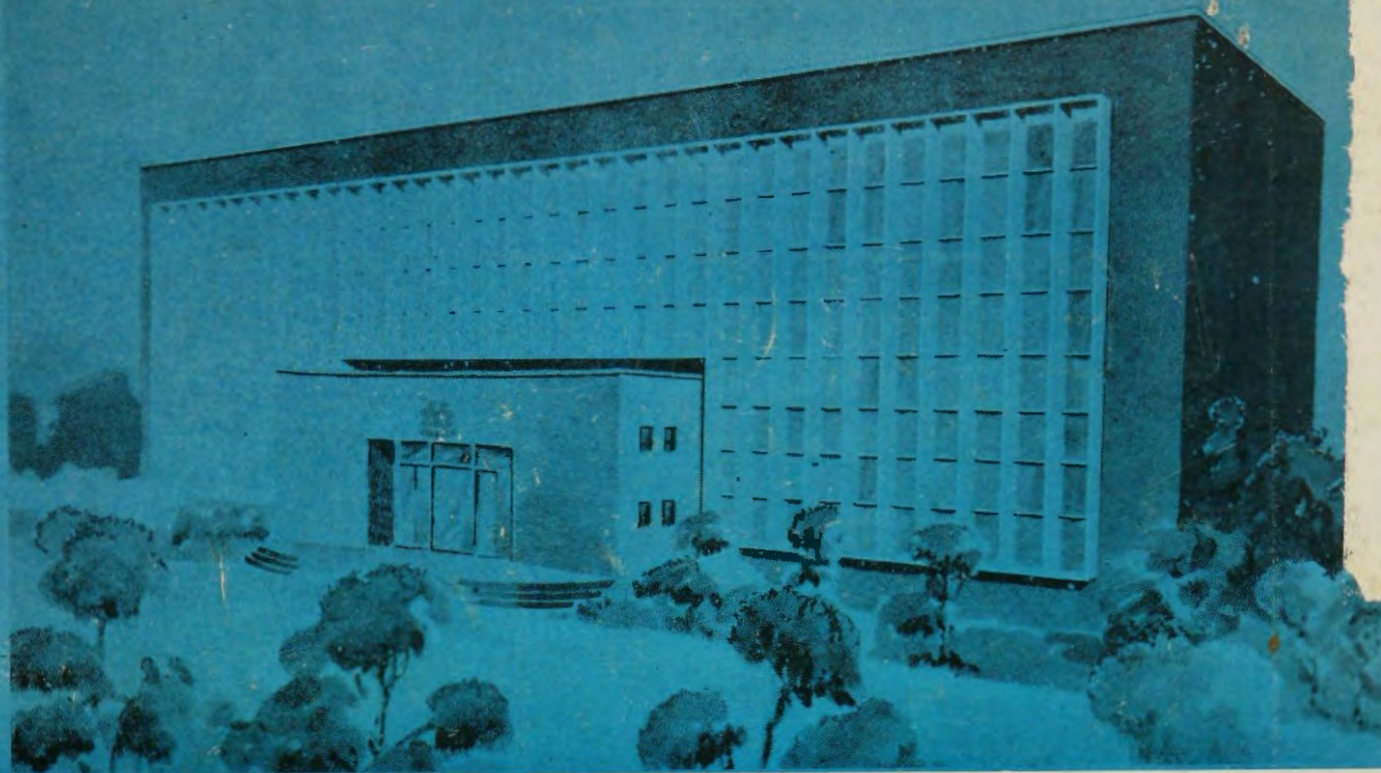


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# NEWCASTLE

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Issued By The War Memorial Cultural Centre

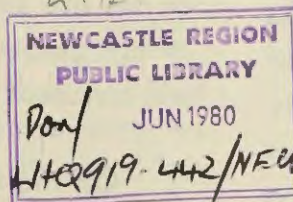
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NEWCASTLE



## City Hall, Newcastle

. . . . . symbol of progress, seat of council administration, a tall spire overlooking busy metropolis, bustling harbour, and the rolling surf of the Pacific Ocean. Standing foursquare in a city that has grown magically about it — a city built on enterprise, industry and faith.



# Newcastle War Memorial Cultural Centre



Late in 1945 a group of Newcastle citizens representing every phase of the City's life launched a project to build a Memorial to honour those who had fallen in the great World Wars 1914-1918 and 1939-1945.

It was felt that the only fitting Memorial would be one, that, emblematic of the ideals for which these men and women made the supreme sacrifice, would minister to the spiritual and cultural needs of this generation and those to come.

It was, therefore, determined that rather than a Cenotaph or some Monolithic block of stone, it should take the form of a Cultural Centre containing a Public Library, a Conservatorium of Music, and an Art Gallery.

This proposal was warmly received and donations flowed in from every section of the community.

The large industries, the workers through a Quota Scheme, the business houses, retail stores, Professional men and school children all made their contributions both large and small. The children's contributions were earmarked for the Children's Library "a gift from the children of to-day to the children of to-morrow." A Ladies' Auxiliary was formed who made themselves responsible for the funds required for the Memorial Foyer, and its emblematic details.

The site is on elevated land purchased by

the Newcastle City Council for this purpose, it faces the City Hall and overlooks the Civic Park.

The design work is being carried out by a group of Newcastle Architects, known as Newmec, and has now reached its final stages, preparatory to tenders being called.

This fine modern building, 150 feet long and 50 feet wide will consist of three floors, to a total height of 64 feet. The first two floors will be for Library purposes and will contain, Reference and Lending Libraries, the Children's Library and various special rooms and offices.

The top floor will be the Conservatorium of Music with 17 studios, Lecture Rooms and a small Concert Hall.

To meet the urgent need for Conservatorium facilities in Newcastle, the Cultural Centre Committee in 1952 built a temporary Conservatorium which at present has over 400 students.

Until such times as an Art Gallery is built on the site adjacent to the main block, the Civic Wintergarden, now the temporary Public Library, will be used for this purpose.

On the ground floor of the Cultural Centre there will be a spacious entrance Foyer in which fitting emblems will indicate for all time the genesis and purpose of this noble building.

# To-Day A Focus; To-Morrow A Capital:

By OLIVER HOLT.

Newcastle to-day is like a young wife on the threshold of matronhood—about to rise from tutelage to leadership. This may sound pretentious but that is because the word "provincial" has been somewhat smeared in usage. This will be understood when the true significance of the decentralised process is discovered, as it soon surely will be in this swift moving age.

The Hunter Valley is an ideal unit out of which to produce a self contained community, one which would stretch out to a wide hinterland. Newcastle itself is ideally situated for such a capital, though it is only recently that, emerging from the drab dustiness of earlier casual growth, it has begun to show signs of that merging of art with use that is true beauty.

In the city the old decrepit survivals are being outflanked by slow, subtle changes. It is a revelation to look along Hunter Street at night, with its kaleidoscope of colour in the glow of white light. And if the greatest remains in the future, the promise is there now in that growing mass at the eastern end, beautifully serviceable, the Royal Newcastle Hospital, as well as in the architectural activity in the Civic area.

