing of the highway stimulated coastal growth but the highway was responding to population growth and vehicle use rather than creating them.

Bridge building was and continues to be a major aspect of road construction in a region that is crossed by many streams of varying sizes. Early main roads in the Great Lakes area and the Manning Valley generally avoided the lower valleys, thus allowing streams to be crossed at fords or by low level bridges of modest construction. The progressive relocation of the Pacific Highway towards the coast and the growth of coastal population centres created the need for major bridge building within the Great Lakes area in the adjacent areas during the mid twentieth century.

Two major bridges, one to the south and one to the north of the Great Lakes area were to have a major effect on road transport within the area. When the Karuah bridge, opened it gave the coastal section of the Great Lakes area direct access to the lower Hunter Valley and provided for the eventual rerouting of the Pacific Highway through Karuah, Bulahdelah and Nahiab to Taree. The Martin Bridge, opened at Taree, in 1941 was the necessary northern link to complete the Stroud-Gloucester bypass. New bridges at Wang Wauk, Nahiab and Bulahdelah completed the new highway link. The Foster - Tuncurry bridge, opened in 1959, joined the two towns and provided unimpeded road movement between the two rapidly developing towns.

Road transport - remaining physical evidence.

No major disused roads are known to exist in the area. Some rural roads still follow their original route but extensive research would be needed to establish these. Some early archaeological remains of convict construction were previously identified in the Carrington area but a new archaeological study is necessary to locate and update these. The most significant road development in the study area has been the gradual evolution of the Pacific Highway. The initial Australian Agricultural Company route to Stroud and Gloucester became the approximate route of the Pacific Highway, later known as the Buckets Way, following the rerouting of the Pacific Highway through Karuah, Bulahdelah and Nahiab. Knowledge of the area's history is needed to appreciate that change in the Pacific Highway today but the ongoing upgrading and rerouting of the Pacific Highway north of Bulahdelah is noticeable to the casual observer.

81 *Government Gazette* No 167 22 August 1952 re Booral to Bulahdelah; *Dungog Chronicle* 22 July 1959 p.1 notes that tenders will shortly be called for Karuah to Bulahdelah section of highway. However, it appears that the Karuah to Bulahdelah route was operating on existing roads following the opening of the Karuah Bridge on 18 December 1957.

The most obvious evidence of past road building, the changing status of the area's major traffic routes and changing demographic patterns lies in its bridges. Most notable of the early bridges is the Monkerai Bridge over the Karuah River, built in 1877 in the area's western agricultural country. It is the oldest truss bridge in New South Wales and is an item of State significance. A number of small timber bridges of interest were noted through the rural areas but none were recommended for entry onto the State Heritage Inventory at this stage. Bridges of this type are widespread throughout rural areas generally and particularly the North Coast but are being replaced with modern concrete bridges. A wider regional assessment of these types of bridges is required so that conservation recommendations can be made.

Three concrete bridges built in 1946 on the Buckets Way at Booral are typical in style and construction for the period and reflect the Buckets Way's role as the Pacific Highway at that time. Similarly, the construction of new bridges along the present Pacific Highway from the Karuah Bridge in the south (Port Stephens Council) to the Martin Bridge at Taree demonstrate the subsequent rerouting of the Pacific Highway to the new coastal route.

Perhaps the most significant of the Great Lakes area's bridges in a social, economic and urban development sense is the Forster-Tuncurry bridge, built in 1959. A similar function is served by the Tea Gardens - Hawks Nest *Singing Bridge*.

10.2 Rail.

The railway followed the western agricultural route through Stroud Road to Gloucester Wingham and Taree. It arrived at Stroud Road in September 1911, Gloucester in November 1911 and Taree in February 1913. There had been initial agitation for a more coastal route through Morpeth to Bulahdelah and then to Wingham but the need for a costly opening bridge at Morpeth and the lower productivity of the eastern route weighed heavily in favour of Maitland to Dungog, Stroud Road and then to Gloucester and Wingham⁸². The railway arrived at a time of great change in the area's agriculture and timber milling industries. The Australian Agricultural Company's estates were sold in 1903 and subdivided for small scale farming, setting the scene for the expansion of the dairy industry that had been introduced into the Great Lakes and Manning areas around 1890. The dairy industry was thus no longer tied to water transport and waterside dairy factories. Instead, dairy processing factories that were accessed by rail developed at Dungog, Stroud, Stroud Road, Gloucester, Wingham and Taree.

The arrival of the railway benefited the timber industry in a similar manner. By 1890, the waterside timber had largely been cut out and the timber mills were seeking access to timber further a field. The initial response by the larger mills was the installation of timber harvesting tramways to reach timber in the immediate hinterland of the ports. Rail extended the area that could be economically harvested beyond that and timber mills developed along the rail line as they had earlier developed along the waterways.

Assessing the exact impact of the railway in the Great Lakes area is difficult. The line itself only travelled through a limited part of the shire, directly affecting about 10% of the total area, yet the overall effect appears to have been significant. The dairy and timber milling industries in the Stroud-Gloucester valley could not have developed to the same extent without economic rail transport. The Wallamba Valley-Wallis Lake area gained convenient rail access through Taree, which gave a strong boost to the developing tourism industry in the Tuncurry-Forster area. It appears that coastal shipping persisted for a time as a viable transport system to service the more isolated

82 Elva Carmichael, *The History of Tuncurry*, Great Lakes Historical Society, 2000, p.114-5.

east and south eastern areas and for bulky, durable goods such as timber. Rail and improving road transport had effectively finished coastal shipping in the Great Lakes area by about 1940.

Rail transport - the remaining evidence.

There is little direct evidence to show the railway's effect on the Great Lakes area and its changing role over the years. The Bucketts Way traveller may note the pleasant village character of Stroud Road and perhaps link it to the nearby railway yards as being a former railway village. Without historical research, however, there is nothing to show Telegerry's demise as a small local centre, the relocation of Wards River village or the establishment and subsequent loss of railway sidings along the way. Perhaps the small villages of Wards River, Craven and Stratford (the latter two in Gloucester Shire) would be linked to the railway by their close proximity to the railway line. The railway's main economic effect on the coastal areas could not now be realised - the stimulation of the tourism and fishing industries in the Forster - Tuncurry area by providing comfortable, speedy and reliable transport.

11. Air transport, aerodromes and aircraft.

The Great Lakes area has never enjoyed a regular commercial air service. However, a wartime aerodrome was established at Nabic and for a brief period following the second world war was used commercially by Butler Airways. (see Theme 15, Wartime, war service and war memorials) Other than the above, flights in and out of the Great lakes area have been private or small charter services landing at small airstrips such as Wallis Island.

Agitation for an aerodrome at Taree began in the late 1940s. A flying boat service to Taree and Port Macquarie operated for a few years from August, 1950 but Butler Airways were keen to establish a regular land service.⁸³ The purchase of land at Cundletown began in 1950 and the new airport opened about 1954. Forster - Tuncurry has been serviced by the Taree airport and connecting bus service since that time. The Great Lakes area has generally relied on its proximity to Taree in the north and to Williamtown in the south.

The issue of air transport and aerodromes is not a significant theme for the Great Lakes area and is mentioned mainly because of the significance of the Nabic aerodrome, which is considered in *Theme 15, Wartime, war service and war memorials*.

Air transport, aerodromes and aircraft - the remaining evidence

Air transport has not been a major transport factor for the Great Lakes area. Butler Airways used the Nabic aerodrome for a period after the second world war and the Wallis Island airstrip has regularly used by light private and charter aircraft and has thus played a part in post war development of the Forster-Tuncurry area. (For Nabic see 16. Wartime, war service and war memorials) Wallis Island is still used by private aircraft.

12. Village and urban growth.

The Great Lakes area has experienced diverse processes in the growth of its village and urban areas - private towns, spontaneous village growth, visionary cities that did not eventuate and modern urban life-style settlement are some of the processes that have shaped the area.

The Australian Agricultural Company planned the area's first towns after it took up its

83 Ramsland, p.277.

one million acre Port Stephens to Manning River grant in 1826. By 1828 Carrington - Tahlee had a population of almost 600⁸⁴ but this included convict labour, many of whom were employed in the larger Carrington to Stroud area. It is therefore difficult to determine the size and permanent population of the village at this time. Chadban notes that 300 people once lived in Carrington, date not given but presumably before it was closed by the AA Co in 1856.⁸⁵

Stroud progressively became the centre of the A. A. Co.'s operations after about 1830. Farms had been established there since the settlements earliest days and by 1836 most of the Company's store-houses and convict labour force were stationed there.⁸⁶ A number of major buildings were constructed from this time and Stroud was subdivided for private sale in 1849. Stroud's expansion was slowed when in 1856 the Australian Agricultural Company moved its headquarters to Sydney and its sheep flocks to *Warrah* and *Goonoo Goonoo* stations in the New England Estate. In 1850, John Dunmore Lang enthusiastically described Stroud as 'one of the finest villages or towns' with neat cottages and gardens set back along both sides of the main road.⁸⁷ Today's grid pattern of streets running east west across the north-south main road is a result of the 1849 subdivision, not then apparent. Stroud experienced growth during the late nineteenth and early twentieth century with the expansion of the dairying and timber industries but, essentially, was destined to be a quiet rural village once the Australian Agricultural Company had left.

Villages have long developed around transport points, be they the head of navigation, a river crossing, a road junction or some other point pertaining to travel, communications and the supply of goods. Tea Gardens was originally a convenient site near the mouth of the Myall River where timber could be offloaded prior to shipping elsewhere.⁸⁸ Requests by would-be settlers prompted the A. A. Company to authorise the subdivision of about 100 acres in 1864. The names *Myallton* and *Coweambah* were considered for the new village, *Coweambah* was chosen but the name *Tea Gardens* had become the dominant name by the 1920s. Tea Gardens' initial settlement was as a transport, timber and fishing village but modern redevelopment pressures are bringing change to Tea Gardens' relaxed water-side village character.

Nabiac and Bulahdelah were government villages. Nabiac was formerly known as *Clarkson's Crossing* and *Wollomba*, located at the point where the Wallamba River (then Wollomba) could be forded. It was near the head of navigation and served as a service centre for farms in the Wallamba Valley. Wollomba was declared a village in 1890 and officially became Nabiac in 1906.⁸⁹ Bulahdelah developed near the head of navigation on the Myall River from about 1860 in response to pastoral development, timber milling and boat building. Its growth was stimulated by the commencement of alum mining in 1878. Bulahdelah was proclaimed a village in 1886 and by 1892 the

84 Engel and others, p.18

85 John Chadban, *Stroud and the A. A. Co.*, 1970, Great Lakes Shire Council, p.4

86 Engels and others, p.34.

87 John Dunmore Lang, *An Historical and Statistical Account of New South Wales*, Green and Longmans, London, 1852 cited in J. Ramsland, *A Centennial Celebrations Lecture*, 23 July 2003, Gloucester Shire Council and Gloucester District Historical Society.

88 Brian Engel, Janis Winn, John Wark, *Tea Gardens Walk: A Historic Tour of the Town*, 2001, p.3.

89 Several dates have been noticed in various publications, the above dates are as per the map *Village of Nabiac and adjoining lands*, Third edition, 1967.

population was reported to be 'some 800 souls'.⁹⁰

The railway created new villages, relocated some and sealed the fate of others. Stroud Road developed after the railway arrived in 1913 as a rail service village at the railway's entry point into the Great Lakes area. The nearby Telegherry School was closed in 1919 in favour of the new Stroud Road School and Telegherry ceased to develop as a small local centre after that. The beginning of a village at Wards River was moved south when the new rail station opened near the present post office-general store. The new public schoolhouse, built in 1892, was closed and the school was re-established in Lambey's Hall until a new school was built in 1919.⁹¹

Forster and Tuncurry began as isolated timber milling, boat building and fishing settlements. Tuncurry was declared a village in 1893; plans were submitted for the Village of Minimbah to the Minister for Lands in July 1869 and gazetted as Forster in 1885.⁹² The twin villages were eventually to experience the Great Lakes' most spectacular urban growth. Australia's long established 'coastal rim' population pattern is intensifying as more people seek to live on the coastal plain and, in particular, on the coastline itself. Along the New South Wales coast, rural townships that were formerly the major centres of population are being challenged or overtaken by once relaxed holiday venues and fishing ports. Forster-Tuncurry thus developed from its timber, boat building and fishing beginnings into a thriving holiday destination in the first half of the twentieth century and then into a desirable life-style community and holiday venue in the late twentieth century.

The Great Lakes area was once subject to visionary plans for a new cities and a deepwater international port. In 1910-11, The Decentralisation Commission decided that Salamander Bay on the southern side of Port Stephens (the present Port Stephens Council), was suitable for development as an international port.⁹³ During World War 1, the Federal Government acquired 1250 hectares at Salamander Bay for a naval base. In 1919-20 Walter Burley Griffin and surveyor-entrepreneur Henry Halloran released plans for Port Stephens City, to be located on the north side of the port (in the Great Lakes area), between Balberook Cove and North Arm Cove. The site had previously been graded the sixteenth of the forty sites considered as the location of the nation's capital city in the New South Wales Government's 1899 Royal Commission.

The plans for a naval base strengthened and even included a proposed canal to link with the Hunter River but continuing peace and the Great Depression eventually caused the idea to be abandoned. However, the plans for Port Stephens City went ahead. Halloran and Walter Burley Griffin's North Arm Peninsular city was to be backed up by a second subdivision to the north east while a second city was planned by W. Scott Griffin for the Pindimar Peninsular to the east of North Arm Cove, to be named Pindimar City. Work commenced on Port Stephens City in 1918 with the subdivision of more than 2,000

90 'A Geological Wonder', *Dungog Chronicle*, 16 August 1892, quoted in M. Carrall, *Bulahdelah Historical Society, A Glimpse Into The History Of The Alum Mountain*, Bulahdelah, 2001

91 *Wards River Johnsons Creek, School Centenary 1872 - 1972*, Wards River School, copy Stroud Historical Society, pp4-5.

92 Map Village of Tuncurry; June Wright, *The History of Forster, Pacific Palms, Smiths Lake, Coomba, Bungwahl*, Great Lakes Historical Society, 1999, p.5.

93 Engels and others, p.38. See pages 38 to 66 for an account of the proposed navel base and Port Stephens City.

blocks. Streets were laid out, provision was made for the important civil, administrative and service buildings and two railway stations with a link to the main northern line were planned. The sale of land commenced but then ground to a halt when the planned naval base was built at Singapore and the 1930s depression dried up public funds. In 1963, Great Lakes Council eventually closed the roads that had been so ambitiously laid out in the 1920s. A small area was set aside for residential expansion and the remainder was zoned non-urban.

Pindimar City similarly failed. A lack of finance and a slow selling rate eventually brought the ambitious development to a halt. Newcastle opposed the development of a second port and city immediately to its north and the 1924 Parliamentary Standing Committee on Public Works decided that two ports were not viable and that Newcastle should be developed in place of the proposed Pindimar City.

Village and urban growth - the remaining evidence.

The Great Lakes' diverse village and urban processes are generally well represented by remaining evidence although coastal areas are experiencing considerable change with the resultant loss of earlier character. The Australian Agricultural Company's initial settlement at Carrington, Port Stephens, has substantially been lost with the abandonment of Carrington and the passing of time but sufficient evidence remains within the *Tahlee Estate* group and Carrington to gain an understanding of the Carrington settlement. Much of that remains as archaeological evidence and requires historical research for its interpretation but once that is to hand, the layout and functioning of the village and settlement can be understood.

Stroud has fared better because of its ongoing role as an administrative centre and farming community. Many service buildings and associated structure have been lost but a number of key buildings remain in substantially original condition. Early Stroud, strung out along the present Bucketts Way, retains its context and setting. Late 19th century Stroud is readily identifiable by way of the 1849 grid pattern subdivision although some streets remain unmade and some dwellings were not built until recent years.

Nineteenth and early twentieth century village and urban areas such as Nabiac and Bulahdelah have retained their identity because later development has filled in the vacant spaces or extended the existing boundaries rather than redevelop. Some small villages have come and gone with the fluctuations in the various rural industries or changes in the transport patterns but this is a normal historical trend.

The Forster-Tuncurry area has experienced the greatest degree of change with the greatest loss of former character. Apart from associated facilities such as cemeteries and surviving road and street patterns, nothing remains of late nineteenth century urban development and evidence of early twentieth century development is limited to a few buildings and sites. Evidence of growth during the 1930 to 1960 period is still reasonably obvious but is being lost as redevelopment pressures increase. Other seaside areas such as Tea Gardens and Hawks Nest are experiencing similar redevelopment.

Apart from a number of recently built dwellings strung out along the western shore of North Arm Cove, Walter Burley Griffin's visionary plans for the Port Stephens City are merely detail on old advertisements and promotional maps.

13. Administration, including law and order.

The Great Lakes area could be considered as differing little from any other area in New South Wales except for one feature - the private administration of the Australian Agricultural Company. For land holders in the western part of the Great Lakes area and the adjoining Gloucester Shire, this lingers today by way of the land still held on Old

System title and the need to research the early years of those titles through A. A. Co. records, rather than through the NSW Land Titles Office. Records for births, deaths and marriages relative to their estates were similarly kept by the Company.

The A. A. Co. established a military post at Soldiers' Point on the southern side of Port Stephens upon settlement at Carrington, mainly for the purpose of capturing runaway convicts from Port Macquarie.⁹⁴ The soldiers were moved across to Carrington in 1828 and their commanding officer acted as the Resident Magistrate, for although the Commissioners and accountant were also magistrates, they could not act in cases concerning the Company's servants, free or assigned.⁹⁵ The infantry detachment was replaced by a mounted troop stationed at Stroud in 1834-35. The duration of that arrangement is not known but was possibly short lived.

The first police magistrate was appointed to the district covering the Company's estate, Dungog, Williams River and Clarence Town in 1834. Thomas Cook appears to have initially lived in Stroud but in 1837 on instruction from the Government, moved to Dungog and visited Stroud once a fortnight to hold a Court of Petty Sessions.

The Courts were first held at Stroud House, then in the School House (*Quambi*) and after 1837 in a small courthouse with lock-up and residence, located near the existing court house. This would appear to have been a relatively humble timber building.⁹⁶ Thomas Cook continued to visit at regular intervals until the Police Magistrate system was rearranged in 1844, by which time convict assignment had ended and the work of the local Police Magistrate was less time consuming. The present court house was built in 1877 by the Government on land dedicated by the Company to the Crown for the purpose.

Other than the influence of the A. A. Company, government facilities developed in the normal manner. Major centres received permanent post offices but post offices in local communities were frequently located in dwellings, often changing locations so that several families might have operated the post office at different times. Police stations and small court houses were a feature of many local communities. The court houses have long ceased to function as such but the police stations continue, often on a part time basis or as a subsidiary to a major station.

New South Wales Forestry Commission (now State Forests) has been a major administrative body in the Great lakes area and the extensive state forests administered by the Bulahdelah District Office have been a major contributor to the Great Lakes area's economic growth. The National Parks and Wildlife Service is now a major administrative body because of the extensive National Parks formed in the eastern part of the Great Lakes area (Booti Booti, Myall Lakes and Wallingat National Parks) but also including the Ghin-Do-Ee National Park in the upper Myall-Johnsons River

94 These details regarding the A. A. Co. are taken mainly from an email correspondence received 8 April 2004 from Dr. Pennie Pemberton, author of *Pure Merinos and others: The Shipping Lists of the Australian Agricultural Company*.

95 Dr Pemberton notes that the first Resident Magistrates were 1828-Feb 1831 Lieutenant John William Donelan, 57 Regiment and 1831-1834 Captain Gerald Moffatt 17 Regiment.

96 P. Pemberton, *Pure Merinos and others: The Shipping Lists of the Australian Agricultural Company*, 1986, ANU, p.14, map based on 1856 valuations shows the court house, lock-up and dwelling having a value of £135 compared to £200, £250 and £275 for the brick cottages that still stand.

catchment and a small section of the Barrington Tops National Park in the extreme north-western corner of the Council area.

Administration, including law and order - the remaining evidence.

The main evidence of past administrative functions survives in the area's court houses, police stations and post offices. Nothing remains from the Australian Agricultural Company's early years (pre 1854) but the second Stroud Court House, 1877, survives as the Stroud Historical Society's headquarters. It contains some original fittings and some old though later furniture. The Stroud post office, built in 1884, remains in operation.⁹⁷ The Bulahdelah Court House, 1890, remains in use as the headquarters and museum of the Bulahdelah Historical Society. It also includes some original cedar fittings. Small post offices and dwellings formerly used as post offices survive in a number of localities. These all have some historical significance but generally have not been sufficiently original sufficiently long serving to be entered on the State Heritage Inventory at this stage. An example is the post office and general store at Wards River, which was not recommended for entry on the SHI in this study but should be reassessed when a future review is undertaken.

14. Schools and education.

The history of any area can be understood through a history of its schools. The size and location of schools, their struggle to survive or their permanence and growth record their area's growth, the development of its industries and the hopes and aspirations of its people. Former schools, long closed and forgotten, record old localities, lost names and a former way of life. Present-day schools show the pattern of modern growth and demographic change.

The first government school in New South Wales was opened at Kempsey in September 1848. At that time the only part of the present Great Lakes area with sufficient population to warrant the establishment of schools was the Australian Agricultural Company's estate. Twenty-two boys and seventeen girls arrived in Sydney from England in 1825 with the families of skilled workers destined for the Carrington-Tahlee settlement, which by 1828 had a population of almost 600 (including military and convicts).⁹⁸ In 1829, Lady Parry, wife of Sir Edward Parry, opened and taught in the settlement's new school until a teacher could be appointed.⁹⁹

The Australian Agricultural Company's longest serving school was established at Stroud. *Quambi House* was built as a two roomed schoolhouse in 1831 and extended to include a teacher's residence in 1841.¹⁰⁰ *Quambi House* remained as a school house until 1897 but was possibly assisted during the later years by the nearby St Johns Parish Hall, built about 1860. A school was opened near *Booral House* in 1858. Stroud Public School did not open until 1882.

The first government schools opened in the Great Lakes area were Telegherry, opened in the old Shearing Shed in 1860¹⁰¹, Monkerai opened in 1861 and Booral, opened in 1865. Telegherry closed in 1919 in favour of the new Stroud Road school. Stroud Road developed as a village and service centre following the arrival of the North Coast

97 *Maitland Mercury* 1 November 1884.

98 Engel and oths., pp 14, 18. (This seems high, did this include all of the AA Company irrespective of location?)

99 Above, p23.

100 Several dates as early as 1827 have been suggested. 1831 is noted in P. A. Pemberton, *Pure Merinos and Others: The 'Shipping Lists' of the Australian Agricultural Company*, 1986, p.107.

101 See also above.

railway in 1911 and the construction of the Stroud Road railway station. Monkeraai closed in 1974 due to falling attendance. Booral Public School remains as the oldest continually serving school in the Great Lakes area.

By 1880 a further twenty schools had been opened in the Great Lakes area, by 1900 another fifteen and by 1930 another ten. Not all were to enjoy long term operation. Some were half- time schools, some were provisional schools and some were house-to-house schools.

The criteria that determined these classifications reflected the government's policy to bring a basic education to all children, no matter how isolated. Half-time schools were introduced after 1867 and shared a teacher with another school of similar numbers in the area. Provisional schools operated after 1867 where student numbers initially exceeded 15 but were less than the required 25 for a Public School. In time these numbers were reduced. Parents provided the building and the furniture while the government paid the teacher and supplied the books and equipment. House-to-house schools were introduced in 1881 and consisted of several teaching locations some distance apart where an itinerant teacher visited on a regular basis. No buildings needed to be erected and the teachers were often untrained. The Branch operated as a house-to-house school from 1893 to 1897 before becoming a half-time school and then a full public school until 1939 when it closed. Seal Rocks operated as a provisional school from 1880 to 1893 and then a house-to-house school until it closed in 1899. These were the only to house-to-house schools noted in the area.

Today, most of the small schools have closed. Many of them record names that have long been changed or local areas that no longer exist. Allworth, which opened in 1898 as a half -time school with Girvan, was known as New Wharf until 1915. It gained full public school status at that time but closed in 1943. Willow Point near Nabiac operated as a half-time school with Nabiac from 1872 till 1876, provisional till 1883 and then a full public school until it closed in 1886. Green Gully near Bulahdelah operated as a full public school from 1868 till 1874, half-time with Boolambayte until 1876, then back to a full public school until it closed in 1878. Kyle, also known as Warra, operated as a half-time school with Myall Upper from 1936 to 1938 and then a provisional school until it closed in 1947. These were typical of many schools throughout the Great Lakes area and along the North Coast.

Many schools operated in response to a local industry and the demand for its products. Simsville near Stroud opened as a provisional school in 1926 because of the timber milling village established nearby. It closed in 1930 because of a downturn in business due to the depression and reopened in 1935 as business improved, only to close permanently in 1942 when timber supplies declined. Mayers Flat opened as a half-time school with Wootton in 1912 in response to local timber milling. It operated on a half-time basis with Violet Hill during 1917, then became provisional until 1943 when it closed because of a decline in timber milling.

A number of Aboriginal schools were opened in the Great Lakes area and surrounding areas. Aboriginal schools were opened in New South Wales after 1880; they were mainly classed as provisional schools and were staffed by untrained teachers. Most were closed during the 1950s in favour of integrating Aboriginal children into general

schools. The few remaining Aboriginal schools were converted into ordinary public schools in 1968. Karuah operated from 1916 to 1954 (adjacent in Port Stephens Council area). Forster Aboriginal School opened in 1891, became known as Tobwabba Aboriginal School in 1900 and closed in 1952. Aboriginal schools also opened in nearby areas at Barrington (1890 to 1900) and Purfleet (1903 to 1953).

Forster High, which opened in 1978, was the first full high school in the Great Lakes area. Until then, local students had access to limited post-primary education facilities by way of the Superior Public Schools, Evening Public Schools, Evening Continuation Schools and, after 1944, the Central Schools. Those seeking a full high school education travelled out of the area, a situation common throughout much of rural New South Wales. Maitland Boys and Maitland Girls High Schools, which opened in 1884, provided a full high school service to rural areas throughout northern New South Wales but the numbers of students who could take advantage of this and other high schools in Sydney and Newcastle were very limited.

Taree High, which opened in 1925, serviced the northern parts of the area while Raymond Terrace opened to the south as a central school in 1944 and a high school in 1956. Central schools opened at Forster and Stroud in 1944 and Bulahdelah in 1948. Stroud's secondary section closed (that is, it reverted to a public school) in 1971 in favour of Gloucester High and the newly opened Dungog High School. Students living in the Forster/Tuncurry area travelled by bus to Taree to complete their final years of high school. There was no public transport south of Forster and students from those areas had to board in Taree to complete years 11 and 12.¹⁰² This situation lasted until 1978 when the new Forster High School opened, at which time Forster Central reverted to a public school. Bulahdelah remains as a central school (providing both primary and secondary education) but extended its syllabus to year 12 in 1984.

Catholic education began in the region in 1893 when the Sisters of Saint Joseph established a convent and school at nearby Krambach, then Larry's Flat (Greater Taree Council area). That became St Bernadette's when the new church and new school opened in 1959 but closed in 1989. St Joseph's Primary School opened at Bulahdelah in 1955. Residents from the Markwell - Upper Myall area recall that the new school drew heavily on the strongly Catholic local area, causing the old Markwell Public School (opened 1869) to close in 1962. Catholic education began in Forster in 1959 in the church hall following the arrival of Sisters of St Joseph from Lochinvar that year.¹⁰³ Bishop Toohey opened the new Holy Name School at Forster in January 1961.

The recent growth of Forster/Tuncurry as the Great Lakes major urban area is reflected in the establishment of the Department of Education and Training's TAFE in the former Tuncurry primary school premises in 1982, just four years after the area's first full high school was opened. This was followed by the opening of the new Great Lakes College complex at the northern approaches to Tuncurry in 2002-2003.

Schools and education - the remaining evidence.

Schools and school residences typically remain as conspicuous physical evidence of an area's development with the exception that those from the very first years of settlement were usually in

102 Notes for the Minister's use, L. A. Whiteman, Chief, Division of Planning to the Minister, 18.9.74, for the official opening of new Primary Department at Forster Central School.

103 *Holy Name Primary School Information Booklet* 2001, p.4

temporary or rudimentary buildings and have long been lost. Nothing remains of the Great Lakes area's first school, a private Australian Agricultural Company school at Carrington, commenced in 1829 or of the buildings in which the first temporary classes were held some time before then. However, the Australian Agricultural Company settlement of Stroud has left the Great Lakes area with the oldest remaining school building on the New South Wales North Coast - the simple but elegant *Quambi House*, built in 1831 and extended to two storeys in 1841. It is today a historical museum open to the public.

Government schools and school buildings enjoyed expansion and updating in the early twentieth century, particularly after World War One and many old timber buildings, often of basic timber construction, were replaced with modern rusticated weatherboard buildings. Later school buildings of rusticated weatherboard, therefore, remain in reasonable numbers throughout the Great Lakes area but school buildings from the nineteenth century are less conspicuous.

Nothing remains of the area's first government school opened at Telegherry in 1860 although the residence, possibly of later construction and altered during its life, remains. The Monkerai School, opened in 1861, remains in private use but this is probably a later though still old building. Booral school remains, extended and increased in capacity but possibly with some elements remaining from the nineteenth century.

Brick school buildings were rare before the 1950s, a pattern typical of rural areas generally and especially so of the timber-rich North Coast. Two nineteenth century brick schools remain - Stroud, built in 1882 and still in use today and Darawank, opened in 1889 and finally closed in 1958 after periods of reduced numbers (construction date unknown, thought to be about 1895). The former Darawank school is now privately owned.

15. Churches and religion.

The development of churches and church services in the Great Lakes area followed a pattern typical of that throughout newly settled areas. The first services were held in private homes but were soon followed by simple churches, built from whatever materials were close, at hand as the population grew. Church attendances were high per capita and small, local areas were often sufficient to establish, build and support their own church, even if services were sometimes on a rotational basis with other areas. Clergy often faced a daunting task to service isolated areas but met it with purpose and determination. Travel often involved many miles by foot but travel by horse, wagon, row boat and timber barge all figure in early accounts along the New South Wales coast and the Great Lakes area.

The Australian Agricultural Company established the area's first churches shortly after the commencement of settlement in 1826-27. Sir Edward Parry opened a temporary church (Church of England) in the store house at *Tahlee* upon his arrival in March 1829 before fitting out the carpenter's shop for regular Sunday services shortly afterwards.¹⁰⁴ Agitation for a permanent church led to the eventual opening of the present stone church building at Carrington in 1847. It was consecrated as the Church of the Holy Trinity in 1851, closed in favour of St John the Evangelist Church at Stroud in 1862, restored and rededicated as the Church of St Andrew in 1888 and then finally closed in 1947. St John The Evangelist Church was built at the direction of Sir Edward Parry at Stroud in 1833 using locally made bricks and local cedar fittings. The Rev. Price conducted the first service on 22 December 1833. The area's first permanent Catholic Church, St Columbanus, was built of brick at Stroud in 1859 and St James Presbyterian Church, also of brick and local timber, was built in 1887 (possibly not the first Presbyterian church in Stroud).

104 Engel and others, pp. 23, 28- 29.

However, for most of the Great Lakes area's early history, brick or stone churches with resident clergy were barely the stuff of dreams. It was for the small embryo communities rather than the A. A. Company's capital intensive settlement that the simple wooden churches and visiting clergy were the normal process. The first services in the Wallamba River area, for example, were held in the home of John and Sarah Nixon until the first church was in use in late 1880. In 1972, a granddaughter of Robert and Sarah Nixon wrote of that church, which has long been demolished by then:

This was the only church ever built at Willow Point. It was of dressed weatherboard timber, with a lining of light-weight timber, which gave off a beautiful aroma.¹⁰⁵ It had a shingled roof and access was by several steps to a small porch and thence into the church.

The community contribution towards the building of these early churches was always substantial, both in fund raising and practical contribution. When the second Methodist church was built at Nahiab in 1905, the contractor J. P. Maybury carried out the work in a meticulous manner but at an 'exceedingly modest' cost. The local timber was supplied at a very reasonable rate and supervised at no cost in its use. A raised platform of stained white cedar was presented by Mr Grey, a 'large and handsomely bound' pulpit bible by Miss Hill and two Austrian chairs by Miss Everingham.

The important community and social functions of the country church are illustrated by the opening ceremony of the Willow Point Church, attended by about 200 people. The church was decorated with cabbage tree palms and lilies. Cakes and tea, including a faithful model of the church, were generously available and it appears that everyone was involved, either by way of attendance or by way of the working party.¹⁰⁶

The Tuncurry Methodist Church was built at a time of extreme shortage of building materials in 1945. Local timber millers and builders assisted with its construction and a supply of forgotten tiles in a backyard gave it the luxury of a tiled roof, even if willing hands had to arrange the motley colours into a random pattern.¹⁰⁷

The history of churches in the Great Lakes area cannot be considered by looking only within the present day council boundaries. St Killian's Catholic Church at Krumbach, built in 1880 (Greater Taree Council area), St Isadore's Church at Nahiab and the Sacred Heart Church at Failford were initially administered from Taree with services performed by the visiting Taree priest (Our Lady of the Rosary Church was built at Taree in 1873). The establishment of a larger Catholic community at Krumbach in 1893 comprising a resident priest and St Josephs Convent brought about the creation of the new Krumbach Parish, which administered the Catholic Churches throughout the northern part of the Great Lakes area. This continued until 1957 when a new parish to include Forster and Tuncurry was formed. Until then, the visiting Krumbach priest conducted services at the Catholic churches at Bulahdelah, Tuncurry and Forster.¹⁰⁸ The

105 Probably red cedar (*Toona ciliata*) but possibly rosewood (*Dysoxylum fraserianum*)

106 90th Anniversary of the Opening of the Nahiab Church on 20 October 1905, Uniting Church in Australia NSW Synod, Forster-Wallamba Parish, Nahiab Congregation, Oct 1995, p. 5. Copy at Great Lakes library

107 Above, p.13.

108 'Brief History of the Catholic Community of Forster-Tuncurry', *Holy Name Primary School*

first Catholic church at Forster was built in 1980, before then Mass had been held in the Forster School of Arts and the Foster Parish Hall.

The Reorganised Church of Jesus Christ of Latter Day Saints had its Australian beginnings in Tuncurry. Their church was established in Peel Street in 1881 (probably not originally built as a church)¹⁰⁹ and reputedly held the first Reorganised Church of Latter Day Saints services in Australia.¹¹⁰ Their new church was built nearby in Manning Street in 1909 on land donated by John Wright Snr. A second church was opened in Bulahdelah on 15 April 1904.¹¹¹

Many of these small timber churches have over the years been lost, relocated, converted to other uses or replaced by new buildings. In this regard, St Alban's Anglican Church at Forster has experienced a different new use - one that records the development and changing structure of churches in the area. The church was built in 1911 and served the Anglicans until it was decided to build a new church in 1980. About the same time, the Methodist, Congregational and Presbyterian Churches were in the process of disbanding to form the Uniting Church. However, the local Presbyterian congregation, having decided not to disband, were seeking a new church building and so purchased St Albans, which remains in service today as the St Andrews Presbyterian Church. It has the distinction of being used for services by both the Anglican Church and the Presbyterian Church during the construction of the Anglican's new St Albans Church. The 1908 *Our Lady Star of the Sea* Catholic church at Tuncurry was replaced by a new church in 1968.

Churches and religion - the surviving evidence.

Churches typically provide an area with some of its most visible evidence of earlier settlement patterns and of its social and spiritual development. This is so for the Great Lakes area.

Nothing remains of the first church at the Australian Agricultural Company's Carrington settlement but the later former Holy Trinity and St Andrew's Church, built in 1847, remains privately owned as a residence. St John The Evangelist Church, built in 1834, the Church Hall (built about 1860) and the rectory (1836, rebuilt about 1861) remain as some of Stroud's and the Great Lakes area's most significant historical buildings. Other churches remain in the Stroud-Booral area, including St James (1887), St Columbanus (1859), the Stroud Baptist and Uniting Churches and St Barnabas Church at Booral (1858/1873).

Many of the Great Lakes' early timber churches remain. Most are simple buildings that draw their heritage significance from their history rather than from their architectural style although many contain items and fittings that reflect local skills and past contributions by church members. Many remain in use but a few, such as the simple weatherboard church at Telegherry, stand idle. That at Allworth carries a small sign telling of its continued use as the Allworth Sunday School. The Reorganised Church of Jesus Christ of Latter Day Saints at

Information Booklet 2001; Centenary of the Arrival of the Sisters of St Joseph in Krambach April 1893 - April, St Josephs Convent, Krambach. The Bulahdelah church was built about 1880; Our Lady Star of the Sea Church was built at Tuncurry about 1908 but an earlier church was believed to have been built on the site 1888; Forster parishioners worshipped in the Forster School of Arts for many years until land was purchased in Lake street, Forster in 1952 and 1957 and a new hall, church, presbytery and school were established.