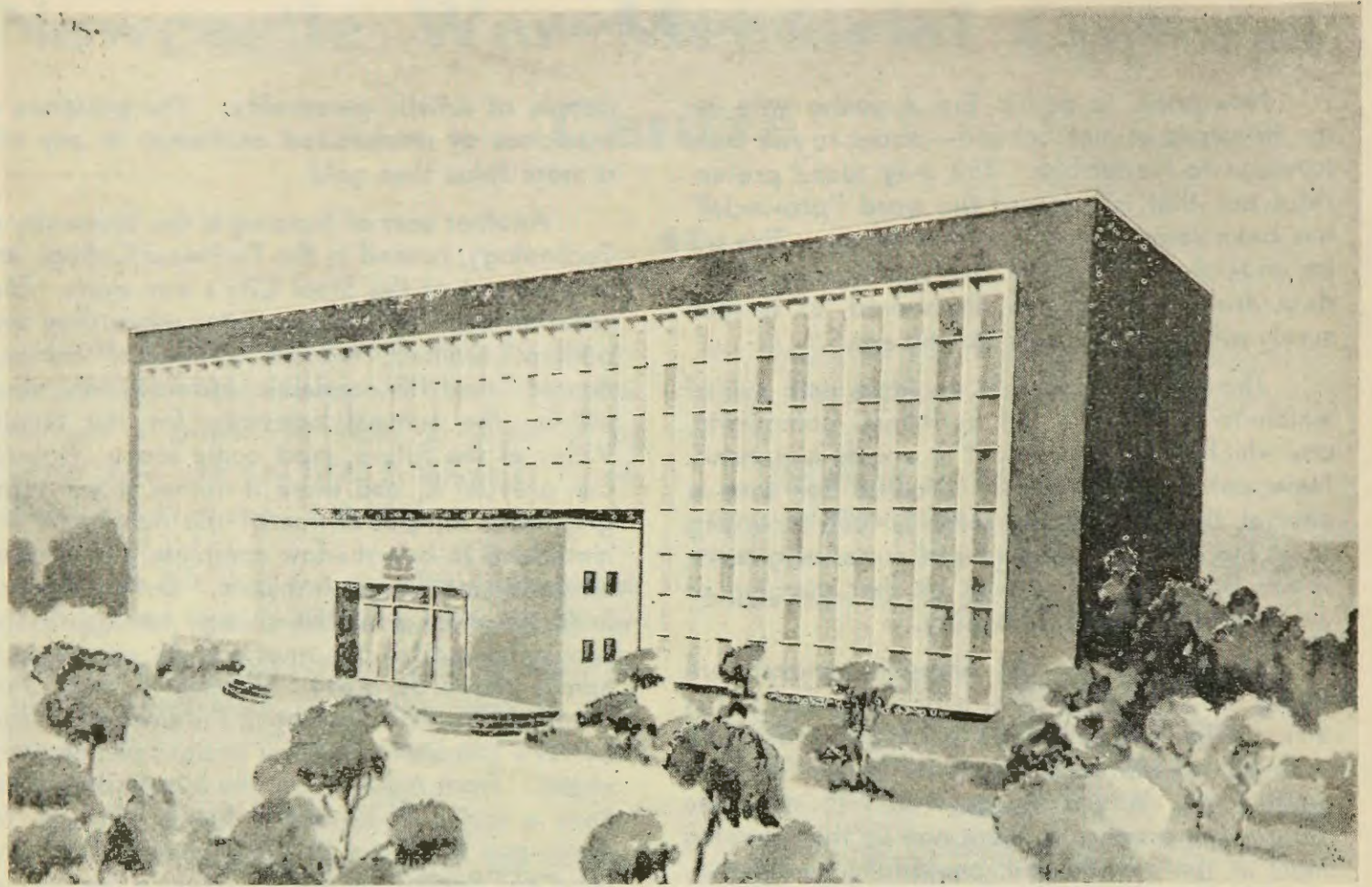
There you may see a red lighted sign pointing to the Library and a green one to the Conservatorium, symbolising this state of transition towards a future leadership. For even now men are busy devising the final stages of a temple to the arts which will rise behind the City Hall and lift the western end of the city to the metropolitan plane.

Not far behind the site of the Cultural Centre, the Teachers' College has its temporary home. The green blazers of its students with those of our expanding high schools, brighten up the streets and have helped bring about a curious change in the character of our city crowds. More cosmopolitan it could be called, for the many New Australians that have been absorbed into city activities strike a definite note in the crowds. They have done, too, in the city's artistic life. Where once, it must frankly be owned, the artistic products were notable for keenness rather than skill or flair, we now have painting and modelling of high technical skill and, what is more, those who are creating the work are

people of artistic personality. The presence of a nucleus of uninhabited craftsman in any city is more value than gold.

Another seat of learning is the University of Technology, housed in the Technical College and created out of the Steel City's own right. That creation was a much more vital move than was, perhaps realised, towards provincial independence. And the academic university too, which will be the cultural lodestone for the Hunter Valley of the future, must come soon. Nobody can prevent it, and when it comes it will surely grow with the population of this rich valley and hinterland to overshadow completely its proposed foster mother at Armidale. But to comprehend the manner of this change towards a true provincial capital, one must see the expansion of homes towards Lake Macquarie and Port Stephens. You see that along the beautiful ridges by New Lambton, fine new designs planned with vision. From Adamstown, the bus passenger can have a series of lessons in home planning, for every new home on the long stretch to Gateshead and Belmont as well as down to the Lake at Warner's Bay, has some new means of grace, comfort or convenience. And as you approach the Lake you realise how good nature has been to Newcastle. Home sites are there for the thousands waiting to come and help build our future. And over the river at Stockton, the same pioneer spirit in home enterprize, for so many of these homes throughout the districts are being built by the family man at week-ends. The focal point on the Port is Nelson's Bay, already a well planned holiday centre, soon to be a dormitory in easy touch, helped by the new bridge at Hexham.

For transport is yet in its infancy here. The green buses which are following as quickly as they can the trail of the home builder will improve in capacity and increase in speed as roads are made to suit the new age, until places on the skirts of the valley will be drawn into the dormitory zone. The Valley will then have become independent of Sydney, of greater help to the State and thus to the metropolis, for activities zoned in self-contained units will bring a more healthy circulation to the trade and to the cultural activities of New South Wales.



## The Cultural Centre

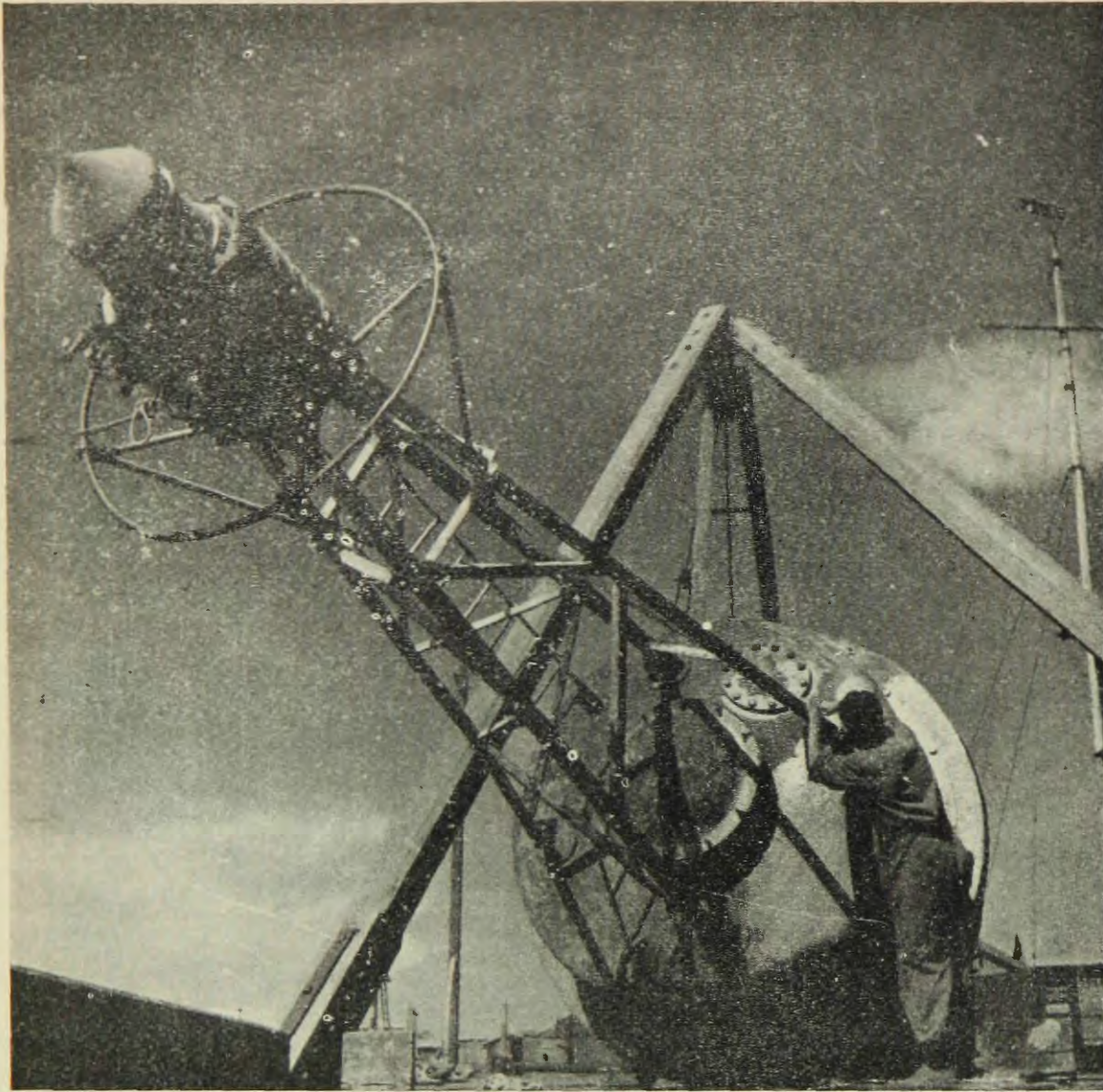
No country in the world can ever repay the men who gave their lives fighting to defend its shores. War Pensions to dependents, memorials, plaques, shrines of remembrance and honour rolls all play their part, but the City of Newcastle

dedicates a living memorial to pay tribute to our glorious dead. The foundation stone of the building pictured above has already been laid. It will give tangible expression to a city's homage.