109 *Lakeland Adventure - A History of the Early Days of Forster-Tuncurry*, undated, c.1963, Centenary Celebrations Committee, p.16, source not given, (Great Lakes Council Library).

110 Heritage listing sheet, Hunter REP, Schedule 4, 1995.

111 M. Carrall, *Boooladilla: Life in an old mining town*, vol 1, Bulahdelah & District Historical Society, 1999, p.6.

Tuncurry is historically significant not only because of its role in establishing the church in Tuncurry and the Great Lakes area but also in New South Wales. The Uniting Church at Stroud Road is a little more decorative in its detail and is noticeable because of that.

Not all of the older churches outside the Stroud area are of timber construction. St Brigid's Church in Boolambayte Street, Bulahdelah was built of red face bricks in 1926. A brick presbytery was built adjacent in 1927. The presbytery later became St Josephs Convent and is today part of St Josephs School, established in 1955. A new weatherboard presbytery was built at that time.

16. War time, war service and war memorials.

Information regarding the involvement of Great Lakes citizens in wars before the First World War, if any, was not available. Those who served in the First World War and in later wars are conspicuously remembered by way of memorials, written stories and records, as well as family tradition.

Following the First World War, war memorials were erected throughout Australia as an expression of gratitude for those who served and relief that the war was finally over. Not all memorials were built immediately after the war - the response was not a short lived emotion but an enduring expression that became a part of the Australian character. Some memorials took years to eventuate as small communities debated what was appropriate, organised and fund raised. The construction of the Nabiac memorial, for example, was not finalised until February 1931, the memorial was constructed the following year and a tree planting scheme to honour the fallen was commenced in 1936. A reduction in the size of parkland in favour of roads and other uses, drought and the digging of trenches after the fall of Singapore in February 1942 substantially diminished the extent of the original tree planting.

Memorials were built at a number of other centres throughout the Great Lakes area. Most, as with the Nabiac memorial, took the traditional columnar monumental form but some were buildings such as public halls. Most bear the names of those who served with special acknowledgement of those who fell. In later years most have been updated to include the Second World War, Korea and Vietnam.

Preparation for invasion during World War Two affected most parts of Australia, particularly the northern and eastern parts of the nation. Newcastle was shelled on 8 June 1942 and invasion somewhere on the east coast was considered a distinct possibility.¹¹² As a result, various points along the New South Wales coast and beyond were equipped with a number of emergency facilities including gun emplacements, emergency aerodromes and anti-landing devices.

Nabiac aerodrome.

Nabiac aerodrome was one of a series of aerodromes built throughout Australia in response to the Second World War.¹¹³ Australia was divided into five areas of which the Eastern Area comprised all of New South Wales and a small section of southern

112 The date of the shelling and details regarding the 'pyramids' or 'tank traps' were provided by telephone by Betty Bramble, Smiths Lake and by Len Young of the Fort Scratchley Maritime and Military Museum, Newcastle.

113 All details re Nabiac aerodrome taken from Andrea Brew, *World War Two Aerodromes and associated structures in New South Wales*, prepared for Deakin University and the NSW Heritage Office.

Queensland. These aerodromes and landing strips were given different classifications and included parent aerodrome, satellite aerodrome, advanced operational base, emergency landing ground, relief landing ground, dispersal, aircraft depot and aircraft park. One hundred and twenty five aerodromes of all types were constructed in New South Wales of which NABIAC is the only example in the Great Lakes and Greater Taree Council areas. (These do not include civil and private aerodromes or flying boat bases.)

NABIAC aerodrome was classified as a satellite aerodrome. Satellite aerodromes were constructed to relieve congestion at 'parent' aerodromes. It is not clear from the information available which aerodrome would have been the parent aerodrome to NABIAC but this would presumably have been Williamtown. NABIAC aerodrome's function was defined as an 'Advanced Operational Base'. Satellite aerodromes were mainly created in the early part of the war on generally unused civilian airfields that had services such as telephone, water and fuel storage but were not permanently staffed by RAAF ground crew.¹¹⁴ It is unclear if NABIAC aerodrome existed before the war (land title search should help) but it appears that it did not.

The number and surface of the landing strips appear to indicate the aerodrome's potential importance. Three lengthy, tar sealed strips forming a triangle indicate high importance, a dusty strip in a field indicates low importance. NABIAC had four strips, which appear to have had a gravelled good quality surface. As such, it seems that NABIAC had a potentially high importance. Maintenance on all aerodromes was carried out at least once a month under the direction of the commanding officer, with particular attention to runway surfaces and surrounding area.¹¹⁵

The 'tank traps' or 'pyramids'

Various procedures and devices were put in place along the east coast to hinder enemy landings and movement. Large, pyramid shaped concrete obstructions known as 'tank traps' were placed at a number of beaches and other coastal locations. Newcastle Beach and Stockton Beach to the south were two such locations. In the Great Lakes area similar obstructions were placed on the western shore of Smiths Lake. Mrs Betty Bramble of Smiths Lake remembers that her father-in-law, Wylie Bramble of the Volunteer Defence Corps, was in charge of those at Smiths Lake and that the nearby coast road was set with explosives, thus forcing invading forces to confront the obstacles, should that be required.¹¹⁶

Tuncurry prisoner of war internment camp

A prisoners' Afforestation Camp was established at Tuncurry in October 1913 but subsequently closed in 1938 because the pine forests were considered to be an uneconomical venture.¹¹⁷ Verbal reports and brief written notes refer to its use as a prisoner-of-war camp during World War II for Italian prisoners-of-war. Leonie Bell at NABIAC remembers that they were assigned to work on farms and that one Torrello Barticini (name may be incorrectly spelt) worked for Cyril Bowers in the NABIAC area. However, no detailed accounts have yet come to hand and further research into this

114 Above, p.31

115 Above, p.27.

116 See footnote 107

117 No author, introduction by A. G. Holman, *History of Tuncurry*, 1954, no publication details, p.8 (Great Lakes Library)

interesting chapter of Tuncurry's history is clearly warranted.

War time, war service and war memorials - the remaining evidence

In keeping with the rest of Australia, war memorials are well represented in the Great Lakes area. They are valued by the community and have been well maintained. They provide the venue for Anzac Day Ceremonies each year. Examples noted and recommended for entry into the State Heritage Register are at Forster, Nabic, Bulahdelah, Stroud and Tea Gardens. The Tuncurry Memorial Hall remains in community use but its function as a picture cinema for some years has caused the loss of much original detail. Sadly, the locally painted depiction of the landing at Gallipoli was destroyed many years ago.

Nabic aerodrome remains in use as a motor cycle sporting venue. Its original form is still discernable although damage and change has occurred to the landing strips. An interesting feature is the presence of a concrete dome shaped structure, similar in shape to the so called 'igloos' used in horticulture. Various suggestions have been received as to its use including munitions storage, radar installation and fuel storage.¹¹⁸ This requires further investigation both in regard to its use and whether there were others.

The concrete 'pyramids' remain in good condition apart from some salt water induced decay at the base. These are a fascinating feature and require further research to establish their exact function and the thinking behind them. Other examples have been lost over the years, for example those at Newcastle were used to re-enforce the breakwater wall. Those at Smiths Lake may be very rare remaining examples but further investigation is required in this regard.

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118 If used for munitions or fuel, security from enterprising Australian citizens rather than the enemy might have been a consideration. Security from bushfire or enemy induced fire might also have been an issue.

Items of heritage significance

5. ITEMS OF HERITAGE SIGNIFICANCE

- 5.1 Summary of all items including contributory items** page 59
- 5.2 Summary of all items excluding contributory items**
- 5.2.1 Summary of items recommended for entry onto the State Heritage Register and the State Heritage Inventory** (this is a repeat of the above list except that contributory items have been omitted and certain areas have not been divided into precincts) page 97
 - 5.2.2 Summary of items - numbers of items by locality** page 117
- 5.3 Maps Showing The Locations Of Heritage Conservation Areas.** page 119
- 5.4 Maps Showing The Locations Of Existing And Proposed Heritage Items** page 120

Items of heritage significance - all items including contributory items

5.1 Summary of all items including contributory items

Existing items are those identified in the Local Environmental Plan; items identified by any other group or by any other process are not included here if they have not been entered in the LEP. Items identified in the LEP but known to have been demolished or approved for demolition since gazetting of the LEP have not been included. There are only three such items known at this stage.

New items are those items identified in this study for entry in the State Heritage Inventory or the State Heritage Register and therefore in the Local Environmental Plan.

Contributory items are items identified in this study as having heritage significance but, after consideration, have not been recommended for entry in the SHI or SHR. No specific definition should be attached to the term 'contributory'. The term is a general term that simply means the item contributes to the heritage character of an area, whether that is a large area or a localised area. The list of contributory items is not intended to be exhaustive of all such items but is generally, though not entirely, limited to those items that were considered for entry in the LEP but were not recommended as such. In a few instances they were representative of a large number of items of varying contributory significance.

The areas of location have been listed in alphabetical sequence with the exception of Forster - Tuncurry and Tea Gardens-Hawks Nest-Winda Woppa, which are grouped into their two respective areas.

A more concise summary of items recommended for entry onto the above instruments follows at 5.2.

A summary of numbers of items by area follows at 5.3.

Items of heritage significance - all items including contributory items

1. ALLWORTH

Allworth was laid out as a village on the west bank of the Karuah River. Allworth was downstream from the major head of navigation near Booral but was the site of the Karri and Jarrah Co's Simsville to Allworth timber harvesting railway.

Nothing remains of the Allworth Wharf. It is now a historic - archaeological site only and needs explanatory information so that its significance can be understood. Allworth has a mixture of dwellings from about the 1930s to the present day in various materials including weatherboard, Hardiplank type cladding and brick veneer. The older buildings generally are not conspicuous and there is little to explain Allworth's historic importance with the exception of an early twentieth century bullnose iron and weatherboard cottage overlooking the former wharf site and a small weatherboard church on Stroud Street near Karuah Street. These two buildings are conspicuously sited and combined with a contextual explanation of the former wharf site, the three items could impart a distinctive historical character.

ALLWORTH

Items identified as having heritage significance

Existing items

AI01 Remains of Allworth Wharf, eastern side of Karuah River
Relates to early 20th century hardwood timber milling

Newly identified items

None

Contributory items

AI02 Church, Stroud Street, near Karuah Street (possible inclusion, investigate)
AI03 Weatherboard cottage with bull nose iron verandah, overlooks wharf site, right side of road approaching wharf

2. BOORAL

Booral remains as one of the most historic areas in the Great Lakes area, second only to Stroud in present day importance. Booral, situated approximately eight kilometres south of Stroud on alluvial soil adjacent to the Karuah River, provided the Australian Agricultural Company with its first good quality agricultural ground and became its early centre of crop growing. Booral is about 1.5 kilometres upstream from the former head of navigation and the Booral Wharf, constructed about 1834, and became a major supply point to the A. A. Company. Booral School, established in 1865, was the third government school established in the Great Lakes area and is the oldest continuing school in the Great Lakes area. Timber milling and dairying were important industries after about 1900.

Booral has a high level of historical importance and can be well defined because of the

Items of heritage significance - all items including contributory items

close proximity of all items other than *Booral House*. The area is relatively unaffected by unsympathetic change although some Colorbond fencing and similar material can be seen. As such, a conservation area to include all items other than *Booral House* should be considered.

Items identified as having heritage significance

Previously identified items

- Bo01 Dwelling, 'Alderley House' eastern side of Bucketts Way, between Alderley Lane and Alderley Creek.
Important early A. A. Co. cottage
- Bo02 Dwelling, 'Booral House', Lowes Lane
Important early dwelling, relates to A. A. Co.
- Bo03 Dwelling, 'Gundayne' Millbrook Road
State significance, important early dwelling and school, relates to A. A. Co.
- Bo04 Booral Wharf, Karuah River
Early A. A. Co. wharf
- Bo05 St Barnabas Church and cemetery, Bucketts Way
Early church paid for by A. A. Co., relocated in 1876.
- Bo06 Dwelling, 'The Gables', Millbrook Road
Later c1870s dwelling, important regionally and relates to later A. A. Co. period
- Bo07 Remains of Karri and Jarrah Company Simsville to Allworth railway (locate via State Forests) Important relic of early 20th century railway harvesting. See AI01. The railway site cannot be positively identified and includes a number of private properties. **As such, the railway will not be listed.** Only the Allworth wharf site, AI01 will be listed.

Newly identified items

- Bo08 Booral School group, including former residence, Bucketts Way
Third oldest government school and oldest continuing school in Great Lakes area, includes the former residence, retains much original material.
- Bo09 Two dwellings, south-eastern cnr Bulahdelah Road and Bucketts Way
Prominent streetscape value, sets character for Booral village, examples of late 19th/early 20th century styles in substantially original condition.
- Bo10 Booral Soldiers Memorial Hall, Buckets Way
Not a high listing in architectural/originality terms but is sufficiently original, part of village group and has social historical significance.
- Bo11 Three concrete bridges, Bucketts Way
Late 1940s, reflect continuing importance of old Pacific Highway and Stroud, post-war modernisation and road improvement at a time when road transport was set to become the major transport facility.

Items of heritage significance - all items including contributory items

Contributory items.

A number of contributory items were seen but none were especially noted.

3. BULAHDELAH

Bulahdelah was originally part of the eastern section of the Australian Agricultural Company's Port Stephens grant that was surrendered in 1837 as being of poor agricultural quality. While that is substantially correct, some good land is to be found in parts of the Myall Valley and the Coolongolook and Wallamba River systems to the north east. Timber harvesting began in the Myall Valley during the 1830s, pastoral runs about 1840 and the beginnings of service centres during the 1850s.

Bulahdelah had developed into the dominant village by about 1870. Today the Bulahdelah township contains a range of dwellings and service buildings spanning the period from about the 1890s to about 1960, reflecting its growth as a timber milling town supported by the establishment of dairying and the variable input of alum mining and processing at Alum (Bulahdelah) Mountain. Bulahdelah has wide streets laid out in traditional grid pattern and much of its present day character and its heritage significance stems from this spacious, traditional layout.

Bulahdelah (Alum) Mountain is of national significance for scientific and cultural reasons. See Annex A.

A number of items have been recommended for listing by the RAIA but were inadequately assessed. These have been considered on merit.

Items identified as having heritage significance

Previously identified items

- Bu01 General cemetery, Redgum and Mahogany Street, Markwell Road
Previous listing of regional significance.
- Bu02 Tramline Trestle Bridge, Horses Creek, Wang Wauk State Forest
State significance relic of timber tramway/railway harvesting .
- Bu03 Former courthouse, Crawford Street
Important courthouse possibly of State significance
- Bu04 Bulahdelah Mountain (also known as Alum Mountain), *see Annex A for full listing of items.*
A complex mixture of Aboriginal, geological, historical and natural significance at local, State and National levels.
- Bu05 Simsville to Allworth railway. This is not in the Bulahdelah area and thus see Bo07 for Booral. However, as indicated at Bo07, it is not to be listed.

Newly identified items

- Bu00 Bulahdelah Conservation Area
Small area covering the commercial centre, park and RSL club and war memorial. Includes Bu7,

Items of heritage significance - all items including contributory items

8, 9, 10, 15, 17, 18, 19 plus contributory items.

- Bu06** Catholic church and school group including presbytery.
Imposing early 20th century brick church with pleasing traditional styled former presbytery, includes later presbytery and school, reflects Catholic Church and schools growth on site.
(The 1950s school is the least significant item in the group and has since been approved for demolition to allow the building of a new school.)
- Bu07** Plough Inn Hotel, Stroud Street
Major township landmark, prominently sited, sets character for the town. Typical Aussie pub.
- Bu08** IGA Supermarket, 86 Stroud Street, old section only
Early shop, interesting gable treatment
- Bu09** Post office, 88 Stroud Street,(marginal, listed because of function)
Not significant architecturally but important town function in traditional early/mid 20th century timber style and construction.
- Bu10** Dwelling, 84 Stroud Street
Attractively restored dwelling of appealing early 20th century style in town commercial area. Also reflects past mixture of dwellings and commercial buildings in town centre.
- Bu15** St Johns Anglican Church, 59 Stroud Street
Appealing early 20th century timber church in prominent location, high level of originality.
- Bu17** School of Arts, Crawford Street, cnr Meade Street
Important civic building of timber construction. Also reflects Bulahdelah's timber milling past.
- Bu18** Bulahdelah RSL, 74 Crawford Street
Simple building but socially significant. Combines with nearby war memorial.
- Bu19** War Memorial, Meade Street near Crawford Street
Important civic, social and historical item.
- Bu23** Dwelling, 22 Crawford Street
Highly original and expertly restored early 20th century bungalow style dwelling with former detached shop. Prominently sited on a corner location.
- Bu25** Shop and dwelling, 35 Stroud Street, cnr Stuart,
Some change to windows and otherwise and is reduced in significance because of this but is a well presented combination of an old style shop and residence on prominent location.
- Bu36** Dwelling, 9 Stroud Street
Distinctive and traditional late 19th century style dwelling in basically original condition. This is one of Bulahdelah's older and more significant timber dwellings.

Contributory items

- Bu11** *Detours Cafe* , 82 Stroud Street
- Bu12** Pharmacy, 69 Stroud Street
- Bu13** Thrifty-Link Hardware, 78 Stroud Street
- Bu14** Dwelling, 76 Stroud Street
- Bu16** Building, former NRMA, 74 Stroud Street, may wish to restore, possibly list
- Bu20** Uniting Church, Corner Crawford and Blanch Streets

Items of heritage significance - all items including contributory items

- Bu21 Dwelling, 50 Crawford Street
- Bu22 Dwelling, 30 Crawford Street
- Bu24 Community Health Centre, 19 Crawford, corner Crawford and Richmond Streets
- Bu26 Dwelling, 41 Stroud Street
- Bu27 Former Bulahdelah Dive and Sports, 47 or 47A Stroud Street.
- Bu28 Dwelling, 49 Stroud Street cnr Jackson Street.
- Bu29 Former church, Bulahdelah Scout Hall, 54-56 Stroud Street.
- Bu30 Dwelling, 40 Stroud Street, cnr Stuart
- Bu31 Bulahdelah Convenience Store, 27A Stroud Street
- Bu32 Dwelling, 32 Stroud Street
- Bu33 Dwelling, 30 Stroud Street
- Bu34 Former shop, 28 Stroud Street, cnr Richmond
- Bu35 Dwelling, 23 Stroud Street
- Bu37 Dwelling, 14 Stroud Street
- Bu38 31 Stroud Street, Bulahdelah Gifts and Video Hire
- Bu39 40 Crawford Street

4. BUNGWAHL

This was an important timber milling area and was also involved in early boat building in the Great Lakes area. Timber milling appears to have begun in the 1830s but the area's development relates mainly to the rapid growth that occurred after the introduction of steam powered saws during the 1860s. There was some small scale agricultural growth after old village area was noted for its picturesque setting overlooking Smiths Lake. As well as the items recommended for entry into the State Heritage Inventory, several residences had a high level of contributory significance but after lengthy consideration were not recommended for entry on the SHI. There is probably no item that records the reason for Bungwahl's settlement and early growth than the disused timber mill but after lengthy consideration the item was not recommended for entry on the SHI.

Items identified as having heritage significance

Previously identified items

- Bw01 Old Bungwahl cemetery
Important local/regional early cemetery

Newly identified items

- Bw02 Bungwahl Public School
Later but still early 20th cent. school, typical of the period, reflects the area's growth at the time.
- Bw03 St James Anglican Church
Important early local church in prominent elevated sitting.
- Bw04 Bungwahl Community Hall, includes Roll of Honour WWI and WWII
Historical and social significance, strong local social support.
- Bw05 Bungwahl Cemetery (present site)
Local cemetery now of considerable age and assuming increased local historical importance.

Items of heritage significance - all items including contributory items

Contributory items

Bw06 Dwelling opposite cemetery. Two other dwellings in the village group were also noted as having contributory significance.

Bw07 Disused timber mill, Bungwahl village

5. CARRINGTON AND TAHLEE

Carrington-Tahlee is the most historic site in the Great Lakes area. The first European settlement in the area was established at Carrington in 1826. Convict labour constructed huts, a lumber yard, mill, slaughter house, storehouse, dairy, temporary church and a military guardhouse. Tahlee House was built as the superintendent's residence in late 1826. Extensive clearing of land was under way by early 1827. However, the soils were of poor quality and agricultural efforts were quickly moved north to the Booral and Stroud areas in the Karuah River valley.

That early settlement is recorded today by a mere token number of buildings but much of the settlement area including the village site, the waterfront, an early harbour construction and services such as fresh water supply have high archaeological potential and require further research.

Items identified as having heritage significance

Previously identified items

- Ca00 Carrington historical and archaeological conservation area.
Relates to A. A. Co's first settlement. Includes Ca02, 03, 04, 14 and contributory items.
- Ca01 Carrington Cemetery, Pt Portion 206 (not inspected)
Important early cemetery of State significance. Relates to first settlement in the Great Lakes area and the A. A. Co. Important, all persons have been refused locked out, needs to be rectified.
- Ca02 Former St Andrews Church
Important 1847 church built of local and imported stone, relates to a. A. Co. Prominently sited and sets character for Carrington.
- Ca03 Former soldiers' barracks cottage
Small cottage relates to A. A. Co and first settlement. Much changed but still identifiable.
- Ca04 Carrington Boat Harbour and limekiln (Cock Renoyo Point)
Early relics relating to A. A. Co. Of State significance.
- Ca05 Tahlee House Estate
Important group of items relating to the A. A. Co and early pastoral endeavour in Australia. Of State and National significance. Relate to the later use by R. H. D. White.
- Ca12 Carrington former village site and other archaeological sites, require assessment
Relates to A. A. Co.'s first settlement. Requires full assessment is of State significance and should require excavation permit within conservation area. This should be considered as the principle archaeological listing to establish Ca00, the Carrington Conservation area but is given

Items of heritage significance - all items including contributory items

separate identification to enable further research into its archaeological significance while allowing existing buildings Ca02 and Ca03, along with contributory items if need be, to be fully and independently assessed (identified in Revised Schedule 2 -Heritage, Annexure E).

Newly identified items, including the division of *Tahlee House*.

- Ca06 Tahlee House, main building
As above
- Ca07 Tahlee House reception and ballroom wing
Important historically Relates to the R. H. D. White period, “gentleman’s” life style of the period.
- Ca08 Tahlee House - other outbuildings
Relate to the above items, State and National significance
- Ca09 Tahlee House - boat harbour
Important early relic relating to the A. A. Co. State and National significance
- Ca10 Tahlee House grounds and gardens
Important relics of garden and landscaping styles relating to the above significance and periods.
State and National significance
- Ca11 Tahlee Nissen Huts, later additions.
Relate to W.W.II and migrant use, later to the Bible College use and history. Probably of State/National significance but no need to keep all items.

Contributory items

- Ca13 Three Moreton Bay fig trees on waterfront near oyster lease.
- Ca14 Weatherboard cottage, Tahlee Road, right side going west

6. CLAREVAL

Clareval developed as a rural locality along the Karuah River during the late nineteenth century. It consisted of several dwellings and a school but did not grow beyond that. The school operated variously as a provisional school and a half time school with Wards River between 1885 and 1917 but did not reach full public school status.

Items identified as having heritage significance

Nil

Contributory items.

- CI01 Dwelling, eastern side of Bucketts Way, top of slight hill over a cutting, Stroud Road 9233-2-N, 398300 approx 6423333 approx.
- CI02 Dwelling, western side of Bucketts Way, opposite above, 398240 approx 642330 approx.
- CI03 Dwelling, eastern side Bucketts Way, near southern end of a cutting, south of above items, 398460 approx 6423400 approx.

Items of heritage significance - all items including contributory items

7. COOLONGOLOOK - WOOTTON

Coolongolook developed as a rural, timber milling and gold mining area on the Coolongolook River. It had a full public school from 1884, indicating an attendance of twenty or more students. The historic timber logging railway to west in the Wang Wauk State Forest ran from near Mt Mistake to Mayers Point, Myall Lakes and is best considered as being in the Bulahdelah - Myall Lakes (North) area. The Coolongolook Gold field is situated to the west of Coolongolook at the head of the Coolongolook and Wank Wauk Rivers as two main reefs. No alluvial deposits have been discovered. The area was reasonably productive during the 1880s and continued to yield some gold till around the turn of the century. However, a gold rush in the historical sense as associated with major goldfields did not occur.

Wootton survives as a small roadside village, now bypassed but enjoying a more peaceful existence because of the Pacific Highway's rerouting to the east. The former school has recently been incorporated into the community centre and three old cottages remain in the main side street, the last of which was noted for its timber verandah detail. The school and the cottage have contributory significance.

Items identified as having heritage significance

Previously identified items

Co01 Morris property graves, Lot 4, DP749633 Curreeki Creek Road
Important local and regional burials

Newly identified items

Nil, investigate former gold mines.

8. DARAWANK

Darawank was a small farming area on the lower Wallamba River. The school opened as a full public school in 1889, indicating 20 or more students, but closed in 1923. It reopened as a provisional school in 1925 and again became a public school in 1928, only to close in 1958.

Items identified as having heritage significance

Previously identified items

Da01 Former Darawank public school, Manns Road
Late 19th century brick school (this is rare in the Great Lakes/Manning area). Basically original.

Newly identified items

Nil, needs further investigation

9. FAILFORD

Failford developed as a rural area along the alluvial Wallamba River floodplain. A public school was opened in 1886. It closed in 1889, reopened in 1891 and finally

Items of heritage significance - all items including contributory items

closed in 1963.

Items identified as having heritage significance Previously identified items

- Fa01 Dwelling, The Old Brock House, cnr Failford Road and Bullocky Way
Unusual two storey timber house of local and regional significance. prominent corner siting.

Newly identified items

- Fa02 Dwelling, *Failford House*, Failford Road
Very important local early 20th century timber dwelling, associated with the Breckenridge family, the timber and ship building industries. Attractive example prominently sited.
- Fa03 Failford Cemetery (do not list)
Old local cemetery, took over from Willow Point Cemetery. Incorrectly shown on some listings as in Great Lakes Council area but is in Greater Taree and therefore is not to be listed as a result of this study.
- Fa04 Former Failford School, including relocated Buffalo Lodge
Early local school closed in 1963. Relocated Buffalo Lodge has distinctive local history.

10. FORSTER - TUNCURRY

Forster-Tuncurry has a rich maritime, ship building, fishing and timber milling past. Unfortunately, history has not treated its heritage kindly. Bypassed by both main roads and railway, and devoid of good quality agricultural land, it did not develop the administrative and commercial infrastructure (with the resulting buildings) that developed in other rural areas. Rapid growth and prosperity came with late twentieth century tourism and new settlement, with the result that most of its humble beginnings have been swept aside. Several of the identified items of heritage significance, therefore, are sites rather than structures. Among them in Tuncurry are John Wright Park, the former ferry crossing site and the slipways; in Forster the breakwall tramway, Pilot Hill and the Angel Close cemetery.

10.1. FORSTER

An area of historical interest exists running along Little Street eastward to about Macintosh Street. This area contains a number of items including the holiday cabins in Bruce Street, a scattering of 1920s to 1950s houses and the Little Street waterfront, which has some native trees of note (mainly figs, possibly regrowth and planted) and the 'little baths'. A concrete block, remaining from the wharf and loading facilities for Albert von Ehlefeldt shop and bakery lies in shallow water near the shore. Three cottages of interest remain on Little Street; number 30, a simple c.1940-50 classical revival style cottage; number 32, an early twentieth century verandahed house and one of the earliest remaining dwellings in Forster; and number 34, a simple Californian bungalow cottage.

On consideration, it is difficult to identify any individual dwellings or groupings that are sufficiently significant to warrant identification as a heritage item. Number 32 was carefully considered alone and in conjunction with number 30 and 34 but the degree of change and the loss of context due to redevelopment were negative qualities. The

Items of heritage significance - all items including contributory items

Presbyterian Church in Bruce Street is the only item in the identified area recommended for inclusion. A scattering of other items located throughout the Forster area are recommended for entry. The Little Street waterside and trees should also be considered for some form of protection.

Items identified as having heritage significance

Previously identified items

- Fo00 Tudor House, West Street.
Demolished 2003 following a revised negative assessment by Anthony Rowan Pty Ltd resulting in removal from the State Heritage Register.
- Fo01 Former Courthouse Group, Lake and West Streets, Forster,
Demolished before commencement of the study.
- Fo02 General Cemetery, St Albans Place and Likely Street.
Important local and regional cemetery. This is Forster's main evidence of its earlier settlement.

Newly identified items

- Fo03 Forster School of Arts, Little Street, Forster
Historical/social reasons significance
- Fo04 Forster Presbyterian Church, Bruce Street, Forster
The oldest surviving church in Forster. Historically significant as former Anglican and then Presbyterian Church when the local Presbyterians split from the newly formed Uniting Church
- Fo05 Waterfront, Little Street, waterside vegetation, the 'little baths' and concrete block from Albert von Ehlefeldt's shop and bakery wharf.
Important remnants of remaining littoral vegetation. Important streetscape qualities. Historical associations with above business. Public use and history of the 'little baths'. Important community area. Possible local shipping archaeological significance.
- Fo06 Forster war memorial
War memorials have strong social/historical significance.
- Fo07 Angel Close Cemetery, Forster
Important early local burial ground. Contains the grave of Captain Pennington, the first harbour master. (Recent opinion is that the name is Captain John Penerton.)
- Fo08 Forster breakwater
Of maritime shipping historical importance.
- Fo09 Pilot Hill, Forster
Of maritime shipping historical importance. Important local landmark and geographical feature. Important open space and reserve.
- Fo10 Forster Baths, off West Street
The baths are an important remainder from Foster's early 20th century tourism development. The Casino and Tudor House were formerly adjacent. To be considered for State significance.

Items of heritage significance - all items including contributory items

- Fo17 190 Cape Hawke Drive, Reynolds Hill
Includes dairy bails, cattle holding yards, Moreton Bay fig, footings of old McBride house. Modern (1950s) house is dependent upon further assessment as to originality, age and context to farm. This is believed to be the first land taken up in the Reynolds Hill area and provides rare remaining visual evidence of the importance of dairying to Forster and the immediate area.
- Fo18 Old ferry wharf site, identified by concrete slab, Foster side.
The ferry wharf remains are important relics that demonstrate early transport patterns in the area and the growth of Forster and Tuncurry as 'twin towns' separated by Cape Hawke Harbour and Wallis Lake.

Contributory items

- Fo11 Little Street cottages 30 to 34, approved for demolition
- Fo12 31 The Lakes Way, Forster (Probably not suitable for listing as an individual item but appears the best of a number of similar dwellings in Forster.)
- Fo13 98 Little Street
- Fo14 41 Short Street
- Fo15 3 Short Street
- Fo16 27 Bruce Street

As with Tuncurry, there are a number of Californian bungalow style dwellings scattered throughout the area. Generally these are not sufficiently distinctive to warrant listing but still reflect an important housing and development phase.

10.2. TUNCURRY

Tuncurry has perhaps fared the better of the 'twin towns' in regard to buildings and a small but significant area remains in the Manning Street - Peel Street - Kent Street area, centred around the guesthouse (formerly a private residence) 'Tokelau'. A number of dwellings belonging to the 1920 to 1950s period elsewhere in Tuncurry have some heritage significance but are not outstanding in any way and are scattered rather than concentrated. It was not possible, therefore, to identify any significant individual buildings or groups of buildings outside the Manning - Peel - Kent Street area with the exception of Tuncurry House in South Street. 'Tuncurry House' was originally an important element in the Manning Street group but was relocated.

Items identified as having heritage significance

Previously identified items

- Tu01 *Tokelau*, Manning Street
Important historical association with the Wright family, and the shipbuilding and timber milling industry. Important streetscape element in prominent position. Good quality timber dwelling with interesting interior features such as wood-graining. Includes the Norfolk Island pines and Canary Island palms on the property.
- Tu02 Reorganised Church of Jesus Christ of Latter Day Saints, Manning Street
Simple but appealing timber church in visually important area. State significance because of its importance in the establishment of the above church.
- Tu03 Tuncurry House, South Street
Good quality and historically significant local dwelling relocated to South street. Has lost its

Items of heritage significance - all items including contributory items

visual and streetscape qualities because of relocation.

Newly identified items

- Tu00 Tuncurry Waterfront Conservation area.
Visual built and waterfront precinct. Includes Tu01, 02, 05, 06, 07, 08, 09, 10, 11, 13, 14, 15.
- Tu04 *Keepsake Cottage* group, Manning Street, cnr Kent.
Last remaining element from Tuncurry's early, humble timber buildings. Strong streetscape presence, association with the Fazio family.
- Tu05 Tuncurry-Forster TAFE, cnr Taree and Peel Sts
Formerly the Tuncurry Public School. Has historical significance as a surviving element from Tuncurry's earlier timber and boat building past. Established in 1881 (these buildings are early 20th century) and records the early growth of education in Tuncurry.
- Tu06 Tuncurry Memorial Hall, Point Road
Important for social/historical reasons as a war memorial hall and a long history of local use. Originally housed a local artist's depiction of the Gallipoli landing (a tragic loss!). Has been much changed.
- Tu07 St Josephs Convent, 16 Manning Street
Important historically in recording the Catholic Church's development in Tuncurry and the beginnings of Catholic education in the area. Has association with the Wright family. Major visual element in the Tuncurry historic/conservation area.
- Tu08 John Wright Park, includes Norfolk Island pines
Important association with the Wright family. Important landscape waterfront element.
- Tu09 Slipway, Manning Street, consider with Tu08
Historical significance as a continuing record of Tuncurry's maritime history.
- Tu10 Six Canary Island palms on Taree Street and at *Tokelau*
Conspicuous streetscape elements that enhance the proposed conservation area's historical significance. Claimed association with W. W. I service (some dispute regarding this).
- Tu11 Norfolk Island pines, Manning Street, near *Tokelau*.
Conspicuous streetscape elements that enhance the proposed conservation area's historical significance. Norfolk Island pines were/are traditionally planted along coastal areas and lower rivers and are frequently of landmark value.
- Tu12 Tuncurry Methodist Church, cnr South and Bent Streets
Historical significance, traditional weatherboard church constructed about 1948. Shortage of building materials resulted in use of mixed roof tiles (requires inspection - was not viewed).
- Tu13 Forster-Tuncurry Bridge
Significant bridge that changed the way Forster-Tuncurry people worked and lived. The bridge was the second longest on NSW main roads and was believed to be the longest prestressed concrete bridge in Australia.
- Tu14 Memorial Park, includes former ferry crossing site
Historical and social significance. Is important open space and visual element of the proposed conservation area.

Items of heritage significance - all items including contributory items

Tu15 Barbeque area, entrance to former baths, Point Road.
Historic significance. One of the few remaining structures belonging to Forster-Tuncurry's first phase of modern tourism. Baths were built c.1925-1930.

TU21 1 Capel Street
First school in Tuncurry, relocated and preserved.

Contributory items

Tu16 Jack Kings barber shop, Manning Street, Tuncurry

Tu17 32 Wharf Street

Tu18 3 Taree Street

Tu19 11 Kent Street

Tu20 54 Bent Street

Tu17 and 18 are typical of the Californian bungalow style items that are scattered throughout the area and are mostly in similar condition, that is, basically original but in need of some maintenance.

Items of heritage significance - all items including contributory items

11. LIMEBURNERS CREEK

Limeburners Creek is today a charming, small residential area of mainly modern dwellings. One or two dwellings are earlier, perhaps 1920s and the Community Hall appears to be an early building (perhaps 1920s) with later Hardiplank type additions. There is nothing to indicate the locality's early beginnings.

Items identified as having heritage significance

Previously identified items

Nil

Newly identified items

Nil

Contributory items

LC01 Limeburners Creek Community Hall

12. MARKWELL AND UPPER MYALL

Markwell is a small grouping of houses and former school approximately ten kilometres north of Bulahdelah on the Waukivory - Gloucester Road. Of interest is the former Markwell school, which should be investigated as possibly being of 1874 construction. The farmhouse and subsidiary buildings Ma03, are of particular interest.

Items identified as having heritage significance

Previously identified items

Nil

Newly identified items

Ma01 Former school

Early weatherboard school in substantially original condition, possibly the oldest surviving government school building in the Great Lakes area.

Ma02 Residence at former school

Early weatherboard former school residence to above.

Ma03 Dwelling, first on left in Barrie's Lane

Appears to be the oldest surviving timber farmhouse in the Great Lakes area. Has been reclad but is substantially original.

Ma04 Former weir

Early water supply but needs further assessment.

Ma08 Upper Myall former public school

Early school building possibly dating from 1883 when Upper Myall became a full public school. Simple weatherboard construction.

Items of heritage significance - all items including contributory items

Contributory items

- Ma05 Dwelling near creek
- Ma06 Residence on western side up the hill
- Ma07 Dwelling near road, western side top of hill

13. MONKERAI

Monkerai and Upper Monkerai are farming localities in the upper Karuah River. Oral reports tell of gold mining in the late nineteenth-early twentieth centuries and of the miners travelling through Stroud via the Bucketts Way, staying overnight at Weismantels' Inn at the junction of the Bucketts Way and the Dungog turnoff. No documentary details have yet been received and no gold mining in the area is mentioned in B. A. Engel, 1:250,000 Geological Series Explanatory Notes, Newcastle map, Sheet S1/56-2, 1966. For this study Monkerai and Upper Monkerai have been viewed as a quiet rural area. Despite the small population, several items have been considered.

The first of these is *Linger and Die Hill*. The name is a continual source of interest and speculation as to its origin. At this stage it is considered an item of historical interest but has not been assessed as an item of heritage significance. This could change with a better understanding of its history. The Monkerai Bridge over the Karuah River is registered on the National Estate but is omitted from the Local Environmental Plan. The Monkerai Hall is a listed item of local significance. The school on Lawlers Creek Road and a residence on Lawlers Creek Road, first on left over the Karuah River, will be assessed as items of heritage significance (awaiting photos for further consideration). The school, 1861 - 1974, was the second government school opened in the Great Lakes area.

Items identified as having heritage significance

Previously identified items

- Mo01 Monkerai Hall, Moores Road
Early sawn timber vertical plank hall in original condition, records a building technique once common in rural areas but gradually being lost. Situated in a charming rural setting and maintains strong local support and use.

Newly identified items

- Mo02 Monkerai Bridge over the Karuah River (National listed item)
A rare, early timber bridge of State significance.

Contributory items

- Mo03 Former Monkerai school, Lawlers Creek Road
- Mo04 Dwelling, first on left Lawlers Creek Road, over Karuah River

14. NABIAC.

Nabiac was formerly known as *Clarkson's Crossing* and *Wollomba*, and is located close to the point where the Wallamba River could be forded. It was near the head of

Items of heritage significance - all items including contributory items

navigation and served as a service centre for farms in the Wollomba Valley. NABIAC contains a reasonable number of early twentieth century timber buildings. No buildings that are clearly of nineteenth century origin remain, a characteristic that is typical of much of the Great Lakes area and Manning Valley, where early timber buildings were typically replaced with later buildings as sawn timber and more comfortable accommodation standards became more common.

NABIAC has not experienced high redevelopment pressures although this is beginning to change. There has been a degree of modern housing growth, some of which is not compatible in fabric and colour with the old village, but old NABIAC has survived reasonably intact. In assessing possible heritage items, NABIAC was divided into four areas; a possible NABIAC urban conservation area, the NABIAC Showground precinct, the Wallamba River precinct and outlying NABIAC.

NABIAC urban conservation area.

This area centres on the western end of NABIAC Street and the southern end of Clarkson Street. It was considered to extend as far as Hoskins Street but could be further extended to include the Anglican Church and rectory between Wright and Parkes Street. Determining which items have heritage significance and are worthy of entry on the SHI and which are contributory and would not in their own right be entered as individual items was difficult.

The following selections were made on the basis of it extending to the Anglican Church.

Items identified as having heritage significance

Previously identified items

- Na01 Former Hancock's store, 7-9 NABIAC Street
Prominent streetscape element with local historical significance in the proposed conservation area.
- Na02 NABIAC Neighbourhood Centre, formerly NABIAC Hospital, 37 NABIAC Street
Historical significance as early private hospital (these were features of local country areas).
- Na03 Former ES&A bank, possibly 19 NABIAC Street?, moved to the rear of the site.
Historical significant early 20th century weatherboard bank building. Growing significance as rural banks continue to close. Relocated but only to the rear (but has unfortunately lost its streetscape value).
- Na04 Dwelling with mature Canary Island palms, 77A Clarkson Street (listed as 77 on the LEP)
Substantially dwelling with mature Canary Island palms. Conspicuous streetscape element in proposed conservation area.

Newly identified items

- Na00 NABIAC Conservation Area
Visual commercial and residential built area. Includes Na01, 05, 06, 07, 08, 09 plus contributory shops in commercial centre and contributory dwellings along the western side of Clarkson Street.

Items of heritage significance - all items including contributory items

- Na05 War memorial, Nabiac and Clarkson Streets.
Strong historical and social significance. Visually prominent item in the proposed conservation area.
- Na06 Police Station, Clarkson Street
Early 20th century weatherboard police station prominently sited in the proposed conservation area.
- Na07 Shop, 77 Clarkson Street
Small early 20th century shop prominently sited in the proposed conservation area.
- Na08 Dwelling, 69 Clarkson Street
Early century dwelling in the proposed conservation area. Reflects Nabiac's early 20th century prosperity and growth.
- Na09 School, Clarkson cnr Hoskins
Early 20th century weatherboard school prominently sited in the proposed conservation area. Records the growth and upgrading of education generally in rural NSW and of Nabiac in particular.
- Na10 St Pauls Anglican Church, Clarkson Street
Good example of a rural early 20th century weatherboard church. Important social element and records the earlier development of churches and religion in conjunction with the other Nabiac churches of similar age and construction.
- Na11 St Paul's rectory, opposite in Clarkson Street
Good example of a weatherboard rectory sited opposite the church.
- Na12 First police station including lock-up and old shed, Clarkson Street, diagonally opposite the school.
Historically significant as the first police station. Also served as a courthouse and lockup.

Contributory items

The following items were considered as contributory but several are noted as highly contributory and with further inspection could be suitable for entry onto the SHI when levels of originality are more accurately determined.

- Na13 Former PO 13 or 15 Nabiac Street
Na14 Nabiac Motors, 6 Nabiac Street
Na15 Dwelling, Paff's residence, adjoining Nabiac garage
Na16 Wilkinsons Real Estate, Nabiac Street, highly contributory.
Na17 Nabiac Bakery, Clarkson Street
Na18 Robb & Co Rural Supplies, formerly McGuinness's, highly contributory
Na19 *Kit 'n' Kaboodle Restaurant*, Clarkson Street, extended end (southern).
Na20 73 Clarkson Street
Na21 71 Clarkson Street
Na22 Nurse Nixons first hospital, Nabiac Street

Two other contributory items situated well outside the area to the northeast are included for convenience.

- Na23 Dwelling, Abbott Street, Nell Eason's home.

Items of heritage significance - all items including contributory items

Na24 Dwelling, Dibbs Street cnr Farnell Street, Terry Wallis's home

Nabiac showground precinct

Items identified as having heritage significance

Previously identified items

Na25 Nabiac or Wallamba District Showground
Typical example of a rural showground with traditional timber buildings.

Newly identified items

Na26 Dwelling, former Dr George Parramore's house, Showground Lane
Historically significant as the home and practice of Dr Parramore. Prominently sited near the Nabiac Showground. Is an interesting example of the early use of fibro sheeting.

Na27 Nabiac Uniting Church, Nabiac Street
Typical example of a rural early 20th century weatherboard church in basically original condition. Is an important social element and records the earlier development of churches and religion in conjunction with the other Nabiac churches of similar age and construction. The addition of a similar church relocated from elsewhere adds interest.

Na28 Nabiac Roman Catholic Church, Nabiac Street
Typical weatherboard early 20th church prominently sited. The church has historical and social significance as outlined for the preceding examples.

Contributory items

Na29 5, 7 and 9 or 11 Showground Lane, numbers uncertain, opposite showground.

Na30 36 Nabiac Street

Na31 54 Nabiac Street

Wallamba River Precinct

This area generally did not contain items with a high level of significance because of their level of originality (one exception) but some sites have historical significance and possibly archaeological potential. However, the area generally is an area of historical interest because of its connections with timber milling and river trading.

Items identified as having heritage significance (Wallamba River precinct cont.)

Previously identified items

Nil

Newly identified items

Na33 Mill and wharf group of three items; site of Everingham's mill, remains of government wharf, pick-up site for cream cans by Tom Milliken's cream boat for Tuncurry factory.

Locally important archaeological sites that record Nabiac's past growth and industries.

Na34 Site of the original bullock wharf for timber transport
As for Na33

Items of heritage significance - all items including contributory items

- Na35 Dwelling, 12 Donaldson Street
Typical early 20th century weatherboard dwelling of original form (but restored and 'painted up' condition). Records Nabiac early 20th century prosperity and growth. Located in the historically significant Wallamba River former shipping and 'industrial' area.

Contributory items

- Na36 Dwelling, Everingham's old house, Nabiac Street, should be assessed for possible early construction.
Na37 Dwelling, later Everingham's house, Nabiac Street, extended in width.
Na38 Site of former red store
Na39 Dwelling, 10 Donaldson Street, former shop and post office
Na 40 Dwelling, last house in Wharf Street opposite Bullock Wharf Reserve.

Nabiac outlying items

Items identified as having heritage significance

Previously identified items

Nil

Newly identified items

- Na41 Former Nabiac aerodrome, includes concrete shelter
Important W.W.II emergency aerodrome and storage shelter.
Na42 Former Clarkson's Crossing, Pacific Highway Wallamba River
Historically significant crossing for approximately a century. Upgraded during or after WWI and then replaced by the new bridge (western side, is this Greater Taree?).
Na43 Willow Point Cemetery
Important early cemetery reached by river. Replaced by the Failford Cemetery about 1905-10.

Other contributory items.

One item type that needs assessment and some form of protection is the once ubiquitous dairy bail. These have gone through a series of industry changes and are now an item of the past. Two have been selected as examples in the area.

- Na44 Dairy bails and shed, Pacific Highway, Nabiac, eastern side, immediately south of Nabiac on Wallamba River flats.
Na45 Dairy sheds, Failford Roan, southern side.

15. NERANIE HEAD

Neranie Head is a picturesque area overlooking Myall Lake near Bungwahl. The area was not visited but was assessed on the basis of the existing listing and comments received.

Items identified as having heritage significance

Previously identified items

Items of heritage significance - all items including contributory items

NH01 Nerani Head cemetery

Historically significant locally and regionally. Established in 1872, first burial in 1886.

Newly identified items

Nil

16. NERONG

Nerong is a small village area on Nerong Creek at the head of Bombah Broadwater. Settlement is mainly modern, after about 1990, but the locality has a timber milling history and a timber milling/timber shipping village existed from about 1860 to about 1917. The items are probably not individually highly significance but the complex in total requires recording and protection.

Items identified as having heritage significance

Previously identified items

Nil

Newly identified items

Ne01 Old village site

Ne02 Well for sawmill

Ne03 Boiler and other remains

Ne04 Old wharf site and remains

Individual items are not highly significant but the group in total records a way of life that has now disappeared - the timber milling village. These may be better considered as an archaeological group all under Ne01.

17. SEAL ROCKS

Seal Rocks is a small, isolated seaside community between the Myall Lakes National Park and Sugarloaf Point. It is unclear exactly which part of the promontory originally attracted the name 'Seal Rocks' The lighthouse was built during 1874-5 and a small seaside community developed after that. A provisional school opened in 1880 but was run as a house-to-house school from 1893 to 1899, at which time it closed.

The Sugarloaf Lightstation group have been listed under three items, the lighthouse (SR01), the two residences (SR02) and the ancillary buildings and structures (SR03). The blow hole has been left as a contributory item. It possibly should be assessed as a natural feature with possible Aboriginal significance but is probably best left for NPWS assessment. It is not under any threat and will be preserved within the National Park.

Items identified as having heritage significance (Seal Rocks cont.)

Previously identified items

The lighthouse group are on the National Register as two listings, the lightstation 001467 and the lighthouse 103604. The National Register listings are confusing.

Items of heritage significance - all items including contributory items

The total area including the village, lighthouse group and natural features may justify a conservation area.

Recommended listings after assessment

SR01 The lighthouse

SR02 The light keepers' two residences

SR03 The ancillary group - additional items to be grouped under SR03, consisting of; Generator shed, Semaphore signal station, flagpole for station, paint store, garage, brick remains, two old telegraph poles, concrete water tank.
These items have State and National significance because of their role in the coastal and international shipping industry. The lighthouse, residences and ancillary items are substantially original and retain context to their setting and their functions. The group have local significance in regard to village growth, the local fishing industry and present day social significance. The area has Aboriginal significance.

Contributory items

SR09 Blowhole, possibly has Aboriginal significance and should be listed but is not at risk and is best assessed by the NPWS.

18. SMITHS LAKE

Smiths Lake is notable for beauty and natural setting. The 'pyramids' are a fascinating war-time relic and the school has a level of significance.

Items identified as having heritage significance

Previously identified items

Nil

Newly identified items

SL01 Pyramids

An interesting and possibly rare survivor of a once common item along coastal beaches and lakes intended to stall the Japanese movement of vehicles.

Contributory items

SL02 Remains of jetty, (will need to know historic significance for possible listing)

SL03 *Frothy Coffee Boatshed* (much changed and subject to further change)

19. STROUD

Stroud's role as the Great Lakes' most important historical urban area is well documented. The historically important section of Stroud is protected by a recently implemented urban conservation area and this study does not attempt to make any changes to that area. The Stroud Urban Conservation Area is basically centred on the old Australian Agricultural Company town that developed in the 1830s. Further

Items of heritage significance - all items including contributory items

subdivision in the 1850s did not create rapid expansion for Stroud but a degree of growth did occur in the late nineteenth and early twentieth centuries following the introduction of dairying, the expansion of timber milling and the arrival of the railway at Stroud Road to the north. This later growth created expansion of the old town limits.

The study looks mainly to these areas of later, but still old development. Most of the domestic buildings of this period are in timber, be that plank construction, splayed weatherboards or rusticated weatherboards. The few years that have elapsed since the urban conservation area was defined, combined with increasing interest in rural vernacular buildings, gives reason to assess these later areas with view to identifying individual buildings of heritage significance or establishing new conservation areas.

Buildings of heritage significance and of contributory significance were identified both to the north along Cowper street and to the south along Berkeley Street. Both approaches are important to Stroud, in their own right and also to protect the important inner conservation area. A moderate concentration of items north along Cowper Street and then into Mill Creek Road gives some argument to extending the conservation area north to include the showground and the identified items. This is not a high concentration of heritage items and there are some intrusive elements but there is still a distinctive heritage character. It could be considered as a second conservation area with different identified qualities and character to the 'old Stroud' conservation area. There are some items of interest north of Mill Creek Road but they are less in number and significance with a higher intrusive element.

Three additional items to the south of Stroud were assessed as having sufficient significance for entry onto the SHI while others had varying levels of contributory significance. The southern approach is in need of roadside upgrading that utilises natural materials such as gravel and grass verges but provides an improved traffic surface and improved roadside parking surface. The straight, highly visible approach along Berkeley Street, with the commencement of the urban conservation area at the northern end, requires that suitable development controls also be in place along this section.

Items identified as having heritage significance

Previously identified items within the Stroud Heritage Conservation area

- St01 Stroud Urban Conservation Area
State significant historical conservation previously defined.
- St02 AA Co cottage behind Quambi House
3 Broadway Street (Lot 11 DP 95876)
- St03 AA Co Cottage Berkeley Street
1 Berkeley Street (Lot 16 DP 705627)
- St04 AA Co cottage Berkeley Street
5 Berkeley Street (Lot 1 DP 194077)
- St05 AA Co cottage Berkeley Street

Items of heritage significance - all items including contributory items

11 Berkeley Street (Lot 1 DP797635)

- St06 AA Co cottage Berkeley Street - 15 Berkeley Street
The Former A. A. Co. cottages are significant because of their association with the Company, their early construction and their role in Stroud's and the Estates development.
- ST07 *Thornleigh*, Berkeley Street - 13 Berkeley Street
Significant because of its later two storey Victorian style and in recording Stroud's later 19th century growth.
- St08 St Columbanus Catholic Church, Broadway and Mallon Streets
Historically significant regarding Stroud's development and the development of the Catholic Church in the Great Lakes area. Built in 1859.
- St09 Baptist Church, Cowper Street cnr Broadway Street
Reflects late 19th/early 20th century growth in Stroud and of the Baptist Church. Has been modernised.
- St10 Former Council Chambers, Cowper Street
Has local historical significance in regard the development of Stroud, Stroud Shire and the Great Lakes Council.
- St11 Former Bank of New South Wales, Cowper Street cnr Gidley Street
Built 1926.¹ Reflects Stroud's early 20th growth. Is a good example of 20th century classical revival/renaissance style architecture of simple rural style. Still has hitching rail at front.
- St12 Post Office, Cowper Street
Two storey Victorian Italianate influenced post office with strong streetscape presence forming a major item in the conservation area.
- St13 School of Arts, Berkeley Street
Interesting timber building of unusual design with strong streetscape presence. Reflects Stroud's later growth after the exit of the A. A. Co. and the use of timber as compared to the A. A. Co.'s brick period.
- St14 Former court house, Cowper Street
Substantially original courthouse with some original interior fittings forming a main item in the conservation area. Has continued significance as historical society headquarters and museum.
- St15 St John the Evangelist Anglican Church and cemetery, Cowper Street
The most historically significant group of buildings in the Great Lakes area. The buildings are of State and National significance.
- St16 St Johns Rectory, Cowper Street
As above.
- St17 St Johns Parish Hall, Cowper Street
As above
- St18 Quambi House, Cowper Street
As above - State significance because of its association with the A. A. Co., its age and

1 BA 14/26 Stroud Shire Council

Items of heritage significance - all items including contributory items

- architecture and its role as Stroud's first school.
- St19 Stroud House, Cowper Street
Has important early historical associations with the A. A. Co. Is of State significance.
- St20 Central Hotel, Cowper Street cnr Memorial Avenue
Typical country hotel forming a major streetscape element in the conservation area.
- St21 School and residence, Erin Street
One of the oldest surviving government school groups (possibly the oldest - most timber buildings have been replaced) in the Stroud area. Important group in the conservation area of high local and regional significance.
- St22 St James Presbyterian Church, Erin Street
Locally significant church for historical reasons and is in substantially original condition.
- St23 Underground grain silos and cannons
Historically significant because of the silos' association with the A. A. Co. Listed as regional significance but probably should be regraded to state significance. The cannons were later additions and have a lower significance but are of considerable interest.
- St24 Uniting Church, Cowper Street cnr Church Street
Substantially original weatherboard church with local historical and social significance.

Newly identified items within the Stroud Conservation Area

It was considered unnecessary to reassess the Stroud Heritage Conservation Area so shortly after the Stroud Heritage Development Control Plan and support documents were prepared in 2000. However, it was noted that a number of timber dwellings belonging to the 1890s to 1930 period have heritage significance in view of their level of originality and style. With further assessment and research, their level of significance may justify entry into the SHI. In any case, it is noted that they have strong contributory significance and enhance the historic character of old Stroud. They exemplify Stroud's period of growth as a dairy and timber town, beginning about 1890 but accelerating after the A. A. Co's eventual exit in 1903 and the opening of the railway at Stroud Road in 1913.

Notable among these (but not exhaustive) are numbers 2 Church Street and 65 Cowper Street.

Contributory items identified within the Stroud Conservation Area

As stated above, no attempt was made to identify further items in the Stroud Conservation area. There are, however, a number of contributory items.

SOUTH OF THE STROUD CONSERVATION AREA

Previously identified items to the south of the Stroud Conservation Area

- St25 Dwelling, 6 Bridge Street
Weatherboard dwelling reflecting Stroud's late 19th early 20th century growth. Substantially original condition.

Newly identified items to the south of the Stroud Conservation Area

Items of heritage significance - all items including contributory items

- St26 Dwelling, 39 Berkeley Street
Intact and original early 20th century rusticated weatherboard house, former staging point. Highly visible main road position on southern approaches. Good example of type
- St27 Dwelling, 46 Berkeley Street
Substantially original late 19th/early20th century original plank construction house with cover strips. Good example of type.
- St28 Dwelling, 51 Berkeley Street
Substantially late 19th - early 20th century original plank construction house with cover strips. Good example of type despite some changes.

Contributory items to the south of the Stroud Conservation Area

A number of dwellings and other buildings were noted, three are identified by way of example.

- St29 Dwelling and farm, 2925 Bucketts Way
St30 Former brick dairy bails/shed, approximately opposite number 2925.
St31 Dwelling, 4 Nicholls Street

NORTH OF THE STROUD CONSERVATION AREA

Previously identified items to the north of the Stroud Conservation area.

- St32 Stroud Showground
Rural showground of local historical and social significance.
- St33 Dwelling, Mill Creek Road
Farmhouse of local historical significance.

Newly identified items to the north of the Stroud Conservation area

- St34 Dwelling 27 Cowper Street
Brick dwelling with faceted gable to front room, substantially original. Unusual style by Stroud standards. Reflects Stroud's late 19th - early 20th century growth as do the other new listings.
- St35 Dwelling 31 Cowper Street
Typical but substantially original early 20th century rusticated weatherboard dwelling in a prominent position. Reflects Stroud's early 20th century growth after the exit of the A. A. Co.
- St36 Dwelling 37 Cowper Street
Good example of an early 20th century rusticated weatherboard dwelling with interesting detail in a prominent position on the northern approaches.
- St37 Dwelling 49 Cowper Street
Substantial rusticated weatherboard dwelling prominently located on the northern approaches. Reflects Stroud's early 20th century development.
- St38 War Memorial, Memorial Avenue near Gloucester Street
Socially and historically significant.

Contributory items to the north of Stroud.

Three additional cottages north of these were noted, especially the cottage opposite the service station.

Items of heritage significance - all items including contributory items

- St39 Dwelling, 7 Brighton Court Road
- St40 Dwelling, 602 Mill Creek Road
- St41 Dwelling, North side, Mill Creek Road
- St42 Dwelling, 41 Cowper Street
- St43 Dwelling, 28 Cowper Street
- St44 Dwelling, 25 Cowper Street

20. STROUD ROAD

Stroud Road developed north of Stroud at the point where the railway reached the Karuah Valley. Although settlement had taken place decades earlier, Stroud Road was essentially created by the railway and replaced Telegherry (about two kilometres to the south) as the first locality/village north of Stroud.

Stroud Road village is divided into two broad sections by the railway line. Stroud Road (south) consists of a group of houses located south of Mammy Johnsons Creek on the western side of the Bucketts Way (accessed via a side road) and the Stroud Road School, situated to the north of Mammy Johnsons Creek. Stroud Road (south) does not have the same village group character as Stroud Road (north). However, the school is recommended for entry onto the SHI in its own right and the houses do have a rural village character.

Stroud Road (north) is a small settlement consisting of a few houses, church, community hall and a general store on the Bucketts Way, and around twenty houses of varying ages to the west of the Bucketts Way. There is little threat to its old village character but inappropriate development could have a severe impact if it did occur. Although only one item of heritage significance was previously identified, the entire small village group is contributory, in some cases highly contributory. After consideration, the community hall has been recommended for entry onto the SHI. The dwelling ‘Yulgilbar’ is of distinctive and pleasing appearance but concerns as to the degree of enlargement and change have led to it being considered of high contributory significance but not recommended for entry on the SHI. The cottage, 17 Bucketts Way appears to be very original and has high contributory value, both when considered alone and in conjunction with the general store adjacent to it. The plank construction dwelling ‘Weismantles’ in Karuah Street and the Californian bungalow style dwelling next door also have contributory significance.

Stroud Road (north) probably does not have sufficient buildings of heritage significance to warrant assessment as an urban/village conservation area, yet the village is an important visual component on the Bucketts Way ‘historic drive’. Village development controls may be suitable to protect its village heritage character.

Items identified as having heritage significance

Previously identified items

SD01 Uniting Church, Bucketts Way

A distinctive weatherboard church of interesting design prominently sited in the Stroud Road village. Historically significant in reflecting the development of the Uniting (Methodist) Church.

Items of heritage significance - all items including contributory items

- SD02 Washpool, near Washpool Bridge, *Stroud Road Topo*. 398550E 6418950N
Important site from A. A. Co. days but no physical evidence remains other than the pool.

Newly identified items

- SD03 Stroud Road Community Hall, Bucketts Way
Social and historical significance.
- SD04 Stroud Road School, Bucketts Way
Reflects the growth of Stroud Road as a railway town. The school was erected in 1919.
- SD09 Railway bridge, Stroud Road
Truss bridge constructed 1913.
- SD10 Mammy Johnson's grave site, *Rannock*, 102 Johnsons Creek Road, Stroud Road
The burial place and headstone were provided by the Australian Agricultural Company in recognition of 'Mammy' Johnson's highly respected role as midwife during Stroud's early development. The site is particularly important to community members of Aboriginal descent.
- SD11 Old brick kiln, off Bucketts Way, Stroud Road
Remains of old brick kiln or brick stack, possibly from Australian Agricultural Company use.
Potentially very important and requires further investigation.

Contributory items.

- SD05 Dwelling, 'Yulgilbar', Bucketts Way, cnr Karuah Street
- SD06 General store and dwelling 20 Bucketts Way
- SD07 Former store, 16 Bucketts Way
- SD08 Dwelling, 'Weismantel', Karuah Street, southern side

21. TEA GARDENS, INCLUDING HAWKS NEST AND WINDA WOPPA

21.1 TEA GARDENS

Tea Gardens presents considerable difficulties in regard to the selection of items because of the high percentage of old Tea Gardens that has been zoned 2(b) or 3(a). Despite the degree of change that has occurred over recent years and the present redevelopment pressures, a reasonable number of Tea Garden's older buildings remain. These are mainly of the early to mid twentieth century and some have a high level of originality while others, though changed, retain sufficient of their original form and still have significance. Several appear to have been 'enhanced' or 'dressed up' but the level of change is not great. In some ways these enhanced cottages are beneficial to understanding the history and earlier character of an area. Providing the enhancement has not significantly changed the character and qualities of the house, the freshly painted and cared for appearance gives a vivid impression of how the streets once looked.

Tea Garden's heritage is also represented by a number of maritime and related items including the Marine Drive waterfront and related industries, the remains of droghers, a fisherman's hut and several significant Norfolk Island pines. The maritime remains need further assessment to be reconciled with *The Maritime Archaeology of Myall Lakes/Tea Gardens; Area Conservation Plan*, Heritage Office, June 1999, a copy of which has

Items of heritage significance - all items including contributory items

only recently come to hand.

Considered overall, Tea Gardens retains much of its earlier character, both in terms of its river/maritime setting and in regards to its earlier housing. In response to this, a heritage conservation area has been recommended.

Newly identified conservation area

TG00 Tea Gardens Heritage Conservation Area

The Tea Gardens Heritage Conservation Area includes a range of early dwellings remaining from the first half of the twentieth century, with a small number possibly remaining from the late nineteenth century. This is the period that gave Tea Gardens its surviving historical character. The Conservation Area also acknowledges Tea Gardens maritime significance by extending to the Myall River waterfront.

Zone 2(A)

Items identified as having heritage significance

Previously identified items

TG01 215 Myall Street, former fisherman's hut
Could not find, might have been demolished.

Newly identified items

TG02 Former Anglican Church, Ogden Street
Historically significant in recording Tea Gardens early church and religious development. Unusual design, still in substantially original condition.

TG03 181 Myall Street
Distinctive and original weatherboard dwelling. Records Tea Gardens' early 20th century growth, combines with but is not historically related to the former Anglican Church.

TG04 159 Myall Street
Distinctive weatherboard dwelling prominently sited. Records Tea Gardens' early 20th century growth.

TG05 Fisherman's hut, Charles Street
Small hut remaining from past recreational fishing lifestyle and recording a significant phase in Tea Gardens' development.

TG06 103 Marine Drive
Distinctive Californian bungalow style dwelling with original windows and correct style front fence. Reflects the 1920 to 1940 period of development.

TG07 97 Marine Drive
Distinctive bungalow style dwelling with original windows faceted bay window to the front projecting room. Important association with the Engel family (demolished).

TG08 169 Myall Street
Early 20th century weatherboard dwelling in original condition (some change to verandah) and interesting detail including grooved front weatherboards in imitation of squared stone. Reflects Tea Gardens' early 20th century growth.

Items of heritage significance - all items including contributory items

- TG35 Duplicated number, see TG08
- TG38 161 Myall Street
Well maintained and well presented early twentieth century dwelling with a good example of a replaced original style front fence. High streetscape value in a prominent position.
- TG39 189 Myall Street
Well presented early twentieth century dwelling with a much early detail intact. High streetscape value, good replaced picket front fence. Former hospital.
- TG40 191 Myall Street, former post office
Former post office in a prominent position with high streetscape value. Has been extended and modified but retains much of its earlier form and character.
- TG41 9 Engel Street, dwelling
Groups with 11 Engel Street. Well presented early twentieth century cottage with a good level of originality and replaced (?) original style front picket fence.
- TG42 11 Engel Street, dwelling
Groups with 9 Engel Street. Well presented early twentieth century cottage with sympathetic verandah infill and a good level of originality.
- TG43 1 Witt Street, dwelling
Bungalow style dwelling with some modernisation but with original form, much original detail and old established garden. Groups with 3 and 5 Witt Street.
- TG44 3 Witt Street, dwelling
Early twentieth century dwelling with a high level of originality set among mature trees and shrubs. Groups with 1 and 5 Witt Street.
- TG45 5 Witt street, dwelling
Early twentieth century dwelling with some sympathetic verandah infill. Original form and much original detail still intact. Replaced original style picket fence provides good streetscape appearance. Groups with 1 and 3 Witt Street.
- TG46 15 Witt Street
Early twentieth century weatherboard cottage with altered verandah but original form and much original detail. Groups with 11 and 13 Witt Street.
- TG47 13 Witt Street, dwelling
Pairs with 11 Witt Street, possibly as a pair of 'spec' built cottages. Good original form and detail in well kept condition. Groups with 11 Witt Street.
- TG48 11 Witt Street, dwelling
Pairs with 13 Witt Street, possibly as a pair of 'spec' built cottages. Good original form and detail in well kept condition. Groups with 11 Witt Street.
- TG49 Group of eight dwellings in Witt and Ogden Streets
Early-mid twentieth century dwellings forming a group within the Tea Gardens Heritage Conservation area. Generally original condition but with some modest change and one dwelling altered and bricked up. Consists of TG48A to TG48H. TG49F & 49D Contributory items only.
- TG49A 40 Witt Street
Early twentieth century cottage in substantially original form and original style front fence.

Items of heritage significance - all items including contributory items

TG49B 38 Witt Street

Early twentieth century symmetrical fronted weatherboard cottage in substantially original condition.

TG49C 36 Witt Street

Brick cottage of older form, possibly early twentieth century origin bricked up within the last 20 years. Corrugated iron roof. Older style picket front fence. Non-intrusive element.

TG49E 32 Witt Street

Interesting narrow frontage cottage in substantially original form, older style verandah infill with louvre windows, original style picket front fence.

TG49G 3 Ogden Street

Simple weatherboard cottage of late nineteenth – early twentieth century form in substantially original order.

TG49H 5 Ogden Street

Simple weatherboard cottage of early form, possibly late nineteenth century with sympathetic old verandah infill.

TG50 167 Myall Street, dwelling

Late nineteenth – early twentieth century weatherboard dwelling with original front windows and return verandahs. Substantially original.

TG51 177 Myall Street, dwelling

Early to mid twentieth century dwelling (possibly 1930s to 1940s) rusticated weatherboard dwelling with some verandah infill but with original front windows and much original details. well presented with older style picket front fence.

TG52 3-5 Hough Street, dwelling

Excellent example of better quality post war weatherboard dwelling. Shows modern American bungalow influence adapted to two storey form. Original detail, well maintained and prominently sited. Known as 'Coweannah Inn', believed built for the local doctor. Probably late 1950s. Requires further assessment.

Contributory items – these require further identification and assessment

The following items have a high level of contributory significance. Following further assessment these may be assessed as heritage items.

TG09 177 Myall Street See TG51.

TG10 Two dwellings in Witt Street (A pair of possibly early spec. built cottages) See TG47, TG48.

TG12 11 Hough Street

TG13 109 Marine Drive

TG14 Ogden near Witt, 3rd house on north-eastern side. Possibly 5 Ogden, see TG49H.

TG49F 1 Ogden Street, part of the Witt/Ogden St Group

Early twentieth century weatherboard cottage with verandah infill, changed verandah detail and aluminium windows but retains original form.

TG49D 34 Witt Street, part of the Witt/Ogden St Group

Fibro and tile 1950s dwelling in basically original condition with older style picket front fence. Non-intrusive element but with heritage significance in its own right.

Zone 2(b)

Items of heritage significance - all items including contributory items

Items identified as having heritage significance

Previously identified items

TG15 Court House, 53 Marine Drive
Significant item remaining from Tea Gardens' early 20th century development.

Newly identified items

TG16 Police residence, 51 Marine Drive
Group with TG15, the court house

TG17 Large fig tree near 59 Marine Drive, large fig tree outside Police Residence, 51 Marine Drive
Strong streetscape value. The first item in particular is an excellent example of its type. Both appear to be native to the area.

TG18 7 Jacobs Street
Good example of an early 20th century weatherboard dwelling with local family association.

TG19 9 Jacobs Street
Good example of an early 20th century weatherboard dwelling with local family association.

TG57 Shed, 20 Jacob Street
Large weatherboard shed remaining from an earlier fishing industry venture.

TG58 37 Marine Drive, dwelling
Good example of an early weatherboard dwelling in substantially original condition and with old style picket front fence.

TG59 39 Marine Drive, dwelling
Early twentieth century fibro dwelling in substantially original condition with original front windows, verandah detail, window awning etc. Old style picket fence and well maintained appearance enhance its streetscape significance.

TG60 21 Iluka Street, dwelling
Interesting weatherboard dwelling in well maintained original condition showing a mixture of Arts and Crafts and Egyptian (following the opening of Tutankhamen's tomb) influences.

Contributory items

TG21 Uniting Church, 120 Myall Street
TG22 122 Myall Street

Zone 3(a)

Items identified as having heritage significance

Previously identified items

Nil

Newly identified items

Items of heritage significance - all items including contributory items

- TG23 General store, 83 Marine Drive, includes TG24 adjacent residence to above and the Snorkelling and Dive Shop (original general store) in Maxwell Street, TG27.
Historically significant group reflecting past retail methods (since demolished).
- TG25 Shops, 89 Marine Drive
Record Tea Gardens early 20th century development and local retailing methods of the time as a complete emporium rather than separate shops. Closed in the 1950s. Built and operated by the Engel family.
- TG53 50 Witt Street, dwelling
Early twentieth century weatherboard dwelling with bullnose iron verandah in substantially original condition
- TG54 73 Marine Drive
Late nineteenth or early twentieth century dwelling and former shop with some modernisation and loss of detail but in original form.
- TG56 81 Marine Drive
Early twentieth century weatherboard dwelling in substantially original condition now used as *Nicoles Art and Craft Gallery*.

Contributory items

- TG55 77 Marine Drive
Early twentieth century café and dwelling modernised during the 1980s. Has social significance.

Marine Drive Waterfront and Myall River Items identified as having heritage significance Previously identified items

nil

Newly identified items

- TG29 See Zone 7(a)
- TG30 Marine slipway, eastern end of Marine Drive
Has been in continued use for many years. Reflects Tea Gardens' past shipping history.
- TG31 War Memorial,
Social and historical significance, investigate further.
- TG34 Norfolk Island pines, near 45 - 47 Marine Drive,
Prominent streetscape elements and historically popular and significant plantings in seaside and riverbank localities. (one suffering dieback).

Contributory items

- TG28 The Marine Drive waterfront, requires consideration for heritage area protection.
TG32 Fisherman's co-op, eastern end of Marine Drive

Items of heritage significance - all items including contributory items

TG33 Tea Gardens boat shed, Marine Drive

Zone 5(a) special uses - cemetery; Zone 6(a) open space and recreation; Zone 7(a) Wetlands

Previously identified items

TG36 Memorial Park
War memorial park with entrance gates featuring cast brass swords.

TG37 Cemetery, southern end of Yalinbah Street
Established in 1906, important local and regional cemetery.

Newly identified items

TG29 Remains of droghers etc, slipways, Witts Island, Myall River
Important historical remains relating to boat building and repairs, and to local river and ocean going transport.

Contributory items

Nil

21.2 HAWKS NEST AND WINDA WOPPA

One item is listed on the LEP but was not inspected. Several older cottages, including fisherman's cottages, were noted but none have been recommended for entry on the SHI. The following items reflect the area's maritime history. The maritime remains need further assessment to be reconciled with *The Maritime Archaeology of Myall Lakes/Tea Gardens; Area Conservation Plan*, Heritage Office, June 1999, a copy of which has only recently come to hand.

Items identified as having heritage significance

Previously identified items

HN01 Dwelling, timber cottage, Bennett Street,
Could not locate.

Newly identified items

HN02 Old ferry approach and ferry site, Hawks Nest side
Historically significant as a relic of previous transport systems.

HN03 Ballast, remains of wharf timbers, eastern bank of Myall River, Hawks Nest
Records Tea Gardens - Hawks Nest's historic association with maritime and river transport.