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At Right.—Aerial photographs of the City of Newcastle and environs: 1, Newcastle Harbour; 2, Bar Beach; 3, City looking South; 4, Newcastle Beach; 5, Mayfield; 6. City looking North.





## Newcastle . . . The Port

From all parts of the world ships come to Newcastle, which is recognised as the nation's third busiest port. Millions of tons of coal are shipped from Newcastle annually, in addition to steel, wool and wheat. From the State's rich North-West comes a host of other products for the overseas and interstate trade. Long breakwaters on the north and south sides of the harbour mouth give protection to a harbour that is already too small for the vast volume of shipping using it. The entrance is 1,200 Ft. wide with a 350 ft. channel. Dredges are at work constantly to keep the shipping lanes free from silt, deposited by the Hunter River and its 300 miles of fertile waterways. Land mark for seafarers sailing north or south along the east coast of

Australia is Nobbys, a rocky outcrop with signal station and lighthouse which safeguards the southern approach to the harbour.

Large wool stores and grain elevators have been built adjacent to the waterfront to facilitate the fast turn-round of ships and electric and hydraulic cranes, with an average speed of 95 tons an hour load hard-coal with rapidity. The grain elevators can handle 1,600 tons—pouring into four hatches simultaneously—per hour.

Vessels up to 15,000 tons can be accommodated in Newcastle's floating dock and the State Dockyard is equipped to handle major repairs to all types of ships.

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The Maritime Services Board is the navigation authority of the port. It supervises intra-state shipping and piloting, in addition to controlling cargo wharves and being responsible for the development of the port.

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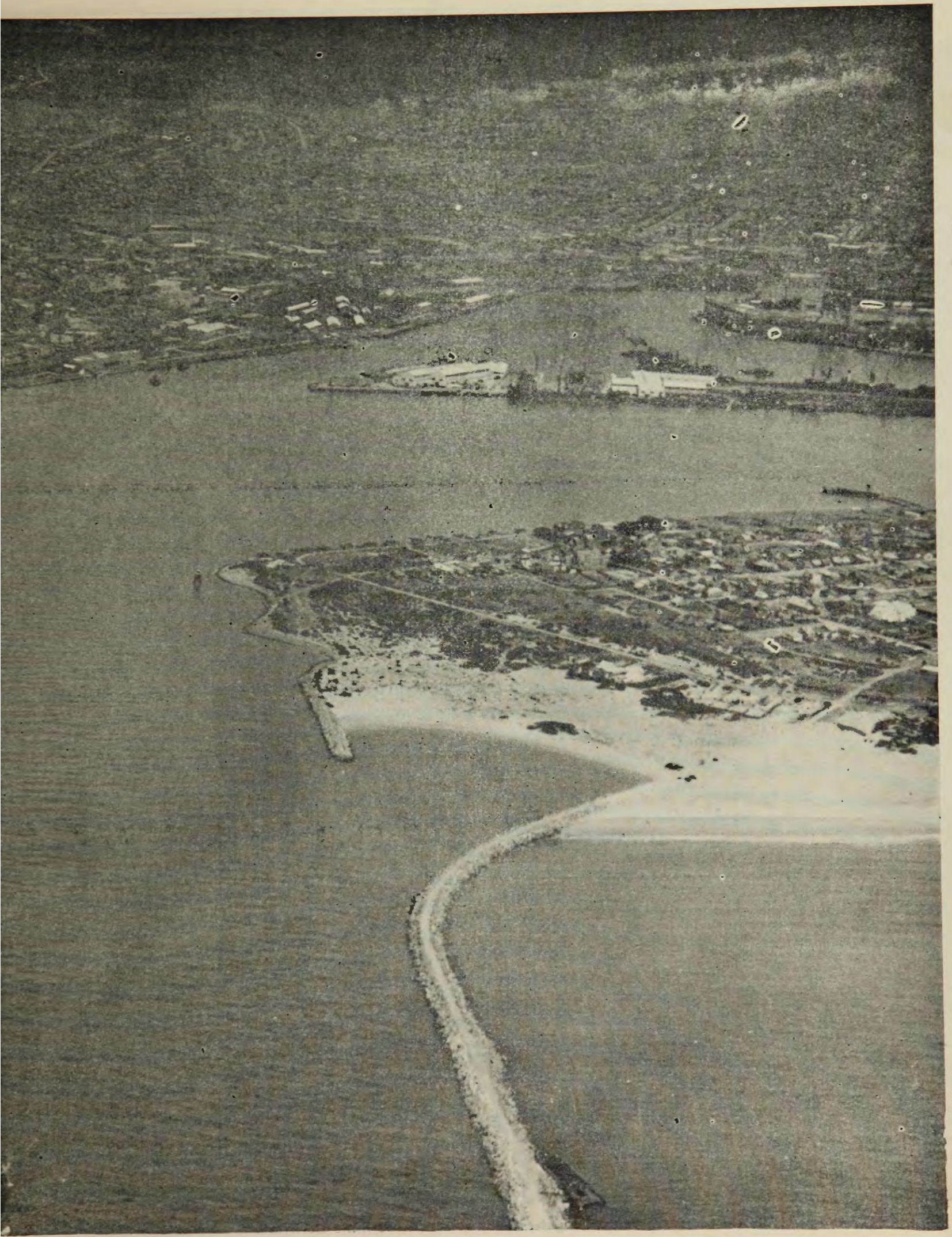
At Sunset on the Wharves.

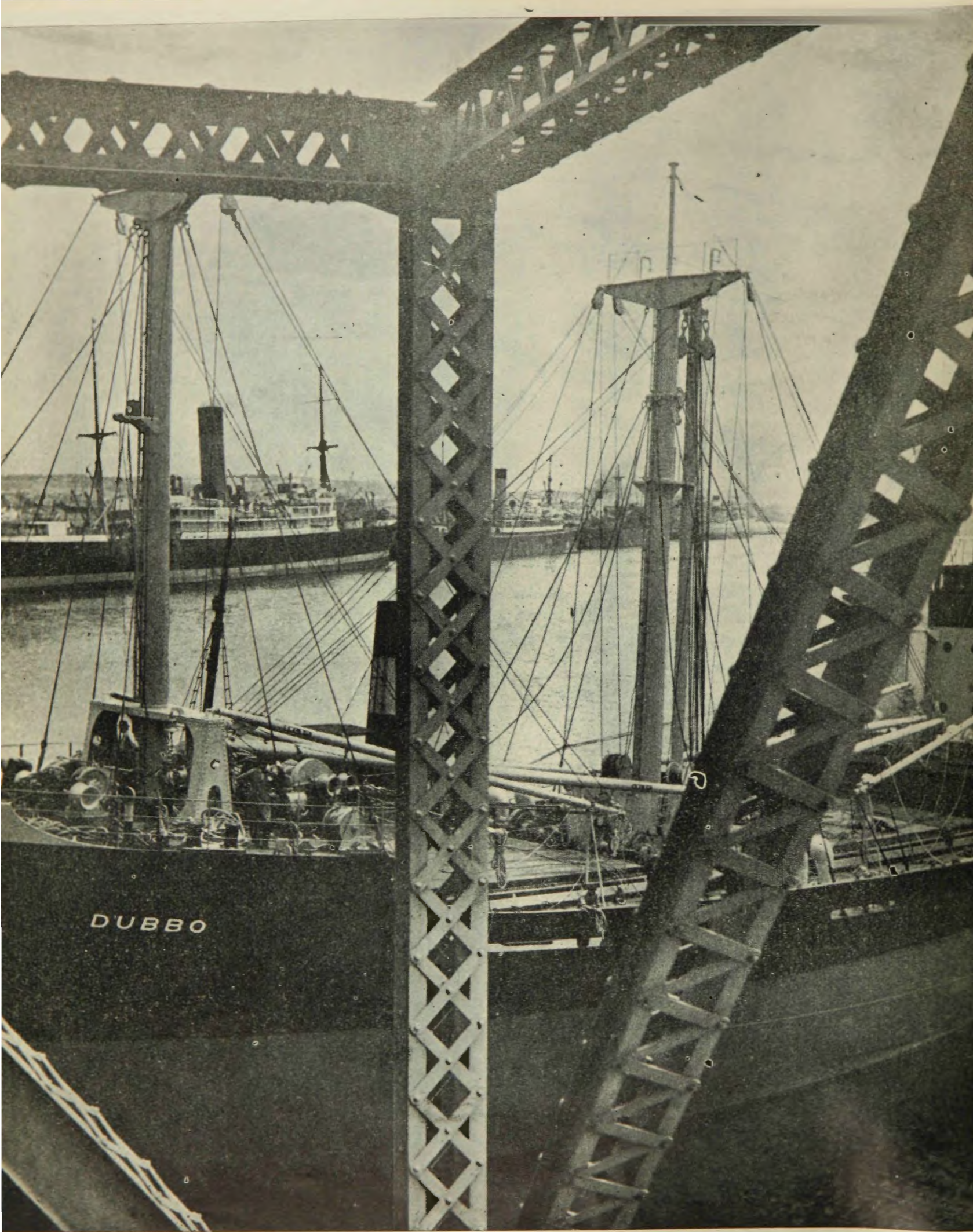


Newcastle Harbour looking west from the Custom House at the end of the last century.