HN04 Boiler and remains of the single paddle drogher *Patterson*
Records Tea Gardens - Hawks Nest's historic association with maritime and river transport and the past importance of the timber industry.

HN05 Remains of the twin side paddle drogher *Breeza*
Records Tea Gardens - Hawks Nest's historic association with maritime and river transport and the past importance of the timber industry.

Items of heritage significance - all items including contributory items

- HN06 Norfolk Island pines, 38 The Anchorage, Winda Woppa
Landmark qualities, age, example of species, community concerns. Norfolk Island pines were early popular plantings in coastal areas and have special significance in such areas.
- HN07 10 Booner Street, Hawks Nest
Pre WW II weatherboard cottage recording early fishing-recreational past, some sympathetic extension but form and character is intact.
- HN08 50 Moira Parade, Hawks Nest
Early twentieth century weatherboard dwelling raised on timber piers. Very original, well known local family, intact setting.
- HN09 14 Yamba Street, Hawks Nest
Early twentieth century weatherboard cottage, bullnose iron verandah to front, reflecting Hawks Nest's early fishing-recreational past. Some sympathetic change but form and character is intact.

21.3 PINDIMAR

Pindimar and Lower Pindimar area noted historically for their maritime history and as part of the failed Port Stephens city. Pindimar Bay became the site of a shipping 'graveyard', where a number of vessels were abandoned and later beached. Today, the remains of three vessels can be seen, the *Brighton* being the only one that can be identified.

Items identified as having heritage significance

Previously identified items

Nil

Newly identified items

- Pi 01 Remains of the *Brighton* and unidentified vessels
Pindimar Bay contains the remains of several ships in a shipping 'graveyard'. The *Brighton* is the only identifiable ship.

22. TELEGHERRY

Telegherry developed as the first locality north of Stroud. The first government school in the Great Lakes area was opened in Telegherry in 1860 as a full public school, indicating 30 or more students were in attendance at that time. Telegherry School was closed in 1919 in favour of the Stroud Road school. Any chance of Telegherry developing into a small village appears to have ceased at that time.

Items identified as having heritage significance

Previously identified items

Nil

Newly identified items.

- Te01 Dwelling, former Telegherry school site, claimed to be 1890 but appears to be early 20th century, western side Bucketts Way.
- Te02 Telegherry former church, western side Bucketts Way

Items of heritage significance - all items including contributory items

Te03 Dwelling, 'Telegherry' Telegherry nursery, Pritchard's residence, western side Bucketts Way (see Stroud Road 9233-2-N 400700 6418700 approx for all items)

Te04 Former Telegherry shearing shed site

These items record the important former A. A. Co. locality of Telegherry, site of the A. A. Co.'s shearing shed which was an important stone and brick building. The shearing shed later provided temporary accommodation for the Great Lakes area's first government school. Telegherry ceased to develop when the railway village of Stroud Road became established.

23. TIONA, BOOTI BOOTI, PACIFIC PALMS.

This is a localised area at the south-eastern end of Wallis Lake. It includes the western shore of Wallis Lake and the adjacent coast. Items of interest noted include the Green Cathedral, remains of farming settlement and coastal vegetation patterns including remnants of littoral rainforest and cabbage tree forest. The area is located in the Booti Booti National Park.

Items identified as having heritage significance

Previously identified items

Nil

Newly identified items

Ti01 The 'Green Cathedral' including adjacent wharf remains

Important for social and historical reasons as the Great Lakes area's first and only outdoor cathedral. The wharf remains are included in the listing but require further assessment to establish exact significance.

Ti02 Former stockyards, former home site, burials

24. WARDS RIVER. (*Wards River was named after a little known official, not the bushranger Frederick Ward, alias 'Thunderbolt', as is often claimed*)

Wards River is a small village of rural, railway and timber milling origins. Wards River existed as an area before the arrival of the railway but had not developed into the village as seen today. A hotel existed some distance to the south of the present village and schools were established at Wards River (on William Newtons farm) and nearby Johnson's Creek in 1872. The Wards River school was replaced with a new brick building in 1892 but that was closed in favour of a temporary school at the present Wards River village in 1915. The new (present day building) school was opened in 1919. The reason for change was the arrival of the railway in 1913; a rail station was opened near the present general store-post office and Wards River as a village developed from that time, supported by a growing dairy industry and a new timber industry.

Present day Wards River consists of a post office-general store, Wards River Community Hall/St Peters Church and a number of (mainly weatherboard) dwellings. The former school is at the moment being converted to holiday/travel type accommodation. A number of Wards River's older buildings have some heritage significance and record its growth as a timber - railway town. There is little

Items of heritage significance - all items including contributory items

development pressure on Wards River but inappropriate modern housing could be highly intrusive. In this regard it should be acknowledged that some existing lower cost housing in the village is intrusive as are some other buildings.

A number of items in nearby rural areas also have contributory significance. The wooden bridge on Tereel Road (Topographical map Craven) but known as Johnstons Creek Road, about 500 metres from the Bucketts Way is typical of timber bridges in the region but which are becoming rare as they are progressively replaced by concrete.² The former Johnsons Creek School, on Johnstons Creek Road about 500 metres south of the Mammy Johnsons River crossing, was built about 1915 (estimate) and closed in 1964. An old farm house and outbuildings reachable from Johnstons Creek Road (Tereel Road on topographical map Craven) about a kilometre from the Bucketts Way appears to be of early form but was not inspected.

After consideration, only one item, the former school and residence, has been assessed for entry onto the SHI but a number of items have contributory significance. Notable among these are the Community Hall and the general store and adjacent residence, as well as several dwellings. A tighter grouping of these items with less intrusive elements could justify a village conservation area but this is difficult to define in the present circumstances.

Items identified as having heritage significance

Previously identified items

Nil

Newly identified items

WR01 Wards River former school and residence

Early 20th century former school c.1919. Records the modernisation of rural schools during the early 20th century and the relocation and growth of Wards River village after the arrival of the railway in 1912-13. This change appears to have commenced during the railway's construction. The school and village area were originally about 4 km to the north.

Contributory items

WR02 Wards River Community Hall, St Peters Church (investigate possible historic/social significance for possible listing)

WR03 Wards River post office/general store and dwelling adjacent (these may not be connected today but were possibly store and residence.)

WR04 Dwelling, 36 Bucketts Way

WR05 Dwelling, Corner Bucketts Way and Anderson Street

WR06 Timber bridge, Johnsons Creek Road (Tereel Road on topo. map Craven)

WR07 Former Johnsons Creek School, Johnsons Creek Road

25. WEISMANTELS

Weismantles was named after Richard Weismantel who settled on Johnsons Creek

² The more usual spelling is 'Johnsons' but Topographical map Craven 9233-1-S shows the road as 'Johnstons'. In passed years the 't' in 'Johnstons' was silent, hence the difference is one of spelling, not pronunciation.

Items of heritage significance - all items including contributory items

around 1860. The family later ran an accommodation house, wine salon and grocery business at the intersection of the Bucketts Way and the Dungog turnoff (the listed item). A railway siding was opened following the arrival of the railway in 1913. The name survives as a locality but the area does not appear to have developed into a village grouping at any stage.

Items identified as having heritage significance

Previously identified items

We01 Former Weismantels's inn, wine salon

Historical significance as an important stopping point on the road to Gloucester and to Monkerai. Plank construction building in good condition.

Newly identified items

Nil

Contributory items

Nil

Items of heritage significance - excluding contributory items

5.2 Items of heritage significance - excluding contributory items

5.2.1 Summary of items recommended for entry onto the State Heritage

Register and the State Heritage Inventory (this is a repeat of the above list at 5.1 except that contributory items have been omitted and listed items have not been divided into precincts)

5.2.1 1 LIST OF ITEMS

This summary provides a list of all items recommended for entry onto the State Heritage Register or the State Heritage Inventory and therefore to be entered onto the Local Environmental Plan. The list includes both previously identified items and newly identified items. This list does not include contributory items.

Readers wishing to gain further information about the individual items should refer to the data listing sheets.

1. ALLWORTH

Previously identified items

Al01 Remains of Allworth Wharf, eastern side of Karuah River
Relates to early 20th century hardwood timber milling

Newly identified items

None

2. BOORAL

Previously identified items

Bo01 Dwelling, 'Alderley House' eastern side of Bucketts Way, between Alderley Lane and Alderley Creek.
Important early A. A. Co. cottage

Bo02 Dwelling, 'Booral House', Lowes Lane
Important early dwelling, relates to A. A. Co.

Bo03 Dwelling, 'Gundayne' Millbrook Road
State significance, important early dwelling and school, relates to A. A. Co.

Bo04 Booral Wharf, Karuah River
Early A. A. Co. wharf

Bo05 St Barnabas Church and cemetery, Bucketts Way
Early church paid for by A. A. Co., relocated in 1876.

Bo06 Dwelling, 'The Gables', Millbrook Road
Later c1870s dwelling, important regionally and relates to later A. A. Co. period

Bo07 Remains of Karri and Jarrah Company Simsville to Allworth railway (locate via State Forests) Important relic of early 20th century railway harvesting. See Al01. The railway site cannot be positively identified and includes a number of private properties. **As such, the**

Items of heritage significance - excluding contributory items

railway will not be listed. Only the Allworth wharf site, A101 will be listed.

Newly identified items

- Bo08 Booral School group, including former residence, Bucketts Way
Third oldest government school and oldest continuing school in Great Lakes area, includes the former residence, retains much original material.
- Bo09 Two dwellings, south-eastern cnr Bulahdelah Road and Bucketts Way
Prominent streetscape value, sets character for Booral village, examples of late 19th/early 20th century styles in substantially original condition.
- Bo10 Booral Soldiers Memorial Hall, Buckets Way
Not a high listing in architectural/originality terms but is sufficiently original, part of village group and has social historical significance.
- Bo11 Three concrete bridges, Bucketts Way
Late 1940s, reflect continuing importance of old Pacific Highway and Stroud, post-war modernisation and road improvement at a time when road transport was set to become the major transport facility.

3. BULAHDELAH

Previously identified items

- Bu01 General cemetery, Redgum and Mahogany Street, Markwell Road
Previous listing of regional significance.
- Bu02 Tramline Trestle Bridge, Horses Creek, Wang Wauk State Forest
State significance relic of timber tramway/railway harvesting .
- Bu03 Former courthouse, Crawford Street
Important courthouse possibly of State significance
- Bu04 Bulahdelah Mountain (also know as Alum Mountain), *see Annex A for full listing of items.*
A complex mixture of Aboriginal, geological, historical and natural significance at local, State and National levels.
- Bu05 Simsville to Allworth railway. This is not in the Bulahdelah area and thus see Bo07 for Booral. However, as indicated at Bo07, it is not to be listed.

Newly identified items

- Bu00 Bulahdelah Urban Conservation Area
Small area covering the commercial centre, park and RSL club and war memorial. Includes Bu7, 8, 9, 10, 15, 17, 18, 19 plus contributory items.
- Bu06 Catholic church and school group including presbytery.
Imposing early 20th century brick church with pleasing traditional styled former presbytery, includes later presbytery and school, reflects Catholic Church and schools growth on site. (The 1950s school is the least significant item in the group and has since been approved for demolition to allow the building of a new school.)

Items of heritage significance - excluding contributory items

- Bu07 Plough Inn Hotel, Stroud Street
Major township landmark, prominently sited, sets character for the town. Typical Aussie pub.
- Bu08 IGA Supermarket, 86 Stroud Street, old section only
Early shop, interesting gable treatment
- Bu09 Post office, 88 Stroud Street,(marginal, listed because of function)
Not significant architecturally but important town function in traditional early/mid 20th century timber style and construction.
- Bu10 Dwelling, 84 Stroud Street
Attractively restored dwelling of appealing early 20th century style in town commercial area. Also reflects past mixture of dwellings and commercial buildings in town centre.
- Bu15 St Johns Anglican Church, 59 Stroud Street
Appealing early 20th century timber church in prominent location, high level of originality.
- Bu17 School of Arts, Crawford Street, cnr Meade Street
Important civic building of timber construction. Also reflects Bulahdelah's timber milling past.
- Bu18 Bulahdelah RSL, 74 Crawford Street
Simple building but socially significant. Combines with nearby war memorial.
- Bu19 War Memorial, Meade Street near Crawford Street
Important civic, social and historical item.
- Bu23 Dwelling, 22 Crawford Street
Highly original and expertly restored early 20th century bungalow style dwelling with former detached shop. Prominently sited on a corner location.
- Bu25 Shop and dwelling, 33-35 Stroud Street, cnr Stuart,
Some change to windows and otherwise and is reduced in significance because of this but is a well presented combination of an old style shop and residence on prominent location.
- Bu36 Dwelling, 9 Stroud Street
Distinctive and traditional late 19th century style dwelling in basically original condition. This is one of Bulahdelah's older and more significant timber dwellings.

4. BUNGWAHL

Previously identified items

- Bw01 Old Bungwahl cemetery
Important local/regional early cemetery

Newly identified items

- Bw02 Bungwahl Public School
Later but still early 20th cent. school, typical of the period, reflects the area's growth at the time.
- Bw03 St James Anglican Church
Important early local church in prominent elevated siting.
- Bw04 Bungwah Community Hall, includes Roll of Honour WWI and WWII

Items of heritage significance - excluding contributory items

Historical and social significance, strong local social support.

- Bw05 Bungwahl Cemetery (present site)
Local cemetery now of considerable age and assuming increased local historical importance.

5.CARRINGTON AND TAHLEE

Previously identified items

- Ca00 Carrington historical and archaeological conservation area.
Relates to A. A. Co.'s first settlement. Includes Ca02, 03, 04, 14 and contributory items.
- Ca01 Carrington Cemetery, Pt Portion 206 (not inspected|)
Important early cemetery of State significance. Relates to first settlement in the Great Lakes area and the A. A. Co. Important, all persons have been refused locked out, needs to be rectified.
- Ca02 Former St Andrews Church
Important 1847 church built of local and imported stone, relates to a. A. Co. Prominently sited and sets character for Carrington.
- Ca03 Former soldiers' barracks cottage
Small cottage relates to A. A. Co and first settlement. Much changed but still identifiable.
- Ca04 Carrington Boat Harbour and limekiln (Cock Renoyo Point)
Early relics relating to A. A. Co. Of State significance.
- Ca05 Tahlee House Estate
Important group of items relating to the A. A. Co and early pastoral endeavour in Australia. Of State and National significance. Relate to the later use by R. H. D. White.
- Ca12 Carrington former village site and other archaeological sites, require assessment
Relates to A. A. Co.'s first settlement. Requires full assessment is of State significance and should require excavation permit within conservation area. This should be considered as the principle archaeological listing to establish Ca00, the Carrington Conservation area but is given separate identification to enable further research into its archaeological significance while allowing existing buildings Ca02 and Ca03, along with contributory items if need be, to be fully and independently assessed (identified in Revised Schedule 2 -Heritage, Annexure E).

Newly identified items, including the division of *Tahlee House*.

- Ca06 Tahlee House, main building
As above
- Ca07 Tahlee House reception and ballroom wing
Important historically Relates to the R. H. D. White period, "gentleman's" life style of the period.
- Ca08 Tahlee House - other outbuildings
Relate to the above items, State and National significance
- Ca09 Tahlee House - boat harbour
Important early relic relating to the A. A. Co. State and National significance
- Ca10 Tahlee House grounds and gardens

Items of heritage significance - excluding contributory items

Important relics of garden and landscaping styles relating to the above significance and periods.
State and National significance

- Ca11 Tahlee Nissen Huts, later additions.
Relate to W.W.II and migrant use, later to the Bible College use and history. Probably of State/National significance but no need to keep all items.

6. CLAREVAL

Items identified as having heritage significance

Nil

7. COOLONGOLOOK - WOOTTON

Previously identified items

- Co01 Morris property graves, Lot 4, DP749633 Curreeki Creek Road
Important local and regional burials

8. DARAWANK

Previously identified items

- Da01 Former Darawank public school, Manns Road
Late 19th century brick school (this is rare in the Great Lakes/Manning area). Basically original.

9. FAILFORD

Previously identified items

- Fa01 Dwelling, The Old Brock House, cnr Failford Road and Bullocky Way
Unusual two storey timber house of local and regional significance. prominent corner siting.

Newly identified items

- Fa02 Dwelling, *Failford House*, Failford Road
Very important local early 20th century timber dwelling, associated with the Breckenridge family, the timber and ship building industries. Attractive example prominently sited.
- Fa03 Failford Cemetery
Old local cemetery, took over from Willow Point Cemetery. Incorrectly shown on some listings as in Great Lakes Council area but is in Greater Taree and therefore is not to be listed as a result of this study.
- Fa04 Former Failford School, including relocated Buffalo Lodge
Early local school closed in 1963. Relocated Buffalo Lodge has distinctive local history.

10. FORSTER - TUNCURRY

10.1. FORSTER

Previously identified items

Items of heritage significance - excluding contributory items

- Fo00 Tudor House, West Street.
Demolished 2003 following a revised negative assessment by Anthony Rowan Pty Ltd resulting in removal from the State Heritage Register.
- Fo01 Former Courthouse Group, Lake and West Streets, Forster,
Demolished before commencement of the study.
- Fo02 General Cemetery, St Albans Place and Likely Street.
Important local and regional cemetery. This is Forster's main evidence of its earlier settlement.

Newly identified items

- Fo03 Forster School of Arts, Little Street, Forster
Historical/social reasons significance
- Fo04 Forster Presbyterian Church, Bruce Street, Forster
The oldest surviving church in Forster. Historically significant as former Anglican and then Presbyterian Church when the local Presbyterians split from the newly formed Uniting Church
- Fo05 Waterfront, Little Street, waterside vegetation, the 'little baths' and concrete block from Albert von Ehlefeldt's shop and bakery wharf.
Important remnants of remaining littoral vegetation. Important streetscape qualities. Historical associations with above business. Public use and history of the 'little baths'. Important community area. Possible local shipping archaeological significance.
- Fo06 Forster war memorial
War memorials have strong social/historical significance.
- Fo07 Angel Close Cemetery, Forster
Important early local burial ground. Contains the grave of Captain Pennington, the first harbour master. (Recent opinion is that the name is Captain John Penerton.)
- Fo08 Forster breakwater
Of maritime shipping historical importance.
- Fo09 Pilot Hill, Forster
Of maritime shipping historical importance. Important local landmark and geographical feature. Important open space and reserve.
- Fo10 Forster Baths, off West Street
The baths are an important remainder from Foster's early 20th century tourism development. The Casino and Tudor House were formerly adjacent. To be considered for State significance.
- Fo17 190 Cape Hawke Drive, Reynolds Hill
Includes dairy bails, cattle holding yards, Moreton Bay fig, footings of old McBride house. Modern (1950s) house is dependent upon further assessment as to originality, age and context to farm. This is believed to be the first land taken up in the Reynolds Hill area and provides rare remaining visual evidence of the importance of dairying to Forster and the immediate area.
- Fo18 Old ferry wharf site, identified by concrete slab, Foster side.
The ferry wharf remains are important relics that demonstrate early transport patterns in the area and the growth of Forster and Tuncurry as 'twin towns' separated by Cape Hawke Harbour and Wallis Lake.

Items of heritage significance - excluding contributory items

10.2. TUNCURRY

Previously identified items

- Tu01 *Tokelau, Manning Street*
Important historical association with the Wright family, and the shipbuilding and timber milling industry. Important streetscape element in prominent position. Good quality timber dwelling with interesting interior features such as wood-graining. Includes the Norfolk Island pines and Canary Island palms on the property.
- Tu02 **Reorganised Church of Jesus Christ of Latter Day Saints, Manning Street**
Simple but appealing timber church in visually important area. State significance because of its importance in the establishment of the above church.
- Tu03 **Tuncurry House, South Street**
Good quality and historically significant local dwelling relocated to South street. Has lost its visual and streetscape qualities because of relocation but is still significant.

Newly identified items

- Tu00 **Tuncurry Waterfront Conservation area.**
Visual built and waterfront precinct. Includes Tu01, 02, 05, 06, 07, 08, 09, 10, 11, 13, 14, 15.
- Tu04 *Keepsake Cottage group, Manning Street, cnr Kent.*
Last remaining element from Tuncurry's early, humble timber buildings. Strong streetscape presence, association with the Fazio family.
- Tu05 **Tuncurry-Forster TAFE, cnr Taree and Peel Sts**
Formerly the Tuncurry Public School. Has historical significance as a surviving element from Tuncurry's earlier timber and boat building past. Established in 1881 (these buildings are early 20th century) and records the early growth of education in Tuncurry.
- Tu06 **Tuncurry Memorial Hall, Point Road**
Important for social/historical reasons as a war memorial hall and a long history of local use. Originally housed a local artist's depiction of the Gallipoli landing (a tragic loss!). Has been much changed.
- Tu07 **St Josephs Convent, 16 Manning Street**
Important historically in recording the Catholic Church's development in Tuncurry and the beginnings of Catholic education in the area. Has association with the Wright family. Major visual element in the Tuncurry historic/conservation area.
- Tu08 **John Wright Park, includes Norfolk Island pines**
Important association with the Wright family. Important landscape waterfront element.
- Tu09 **Slipway, Manning Street, consider with Tu08**
Historical significance as a continuing record of Tuncurry's maritime history.
- Tu10 **Six Canary Island palms on Taree Street and at *Tokelau***
Conspicuous streetscape elements that enhance the proposed conservation area's historical significance. Claimed association with W. W. I service (some dispute regarding this).
- Tu11 **Norfolk Island pines, Manning Street, near *Tokelau*.**
Conspicuous streetscape elements that enhance the proposed conservation area's historical

Items of heritage significance - excluding contributory items

significance. Norfolk Island pines were/are traditionally planted along coastal areas and lower rivers and are frequently of landmark value.

- Tu12 Tuncurry Methodist Church, cnr South and Bent Streets
Historical significance, traditional weatherboard church constructed about 1948. Shortage of building materials resulted in use of mixed roof tiles (requires inspection - was not viewed).
- Tu13 Forster-Tuncurry Bridge
Significant bridge that changed the way Forster-Tuncurry people worked and lived. The bridge was the second longest on NSW main roads and was believed to be the longest prestressed concrete bridge in Australia.
- Tu14 Memorial Park, includes former ferry crossing site
Historical and social significance. Is important open space and visual element of the proposed conservation area.
- Tu15 Barbeque area, entrance to former baths, Point Road.
Historic significance. One of the few remaining structures belonging to Forster-Tuncurry's first phase of modern tourism. Baths were built c.1925-1930.
- TU21 1 Capel Street
First school in Tuncurry, relocated and preserved.

11. LIMEBURNERS CREEK

Identified items

Nil

12. MARKWELL AND UPPER MYALL

Newly identified items

- Ma01 Former school
Early weatherboard school in substantially original condition, possibly the oldest surviving government school building in the Great Lakes area.
- Ma02 Residence at former school
Early weatherboard former school residence to above.
- Ma03 Dwelling, first on left in Barrie's Lane
Appears to be the oldest surviving timber farmhouse in the Great Lakes area. Has been reclad but is substantially original.
- Ma04 Former weir
Early water supply but needs further assessment.
- Ma08 Upper Myall former public school
Early school building possibly dating from 1883 when Upper Myall became a full public school. Simple weatherboard construction.

13. MONKERAI

Previously identified items

Items of heritage significance - excluding contributory items

- Mo01 **Monkerai Hall, Moores Road**
Early sawn timber vertical plank hall in original condition, records a building technique once common in rural areas but gradually being lost. Situated in a charming rural setting and maintains strong local support and use.

Newly identified items

- Mo02 **Monkerai Bridge over the Karuah River (National listed item)**
A rare, early timber bridge of State significance.

14. NABIAC.

Previously identified items

- Na01 **Former Hancocks store, 7-9 NABIAC Street**
Prominent streetscape element with local historical significance in the proposed conservation area.
- Na02 **Nabiac Neighbourhood Centre, formerly Nabiac Hospital, 37 NABIAC Street**
Historical significance as early private hospital (these were features of local country areas).
- Na03 **Former ES&A bank, possibly 19 NABIAC Street?, moved to the rear of the site.**
Historical significant early 20th century weatherboard bank building. Growing significance as rural banks continue to close. Relocated but only to the rear (but has unfortunately lost its streetscape value).
- Na04 **Dwelling with mature Canary Island palms, 77A Clarkson Street (listed as 77 on the LEP)**
Substantially dwelling with mature Canary Island palms. Conspicuous streetscape element in proposed conservation area.
- Na25 **Nabiac or Wallamba District Showground**
Typical example of a rural showground with traditional timber buildings.

Newly identified items

- Na00 **Nabiac Urban Conservation Area**
Visual commercial and residential built area. Includes Na01, 05, 06, 07, 08, 09 plus contributory shops in commercial centre and contributory dwellings along the western side of Clarkson Street.
- Na05 **War memorial, Nabiac and Clarkson Streets.**
Strong historical and social significance. Visually prominent item in the proposed conservation area.
- Na06 **Police Station, Clarkson Street**
Early 20th century weatherboard police station prominently sited in the proposed conservation area.
- Na07 **Shop, 77 Clarkson Street**
Small early 20th century shop prominently sited in the proposed conservation area.

Items of heritage significance - excluding contributory items

- Na08 Dwelling, 69 Clarkson Street
Early century dwelling in the proposed conservation area. Reflects Nabiac's early 20th century prosperity and growth.
- Na09 School, Clarkson cnr Hoskins
Early 20th century weatherboard school prominently sited in the proposed conservation area. Records the growth and upgrading of education generally in rural NSW and of Nabiac in particular.
- Na10 St Pauls Anglican Church, Clarkson Street
Good example of a rural early 20th century weatherboard church. Important social element and records the earlier development of churches and religion in conjunction with the other Nabiac churches of similar age and construction.
- Na11 St Paul's rectory, opposite in Clarkson Street
Good example of a weatherboard rectory sited opposite the church.
- Na12 First police station including lock-up and old shed, Clarkson Street, diagonally opposite the school.
Historically significant as the first police station. Also served as a courthouse and lockup.
- Na26 Dwelling, former Dr George Parramore's house, Showground Lane
Historically significant as the home and practice of Dr Parramore. Prominently sited near the Nabiac Showground. Is an interesting example of the early use of fibro sheeting.
- Na27 Nabiac Uniting Church, Nabiac Street
Typical example of a rural early 20th century weatherboard church in basically original condition. Is an important social element and records the earlier development of churches and religion in conjunction with the other Nabiac churches of similar age and construction. The addition of a similar church relocated from elsewhere adds interest.
- Na28 Nabiac Roman Catholic Church, Nabiac Street
Typical weatherboard early 20th church prominently sited. The church has historical and social significance as outlined for the preceding examples.
- Na33 Mill and wharf group of three items; site of Everingham's mill, remains of government wharf, pick-up site for cream cans by Tom Milliken's cream boat for Tuncurry factory.
Locally important archaeological sites that record Nabiac's past growth and industries.
- Na34 Site of the original bullock wharf for timber transport
As for Na33
- Na35 Dwelling, 12 Donaldson Street
Typical early 20th century weatherboard dwelling of original form (but restored and 'painted up' condition). Records Nabiac early 20th century prosperity and growth. Located in the historically significant Wallamba River former shipping and 'industrial' area.
- Na41 Former Nabiac aerodrome, includes concrete shelter
Important W.W.II emergency aerodrome and storage shelter.
- Na42 Former Clarkson's Crossing, Pacific Highway Wallamba River
Historically significant crossing for approximately a century. Upgraded during or after WWI and then replaced by the new bridge (western side, is this Greater Taree?).

Items of heritage significance - excluding contributory items

- Na43 Willow Point Cemetery
Important early cemetery reached by river. Replaced by the Failford Cemetery about 1905-10.

15. NERANIE HEAD

Previously identified items

- NH01 Nerani Head cemetery
Historically significant locally and regionally. Established in 1872, first burial in 1886.

16. NERONG

Newly identified items

- Ne01 Old village site
- Ne02 Well for sawmill
- Ne03 Boiler and other remains
- Ne04 Old wharf site and remains
Individual items are not highly significant but the group in total records a way of life that has now disappeared - the timber milling village. These may be better considered as an archaeological group all under Ne01.

17. SEAL ROCKS

Previously identified items

The lighthouse group are on the National Register as two listings, the lightstation 001467 and the lighthouse 103604. The National Register listings are confusing.

The total area including the village, lighthouse group and natural features may justify a conservation area.

Recommended listings after assessment

- SR01 The lighthouse
- SR02 The lightkeepers' two residences
- SR03 The ancillary group - additional items to be grouped under SR03, consisting of; Generator shed, Semaphore signal station, flagpole for station, paint store, garage, brick remains, two old telegraph poles, concrete water tank.
These items have State and National significance because of their role in the coastal and international shipping industry. The lighthouse, residences and ancillary items are substantially original and retain context to their setting and their functions. The group have local significance in regard to village growth, the local fishing industry and present day social significance. The area has Aboriginal significance.

Items of heritage significance - excluding contributory items

18. SMITHS LAKE

Newly identified items

SL01 Pyramids

An interesting and possibly rare survivor of a once common items along coastal beaches and lakes intended to stall the Japanese movement of vehicles.

19. STROUD

Previously identified items

St01 Stroud Urban Conservation Area

State significant historical conservation previously defined.

St02 AA Co cottage behind Quambi House

3 Broadway Street (Lot 11 DP 95876)

St03 AA Co Cottage Berkeley Street

1 Berkeley Street (Lot 16 DP 705627)

St04 AA Co cottage Berkeley Street

5 Berkeley Street (Lot 1 DP 194077)

St05 AA Co cottage Berkeley Street

11 Berkeley Street (Lot 1 DP797635)

St06 AA Co cottage Berkeley Street - 15 Berkeley Street

The Former A. A. Co. cottages are significant because of their association with the Company, their early construction and their role in Stroud's and the Estates development.

ST07 *Thornleigh*, Berkeley Street

Significant because of its later two storey Victorian style and in recording Stroud's later 19th century growth.

St08 St Columbanus Catholic Church, Broadway and Mallon Streets

Historically significant regarding Stroud's development and the development of the Catholic Church in the Great Lakes area. Built in 1859.

St09 Baptist Church, Cowper Street cnr Broadway Street

Reflects late 19th/early 20th century growth in Stroud and of the Baptist Church. Has been modernised.

St10 Former Council Chambers, Cowper Street

Has local historical significance in regard the development of Stroud, Stroud Shire and the Great Lakes Council.

St11 Former Bank of New South Wales, Cowper Street cnr Gidley Street

Built 1926.¹ Reflects Stroud's early 20th growth. Is a good example of 20th century classical revival/renaissance style architecture of simple rural style. Still has hitching rail at front.

St12 Post Office, Cowper Street

Two storey Victorian Italianate influenced post office with strong streetscape presence forming a

1 BA 14/26 Stroud Shire Council

Items of heritage significance - excluding contributory items

major item in the conservation area.

- St13 School of Arts, Berkeley Street
Interesting timber building of unusual design with strong streetscape presence. Reflects Stroud's later growth after the exit of the A. A. Co. and the use of timber as compared to the A. A. Co.'s brick period.
- St14 Former court house, Cowper Street
Substantially original courthouse with some original interior fittings forming a main item in the conservation area. Has continued significance as historical society headquarters and museum.
- St15 St John the Evangelist Anglican Church and cemetery, Cowper Street
The most historically significant group of buildings in the Great Lakes area. The buildings are of State and National significance.
- St16 St Johns Rectory, Cowper Street
As above.
- St17 St Johns Parish Hall, Cowper Street
As above
- St18 Quambi House, Cowper Street
As above - State significance because of its association with the A. A. Co., its age and architecture and its role as Stroud's first school.
- St19 Stroud House, Cowper Street
Has important early historical associations with the A. A. Co. Is of State significance.
- St20 Central Hotel, Cowper Street cnr Memorial Avenue
Typical country hotel forming a major streetscape element in the conservation area.
- St21 School and residence, Erin Street
One of the oldest surviving government school groups (possibly the oldest - most timber buildings have been replaced) in the Stroud area. Important group in the conservation area of high local and regional significance.
- St22 St James Presbyterian Church, Erin Street
Locally significant church for historical reasons and is in substantially original condition.
- St23 Underground grain silos and cannons
Historically significant because of the silos' association with the A. A. Co. Listed as regional significance but probably should be regraded to state significance. The cannons were later additions and have a lower significance but are of considerable interest.
- St24 Uniting Church, Cowper Street cnr Church Street
Substantially original weatherboard church with local historical and social significance.
- St25 Dwelling, 6 Bridge Street
Weatherboard dwelling reflecting Stroud's late 19th early 20th century growth. Substantially original condition.
- St32 Stroud Showground
Rural showground of local historical and social significance.

Items of heritage significance - excluding contributory items

- St33 Dwelling, Mill Creek Road
Farmhouse of local historical significance.

Newly identified items

- St26 Dwelling, 39 Berkeley Street
Intact and original early 20th century rusticated weatherboard house, former staging point. Highly visible main road position on southern approaches. Good example of type
- St27 Dwelling, 46 Berkeley Street
Substantially original late 19th/early 20th century original plank construction house with cover strips. Good example of type.
- St28 Dwelling, 51 Berkeley Street
Substantially late 19th - early 20th century original plank construction house with cover strips. Good example of type despite some changes.
- St34 Dwelling 27 Cowper Street
Brick dwelling with faceted gable to front room, substantially original. Unusual style by Stroud standards. Reflects Stroud's late 19th - early 20th century growth as do the other new listings.
- St35 Dwelling 31 Cowper Street
Typical but substantially original early 20th century rusticated weatherboard dwelling in a prominent position. Reflects Stroud's early 20th century growth after the exit of the A. A. Co.
- St36 Dwelling 37 Cowper Street
Good example of an early 20th century rusticated weatherboard dwelling with interesting detail in a prominent position on the northern approaches.
- St37 Dwelling 49 Cowper Street
Substantial rusticated weatherboard dwelling prominently located on the northern approaches. Reflects Stroud's early 20th century development.
- St38 War Memorial, Memorial Avenue near Gloucester Street
Socially and historically significant.

20. STROUD ROAD

Previously identified items

- SD01 Uniting Church, Bucketts Way
A distinctive weatherboard church of interesting design prominently sited in the Stroud Road village. Historically significant in reflecting the development of the Uniting (Methodist) Church.
- SD02 Washpool, near Washpool Bridge, *Stroud Road Topo.* 398550E 6418950N
Important site from A. A. Co. days but no physical evidence remains other than the pool.

Newly identified items

- SD03 Stroud Road Community Hall, Bucketts Way
Social and historical significance.
- SD04 Stroud Road School, Bucketts Way

Items of heritage significance - excluding contributory items

Reflects the growth of Stroud Road as a railway town. The school was erected in 1919.

SD09 Railway bridge, Stroud Road
Truss bridge constructed 1913.

SD10 Mammy Johnson's grave site, *Rannock*, 102 Johnsons Creek Road, Stroud Road
The burial place and headstone were provided by the Australian Agricultural Company in recognition of 'Mammy' Johnson's highly respected role as midwife during Stroud's early development. The site is particularly important to community members of Aboriginal descent.

SD11 Old brick kiln, off Bucketts Way, Stroud Road
Remains of old brick kiln or brick stack, possibly from Australian Agricultural Company use. Potentially very important and requires further investigation.

21. TEA GARDENS, INCLUDING HAWKS NEST AND WINDA WOPPA

21.1 TEA GARDENS

Previously identified items

TG01 215 Myall Street, former fisherman's hut

TG15 Court House, 53 Marine Drive
Significant item remaining from Tea Gardens' early 20th century development.

Could not find, might have been demolished.

TG37 Cemetery, southern end of Yalinbah Street
Established in 1906, important local and regional cemetery.

Newly identified items

TG00 Tea Gardens Heritage Conservation Area
The Tea Gardens Heritage Conservation Area includes a range of early dwellings remaining from the first half of the twentieth century, with a small number possibly remaining from the late nineteenth century. This is the period that gave Tea Gardens its surviving historical character. The Conservation Area also acknowledges Tea Gardens maritime significance by extending to the Myall River waterfront.

TG02 Former Anglican Church, Ogden Street
Historically significant in recording Tea Gardens early church and religious development. Unusual design, still in substantially original condition.

TG03 181 Myall Street
Distinctive and original weatherboard dwelling. Records Tea Gardens' early 20th century growth, combines with but is not historically related to the former Anglican Church.

TG04 159 Myall Street
Distinctive weatherboard dwelling prominently sited. Records Tea Gardens' early 20th century growth.

TG05 Fisherman's hut, Charles Street
Small hut remaining from past recreational fishing lifestyle and recording a significant phase in Tea Gardens' development.

TG06 103 Marine Drive

Items of heritage significance - excluding contributory items

- Distinctive Californian bungalow style dwelling with original windows and correct style front fence. Reflects the 1920 to 1940 period of development.
- TG07 97 Marine Drive
Distinctive bungalow style dwelling with original windows faceted bay window to the front projecting room. Important association with the Engel family (demolished).
- TG08 169 Myall Street
Early 20th century weatherboard dwelling in original condition (some change to verandah) and interesting detail including grooved front weatherboards in imitation of squared stone. Reflects Tea Gardens' early 20th century growth.
- TG15 Court House, lockup and Police Residence 51-53 Marine Drive
Significant item remaining from Tea Gardens' early 20th century development.
- TG17 Large fig tree near 59 Marine Drive, large fig tree outside Police Residence, 51 Marine Drive
Strong streetscape value. The first item in particular is an excellent example of its type. Both appear to be native to the area.
- TG18 7 Jacob Street
Good example of an early 20th century weatherboard dwelling with local family association.
- TG19 9 Jacob Street
Good example of an early 20th century weatherboard dwelling with local family association.
- TG23 General store, 83 Marine Drive, includes TG24 adjacent residence to above and the Snorkelling and Dive Shop (original general store) in Maxwell Street, TG27.
Historically significant group reflecting past retail methods but still operating today.
- TG25 Shops, 89 Marine Drive
Record Tea Gardens early 20th century development and local retailing methods of the time as a complete emporium rather than separate shops. Closed in the 1950s. Built and operated by the Engel family.
- TG29 Remains of droghers etc, slipways, Witts Island, Myall River
Important historical remains relating to boat building and repairs, and to local river and ocean going transport.
- TG30 Marine slipway, eastern end of Marine Drive
Has been in continued use for many years. Reflects Tea Gardens' past shipping history.
- TG31 War Memorial,
Social and historical significance, investigate further.
- TG34 Norfolk Island pines, near 45 - 47 Marine Drive,
Prominent streetscape elements and historically popular and significant plantings in seaside and riverbank localities. (one suffering dieback).
- TG35 Duplicated number, see TG08
- TG36 Memorial Park

Items of heritage significance - excluding contributory items

- War memorial park with entrance gates featuring cast brass swords.
- TG38 161 Myall Street
Well maintained and well presented early twentieth century dwelling with a good example of a replaced original style front fence. High streetscape value in a prominent position.
- TG39 189 Myall Street
Well presented early twentieth century dwelling with a much early detail intact. High streetscape value, good replaced picket front fence. Former hospital.
- TG40 191 Myall Street, former post office
Former post office in a prominent position with high streetscape value. Has been extended and modified but retains much of its earlier form and character.
- TG41 9 Engel Street, dwelling
Groups with 11 Engel Street. Well presented early twentieth century cottage with a good level of originality and replaced (?) original style front picket fence.
- TG42 11 Engel Street, dwelling
Groups with 9 Engel Street. Well presented early twentieth century cottage with sympathetic verandah infill and a good level of originality.
- TG43 1 Witt Street, dwelling
Bungalow style dwelling with some modernisation but with original form, much original detail and old established garden. Groups with 3 and 5 Witt Street.
- TG44 3 Witt Street, dwelling
Early twentieth century dwelling with a high level of originality set among mature trees and shrubs. Groups with 1 and 5 Witt Street.
- TG45 5 Witt street, dwelling
Early twentieth century dwelling with some sympathetic verandah infill. Original form and much original detail still intact. Replaced original style picket fence provides good streetscape appearance. Groups with 1 and 3 Witt Street.
- TG46 15 Witt Street
Early twentieth century weatherboard cottage with altered verandah but original form and much original detail. Groups with 11 and 13 Witt Street.
- TG47 13 Witt Street, dwelling
Pairs with 11 Witt Street, possibly as a pair of 'spec' built cottages. Good original form and detail in well kept condition. Groups with 11 and 15 Witt Street.
- TG48 11 Witt Street, dwelling
Pairs with 13 Witt Street, possibly as a pair of 'spec' built cottages. Good original form and detail in well kept condition. Groups with 13 and 15 Witt Street.
- TG49 Group of eight dwellings in Witt and Ogden Streets
Early-mid twentieth century dwellings forming a group within the Tea Gardens Heritage Conservation area. Generally original condition but with some modest change and one dwelling altered and bricked up. Consists of TG49A to TG49H.
- TG49A 40 Witt Street
Early twentieth century cottage in substantially original form and original style front fence.

Items of heritage significance - excluding contributory items

TG49B 38 Witt Street

Early twentieth century symmetrical fronted weatherboard cottage in substantially original condition.

TG49C 36 Witt Street

Brick cottage of older form, possibly early twentieth century origin bricked up within the last 20 years. Corrugated iron roof. Older style picket front fence. Non-intrusive element.

TG49E 32 Witt Street

Interesting narrow frontage cottage in substantially original form, older style verandah infill with louvre windows, original style picket front fence.

TG49G 3 Ogden Street

Simple weatherboard cottage of late nineteenth – early twentieth century form in substantially original order.

TG49H 5 Ogden Street

Simple weatherboard cottage of early form, possibly late nineteenth century with sympathetic old verandah infill.

TG50 167 Myall Street, dwelling

Late nineteenth – early twentieth century weatherboard dwelling with original front windows and return verandahs. Substantially original.

TG51 177 Myall Street, dwelling

Early to mid twentieth century dwelling (possibly 1930s to 1940s) rusticated weatherboard dwelling with some verandah infill but with original front windows and much original details. well presented with older style picket front fence.

TG52 3-5 Hough Street, dwelling

Excellent example of better quality post war weatherboard dwelling. Shows modern American bungalow influence adapted to two storey form. Original detail, well maintained and prominently sited. Known as 'Cowanbah Inn', believed built for the local doctor. Probably late 1950s. Requires further assessment.

TG53 50 Witt Street, dwelling

Early twentieth century weatherboard dwelling with bullnose iron verandah in substantially original condition

TG54 73 Marine Drive

Late nineteenth or early twentieth century dwelling and former shop with some modernisation and loss of detail but in original form.

TG56 81 Marine Drive

Early twentieth century weatherboard dwelling in substantially original condition now used as *Nicoles Art and Craft Gallery*.

TG57 Shed, 20 Jacob Street

Large weatherboard shed remaining from an earlier fishing industry venture.

TG58 37 Marine Drive, dwelling

Good example of an early weatherboard dwelling in substantially original condition and with old style picket front fence.

TG59 39 Marine Drive, dwelling

Items of heritage significance - excluding contributory items

Early twentieth century fibro dwelling in substantially original condition with original front windows, verandah detail, window awning etc. Old style picket fence and well maintained appearance enhance its streetscape significance.

TG60 21 Iluka Street, dwelling

Interesting weatherboard dwelling in well maintained original condition showing a mixture of Arts and Crafts and Egyptian (following the opening of Tutankhamen's tomb) influences.

21.2 HAWKS NEST AND WINDA WOPPA

Previously identified items

HN01 Dwelling, timber cottage, Bennett Street,
Could not locate.

Newly identified items

HN02 Old ferry approach and ferry site, Hawks Nest side
Historically significant as a relic of previous transport systems.

HN03 Ballast, remains of wharf timbers, eastern bank of Myall River, Hawks Nest
Records Tea Gardens - Hawks Nest's historic association with maritime and river transport.

HN04 Boiler and remains of the single paddle drogher *Patterson*
Records Tea Gardens - Hawks Nest's historic association with maritime and river transport and the past importance of the timber industry.

HN05 Remains of the twin side paddle drogher *Breeza*
Records Tea Gardens - Hawks Nest's historic association with maritime and river transport and the past importance of the timber industry.

HN06 Norfolk Island pines, 38 The Anchorage, Winda Woppa
Landmark qualities, age, example of species, community concerns. Norfolk Island pines were early popular plantings in coastal areas and have special significance in such areas.

HN07 10 Booner Street, Hawks Nest
Pre WW II weatherboard cottage recording early fishing-recreational past, some sympathetic extension but form and character is intact.

HN08 50 Moira Parade, Hawks Nest
Early twentieth century weatherboard dwelling raised on timber piers. Very original, well known local family, intact setting.

HN09 14 Yamba Street, Hawks Nest
Early twentieth century weatherboard cottage, bullnose iron verandah to front, reflecting Hawks Nest's early fishing-recreational past. Some sympathetic change but form and character is intact..

21.3 PINDIMAR

Newly identified items

Pi 01 Remains of the *Brighton* and unidentified vessels
Pindimar Bay contains the remains of several ships in a shipping 'graveyard'. The *Brighton* is the only identifiable ship.

Items of heritage significance - excluding contributory items

22. TELEGHERRY

Newly identified items.

Te01 Dwelling, former Telegherry school site, claimed to be 1890 but appears to be early 20th century, western side Bucketts Way.

Te02 Telegherry former church, western side Bucketts Way

Te03 Dwelling, 'Telegherry' Telegherry nursery, Pritchard's residence, western side Bucketts Way (see Stroud Road 9233-2-N 400700 6418700 approx for all items)

Te04 Former Telegherry shearing shed site

These items record the important former A. A. Co. locality of Telegherry, site of the A. A. Co.'s shearing shed which was an important stone and brick building. The shearing shed later provided temporary accommodation for the Great Lakes area's first government school. Telegherry ceased to develop when the railway village of Stroud Road became established.

23. TIONA, BOOTI BOOTI, PACIFIC PALMS.

Newly identified items

Ti01 The 'Green Cathedral' including adjacent wharf remains

Important for social and historical reasons as the Great Lakes area's first and only outdoor cathedral. The wharf remains are included in the listing but require further assessment to establish exact significance.

Ti02 Former stockyards, former home site, burials

24. WARDS RIVER. (Wards River was named after a little known official, not the bushranger Frederick Ward, alias 'Thunderbolt', as is often claimed)

Newly identified items

WR01 Wards River former school and residence

Early 20th century former school c.1919. Records the modernisation of rural schools during the early 20th century and the relocation and growth of Wards River village after the arrival of the railway in 1912-13. This change appears to have commenced during the railway's construction. The school and village area were originally about 4 km to the north.

25. WEISMANTELS

Previously identified items

We01 Former Weismantels's inn, wine salon

Historical significance as an important stopping point on the road to Gloucester and to Monkerai. Plank construction building in good condition.

Items of heritage significance - excluding contributory items

5.2.2 Summary of items - numbers of items by locality

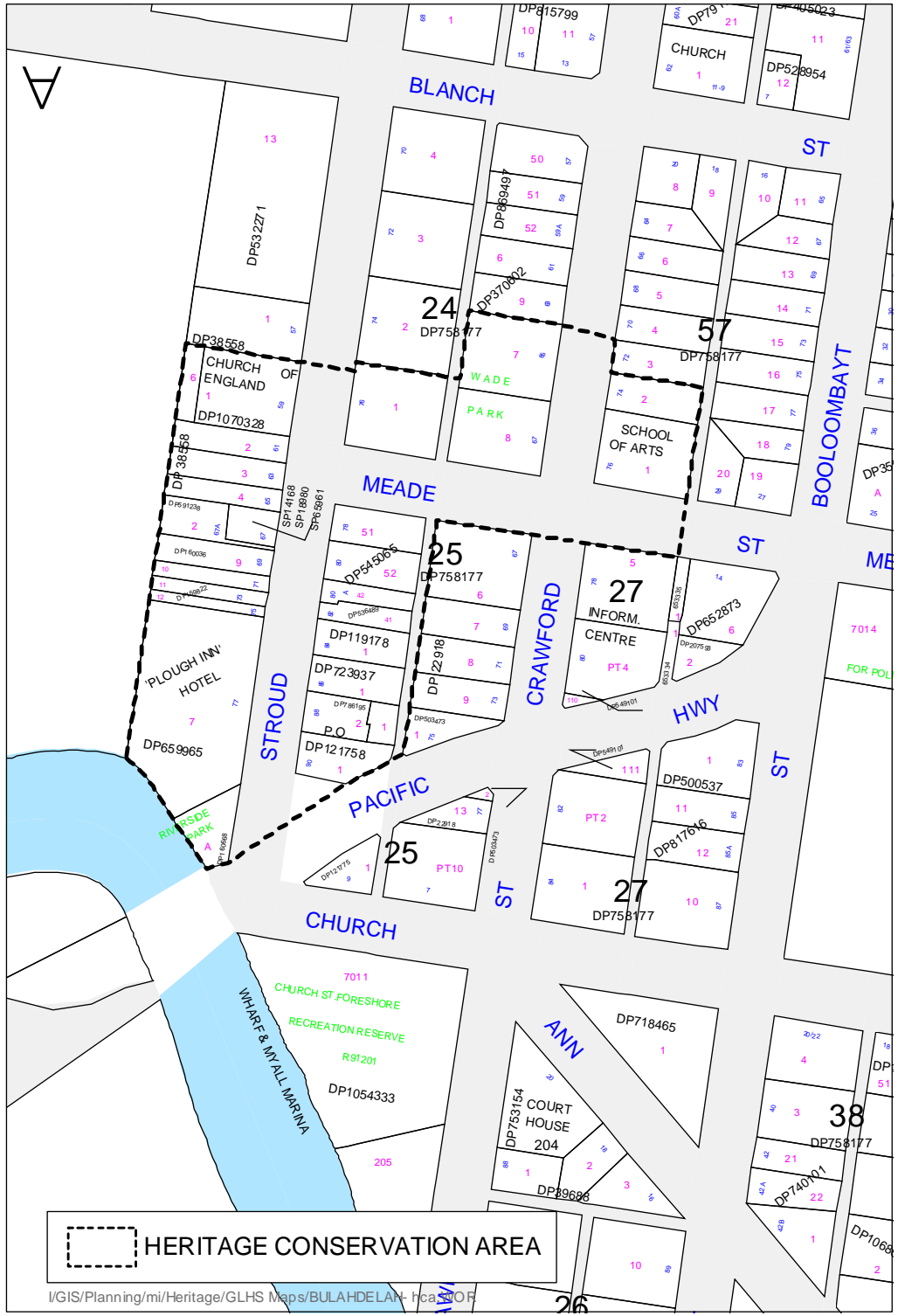
	Existing	new	contributory
1. Allworth	1	nil	2
2. Booral	7	4	nil
3. Bulahdelah New items Include 13 items as part of the Bulahdelah (Alum) Mountain group.	5	26	22
4. Bungwahl	1	4	2
5. Carrington - Tahlee New items include the division of Tahlee Estate into 5 components.	7	6	2
6. Clareval	nil	nil	3
7. Coolongolook	1	nil	nil
8. Darawank	1	nil	nil
9. Failford	1	3	nil
10. Forster - Tuncurry			
10.1. Forster	3	10	6
10.2. Tuncurry	3	14	5
11. Limeburners Creek	nil	nil	1
12. Markwell	nil	5	3
13. Monkerai	1	1	2
14. Nahiabac	5	18	23
15. Neranie Head	1	nil	nil
16. Nerong	nil	1	nil
17. Seal Rocks Includes the division of the lightstation into the lighthouse, 2 residences and a group listing of nine items.	1	3	1
18. Smiths Lake	nil	1	2

Items of heritage significance - excluding contributory items

19. Stroud	27	8	9
20. Stroud Road	2	5	4
21. Tea Gardens & Hawks Nest			
21.1 Tea Gardens	3	42	13
21.2 Hawks Nest	1	8	nil
21.3 Pindimar	nil	1	nil
22. Telegherry	nil	4	1
23. Tiona, Booti Booti, Pacific Palms	nil	2	1
24. Wards River	nil	1	6
25. Weismantels	1	nil	nil
Total	72	169	104

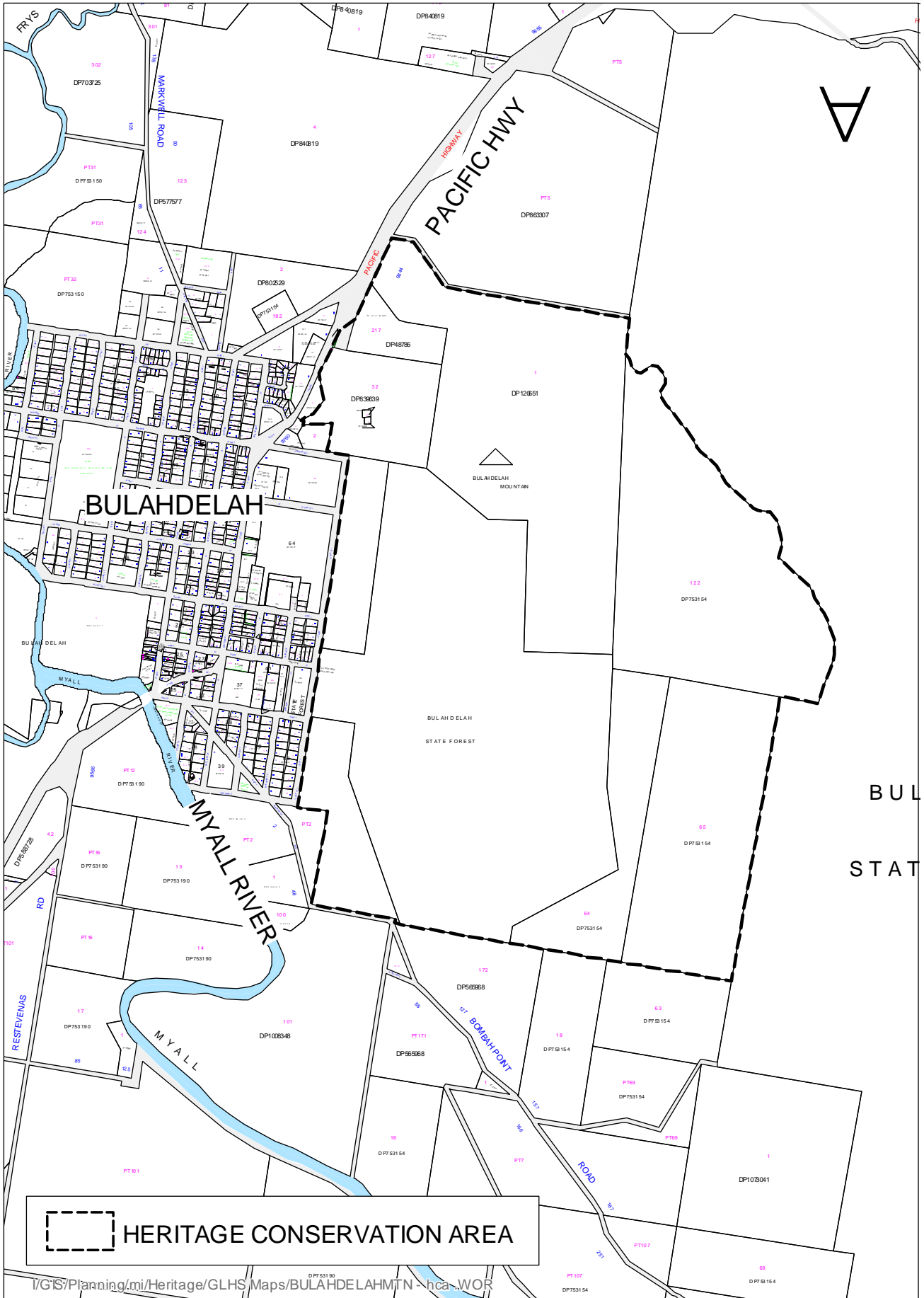
**5. 4 MAPS SHOWING THE LOCATIONS OF HERITAGE CONSERVATION
AREAS.**