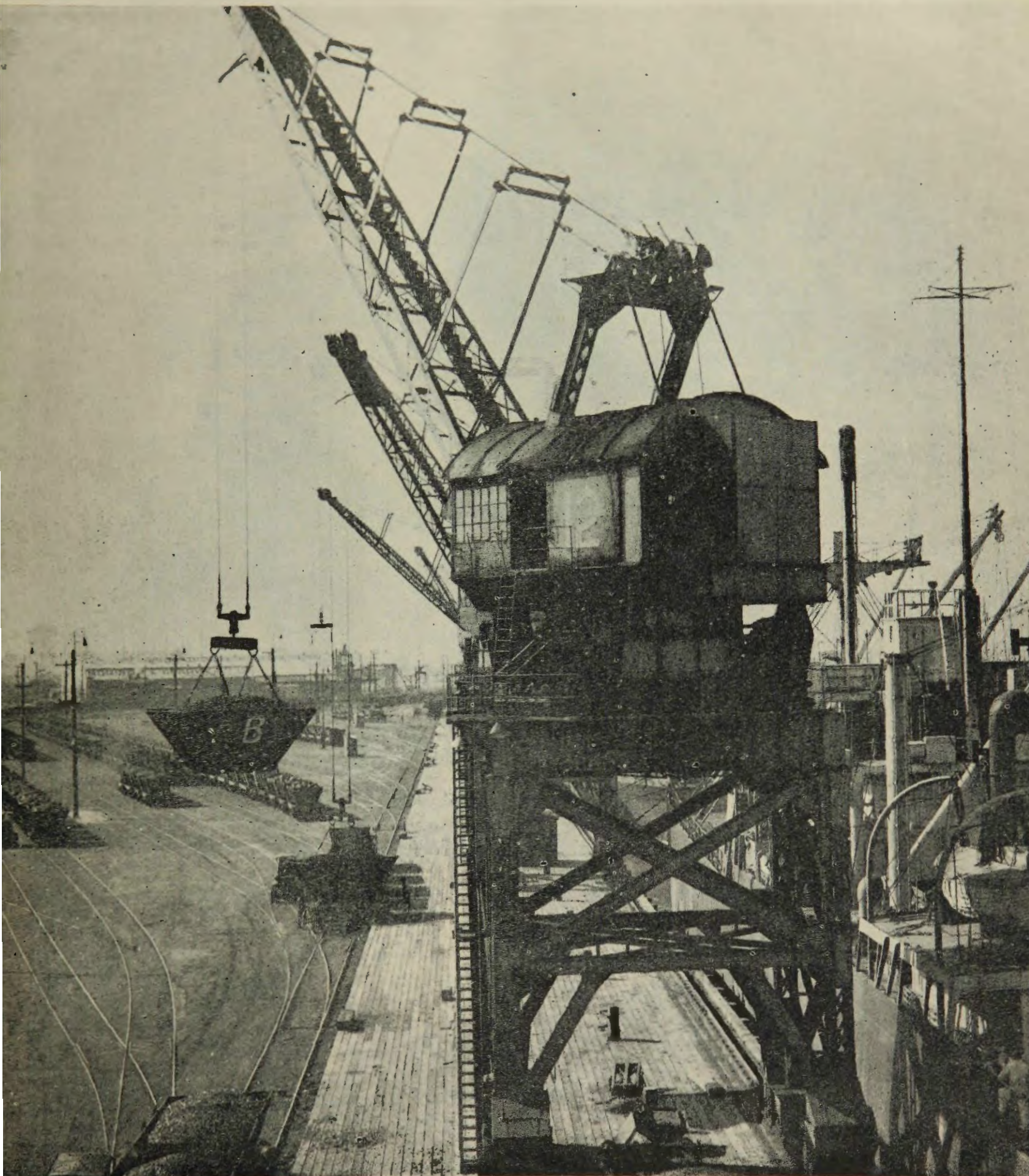






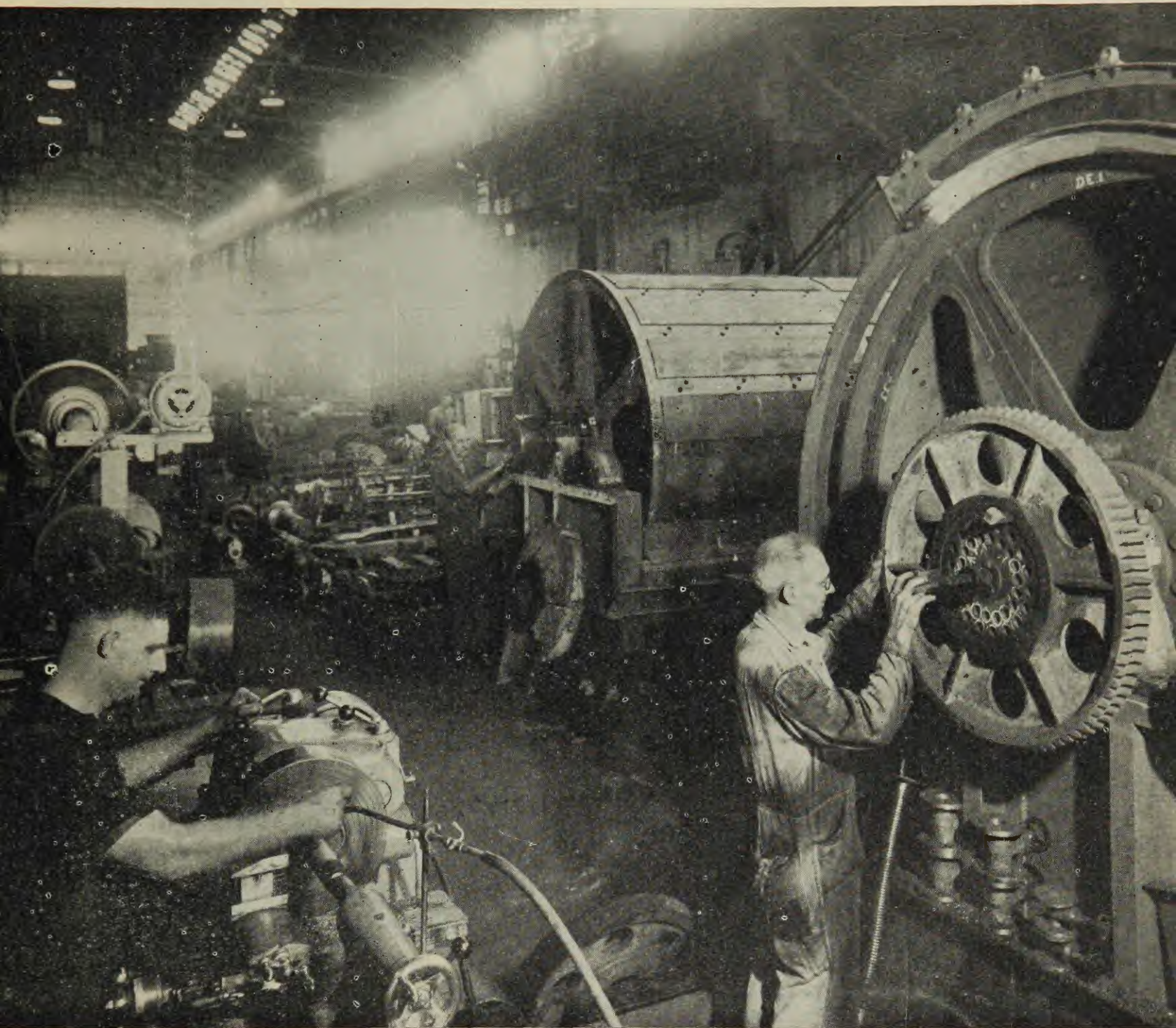


One of the 7,000-ton freighters built at Newcastle State Dockyard.



Coal Loading at the Basin, Newcastle.