BULAHDELAH HERITAGE CONSERVATION AREA



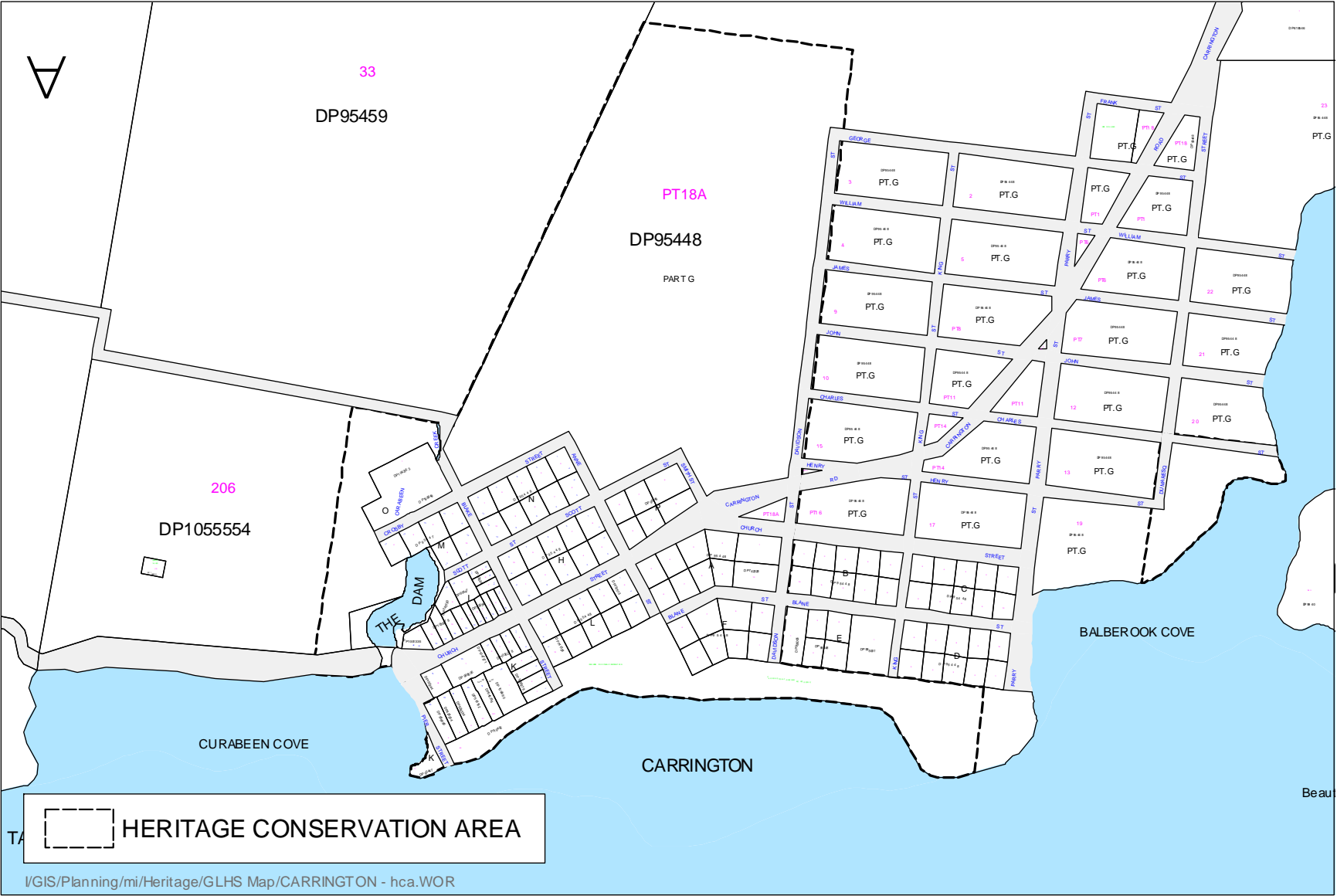
HERITAGE CONSERVATION AREA

BULAHDELAH MOUNTAIN HERITAGE CONSERVATION AREA



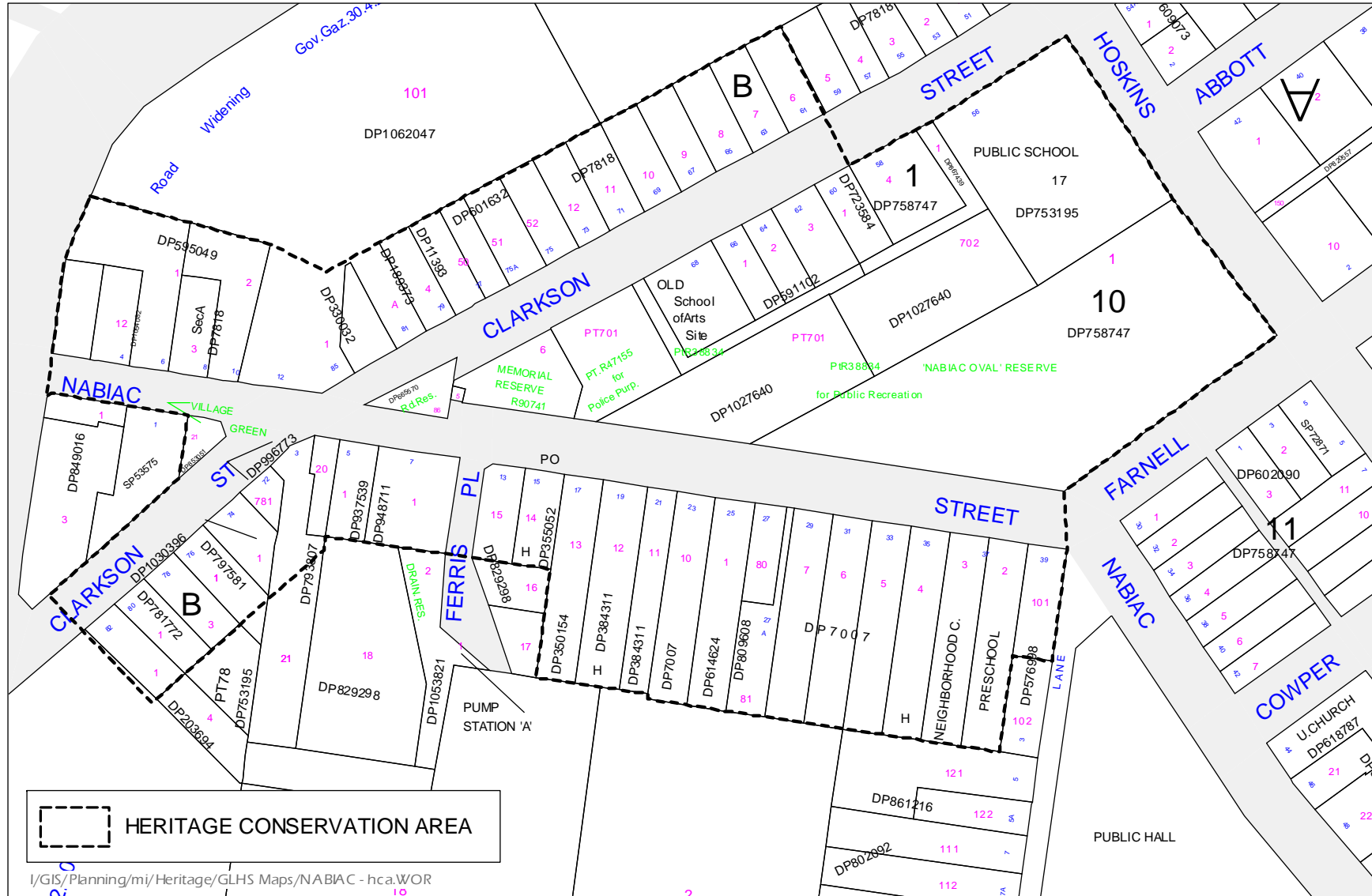
 HERITAGE CONSERVATION AREA

CARRINGTON HERITAGE CONSERVATION AREA

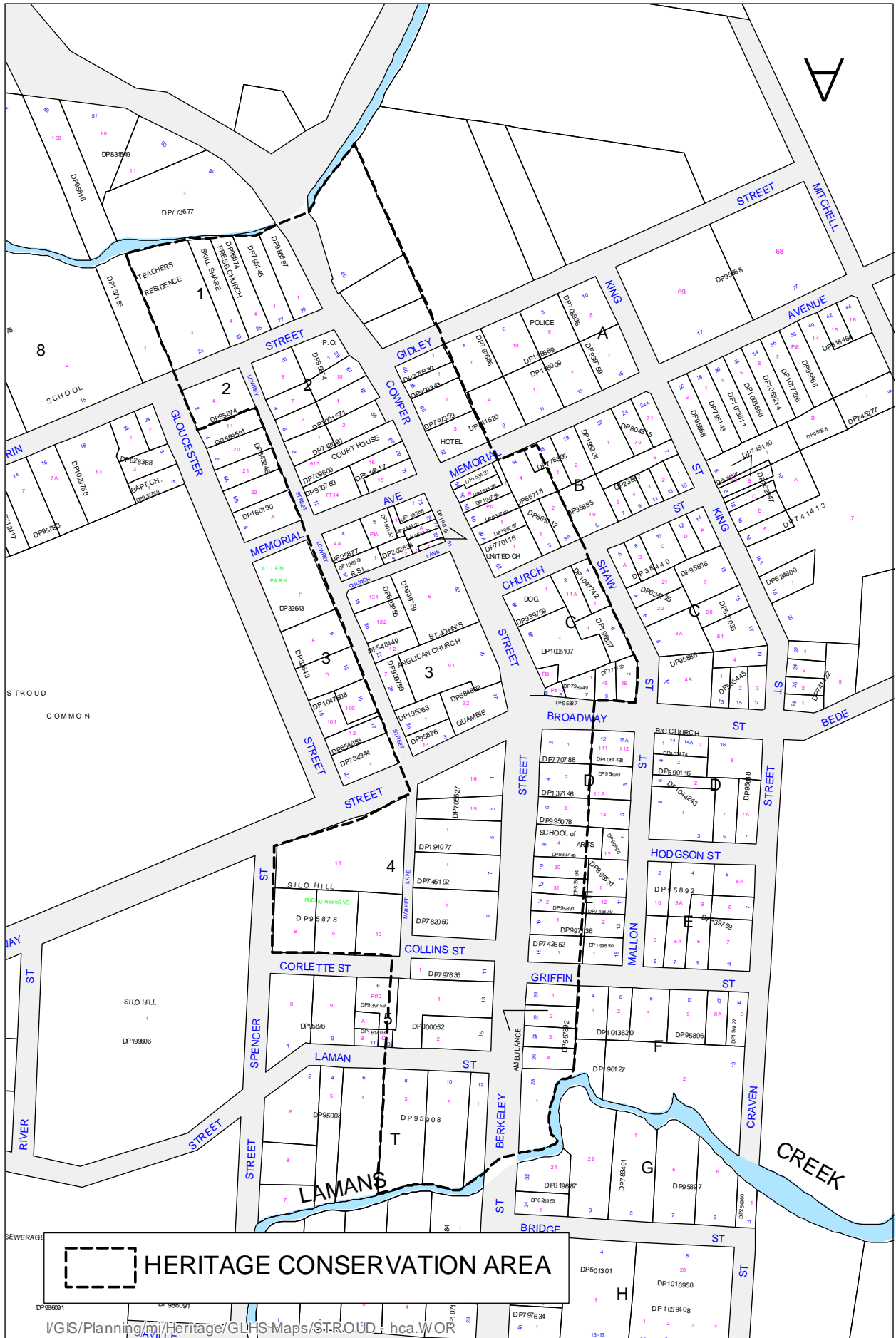


TA HERITAGE CONSERVATION AREA

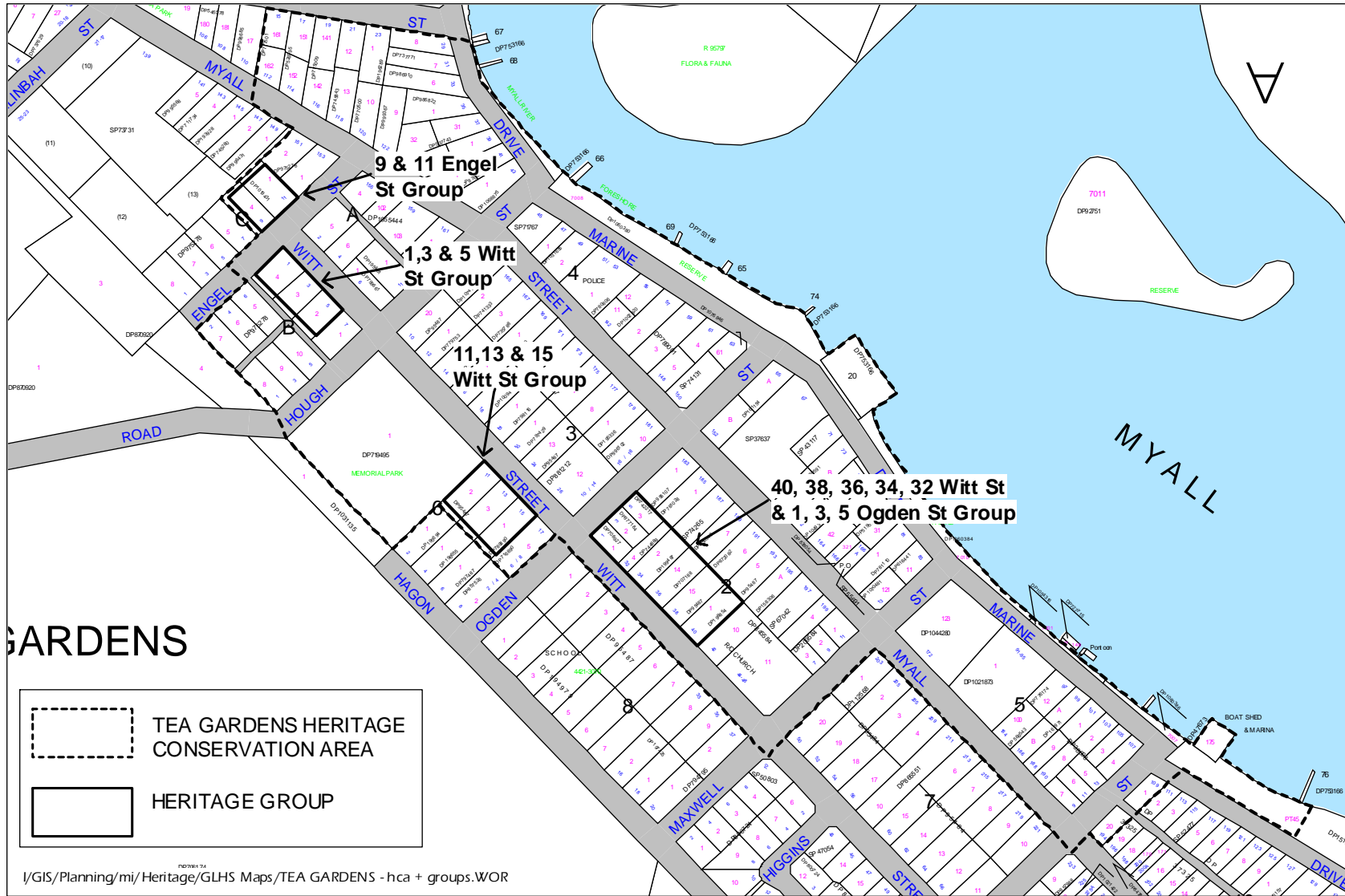
NABIAC HERITAGE CONSERVATION AREA



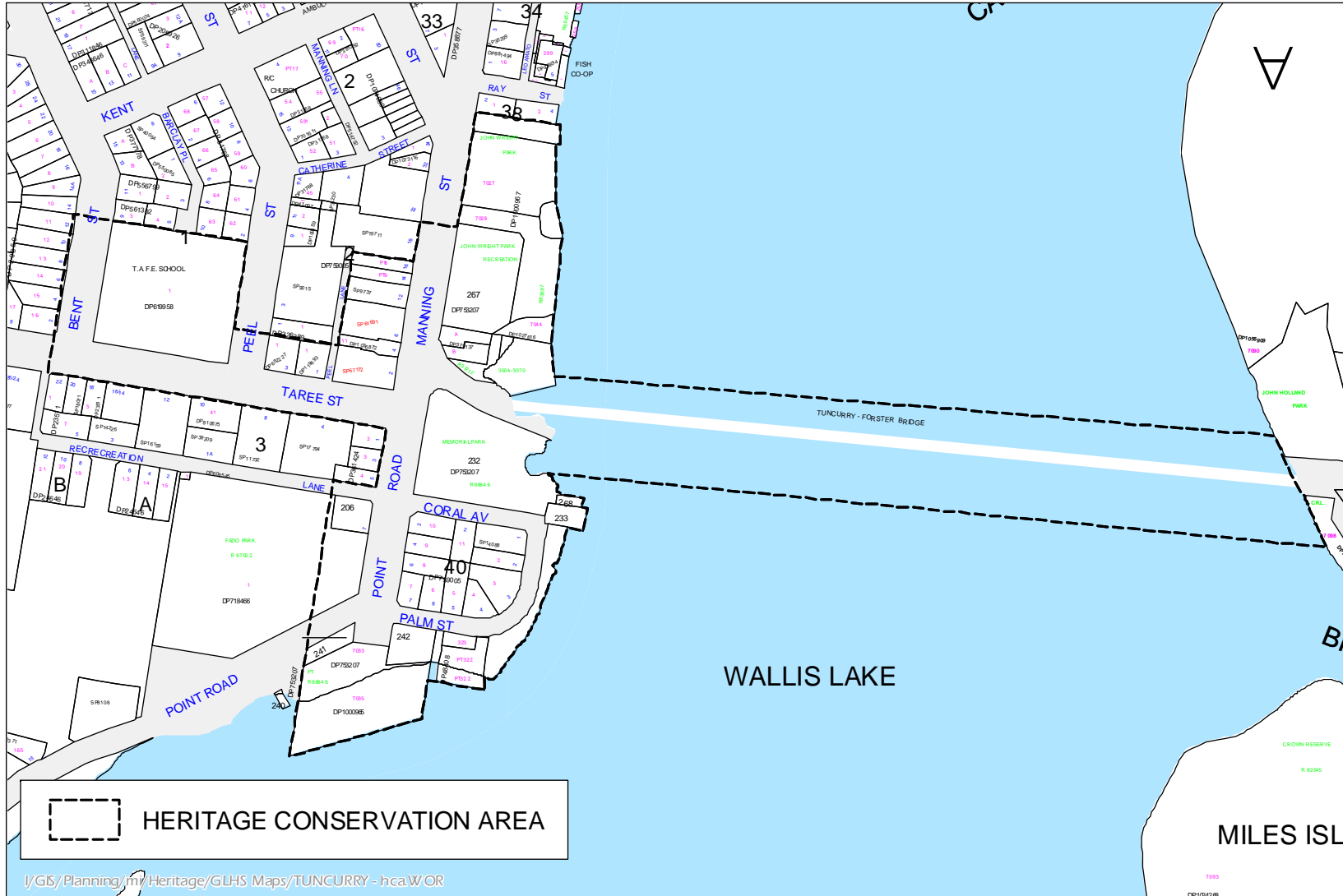
STROUD HERITAGE CONSERVATION AREA



TEA GARDENS HERITAGE CONSERVATION AREA AND GROUPS

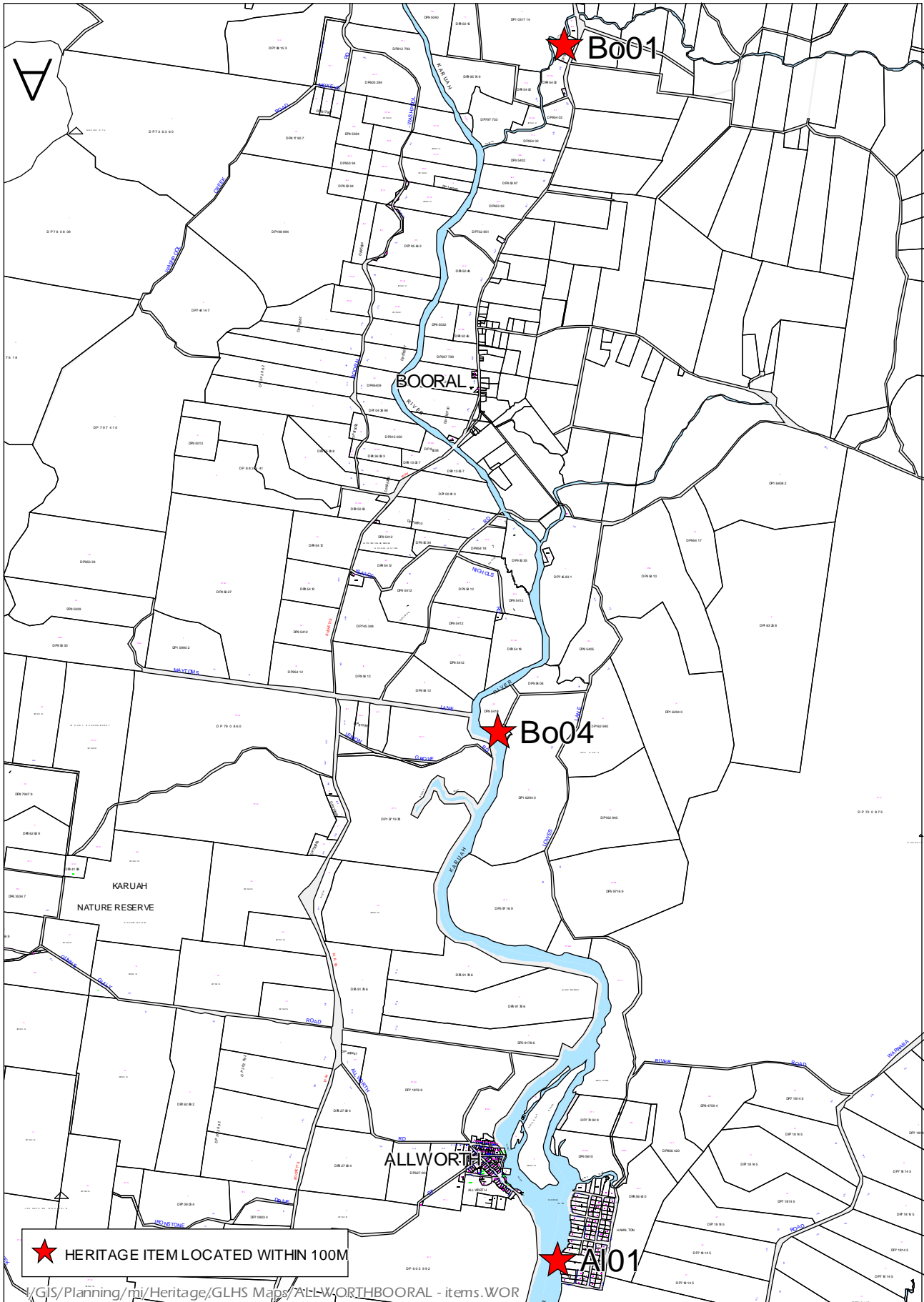


TUNCURRY HERITAGE CONSERVATION AREA



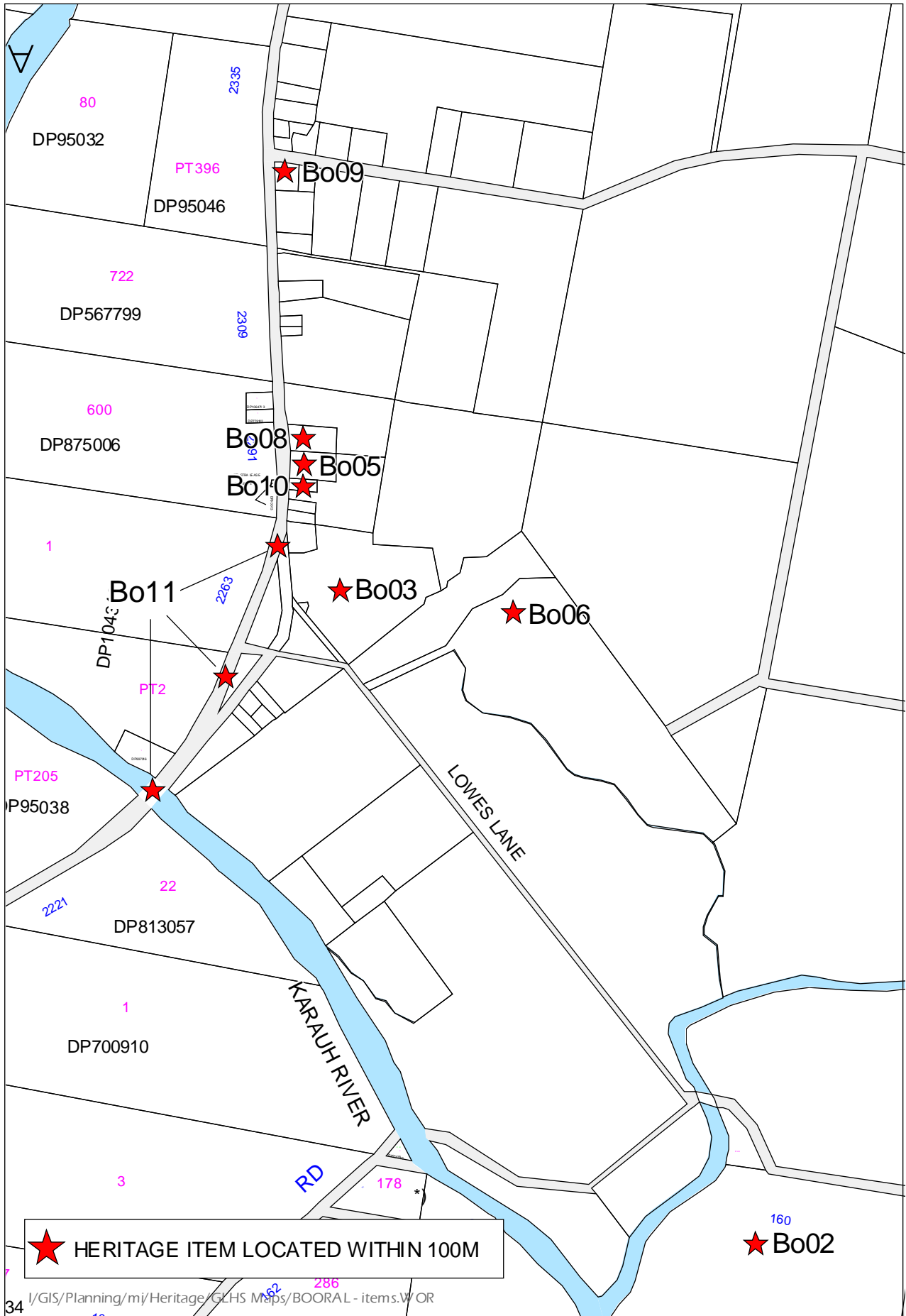
**5.5 MAPS SHOWING THE LOCATIONS OF EXISTING AND PROPOSED
HERITAGE ITEMS**

ALLWORTH, HAMILTON, BOORAL HERITAGE ITEMS

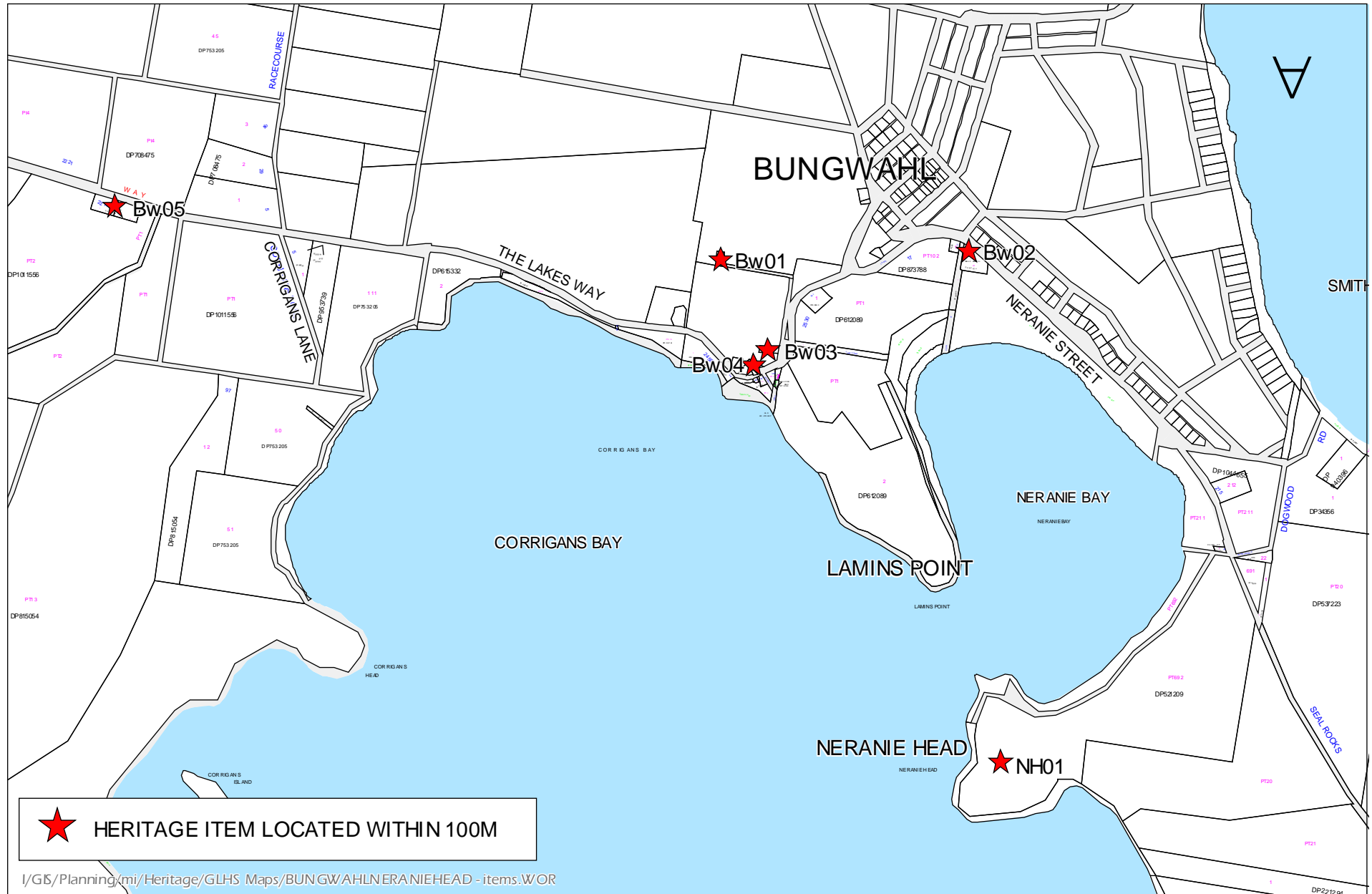


★ HERITAGE ITEM LOCATED WITHIN 100M

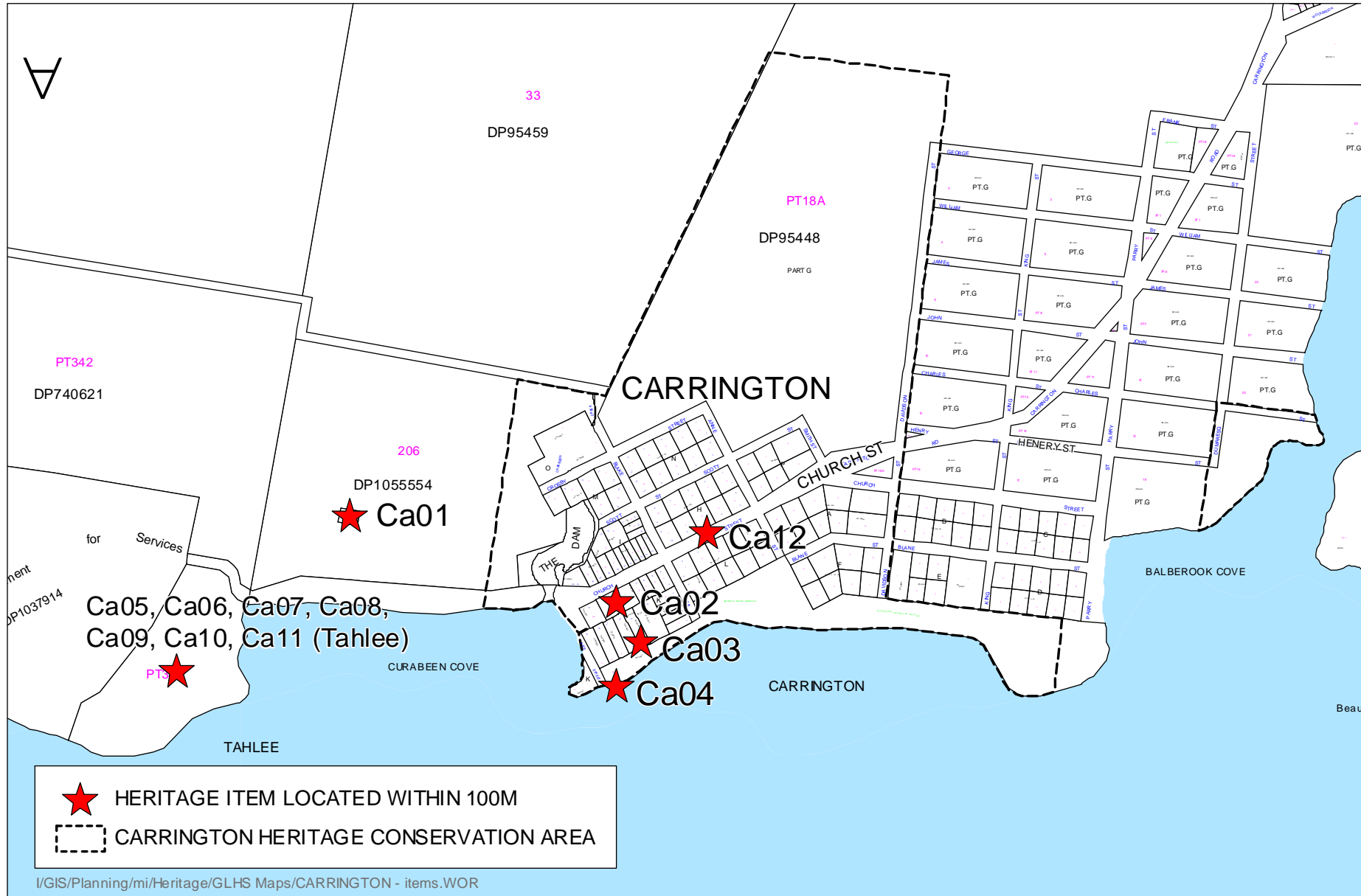
BOORAL HERITAGE ITEMS



BUNGWAHL, NERANIE HEAD HERITAGE ITEMS



CARRINGTON HERITAGE ITEMS

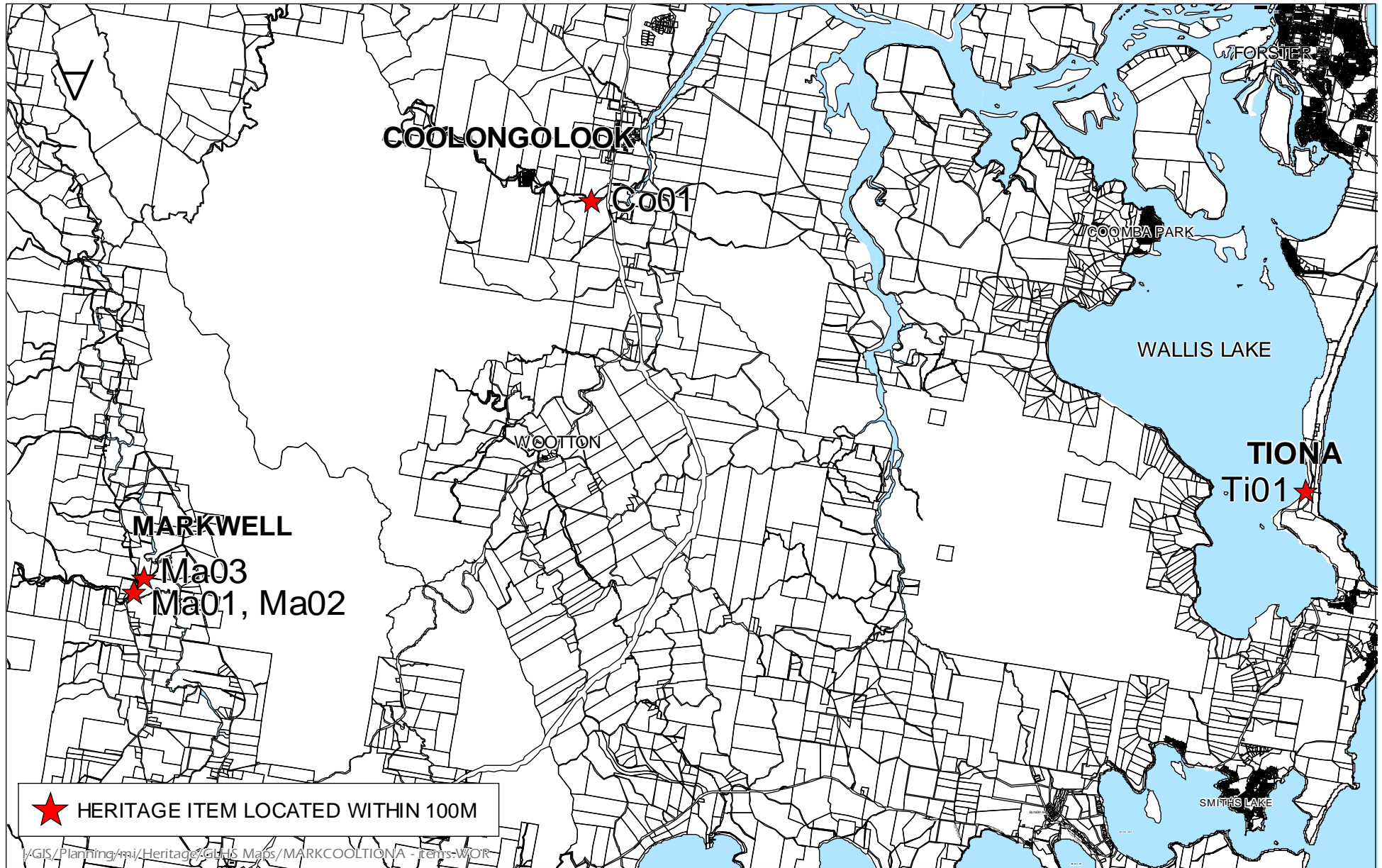


HAWKS NEST HERITAGE ITEMS

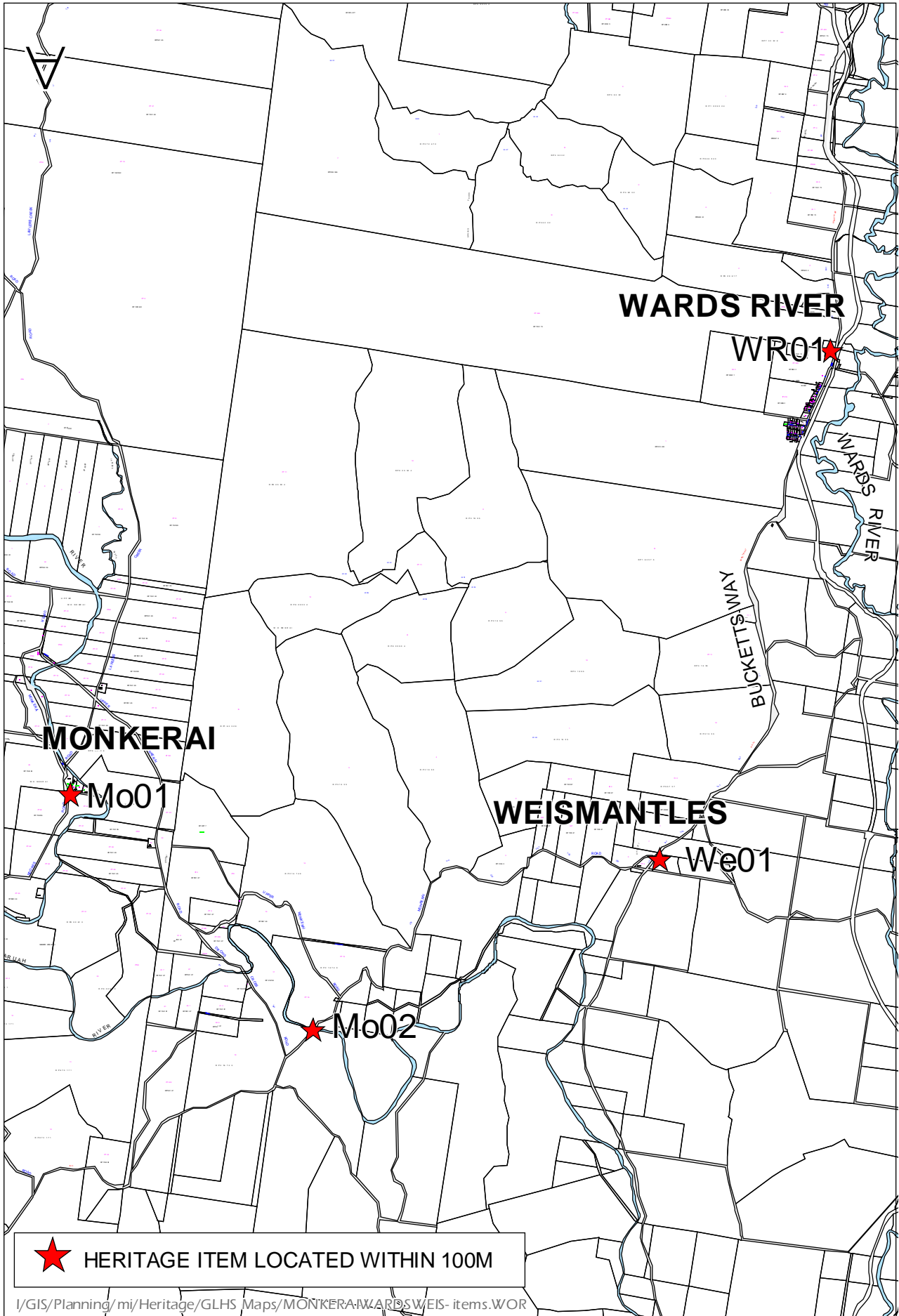


 HERITAGE ITEM LOCATED WITHIN 100M

MARKWELL, COOLONGOLOOK & TIONA HERITAGE ITEMS

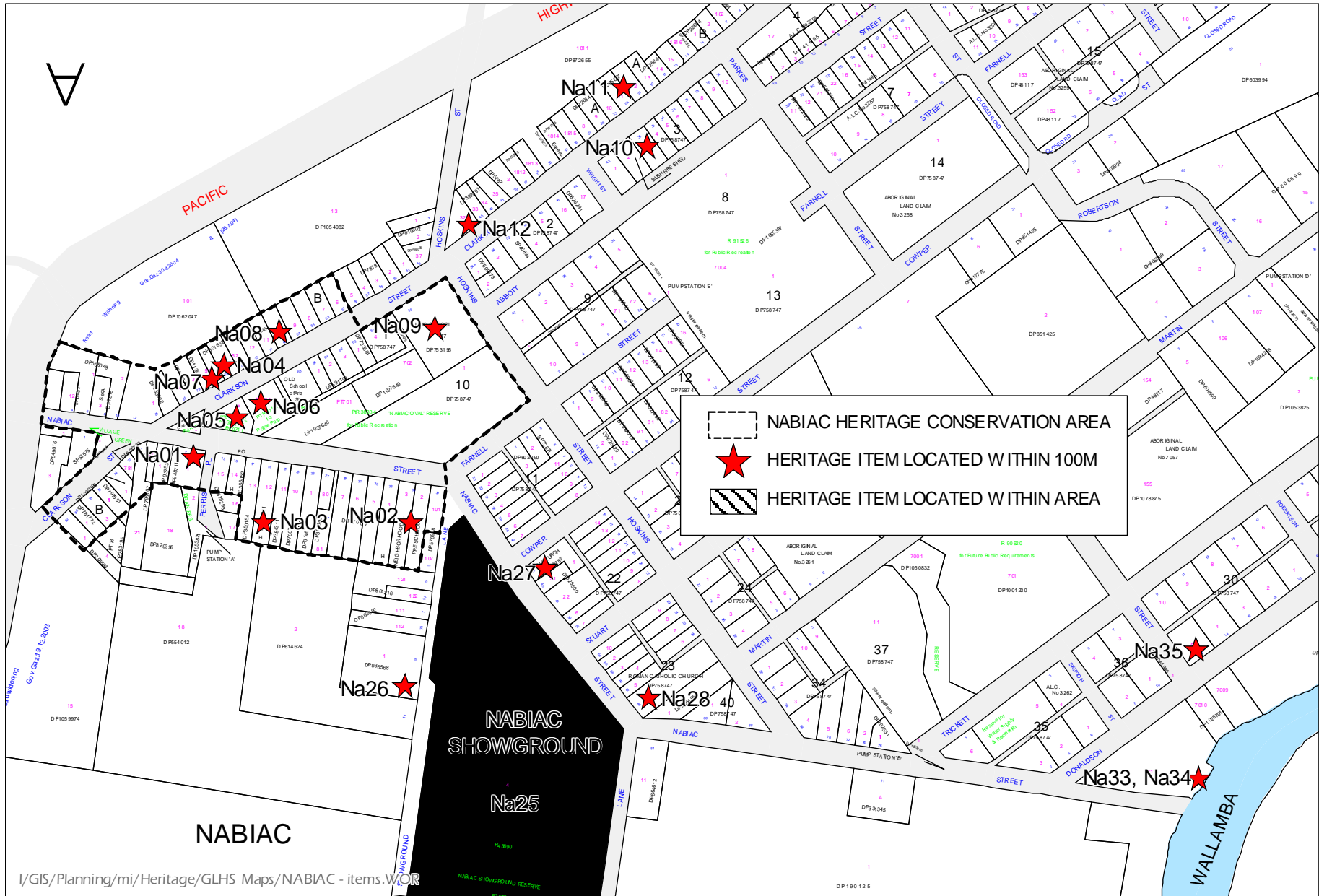


MONKERAI WARDS RIVER, WEISMANTLES HERITAGE ITEMS

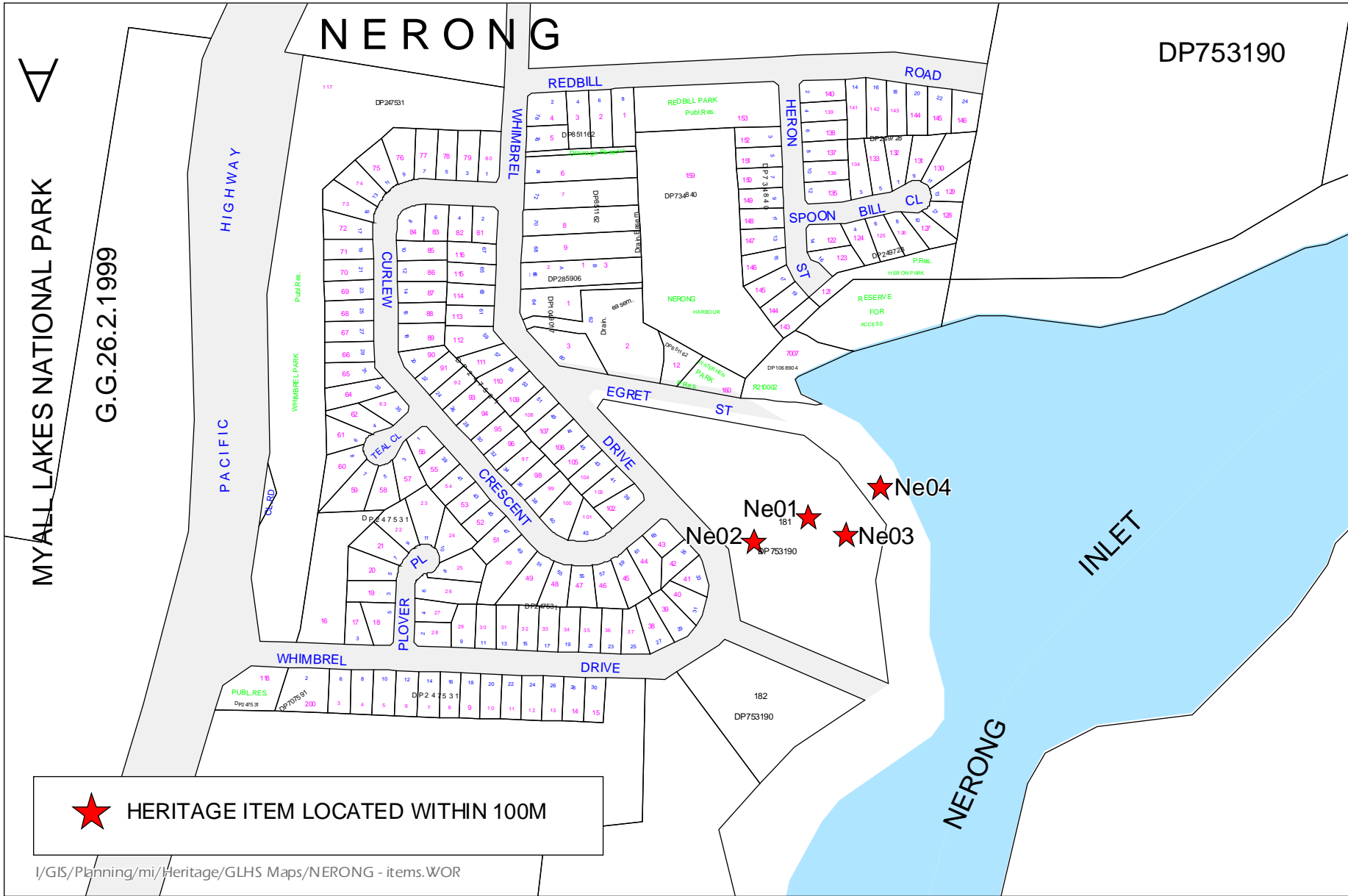


★ HERITAGE ITEM LOCATED WITHIN 100M

NABIAC HERITAGE ITEMS/AREAS

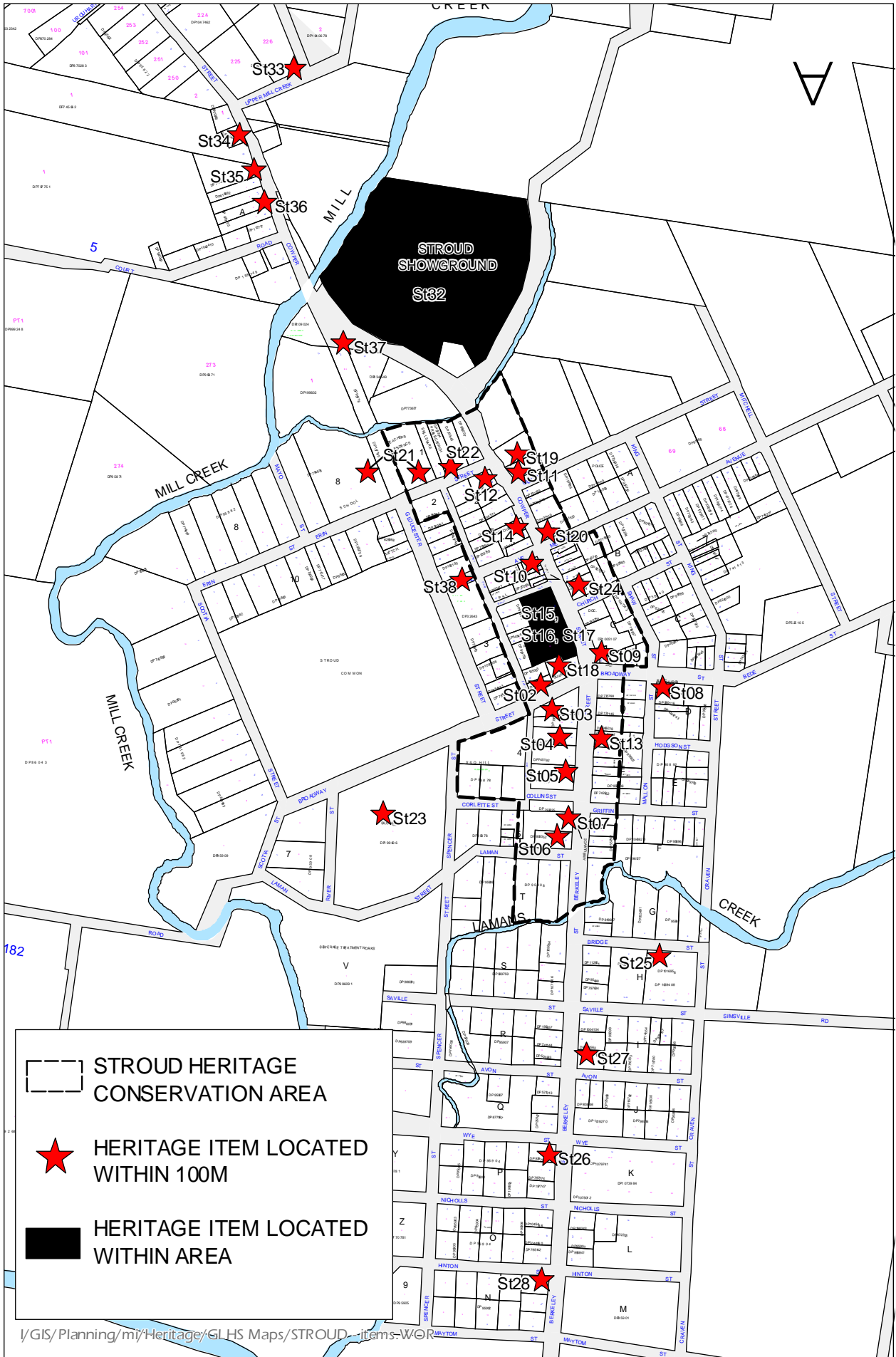


NERONG HERITAGE ITEMS

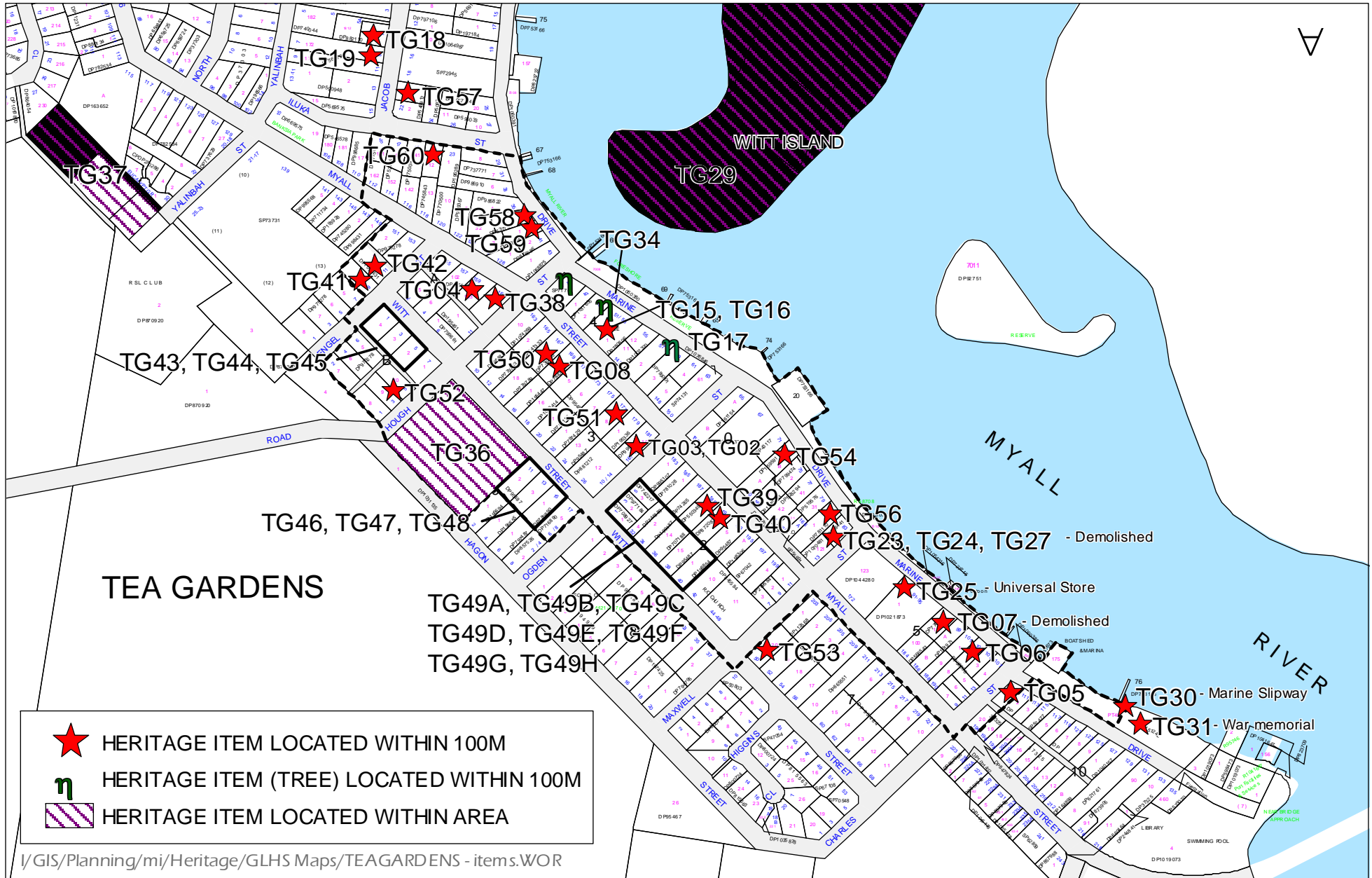


 HERITAGE ITEM LOCATED WITHIN 100M

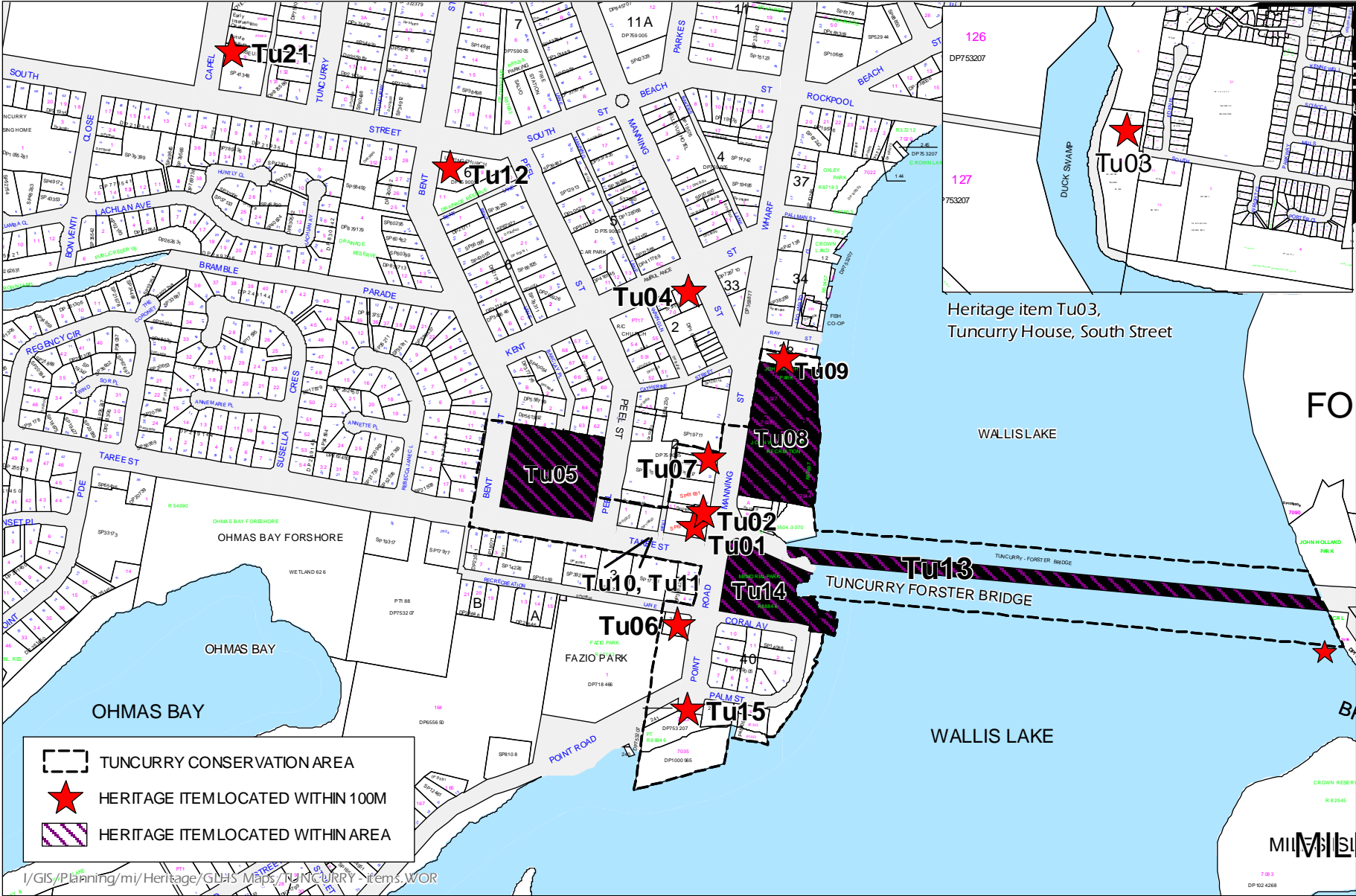
STROUD HERITAGE ITEMS/AREAS



TEA GARDENS HERITAGE CONSERVATION AREA, GROUPS & ITEMS



TUNCURRY HERITAGE ITEMS/AREAS



6 RECOMMENDATIONS

RECOMMENDATIONS

Two types of recommendations have been made in this study; the conservation of individual items or small groups of items and the conservation of broader areas or precincts to be referred to as conservation areas.

1. INDIVIDUAL ITEMS OR SMALL GROUPS OF ITEMS THAT HAVE HERITAGE SIGNIFICANCE.

These are individual items or small groups of items that have been assessed as having local heritage significance or State heritage significance. They are identified in CHAPTER 5, ITEMS OF HERITAGE SIGNIFICANCE as *previously identified items* (items that were already identified in previous studies) and *newly identified items* (items that have been identified in this study).

Items of local heritage significance are recommended for entry into the State Heritage Inventory and items of State heritage significance are recommended for entry into the State Heritage Register.

All the above items are therefore recommended to be entered into the Great Lakes Local Environmental Plan as items of heritage significance.

Those items listed in CHAPTER 5, ITEMS OF HERITAGE SIGNIFICANCE as having *contributory significance* are not at this time recommended for entry into State Heritage Inventory, the State Heritage Register or the Local Environmental Plan. However, they were noted as contributing to the heritage significance of their local area or the Great Lakes area in general. With the passing of time or a fuller understanding of their history, these items may have sufficient significance to be recommended as above.

2. BROADER AREAS OR PRECINCTS THAT HAVE HERITAGE SIGNIFICANCE.

These are areas that have heritage significance and therefore have been recommended as heritage conservation areas. Each item may not have sufficient heritage significance to be listed individually but the combined significance of the area is such that it warrants protection in total. These areas have been identified and indicated on the following maps. They are therefore recommended to be identified and defined in the Local Environmental Plan for protection as conservation areas.

There are six areas so identified including the Carrington archaeological area;

2.1. The existing Stroud Heritage Conservation Area.

This heritage conservation area was defined by Ecotecture, W. Ranald Boydell, in 2000. The defined Stroud Heritage Conservation Area is surrounded by three defined larger areas. In order of increasing size these are the Stroud Village Area, the Stroud Visual Catchment Area and the Stroud Cultural Landscape Area.

Three documents were prepared by Ecotecture; *Stroud Heritage: Heritage Significance*; *Stroud Heritage Development Control Plan*; and *Stroud Heritage: Strategy for Public Areas*. These are recent and comprehensive documents and no recommendations or changes in regard to the Heritage Conservation Area or the above documents have been

made in this study. No attempt was made in this study to identify further items of heritage significance within the Heritage Conservation Area.

However, even in the short time that has elapsed since the Ecotecture Study, the growing appreciation of rural timber buildings has required some further assessment of these important phases of New South Wales's rural development. The study has therefore identified some further timber buildings outside the Stroud Heritage Conservation Area as having sufficient heritage significance to be listed in the State Heritage Inventory and therefore in the Local Environmental Plan. Some thought was given to extending the Stroud Heritage Conservation area both to the north and the south but after consideration it was decided that the identification of individual items combined with the normal planning controls that can be applied to the village area, the visual catchment area and the cultural landscape area should provide suitable protection to the important north and south approaches.

2.2. The proposed Tuncurry Bridge - Wright's Park - Memorial Park - Tokelau Conservation Area.

This is a difficult to define area because of the level of modern development. Despite that, there is a readily identifiable area that retains important earlier elements related to Tuncurry's growth. These combine with the 1959 bridge and the important scenic qualities from both ends of the bridge.

The items noted are reasonably closely grouped within the proposed area. Further, some items such as the two parks and former ferry crossing site will be preserved as open space. With promotion by way of brochures, various publications and interpretive plaques, this area could perform an important scenic and cultural-historical function in the Tuncurry/Forster area.

2.3. The proposed Nahiack Urban Conservation Area.

Nahiack has retained the qualities of a small rural urban area to a high level. Not all of the individual buildings within the proposed area are of high significance and there are some modern elements. However, a number of buildings are of sufficient significance to justify individual listing while a large percentage of the other buildings have a moderate or high contributory significance. Important civic elements such as the war memorial, police station, former police station, school and churches are in or adjacent to the proposed area.

2.4. The proposed Tea Gardens Conservation Area(s)

Items of heritage significance are scattered throughout the Tea Gardens urban area, so that identifying possible conservation areas was difficult. Some items are in areas zoned residential 2(b) and have already experienced a degree of redevelopment. Two areas within the residential 2(a) zone have a reasonable concentration of items, identified either as having heritage significance or as being contributory. These are; 1. The area bounded by Myall Street, Hough Street, Witt Street and Ogden Street, including the opposite sides of Hough, Witt and Ogden Streets and the Memorial Park. This would preserve an area of old residential Tea Gardens and would link with the previously identified Memorial Park.

2. The eastern end of Marine Drive from the Zone 3(a) boundary to the access to the

Singing Bridge, bordered on the north-east by the waterfront and on the south west by Myall Street. This is perhaps not as significant residentially as above but links with the waterfront and Tea Garden's maritime past as well as providing a setting and an approach for the *Singing Bridge*.

2.5. The proposed Bulahdelah Urban Conservation Area

Bulahdelah is a traditional grid pattern nineteenth-early twentieth century town with considerable traditional character. One area is particularly noticeable; the long north-south rectangle formed by Stroud and Crawford Streets, from their southern end at the Pacific Highway through their entire length to Lee Street and the beginning of Markwell Road.

The number of heritage items within this area is probably not sufficient to justify the entire length as being an urban conservation area, although some thought was given to this. However, the wide, traditional streets and the general character are worthy of conservation.

The commercial area at the southern end has a high number of heritage and contributory items including major commercial and civic items such as hotel, post office, school of arts, war memorial and a park. An urban conservation area is therefore proposed to include the commercial area and extended to include the Anglican Church, two buildings beyond Meade Street, the School of Arts, the RSL Club and the War Memorial.

2.6. The proposed Carrington village archaeological area - to be defined.

This cannot satisfactorily be defined at this stage. Informed opinion has been received that an excavation permit should be required for all work in around the former village site. This appears to include the subdivision currently being sold and developed. A copy of the report J. Turner, D. Bairstow and others, *Carrington, Port Stephens: Report to the Heritage Council of NSW 1980-81* appears to confirm the comments received and indicates that an archaeological area needs to be established, possibly with different development conditions according to the location and archaeological significance. Development and building controls need to be established in regard to the former Carrington church, existing housing (including a former A. A. Co. cottage) and the historic setting.

3. WHAT THE STUDY DOES NOT RECOMMEND.

This study does not make detailed conservation or restoration recommendations for individual buildings or items. Such recommendations may be made in more intensive assessments such as conservation plans of individual items and groups of items, main street studies and conservation area studies but are not made for studies covering all or a substantial part of a local government area.

.....

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ANNEX A

BULAHDELAH (ALUM) MOUNTAIN - HERITAGE SIGNIFICANCE

BULAHDELAH (ALUM) MOUNTAIN - HERITAGE SIGNIFICANCE

Bulahdelah Mountain has high heritage significance across a broad range of recognised areas. This report, which is additional to the nominal requirements of the heritage study, provides an overview of that significance.

Bulahdelah (Alum) Mountain is the subject of ongoing investigation. The items listed below represent those items assessed at the time of this report. With further assessment, other items may be added to these.

Bu04 Bulahdelah (Alum) Mountain

Natural significance

Bu04.1 Underground orchid, rare or endangered plants - *Rhizanthella slateri*.

Bu04.2 Rock (lithophytic) orchids - Dendrobium species.

Aboriginal significance

Bu04.3 Aboriginal site - B8 'Scatter'

Bu04.4 Scarred tree 1 - Aboriginal Guardian Tree

Bu04.5 Scarred tree 2 - Aboriginal tree, function unknown

Archaeological significance

Bu04.6 The Alum Mountain House site

Bu04.7 Alum Mountain Park

Bu04.8 The Twin Dams

Bu04.9 The Incline Tramway

Bu04.10 Mullock Heap

Bu04.11 Boiler Wall

Bu04.12 Clay brick crucible

Historical association significance

Bu04.13 Home site of Rachel Henning, remaining persimmon trees

BULAHDELAH MOUNTAIN (ALUM MOUNTAIN)

Readers should be aware that the mountain's present day geographical name is Bulahdelah Mountain but that geologically the mountain has been known as Alum Mountain and that it is known locally as Alum Mountain. The name 'Bulahdelah Mountain' has been used here as the preferred name because it conforms with present day naming and mapping practice. However, both names are used in this section according to the particular reference.

The Bulahdelah Mountain has a high level of natural, Aboriginal, European archaeological and historical significance. The headings considered here are not intended to follow the significance criteria enumerated on page 5 of the *NSW State Heritage Inventory form* but to provide a broad overview from which more concise statements of significance under those criteria can be made.

1. NATURAL SIGNIFICANCE.

The following areas of natural significance are those that have received a level of recognition to date, they are not intended to be exhaustive from a natural scientific perspective.

1.1 Geological significance.

Bulahdelah Mountain lies to the immediate east of the Bulahdelah township, situated on the Myall River in the Myall syncline valley. Bulahdelah Mountain is approximately 3.0 kilometres in length and rises to 292 metres above sea level from a starting elevation of approximately 30 metres above sea level. It is aligned in a NNW/SSE direction and is part of a complex system of approximately north-south aligned anticlines, synclines and faults extending from near Scone in the Hunter Valley to the coast.

The Register of National Database, described the part of Bulahdelah Mountain that is above 180m above sea level as follows:

Bulahdelah Mountain is an outcrop of steeply dipping upper carboniferous volcanic rock, dominantly thick flows of basalt with smaller occurrences of rhyolite and trachybasalt. Interbedded sediments occur, and include thin coal beds which are of some geological interest. The formation, known as Alum Mountain volcanics, is traversed by two steeply dipping joints. Deposits of alunite ore occur in the form of lenses or pipe like masses at the intersections of these joints. Alunite is a source of alum and a possible source of potash and aluminium. The alunite grades to pyrophyllite (a talc like rock) at the margins and then into altered volcanic country rock.

1.2 Commercial geological significance.

The Navin Officer Report, 2001, described the Mountain's geological-economic importance;¹

Within the Australian context, the Bulahdelah Mountain alunite deposit is a rare geological occurrence and its commercial exploitation from the 1870s to the 1950s was unique in its output, longevity and attempt at alum manufacture.

1 Navin Officer Heritage Consultants, *The Bulahdelah (Alum Mountain) Alunite Mine Site-Complex Report: A Cultural Heritage Assessment with Reference to the Proposed Bulahdelah Pacific Highway Upgrade Route Option E*, 2001, p. 18)

The most important and economic potash deposits in the world consist of widespread, thick accumulations of marine chloride evaporates. There are however no known marine evaporate deposits in New South Wales and those found elsewhere in Australia have been known or commercially exploited only from the late twentieth century.

In 1901 the rarity of Bulahdelah's commercially viable deposits of alunite within volcanic rocks was noted by Edward Pitman, NSW Government Geologist, who described the 'Bullah Delah' alunite deposit as 'probably one of the most remarkable deposits of alunite in the world'.

The mine's commercial geological significance was summarised as;²

- The only commercially exploited alunite deposit, or commercial source of mineral potassium in New South Wales
- The only known commercially exploited alunite deposit of its type in Australia (within volcanic rocks, and with an elevated mountain context).
- The only Australian alunite deposit commercially exploited in the nineteenth century.
- The first to be exploited in Australia, and of the longest commercial duration (1878/1886-1952).
- The only major producer of alunite or mineral potassium in Australia up to the late twentieth century.
- The only mine in Australia where the commercial manufacture of alum was attempted on-site (1890 - 1892).

1.3 Vegetation and flora.

The Mountain is notable for the range of vegetation types. Eucalyptus forest typical of the region is found on the lower slopes and forms the most common vegetation system on the Mountain. This tends to be predominantly dry sclerophyll forest on the western slope with patches of wet sclerophyll forest and areas that are intermediate between the two. The eastern and southern slopes have been commercially logged. Parts of the western lower and upper slopes have been cleared for mining operations and associated functions but an assortment of old growth trees remain. Various rainforest species are found as an understorey but rainforest is not a conspicuous vegetation system on the mountain despite its former widespread occurrence in the area. Vegetation types change as the mountain is ascended. These relate to rock and soil changes, terrain and aspect rather than climatic changes due to increased elevation. A more open forest with grass trees is typical at higher elevations.

Bulahdelah Mountain is well known for its variety of orchids. Herman Rupp noted eighty nine species growing in the Bulahdelah area, fifty nine of which were recorded on Bulahdelah Mountain.³ Of outstanding significance is the eastern underground orchid, *Rhizanthella slateri*, formerly *Cryptanthemis slateri*, discovered in 1931 by Ernest Slater on the lower western slopes. This species has been recorded from fewer than ten locations in eastern New South Wales. A total of six findings have been made to date on Bulahdelah Mountain, all on the lower western slope. This is one of only two underground orchids known in the world; the other is Western Australia's *Rhizanthella gardneri*. Both are saprophytic species that grow completely underground, even the

2 Above, p.1

3 Herman Montague Rucker Rupp, clergyman and botanist, b.1872 d.1956, see Historical Association significance; see Lionel Gilbert, *The Orchid Man - The Life, Work and Memoirs of the Rev. H. M. R. Rupp 1872-1956*.

flowers barely reach ground level to be concealed in leaf litter and other ground level debris. A number of other species of ground orchids are found at lower altitudes including the endangered *Cryptostylus hunteriana*, which is also a saprophytic species but unlike *Rhizanthella slatereri*, grows above ground.