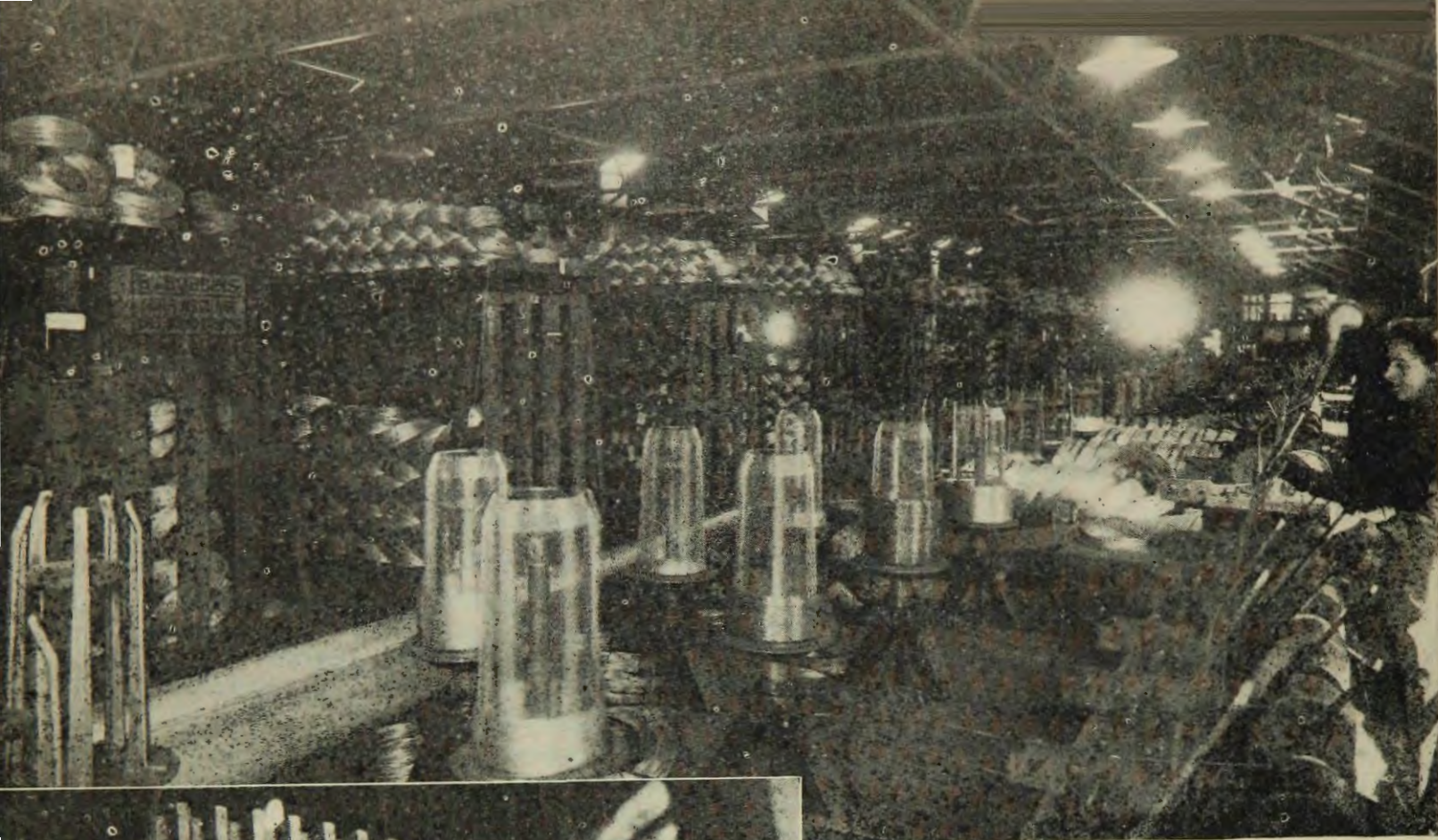


Left.—Molten Metal at Newcastle's vast B.H.P. Works.  
Above.—View of Morison & Bearby's Factory.

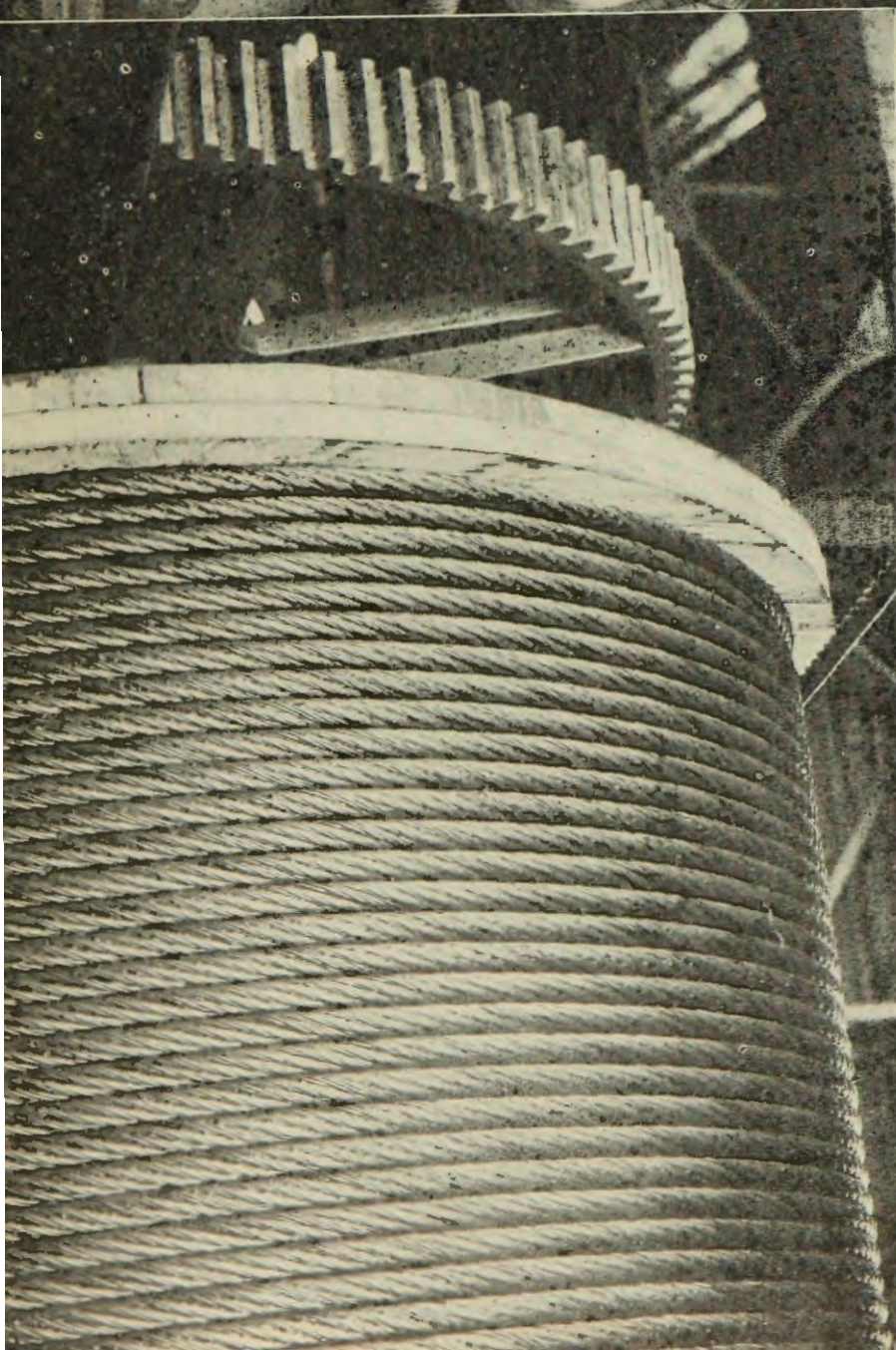
## INDUSTRY . . .

Ask steelmen throughout the world about Australian Steel and they will tell you that it is of the highest quality. And go into any of the Newcastle works that produce this steel and you will know why. Newcastle workers are fiercely proud of their product. Fathers and sons work side by side in plants that turn out not only steel, but steel products, in the form of gears, valves, boilers, rolling stock, tanks, tube, wheels, presses,

mixers, wire, shafting, bearings and industrial plant of all kinds. The latest engineering processes have been brought from all over the world to play their part with the canny "know how" of the skilled Newcastle worker. Major industrial troubles are rare indeed, in Newcastle industry. It is a city of artisans—men who know they are turning out the finest product that can be made.