Ground orchids, including species of *Thelymitra*, *Pterostylus* and *Caladenia*, remain noticeable at higher elevations where a number of epiphytic species (more correctly lithophytic) are conspicuous. Rock outcrops, which are often large and distinctive features, for example 'Lady Macquarie's Chair', provide suitable habitats. Most noticeable is the 'rock lily' (*Dendrobium speciosum*) but *Dendrobiums linguiforme* and *kingianum* are also common.⁴ Most important among the epiphytic orchids is Kesteven's orchid, named *Dendrobium kestevenii* by Herman Rupp in 1931. A. W. Dockrill (1969) considers *D. kesteveni* is not a separate species but a form of *D. x delicatum*, a natural hybrid between *D. speciosum* and *D. kingianum*.⁵ *Dendrobium x delicatum* occurs in scattered locations between the Hunter Valley and the Blackall ranges in Queensland. It is rare in nature but it is a vigorous grower under cultivation and is widely 'reconstructed' as a horticultural hybrid. Irrespective of the orchid's correct nomenclature, Bulahdelah Mountain is significant because of its occurrence.⁶

1.4 Scenic significance.

Bulahdelah Mountain provides a dramatic background to Bulahdelah township. It is symbolic of Bulahdelah, it has a commanding presence when viewed from within the township and when approaching the township from the south. It rises steeply to 292 metres above sea level (958 feet), about 280 - 284 metres above Bulahdelah township. Lookout points near the summit, accessible by walking tracks, provide commanding views over the Myall Valley.

Rachel Henning described its appearance and impact in 1866 thus;⁷

...then backing up our house and the village, is "Bulladilla", a great rocky mountain with perpendicular cliffs at the top which always catch the last rays of sun long after they have left us, and very beautiful old Bulladilla looks then.

The Reverend H. M. R. Rupp described the Mountain's scenic qualities as remembered during his appointment to Bulahdelah in 1921-22;⁸

4 *Dendrobium linguiforme* and other dendrobiums with branching sympodia have been reclassified as *Dockrillia* after A. W. Dockrill. The reclassification has not been accepted worldwide.

5 A. W. Dockrill, *Australian Indigenous Orchids*, 1969, p.416. *Dendrobium x delicatum* was first described by F. M. Bailey as *Dendrobium speciosum* var. *delicatum* in 1884 and renamed *D. x delicatum* by Bailey in 1904.

6 Rupp (1931) describes *D. kesteveni* and *D. kesteveni* var. *coloratum* as occurring on Bulahdelah Mountain, the latter of which has shorter, compact stems. Dockrill, pp.412-13, notes *D. kingianum* to be the most variable species of the Australian dendrobiums but limits those variations having varietal status to *D. kingianum* var. *kingianum* and *D. kingianum* var. *pulcherrimum*, the latter of which has short compact stems and is restricted to the area between the Hunter River and the Macleay River. The short compact stems of some of the Bulahdelah Mountain examples of *D. kingianum* possibly indicate that they may be var. *pulcherrimum*. Thus (possibly) Rupp's longer stemmed *D. kestevenii* is a natural hybrid involving *D. kingianum* and the shorter stemmed *D. kestevenii* var. *coloratum* is a natural hybrid involving *D. kingianum* var. *pulcherrimum*.

7 Letter, Rachel Henning to Etta Henning (sister), 16 May 1866, reprinted in *The Letters Of Rachel Henning*, 1988, p. 217.

8 Reverend Herman Monatague Rucker Rupp, quoted in Lionel Gilbert, *The Orchid Man - The Life*,

After three months of uneventful relief work, I accepted charge of Bulahdelah on the Myall River, about seventy miles north of Newcastle. The village is scattered along the western base of one of the most remarkable hills in Australia, known as Alum Mountain. Barely 1,000 feet high, its bold cliffs and rock masses make it the dominant feature of the landscape for miles along the Myall Valley. I know of few more striking scenes than that which greets the traveller's eye when, climbing to the summit of the range that walls in this valley on the west, the road suddenly curves, and he finds himself looking over a sea of undulating tree tops to the strangely tinted Bulah Delah - 'the Great Rock' - on the far side of the valley. The colour scheme of the Alum Mountain is unique. The alunite rock of which it is composed, when newly fractured, is a delicate pink; but on the worn surfaces of the cliffs and natural monoliths of the upper half of the mountain, the pink has faded into different shades, and these blend with the white-and-brown of lichens and the green of mosses and matted rock-creepers till the general effect is undefinable. If you approach Bulahdelah in the late afternoon and are lucky enough to see a passing shower sweep across the Great Rock, you will never forget the opalescent sheen that suddenly gleams as the rays from the western sun strike the wet cliffs.

The *Dungog Chronicle* of 12 February 1924 reported an account of the view from the summit in the following terms:

From a scenic point of view the surroundings of Bulahdelah are magnificent. The writer has looked out from many high summits in Australia and elsewhere but cannot recall any that gave a more beautiful panorama than that which may be seen from the top of Alum Mountain on a clear day.

2. ABORIGINAL ARCHAEOLOGICAL SIGNIFICANCE.

This section is concerned with remaining archaeological evidence, irrespective of whether that evidence has traditionally been known within the Aboriginal community or has been discovered recently as a result of Aboriginal or non-Aboriginal investigation.

If no archaeological evidence remains, the subject is addressed under Aboriginal traditional-historical significance.

2.1 The Navin Officer Pacific Highway Upgrade Report

Navin Officer Heritage Consultants undertook an archaeological survey in the area defined by the Pacific Highway Bulahdelah upgrade options (approximately seven kilometres long north to south and approximately 3.5 kilometres wide at its widest point).⁹ All the sites encountered were consistent with a formulated predictive model which indicated that the majority of Aboriginal sites, particularly artefact scatters, are found on lower ground.¹⁰ The result of this is that only two scatters, B1 & B8, were located within the area to be defined in the Great Lakes Heritage Study as the Bulahdelah Mountain area, which has a high proportion of moderate to steep ground.¹¹ One of these is on a low gradient basal slope at the northern end and one is on similar

Work and Memoirs of the Rev. H. M. R. Rupp 1872-1956.

9 Navin Officer Heritage Consultants, *Proposed Pacific Highway Bulahdelah Upgrade Route Selection Study: Indigenous Cultural Heritage Component*, May 2000 prepared for PPK Environment & Infrastructure Pty Ltd for the NSW RTA.

10 Above, pp 13, 25

11 Above, pp 15, 20

ground at the southern end. No sites were found on moderately graded to steep slopes.

The northern scatter was noted as being of low density, in a disturbed context and with a low potential for undisturbed subsurface archaeological material to be associated with the site. The southern scatter (B8) was noted as being visible in two exposures and that it has a high potential to be larger and a moderate potential for subsurface material. In addition, a possible scarred tree was noted near the northern scatter (B2). The tree is considered only a 'possible' scarred tree on a scale of possible, probable, definite, because age may be insufficient to relate to traditional Aboriginal occupation.¹² The tree is in poor condition with fire damage to its southern side and fire damage to the possible scar.

The Navin Officer study at that time concluded in regard to the field survey results as well as earlier studies and observations that there are no known Aboriginal sites within the Pacific Highway upgrade study area that would require *in situ* permanent conservation. The qualifying statement that only 16% of the study area has been subject to surface survey and the extent of the subsurface source is untested was added.¹³

The study noted that two sites are conspicuously absent from the Pacific Highway upgrade study area; shell middens and quarry or stone procurement sites. The expectation of shell middens may not be relevant to the Bulahdelah Mountain area, but an expectation that there would have been quarry sites is relevant. The Navin Officer report noted;¹⁴

The survey traverses conducted on the western slopes of the Mountain failed to uncover definitive evidence of Aboriginal procurement, however the task is frustrated by ground disturbance and the presence of rhyolite gravels from European mining and quarrying since the 1870s. Despite the failure to uncover evidence of Aboriginal procurement during the present survey, it is considered likely that Aboriginal quarries were once present, and may still survive, on the mountain range.

The upper western slopes of Bulahdelah Mountain were not included in the Navin Officer study area but are included in the Great Lakes Bulahdelah Mountain area and as such, the Bulahdelah Mountain area in total has a high potential to contain such sites.

2.2 Other items of archaeological significance.

In addition to the above findings, local Bulahdelah residents identified three additional potential Aboriginal sites; a 'guardian tree', a scarred and hollowed-out tree on the lower western slope and a rock shelter near the summit of Bulahdelah Mountain.

The 'guardian tree', situated on lower ground to the south of Blanch Street extended, (AGD 426220E 6413520N) is an over mature white mahogany (*Eucalyptus acmenoides* or *E. umbra ssp carnea* ?) and appears to be of sufficient age to relate to traditional Aboriginal occupation. A conspicuous feature of it is a large misshapen burl approximately 3 to 4 meters above ground level that has a face or head-like appearance

12 Above, p. 15

13 Above, p. 31

14 Above, p. 25

and the tree is thus considered to have spiritual powers. A second disfiguration caused by the loss of a lower side branch appears to be incidental to that claim. Two lanceolate or pointed-elliptical scars are located at the base of the tree. The scars possibly could be caused by natural means¹⁵ but the occurrence of two similar size and shape scars at working height on the trunk creates a remarkable coincidence if natural causes are to be claimed¹⁶.

The 'guardian tree' was investigated in April 2003 by Umwelt Environmental Consultants as part of a larger report to the NSW National Parks and Wildlife Service.¹⁷ The purpose of that report was to provide sufficient information to decide whether a declaration of the area as an Aboriginal Place would be justified. The Umwelt investigations considered that the scars at the base of the tree are Coolum scars.¹⁸ The Report also noted that some Aboriginal community members believed the tree to be a Guardian Tree but that others were not aware of its existence. However, copies of two signed statements from site workers, Worimi Elders and Biripi Elders, completed in November 2003, containing a total of eighty signatures stating that the tree is 'a Sacred Aboriginal Site and that the area around it is sacred...' are included in this report with the data listing sheets.

The Umwelt report noted the rock shelter near the summit of Bulahdelah Mountain is of commodious size; the roof is 6 metres high and the floor about 3-4 metres wide by over 6 metres long and that the shelter has an excellent view of the landscape to the west. The Report further commented that no evidence of Aboriginal occupation was apparent at this stage; no artefacts were visible on the floor and no art was evident on the walls, but that the rock was exfoliated and extremely soft.¹⁹ It should be noted, however, that there is consistent oral evidence, noted in that report, regarding the significance of the higher parts of the Mountain as a 'men's site'.²⁰

The recently discovered scarred tree is approximately 100 metres to the south of the 'guardian tree'. It is a smaller white mahogany and on assessment by size only is not of sufficient age to relate to Aboriginal occupation. However, it is noted that the soil is of low fertility in the immediate area and that the tree has been fire damaged, possibly many times. Trees are often severely restricted in size under these conditions and the tree may be of sufficient age. The injury consists of a neat opening cut into one side so that the hollow interior is accessible. The opening appears to be manmade but, at about 3 metres above ground level, is too high for a survey mark or similar. Enquires to date are continuing as to its possible cause(s).

3. ABORIGINAL TRADITIONAL - HISTORICAL SIGNIFICANCE.

3.1 General

15 Oral, Ian Abbott, Information Officer, State Forests, Pennant Hills, November 2003.

16 Writer's opinion

17 Umwelt Environmental Consultants, *Bulahdelah Mountain: Aboriginal Place Nomination Assessment*, prepared for the NSW National Parks and Wildlife Service, 2003.

18 Oral, Leila McAdam from working papers conveyed to Malcolm Carrall. Coolums are sections of bark used as baby carriers.

19 Umwelt Environmental Consultants, 4.8.

20 Above, 4.9.

This section addresses those aspects of the Mountain's significance that remain principally as oral traditional evidence or as written evidence rather than archaeological evidence. This brief assessment relies substantially on the Navin Officer investigations into Aboriginal graves at the base of Bulahdelah mountain²¹ and the Umwelt Report (above).

3.2 The Navin Officer Report into Aboriginal graves

Various oral reports were received by way of a community consultation program as part of the Pacific Highway upgrade route selection. Included in these were reports from Aboriginal people who have direct or passed-on knowledge of the Bulahdelah and Bulahdelah Mountain area.

In summary of these reports, the Elders have always known that Bulahdelah Mountain was a special place. Traditional burials had been made at the base of the Mountain on platforms about 4-5 feet off the ground, indicating that the deceased were 'clever people, Kadija or Wirrigan' and that the mountain was a sacred place.²² The top of the mountain had traditional Aboriginal significance related to men's business. A stream running from the mountain had healing powers and a type of stone collected on the Mountain was made into medicine.²³

The Navin Officer report assessed all evidence and made conclusions in regard to the claimed burials.²⁴ It noted that although the claims were not made until after the Pacific Highway upgrade proposal, there is basis for stating that a mid twentieth century oral tradition existed in Bulahdelah relating to Aboriginal burials at Bulahdelah Mountain. The report further noted that '... the fact that two apparently independent and credible sources relate the same account, provides a strong basis for treating seriously the possibility that Aboriginal burials occurred on the mountain.'

The exact location of the 'clever people, Kadija or Wirrigan' burials could not be ascertained. The various descriptions refer to the base of the mountain, possibly on the south-western side. The report concluded that 'apart from excluding the higher gradient slopes on the mountain, it is not possible to refine this further'.

The report considered that the traditional burial of children at the base of the Mountain would conflict with the burial of 'clever people, Kadija or Wirrigan' and the claim is less substantial. The social status of each would be markedly different and it is 'highly unlikely that Aboriginal children or babies, would be intentionally buried in the same place as Wirrigan or Aboriginal clever-men.'²⁵

The report considered that there was no evidence of Aboriginal children being buried at the base of the Mountain. It considered that the social divide that existed between Aboriginal and white communities would have prevented midwife Ada King acting for Aboriginal families. [See 5. European Historical significance re, Ada King's private

21 Navin Officer Heritage Consultants, *Investigations into reported Aboriginal Graves at the base of Bulahdelah Mountain (Alum Mountain), NSW*. Outline of research and conclusions as of 21/3/2001, prepared for PPK Environment & Infrastructure Pty Ltd for the NSW RTA.

22 Above, pp. 1, 11. The spelling *Wirrigan* is also seen.

23 Above, Steve Brereton, p. 1.

24 Above, pp 7-11.

25 Above, p. 8, 3rd dot point.

burial ground.]

3.3 The Umwelt Report.

As part of their investigative procedure, Umwelt Environmental Consultants undertook interviews with eleven Aboriginal members of the community and NPWS officers, as well as an additional three interviews with non-Aboriginal community members.

Aspects of traditional significance identified were:²⁶

- the top of the mountain was a men's place
- a small stream or watercourse had healing powers
- ceremonies were held on the mountain
- there were Aboriginal burials on the mountain
- traditional Aboriginal men (Elders) carried magic stones from the mountain
- the mountain was an Aboriginal landmark
- the top of the mountain was an Aboriginal lookout/communications point

In addition to these is the presence of a sacred or Guardian Tree, identified under Archaeological evidence and supported by oral evidence.

The study noted that the mountain is visited by contemporary Aborigines and that it has spiritual feeling about it. The Umwelt Study also noted the diverse range of Aboriginal food supplies and other resources present.

The Umwelt report found:²⁷

One of the strongest messages from the interviews was that Bulahdelah Mountain is significant to all people who were interviewed for various reasons. Every person interviewed felt the mountain should be declared an Aboriginal site.

Further, when considering the oral evidence and the archaeological evidence:²⁸

Historical accounts provide evidence of Aboriginal presence in the Bulahdelah Mountain prior to European presence, Bulahdelah Mountain is described as a dominant feature in a landscape which was resource rich. The archaeological record gives physical evidence that aboriginal people were using the mountain. The interviews indicate that the mountain is significant to Aboriginal people, albeit for different reasons.

and:²⁹

This assessment confirms that there is sufficient evidence from historical sources, archaeological evidence, and the interviews conducted with the Aboriginal community that Bulahdelah Mountain is highly significant. There is a strong connection between the mountain and Aborigines, both now and in the past.

4. EUROPEAN ARCHAEOLOGICAL SIGNIFICANCE.

26 Umwelt Environmental Consultants, *Bulahdelah Mountain: Aboriginal Place Nomination Assessment*, prepared for the NSW National Parks and Wildlife Service, 2003.