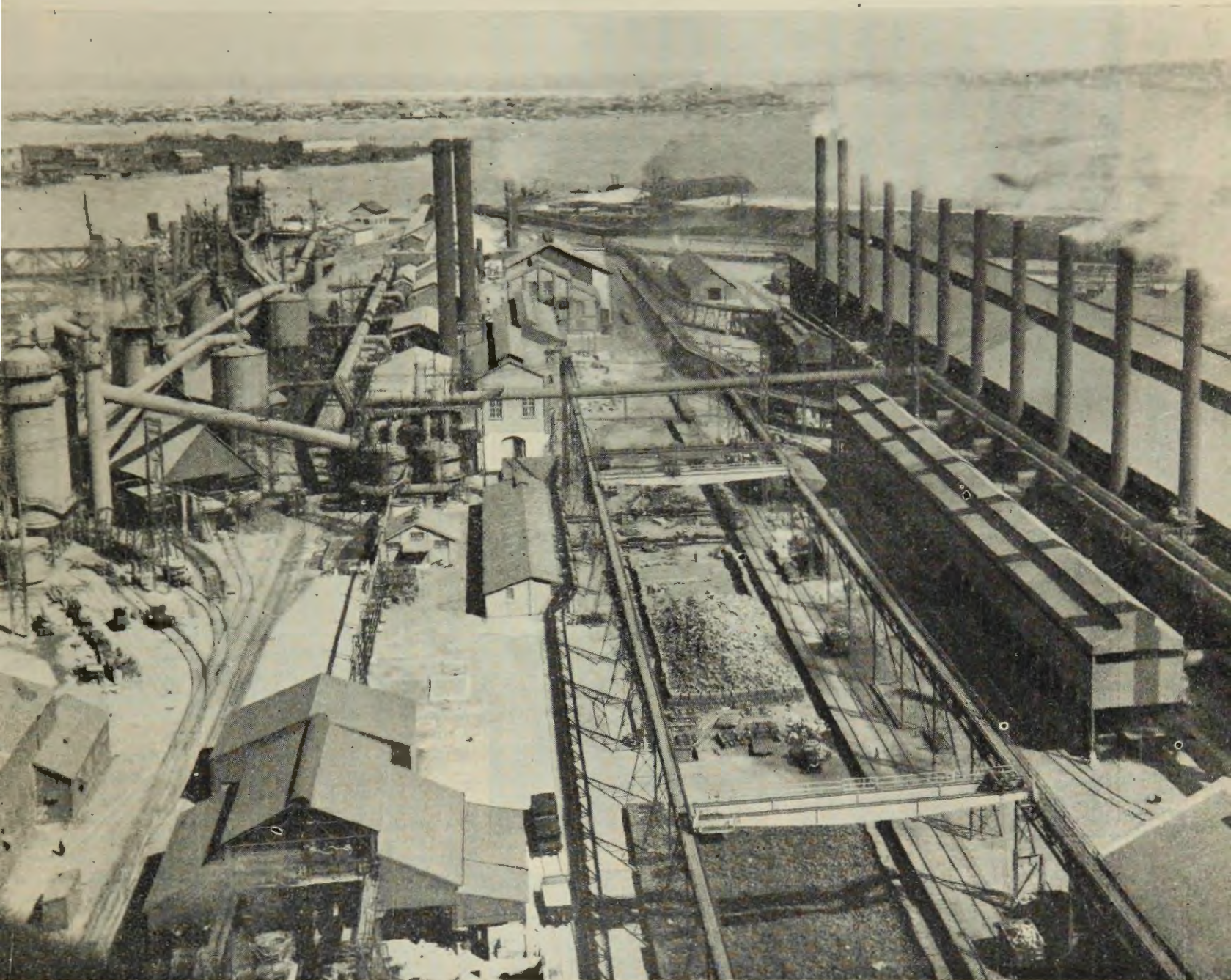
Above—Bobbins of wire at the Australian Wire Rope Works.  
Left—A huge reel of completed wire rope.



## **B. H. P.**



A great deal of Newcastle's prosperity is attributable to the great Broken Hill Proprietary Company Limited Steel Works which cover more than 350 acres. Steel was first produced at the plant in 1915 and now B.H.P. employs more than 7,000 men. Newcastle steel from the B.H.P. is used all over Australia and is also famous overseas for its quality. The steelworks produce special steels of all types in addition to thousands of tons of steel rails, structural shapes, plates and cold rolled bright strip. Much of this steel goes to the secondary industries in Newcastle for the manufacture of all manner of steel products from wire to steam generators, from tubes to electric stoves. The annual wages paid to B.H.P. workers in Newcastle is more than £3,000,000.



A view of portion of the vast B.H.P. Plant.

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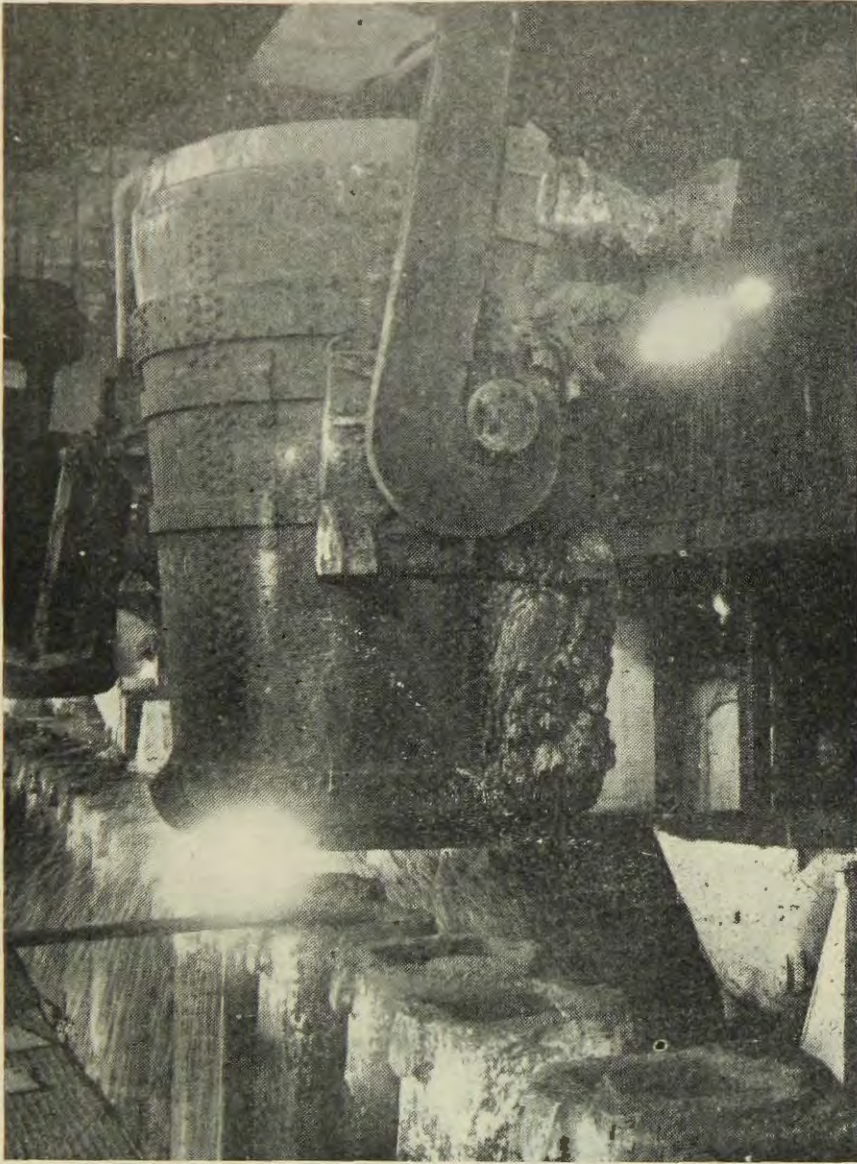
## Commonwealth Steel



Australia's largest manufacturer of special steels is the Commonwealth Steel Company Ltd. at Mayfield. High-speed, carbon and alloy tool-steels are made at this large undertaking. Commonwealth Steel specializes in railway wheels,

tyres and axles and in points and crossings which require a high grade, wear resistant steel. The plant exports to the Indies, Pacific Islands, New Zealand and Malaya where extensive markets are found for Commonwealth Steel's mining machinery components. Castings and forgings are made in carbon and alloy steel and special processes have been evolved for high grade stainless and heat resisting steels.

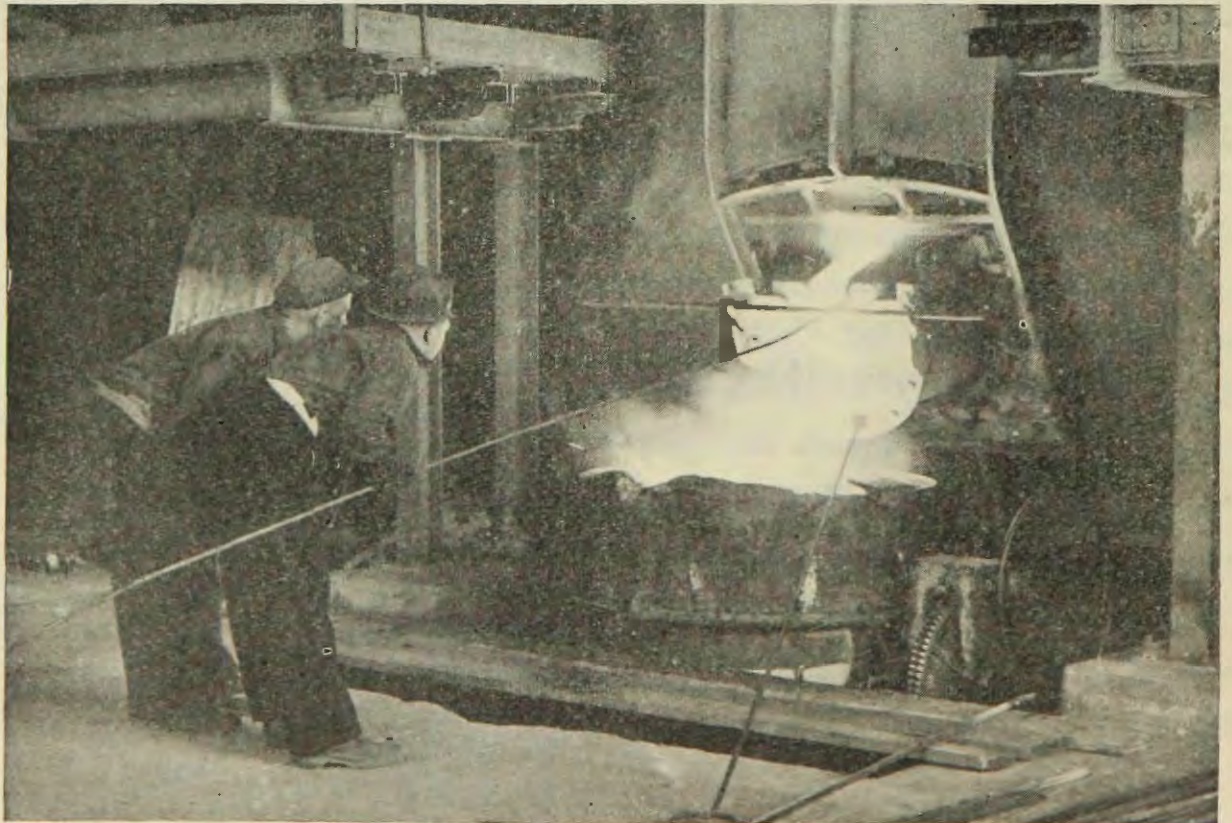


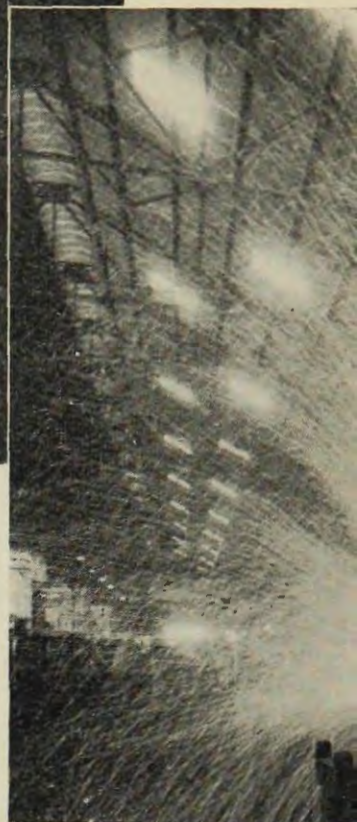
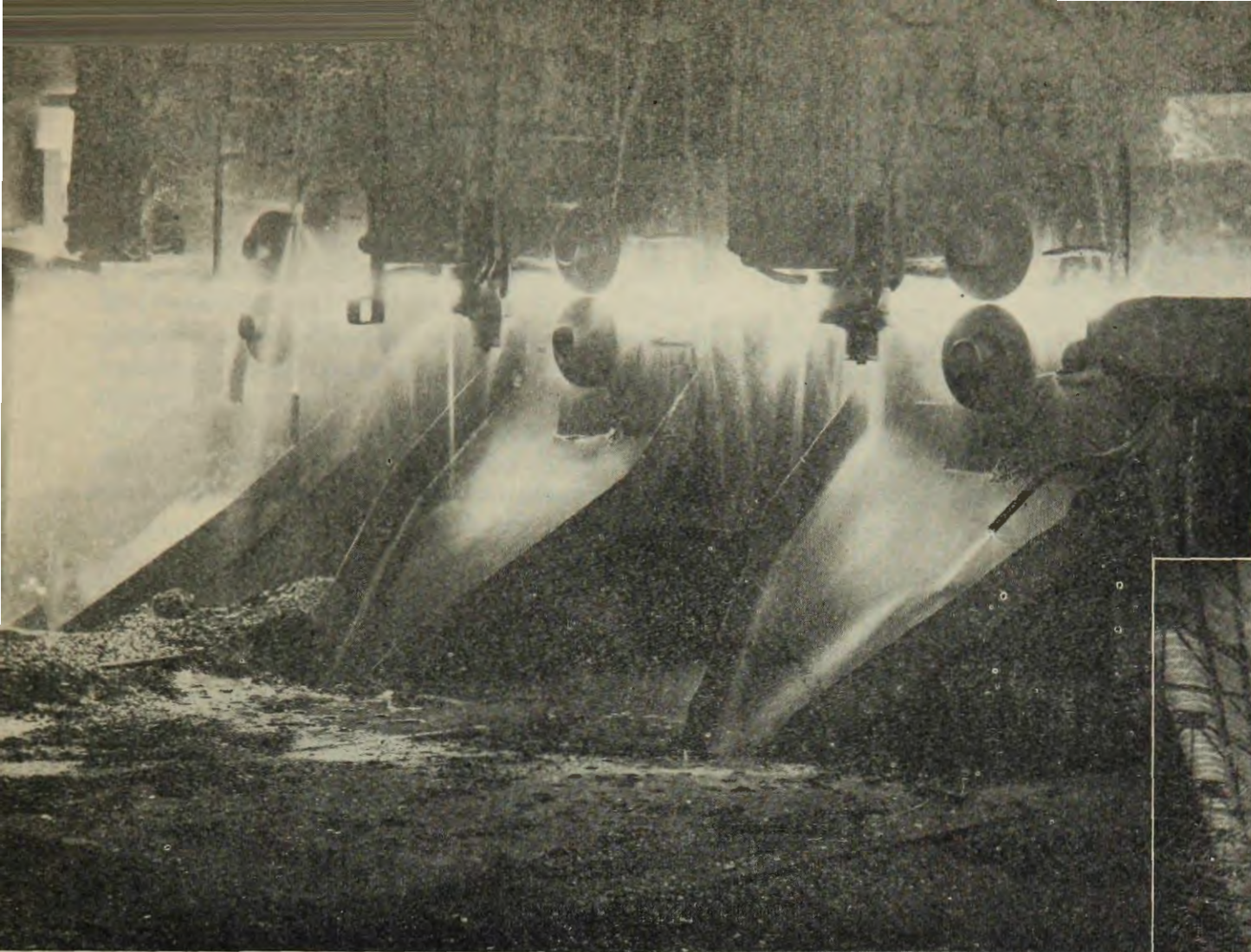


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Pouring molten metal at B.H.P. Co.  
Works.

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## Stewarts & Lloyds

Various processes in the Tube works  
of Stewarts & Lloyds at Newcastle.



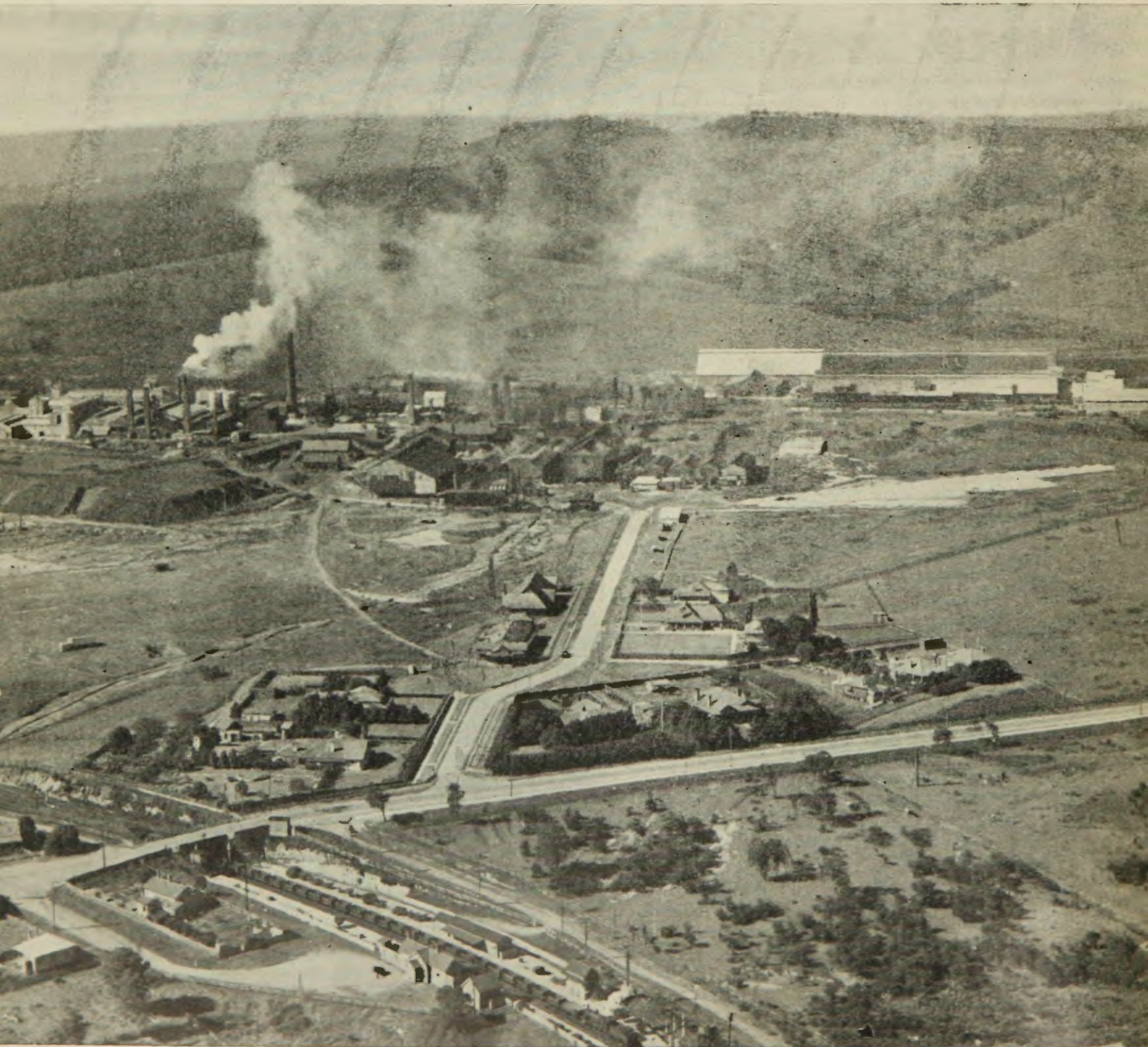
The firm of Stewarts & Lloyds Ltd. of England has been established for more than 20 years in Newcastle and produces high grade seamless and welded tubing and all types of pipe work for power station installation. In recent years the Newcastle plant has been greatly extended and its products are exported to New Zealand and the Pacific Islands in addition to being widely used throughout Australia.



One of the pioneers of Newcastle's industries is the Sulphide Corporation at Cockle Creek, Lake Macquarie. The plant was started in 1895, and for some years treated ores from its own mine at Broken Hill. It now produces sulphuric acid, superphosphate, cement and limestone. The bulk of the acid is used in the manufacture of superphosphate; large quantities go to the steelworks and its subsidiary industries, and a small proportion to chemical works in New South Wales and Queensland. Superphosphate is supplied to these two States. Portland cement is distributed to the State's northern and north-coast areas. The new Hawkesbury railway bridge was supplied from the Cockle Creek works. Fine

limestone is for agricultural use, and for alleviating dust in coal-mines. Coarser grades are supplied for concrete aggregate, fluxing and road-making.

Gases for acid production are obtained by burning brimstone from the United States, or by roasting zinc concentrates from Broken Hill. Phosphate rock for superphosphate normally comes from Nauru and Ocean Islands, north-east of Australia. But during the war, shipments came from Egypt, Africa and America. For cement, the corporation gets sea-shell from leases in Newcastle Harbour, and gypsum from Conoble, on the Broken Hill line.

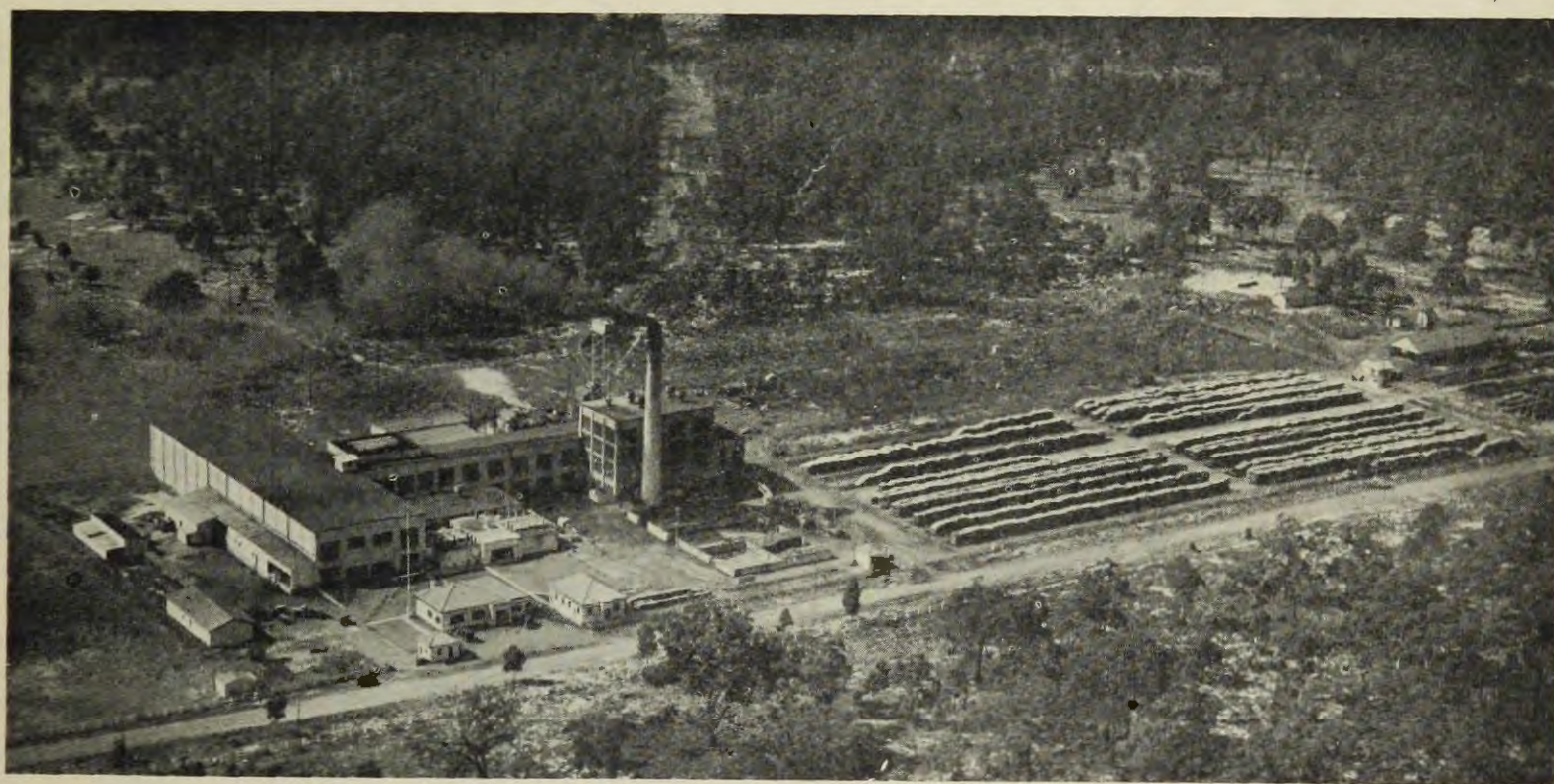


## MASONITE CORPORATION



The Masonite Corporation (Aust') Ltd., is another industry which has shown tremendous progress. Established in 1939 at Raymond Terrace, the Masonite works has given employment to many people in this area and has proved that decentralisation of industry in Newcastle has great merit, not only from an employment point of view, but also in proximity to raw materials. Set in beautiful rural surroundings, the plant has recently constructed modern playing areas, bowl-

ing green and a swimming pool in its grounds. Masonite is a well-known product and has rapidly found favour throughout Australia for thousands of building jobs. A number of different types of board are produced from compressed wood fibres. The company has large forest reserves adjacent to the works from which timber is drawn, sawn into billets and after being chipped is exploded into fibre by a high-pressure steam gun. Hydraulic pressure is used to form the board which is then sawn and impregnated with oil. Timbers used are continually being replenished by an active company