27 Above, 4.16.

28 Above.

29 Above, 6.2.

Sufficient evidence remains of the mining operation itself, the various works that supported the mining operation and the associated human functions such as accommodation, to reveal the extent and the progression of the Bulahdelah Mountain operations. These vary from major features such as quarry faces and water supply dams to less obvious features such as mining discards and building sites.

4.1 Mine operation remains

The Navin Officer report on mine site complex notes:³⁰

The full sequence of former mine operations can be traced from the surviving sites, traces, alignments and features. The sequence commences with hillslope quarrying and tramline transport; includes traces of on-site alum manufacture, ore sorting & stockpiling; and finishes with transport to the Myall River wharf and the loading of ore. These various sites and traces are best classified and understood as a site complex and form a roughly east-west linear footprint from the crestline of Bulahdelah Mountain, to the former wharf site on the Myall River near the present highway bridge.

The most obvious surviving evidence of the mine consists of the quarry faces, tunnels and tramway alignment associated with the upper slopes and crest of the mountain range. Most of these features occur above 150m and include five main quarry areas, one accessible by car along a dry weather road... Traces of the tramway incline are less obvious and include a visual alignment of younger trees surrounded by older growth, low relief ground surface disturbance and traces of former clearing... Remains of the machinery which operated the incline include a boiler near the top of the incline alignment, and a steel wheel with wire rope, which was displaced by vandals to a point half way down the mountain.

The Navin Officer Report notes that there is now little direct evidence of the alunite dumps and associated infrastructure for the movement and sorting of ore from the base of the incline into skips for transport to the Myall River via the Church Street tramway. However, Navin Officer advise that later studies have confirmed the presence of foundations from the 1890s alum processing works in the Mountain Park picnic area. A number of excavations were also identified in the Navin Officer Report but commented that it was unclear whether these relate to construction of the base of the incline, to the construction of two adjacent dams or are possibly unrelated.³¹ The Navin Officer Report comments that the first dam probably relates to the first mining phase and the second to a later mining phase but later commented that it may be of post-mining construction.

The Bulahdelah Historical Society members have identified a number of other remains below 150 metres elevation. These are: continuation of the tramway or trolley track, two tailing dumps (mullock heaps), a brick boiler wall and platform adjacent to the eastern section of the Alum Mountain Park and a large crucible constructed from locally made circa 1888 bricks, with surrounding tailings. Mining lease maps issued to the Run Corn Alunite Company show a concentration of mining operations having occurred in Alum Park, especially the area between the swings and the toilet block.³²

30 Navin Officer, Heritage Consultants, *The Bulahdelah (Alum Mountain) Alunite Mine Site-complex. A Cultural Heritage Assessment with Reference to the Proposed Bulahdelah Pacific Highway Upgrade Route Option E.* p.12.

31 Above, p. 13.

32 Verbal, Malcolm Carrall advising of maps obtained from the Department of Mineral Resources.

Various machinery and masonry fragments have been collected for display opposite the children's playground in the Alum Mountain Park Display. These items have been collected in the general area and all do not necessarily relate to the Alum Mountain mining operation. These include logging equipment, machinery remains and masonry remains. The masonry remains are mining remnants.

4.2 Homesites and domestic remains.

Domestic remains are not as conspicuous as those relating to the mining operations and much reliance is placed on memory and documentary evidence. Some fruit trees, garden plants, crockery fragments and fencing remnants remain *en situ*. No archaeological evidence has so far been discovered relating to Ada King's infant's burial ground.

5. EUROPEAN HISTORICAL SIGNIFICANCE.

The historical significance of Bulahdelah Mountain is inextricably interwoven with its natural, geological and archaeological significance. This section will address the various aspects of historical significance but will need to relate these to the other areas of significance where appropriate. Fortunately, there is an amount of historical records and writings relating to Bulahdelah and the Bulahdelah Mountain from the earliest days of European settlement.

5.1 Life in a mining town.

An interesting aspect of the Mountain's historical significance lies in what it tells about the way of life in a small mining community - the daily life, the risks and dangers of mining and their relationship to their unique environment. The mine was not isolated as many in Australia's development have been; the mining lease was immediately adjacent to the township area on its eastern side so that a distinct mining township did not form. However, there was accommodation for the mine manager (*Mountain House*) and for the mine workers close to the alum factory at the base of the mountain.

Today, little physical evidence remains of the administrative and operational functions in social terms. Archaeological evidence of the mining operations is reasonably abundant but piecing together the social side of the mine's operation is more reliant on historical sources, both oral and documentary.³³ The mine manager's residence is remembered and supported both by photographs and map locations. Home orchards, minor buildings and fencing are remembered in the vicinity. Ada and Charles King's company house is remembered as being located at the top (or eastern end) of the southern section of Alum Park. Charles McDermott King was First Australian Engineer for the Australian Alunite Company, Ada Jane King (née Edgell) was Bulahdelah's first qualified midwife and established Bulahdelah's first hospital. A cemetery for stillborn babies, reputedly near (possibly behind) the house, cannot be located but oral evidence that it existed is compelling.

Maps will be viewed as soon as possible.

33 Malcolm Carrall, Research Officer, Bulahdelah Historical Society; Navin Officer Heritage Consultants Pty Ltd, *Investigations into Reported graves at the base of Bulahdelah Mountain (Alum Mountain)*, NSW, 2001, pp5-7.

Mining has always been a dangerous occupation, particularly in past times when safety standards were lower than today. In 1909 two miners were killed and one seriously injured when then the side of a tunnel fell in, burying all three. In 1915 a five year old boy was killed and another seriously injured when they unchocked a stationary rail truck and tried to prevent it rolling.³⁴

5.2 The mine's contribution to Bulahdelah's growth.

The mine's close proximity to Bulahdelah township and to the Myall River, from where the alum could be transported by droghers to Port Stephens initially ensured low operational and transport costs relative to the mine's production, even if eventually rising transport costs were the reason for the mine's closure.

The contribution of the alum mine to Bulahdelah's growth is difficult to assess. High expectations of a town of thousands were predicted in 1892 when instead of some '800 souls, there will be many thousands'.³⁵ However, in 1900, employment was only a few hands³⁶ and in 1891 that about 8 or 9 men were in constant employment.³⁷ It was noted in 1892, however, that the initial capital expended in Bulahdelah amounted to £20,000.³⁸ The new tramway to the Myall River was completed in June 1909 at a time of increased activity and it appears that it expanded and prospered for several years after that. However, in 1927 the *Dungog Chronicle* reported that since 1914 the mine had been worked in a 'half-hearted sort of sometimes half-handed way, other times only a couple of men on the job, but seldom has it been worked to its full capacity'.³⁹ It went on to report that the works had recently closed down with only the manager remaining. The workmen had left in search of work and the town was suffering as a result.

Mining recommenced in 1934 and was reported as being carried on in a 'fairly big way'.⁴⁰ Reports that the intended reopening could create a new era of prosperity for Bulahdelah⁴¹ seems to indicate that the earlier mining had made a significant contribution to Bulahdelah's prosperity. An earlier report that the possible reopening would be a 'great thing for the district and will absorb a number who are at present unemployed'.⁴² The Bulahdelah Mountain alum was of high quality and prices appear to have been commensurate but rising freight costs eventually proved too high, causing the mine's permanent closure in 1952.

Total output throughout the mines life was 72,165 tons, maximum annual production was 3,644 tons in 1902.⁴³ There can be little doubt that the mine was a considerable stimulus to Bulahdelah's growth, even if the thriving town of thousands did not eventuate.

34 *Raymond Terrace Examiner*, 20 August 1909; *Dungog Chronicle* 30 September 1915 cited in M. Carrall, *A Glimpse into the History of Alum Mountain Bulahdelah*, pp23, 26.

35 *Dungog Chronicle*, 16 August 1892, cited in above p. 16.

36 *Dungog Chronicle*, 24 April 1900, cited in above p. 21.

37 *Dungog Chronicle*, 30 June 1901, cited in above p. 21

38 *Dungog Chronicle*, 16 August 1892, cited in above p. 16.

39 *Dungog Chronicle*, 15 March 1927, cited in above p. 33.

40 *Port Stephen Pilot*, 17 July 1934, cited in above p. 43.

41 *Port Stephen Pilot*, 23 February 1934, cited in above p. 43.

42 *Port Stephen Pilot*, 21 July 1933, cited in above p. 41.

43 M. Carrall, *A Glimpse....*, p. 5.

Bulahdelah's economic growth as well as its social development cannot be viewed without considering the alum mining during this period. Timber milling exceeded it in economic terms⁴⁴ while grazing and dairying were both more consistent money earners but Alum Mountain and the alum mine gave Bulahdelah its identity, at times a level of prosperity and a degree of recognition in the scientific world.

5.3 'Lady Macquarie's Chair'

An interesting feature is a rock formation known as 'Lady Macquarie's Chair'. It was difficult to decide whether to treat this as a natural or historic feature but because the interest for this reference lies in its name rather than its geological formation, it has been considered as having historical or historical association significance. However, the 'Chair', as with other rock formations on Bulahdelah Mountain, should be assessed to establish if it has any particular geological significance.

Mrs Macquarie had the Domain, Sydney, laid out to her own plans and had some rocks modified to form the large seat or throne that immediately became known as 'Lady Macquarie's Chair'. Louisa Meredith, visiting the 'Chair' about 1840 noted that it was known as 'Lady Macquarie's Chair' and that it bore an inscription informing visitors 'to whose excellent taste and benevolent feeling he is indebted for the improvement of this lovely spot'.⁴⁵

The 'Chair' was widely known as and referred to in guide books as 'Lady Macquarie's Chair' and the access road as Lady Macquarie's Drive until the mid-twentieth century. The Botanic Gardens Trust at that time insisted that it should be called Mrs Macquarie's Chair' in the interest of correctness. In so doing, a long and established term from Sydney's history was lost. The rock formation on Bulahdelah Mountain records that long enduring esteem and the name 'Lady Macquarie's Chair', a name that for a century and a half identified one of Sydney's most treasured relics of early colonial times and of the respect for Governor Macquarie and Mrs Macquarie.

6. EUROPEAN HISTORICAL ASSOCIATION SIGNIFICANCE

6.1 Rachel Taylor (nee Henning 1826 - 1914)

The first record is to be found in the letters of Rachel Henning, later Rachel Taylor, dated 16 May 1866 and 17 October 1866.⁴⁶ Rachel Henning was born on 29 April 1826 at Bristol, England. She sailed for Sydney in 1854 to join her brother and one of three sisters who had previously migrated. Homesick, she returned to Britain but again sailed for Australia in 1861. She lived with her brother Biddulph in Queensland before marrying Deighton Taylor in March 1866. Rachel and Deighton Taylor lived in Bulahdelah on the bank of the Myall River at the south-western extremity of Bulahdelah Mountain (then known as *Bulladilla*) during 1866 and 1867 before moving to Stroud. Nothing remains of their weatherboard cottage but two persimmon trees mark the site.

44 Writer's opinion without backup research. There are claims that the mine was Bulahdelah's main economic source and stimulation but the more sustained contribution of timber harvesting and milling would have to be evaluated.

45 Mrs Charles Meredith, *Notes and Sketches of New South Wales During a residence in that colony from 1839 to 1844*, Facsimile edition, Ure Smith -National Trust of NSW, 1973, p.39.

46 These details taken from *The Letters of Rachel Henning*, Penguin, 1985.

Rachel's letters, written mostly to her sister Etta in England, were never intended for publication but became a highly acclaimed and widely read account of life in nineteenth century Australia. They are shrewd in their observation of people and the circumstances of their times, sometimes less than charitable in their personal assessments but always deeply interesting and frequently with a subtle humour. They were first published with illustrations by Norman Lindsay in the *Bulletin* in 1951-52, in book form by Angus and Robertson in 1963 and reprinted on a number of occasions since then. Her letters written during her brief stay in Bulahdelah are an important part of Bulahdelah's early records.

6.2 Dr. Hereward Kesteven (1881 - 1964)

Dr Hereward Leighton Kesteven Kesteven had a long and distinguished career as a medical scientist and medical practitioner. Between 1909 and 1919 he gained the awards of Bachelor of Science, Doctor of Science, Bachelor of Medicine, Master of Surgery and Doctor of Medicine.⁴⁷

Kesteven left Sydney for Bulahdelah in 1920 where he remained in practice until 1936. He was a person of great energy and his life in Bulahdelah was rich and varied. During his time at Bulahdelah he is remembered as a keen cricketer and tennis player, farmer, naturalist, botanist and amateur musician. He was a keen advocate of northern development and served on the Stroud Shire Council.⁴⁸ He was largely responsible for providing Bulahdelah with a hospital, which he helped build. He assembled the town's first radio set. As well as serving as the area's doctor, Kesteven undertook extensive zoological research during that time and was appointed honorary zoologist to the Australian Museum, Sydney. He wrote for the Museum's journal as well as for the Linnean Society of New South Wales and for the Royal Society of New South Wales.

Dr Kesteven forged a strong relationship with Bulahdelah Mountain because of his interest in all aspects of natural science. A species of orchid found on the Mountain was noted by him⁴⁹ and named *Dendrobium kesteveni(i)* in his honour by Herman Rupp in 1931. *Dendrobium kesteveni* was considered by A. W. Dockrill (1969) to be a form of *D.x delicatum* (a natural hybrid between *D. speciosum* and *D. kingianum*) but was classified as a distinct species by Rupp because of its variation and its rarity.⁵⁰

6.3 Rev. Herman Rupp (1872 - 1956)

Herman Rupp, Anglican clergyman and botanist, was born at Port Fairy, Victoria on 27 December 1872. He won a scholarship to Trinity College, University of Melbourne, graduating with a BA in 1897. While there he presented letters of introduction to Sir Ferdinand Mueller and subsequently gained further scholarships in natural history and theology. He was made deacon 1899 and ordained priest in 1901. He served at Bulahdelah for eighteen months in 1923-24 before leaving for Paterson where he served until 1930.⁵¹

47 Most details are from *Australian Dictionary of Biography*, 1891-1939.

48 Stroud Shire Council notes 21 July 1933, cited in M. Carrall, *A Glimpse...*, p 41.

49 The plant was taken to him by Ken Bailey, the mine manager's son.

50 A. W. Dockrill, *Australian Indigenous Orchids*, 1969, p.416.

51 Details from *Australian Dictionary of Biography*, 1891-1939; also Lionel Gilbert, *The Orchid Man - The Life, Work and Memoirs of the Rev. H. M. R. Rupp 1872-1956*.

Rupp began his botanical work in 1892 and from 1899 made a ‘census of the native plants’ in his parishes. He began to concentrate on native orchids about 1924 and over the following thirty years published over 200 papers, chiefly on orchids, including descriptions of four new genera and over seventy new species. He published two major works, *A Guide to the Orchids of New South Wales* (1930) and *Orchids of New South Wales* (1943). During retirement he continued to write about native orchids and was honorary curator of orchids at the National Herbarium, New South Wales, to which he presented his collection of 1,500 specimens representing some 470 species. He was awarded the (W. B.) Clarke medal by the Royal Society of New South Wales in 1949 and the Australian Natural History Medallion by the Field Naturalists’ Club in 1954.

Rupp said of Bulahdelah that he found ‘the most wonderful paradise of wildflowers’. During his time in Bulahdelah he collected over 700 species of flowering plants and ferns, eighty nine of which were orchids. Fifty-eight of these came from Bulahdelah Mountain. Rupp’s association with Bulahdelah Mountain continued after leaving for Paterson in 1924. In 1931 he described and named two important orchids, *Dendrobium kesteveni* from the Mountain’s upper levels, and the exciting newly discovered underground orchid, *Cryptanthemis slateri* (now *Rhizanthella slateri*) from the lower western slopes. (see 1.2 Vegetation)

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ANNEXURE B

NOMINATIONS BY STATE FORESTS AND THE NATIONAL PARKS AND WILDLIFE SERVICE

NOMINATIONS BY STATE FORESTS AND THE NATIONAL PARKS AND WILDLIFE SERVICE

The Great Lakes Heritage Study was envisaged as covering all aspects of Aboriginal cultural heritage, European cultural heritage and natural heritage. It became apparent early in the investigative process that Aboriginal cultural heritage warranted its own study but that the existence and significance of many items was known and understood within the Aboriginal communities and the National Parks and Wildlife Service. Similarly, it became clear that an exhaustive assessment of items of natural significance was beyond the scope of the Heritage Study and was at risk of duplicating work planned or already undertaken by the National Parks and Wildlife Service and State Forests.

Despite the above considerations, it was also clear that some items within State Forests or National Parks required assessment and inclusion within the Heritage Study. These consisted mainly of items of European cultural heritage that were known within the community or had previously been assessed and included in previous studies. Important among these are items located in the State Forests such as the remains of timber logging tramway networks. Items of Aboriginal significance were generally not considered in the Study for the reasons outlined above, with the exception of Bulahdelah Mountain where assessment of the Mountain's natural, archaeological and geological significance would have been grossly inadequate if the important issues of Aboriginal significance were not addressed. Similarly, it was clear that some items of natural significance needed to be considered where the item had been identified within the broader community rather than as an item of scientific interest only.

Three natural items that were repeatedly recommended in the course of the study were *The Grandis*, the tallest tree in New South Wales (flooded gum, *Eucalyptus grandis*, 76 metres tall), the *Green Cathedral* at Booti Booti National Park and the Myall Lakes National Park in its entirety. In response to this, entries have been made for the Green Cathedral and The Grandis. The Myall Lakes National Parks has undoubted heritage significance for Aboriginal, natural, scenic and historical reasons. As well as the foregoing, its social significance in regard to the battle to save the area from further mining and to create the park would itself be sufficient reason for a heritage listing. However, satisfactorily addressing the Park's heritage significance within the confines of the Heritage Study would be impossible and, in view of this and its protected status, no attempt has been made.

State Forests have identified approximately twenty items of in the Bulahdelah Forest Area, Hunter Region, as having heritage significance. Most of these relate to timber logging tramways with the exception of Bulahdelah Mountain and former gold mine sites in the Bulahdelah State Forest. Bulahdelah (Alum) Mountain is described in detail in Annex A. Bulahdelah Mountain's significance could not be confined to its natural significance only; its geological significance was the underlying reason for important aspects of its historical and archaeological significance while its flora was interwoven with the lives of important historical figures. Bulahdelah Mountain was the only instance in the Heritage Study where Aboriginal significance was addressed for the reason that its absence would be a serious omission.

The logging railways are described briefly under *Theme 4.2 The Hardwood Timber Industry* while further reading is provided by reference to the journal article cited in that section. The only item so far assessed in earlier heritage studies is the Trestle Bridge near Horses Creek Road, Wang Wauk State Forest, assessed as item Bu02.

Items assessed by State Forests area and entered on their 2a database are as follows. These were taken from a difficult to follow database printout and need to be confirmed by further investigation of that database.

3913132 Alum Mountain, Bulahdelah SF. 426800 Easting 6414100 Northing
Area for mining; contains subterranean orchid and bat colonies; rocky, timbered backdrop to Bulahdelah township. Historic, aesthetic, social, natural.

3913272 Blueberry Timber Mill, Myall River SF, 414010E 64245N
Historic

3913441 Bulahdelah Mountain, Bulahdelah SF, 42700E 6413000N
Aesthetic, forestry industries

3904063 Bulahdelah Mountain Quarries, Bulahdelah SF, 426740E 6414150N
Mining, alunite, saw mill, social natural aesthetic

3913463 Crawford River Road Gold Mine, Myall River SF,
Remains of gold mines, bat habitat and forest is a link to private property as a wildlife corridor.

3913112 Bulahdelah SF logging tramways, Bulahdelah SF.
Five historic logging tramways

3913271 Mammy Johnson's River, Myall River SF
(Possibly refers to logging railways)

3913513 Strike - a - Light, Myall River SF
(Possibly refers to a goldmine or a logging railway)

3904270 Simsville Railway and Mt Alexander cutting Myall SF, 410350E 6414140N
Forest industries, related transport systems

3904280 Steel Bridge, Myall River SF 413780E 6426980N

3913118 Stony Knob Fire Tower, Bulahdelah SF, 429800E 6424800N
Lookout over forest estate and towards coast, important fossil deposits nearby.
Myall River State Forest, Myall River SF.

3913115 Strike a light - Myall River State Forest
Old growth forest and habitat for threatened flora and fauna species; water catchment for Bulahdelah; recreational activities.

3913116 Tallowood Forest, Myall River SF, 416500E 6423700N

3913122 Trestle Bridge (since collapsed), Wang Wauk SF, 427170E 6429400N
The Trestle Bridge is a rare survivor of early logging railways. Access to it is easy. In its decay it is a picturesque reminder of the logging tramways.

The trestle bridge was constructed for the Wooten logging railway about 1912. The line went out of use in 1944. It is a part of the Wooten historical railway which went from slightly north of the Trestle bridge to Mayer's Point at Mayer's Bay in Myall Lake. Between 1890 and 1944 an extensive system of light

Annex B Nominations by the National Parks and Wildlife Service and State Forests

railways was used to log Wang Wauk and Bulahdelah State Forests and was constructed and operated by Alan Taylors Timbers. Timber supplied from this operation was used in the construction of the Sydney harbour Bridge and the Melbourne Docks. At Mayers Point the logs were sawn into fitches and transported by punts to markets in Newcastle and Sydney.

Condition as at 1996.

The Trestle Bridge is located at the Trestle Bridge Picnic Area in Wang Wauk State Forest. It is located over a creek and is one of the few remnants in situ of the logging railway. It is made of hardwood timber, held together by metal bolts, with a metal rail line on top of metal sleepers. Many of the sleepers are broken, the timber is rotting and covered with moss, and the rail line is rusting and eroding. The bridge has deteriorated greatly since the photo of it was taken for the cover of the Bulahdelah Forest map of SFNSW. The first edition of the map was 1976, so in the twenty years since the photo was taken several sleepers have disappeared and rusting and rotting have increased greatly.

3913119 Wallingat State Forest, Wallingat SF 447000E 6425000N
Vegetation community, natural, aesthetic and indigenous significance.

5 TIMBER BUILDINGS - COMMENTS REGARDING CONSTRUCTION METHODS AND MATERIALS

TIMBER BUILDINGS

1. Introduction

Apart from the former Australian Agricultural Company settlement, the Great Lakes area's older buildings are essentially of timber. It is not proposed here to detail styles and techniques regarding the Great Lake's early brick buildings, principally located at Stroud, as this area of knowledge generally has been well researched. The only comment made is that evidence in the Great Lakes area and adjoining council areas shows that bricks were made on site in a number of localities, often to meet a specific local need. It should not be assumed that the brickyards were necessarily commercial ventures or that bricks were carried to the area from a commercial brickyard. This is probably true of much of Australia's early building history.

However, the use of timber is not as well researched and a study of timber buildings in the Great Lakes area and in adjoining council areas reveals some differences in terminology and the use of that terminology when compared to Sydney based terminology.

Three general construction types can be noted in regard to timber buildings. This is also true of the North Coast generally and of much of rural New South Wales. These construction types were once well represented within the Sydney Metropolitan Area and surrounding regions but, in two of the three types, are no longer well represented. The three types are; the split slab construction, the 'plank' house and the weatherboard house.

2. The split slab construction.

The term 'slab' should be reserved for split timber construction and should not be extended to include sawn timber planks and boards. This distinction in terminology allows a better understanding of a building's age and rarity, as well as being consistent with local terminology use.

Slab construction was widely used from the days of early settlement. The technique was described in 1830 by a sawyer who contracted for such work:¹

The first step of its erection was digging post-holes, of about two feet deep, at various distances around the circumference, and along the interior divisions, in which were placed posts ten feet high, squared on four sides with the axe, excepting the two feet let into the ground, where the whole strength of the timber was left. Along the ground between these, as well as along the tops, wherever there was to be a wall, were laid ground-plates and wall plates of about the same size, and squared on the sides facing each other, and having a groove of about an inch and a half wide and two inches deep mortised into the flat sides of their whole length. Into these grooves were fitted the two ends of the eight-foot slabs we had split with the maul and wedges.... The floor-boards, according to local custom of the country, were six inches wide and one inch thick; timber being used so green, and the heat being so great, boards of any greater width turn up at the edges... the roof ... was covered with bark...squares are left for windows... at present only fitted with shutters.

1 An Emigrant Mechanic [Harris, Alexander ?], *Settlers and Convicts*, G. Cox, King Street, Covent Garden, 1852, pp.78-9 cited in J. M. Freeland, *Architecture in Australia: A History*, Penguin, Melbourne, 1972, p.17.

The local availability of easily sawn joinery timbers such as cedar (*Toona ciliata*) and white beech (*Gmelina leichhardtii*) and of suitable shingle timber combined with the increased availability of window glass provided a degree of refinement beyond the bark-roofed, shuttered example described above. In the Great Lakes area the slabs were split from almost any suitable eucalypt species.² The timber billets were first split radially into quarters and then split at a tangent to the growth ring to provide the slabs. Many old residents along the North Coast still refer to ‘splitting’ as meaning splitting radially and ‘slabbing’ as meaning splitting tangentially. The slabs were normally used vertically; horizontal construction (‘drop slab’) was rarely used.

This was essentially the rural building method used on the North Coast before the introduction of steam powered saws. The sawing of hardwoods was a slow, tedious process and the ordinary householder resorted to split timber whenever possible, although the need for a level floor free of pests and vermin meant that sawn timber floors were normal. When Rachel and Deighton Taylor built their house at ‘Peach Trees’, Stroud in 1867, Rachel wrote of her intention to move into Stroud ‘...as soon as the stuff is split ready for building our house’.³ It is clear from historical references that split slab construction was used by professional builders for a variety of building types; it was not just a rudimentary, settlers’ building technique as is often supposed.

Old photographs and records show that split slab houses were the normal construction in rural areas before the ready availability of sawn timber. Steam powered saw mills commenced operation in the area around the estuaries and lakes about 1860 but took some years to spread throughout the entire area.

No split slab house was noted in the Great Lakes area during the course of the study. One example is known in the neighbouring Greater Taree area at Dolly’s Flat near Wingham. However, several barns were noted throughout the two council areas. The reason is twofold. First, there was always a use for a slab barn or shed whereas most householders wanted to move on to a more refined sawn timber house and demolished the old house. Second, slab construction remained an acceptable construction method for barns well beyond its use for dwellings. Most of these have been repaired over the years so that no good, original example was noted in the Great Lakes area.

3. Plank Construction.

Plank construction was an extension of the split slab construction. At first it used thick, random width planks that still needed cover strips for a weather seal but provided square edged timber of even thickness that did not need adze trimming. The power saws also made available timber that was difficult to split because of characteristics such as interlocking grain. The development of the plank house reveals the ongoing technological development as power saws and then power planers (spindle moulders) became widespread.

The thick, random width planks gave the construction technique its lasting name. The method soon evolved into a more refined product with fillets or slip tongues for weather sealing and are more correctly called boards but the term ‘plank house’ has lasted to

2 The use of red mahogany (*Euc. resinifera*, white mahogany (*E. acmenioides*) and red bloodwood (*E. gummiferum*, now *Corymbia gummifera*) has been noted).

3 *The Letters of Rachel Henning*, 20 March 1867, Penguin Books 1985, p.236.

include all examples. The illustrations show the progression. Example 1 started to appear during the 1860s. It quickly became a little more refined as per example 2. Example 3 is the type most commonly seen and probably started around 1875. The use of steam powered saws allowed the grooves and the slip tongues to be cut by saw. The bead moulding to each edge was easily run by hand because of the small amount of material to be removed.

Examples 4 and 5 are later examples that were run by machine planers after about 1890 but possibly well into the twentieth century. Plank construction houses were constructed up to about 1925 but the reuse of existing material continued after that.

A number of plank construction houses were noted in the Great Lakes area.

4. Weatherboard construction.

Weatherboard houses were built from the area's earliest days but became more common as the technology allowed. Before steam saws were available, weatherboards had to be sawn by hand. This meant the use of a softer timber such as white beech (*Gmelina leichhardtii*), to provide a splayed weatherboard with a bead edge as per illustration 1. These were an upmarket product at that time so that hand manufacture usually extended to hand planing of the visible face. No examples were noted but several older weatherboard buildings should be investigated for possible use. Examples have been noted adjacent in the Greater Taree area.

Following the introduction of steam powered saws after about 1860, it became possible to run the splayed weatherboard in larger numbers out of the more readily available hardwoods. They were usually not dressed because of the manual labour required to dress hardwood.⁴ The rough sawn splayed weatherboard continued in use until about 1950 as a low cost cladding. Usually, the use of a bead edge moulding indicates early rather than late manufacture, but the use of a chamfered edge or a plain edge could be either.

The rusticated weatherboard, example 3, requires machine planers for its manufacture because the amount of material to be removed is excessive for hand planing, irrespective of the hardness of the timber. Some schools and other government buildings are noted as having this type of weatherboard from about 1890 but private use generally indicates a date of about 1900 or later. This type of weatherboard continued in use until about 1960 and had barely disappeared from country use when it reappeared as a building restoration line.

The 'log cabin' profile appeared about that time but has not been considered in this study.

5. Shingles.

4 Readers should be aware that the scientific use and historical general use of the terms 'hardwood' and 'softwood' differs from today's common use. In scientific and historic terms, all conifers (gymnosperms), and only conifers, are softwoods. All broad-leaved trees (angiosperms) are hardwoods. That means that Australian cedar, white beach and rosewood are hardwoods. Balsa is a hardwood. Today's more logical common usage started about the 1890s with the growth of eucalypt hardwood milling.

A number of buildings noted had originally been roofed with shingles. This is consistent with adjacent council areas and it appears that shingles continued to be used on ordinary and better quality buildings until about 1900 or a little later. There is evidence that shingles were both economical for the rural property owner and preferred for aesthetic reasons by some builders and architects. Shingles were the standard roofing on most buildings in the present Great Lakes area before the introduction of corrugated iron after about 1850 (see below).

Records and surviving shingles show that red mahogany, then known as forest mahogany (*Eucalyptus resinifera*, *E. pellita*) was the preferred type. Sheoak shingles were rarely used in the nineteenth century and their supposed dominance as a roofing material appears to be little more than a myth. Red mahogany shingles were split as a tangent to the growth ring, unlike sheoak which are split radially; the difference in appearance is obvious, even from a distance. Paling and shingle splitting are mentioned as an early industry in the Great Lakes area. Red mahogany was also widely used for split palings.

Sheoak shingles were used but mainly in the early twentieth century on upper gabled walls of bungalow style houses. Price lists from Sydney timber supplier S.A. Burns show that these were widely available commercially and were not a local feature.

Corrugated iron was used in the region from the early 1860s, bull nose iron verandahs from about 1880. As noted above, their arrival did not immediately displace the use of shingles.

6. Corrugated iron roofing.

These brief comments are not intended to provide a description of roofing materials generally but simply to note the widespread use of corrugated iron in conjunction with timber as the standard rural construction materials. Corrugated iron quickly replaced shingles on many buildings when the shingles aged but the continuing preference for shingles by some builders, as mentioned above, should be noted. Surviving evidence shows that corrugated iron was not widely used for the walls of dwellings and barns during the nineteenth century but was increasingly so used as the twentieth century progressed.

Corrugated iron was introduced onto the Sydney market about 1850. An advertisement in the *Sydney Morning Herald*, 14 February 1850, claimed that the new material was the 'most durable and economical material that can be used' and that it was widely used in England for government buildings, including the New Houses of Parliament. Corrugated iron was in use on the Mid North Coast by the 1860s although physical evidence and passed on information suggest that it was not in common use until the 1880s. Galvanised roofing was in use at Booths Mill, Scotts Creek (nearby present Greater Taree area) in 1867 when the *Manning River News* reported that the Rev. W. C. Hawkins had to bring Divine Service to halt because of the rain noise on the galvanised roof.⁵ Bullnosed corrugated iron appears to have been introduced during the 1880s.

Corrugated roofing iron (later mild steel) was coated with pure zinc and was often

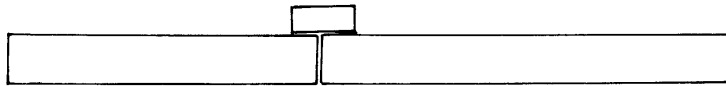
⁵ *Manning River News*, 28 November 1867, p2, c5.

known as zinc roofing, although this should not be confused with the earlier zinc 'tile' roofing. Modern Zinalume roofing, introduced in 1976, is coated with an alloy consisting of 55% aluminium, 43.5% zinc and 1.5% silicon.⁶ The habit today of some builders and insurance assessors referring to Zinalume roofing as zinc roofing is obviously fraught with danger and should not be followed.

⁶ *Zinalume* <<http://www.fielders.com.au/zinalume.asp>> 20 March 2006.

7. THE PLANK HOUSE – PROFILES.

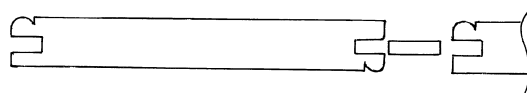
The following shows the general development of the plank house from early, thick planks into a more refined product that are more correctly called boards. The progression from one to the next was not total, each type overlapped in use for many years. For example, plain boards with cover strips continued to be used into the twentieth century. Equally, the measurements varied considerably but there was a general trend to thinner, narrower boards as time went on.



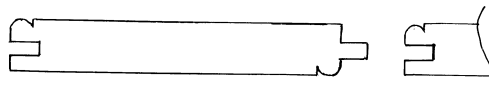
1. Random width planks about 200 mm to 250 mm wide by about 38 mm thick with square edges. The faces were sometimes smoothed by adze. Cover strips provided weather sealing if required.



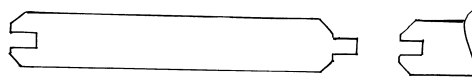
2. A slightly more refined version of the first. The planks are thinner, about 25 mm and of set width, about 200 mm. Cover strips were still used. In late examples the cover strips sometimes had a wide, gradual chamfer to the front face.



3. The need for tongue and groove weather sealing was quickly appreciated. Early examples were often slip tongues which were easier to run if machine planers and moulders were not available. The faces of the boards were usually rough-sawn. One edge on each face has a bead and quirk mould, usually referred to simply as a bead.



4. The ultimate refinement. The boards are from a 150 mm by 25 mm blank and finish a little less than that. The cover is about 137 mm. The tongues are fixed and the faces of the boards are machine dressed and show the characteristic ripple marks of the planers.



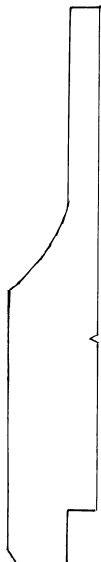
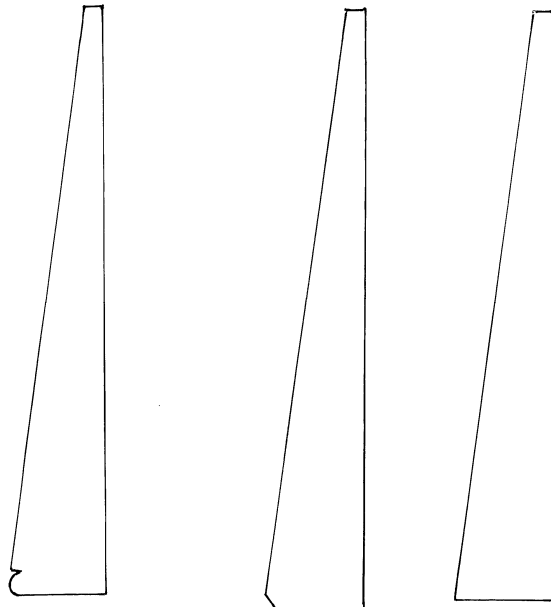
5. There were variations. Some were chamfered on each corner, rather than the beaded. (Some interior lining boards were chamfered in the same manner.) Some planks were both chamfered and beaded.

8. THE WEATHERBOARD – PROFILES.



1. Left. The first type of weatherboard used was the splayed board with a bead and quirk moulding to the lower edge. This was rare in the days before steam powered saws. A softer timber such as white beech had to be used and the cost of hand sawing and hand planing meant that only the more established settler could afford them. The bead moulding was suited to hand run boards as it removed little material and was comparatively easy to run.

2. Right. Steam powered saws opened up the hardwoods to general usage. The splayed weatherboard became cheaper and more available. It was used both on better quality buildings and on basic buildings but was more common in the towns and villages than it was in rural areas. Rural buildings were more typically of plank construction. Better quality weatherboards had the bead and quirk moulding as the first example, many had the chamfered edge as the second example, some were left square edged as the third example. Many hardwood splayed weatherboards were rough sawn because machine planers were not initially available. Later examples (which lasted into the twentieth century) were usually left rough sawn because they were a low cost basic weatherboard.



3. Left. The rusticated weatherboard is the last weatherboard considered in this study. (there were later profiles such as the 'log cabin'.) The rusticated weatherboard came into widespread use after about 1900 but was available before then. There were a number of variations but all were similar to the example shown. The manufacture of the rusticated weatherboard needed steam powered spindle moulders because the amount of material to be removed was far too great to be run by hand.

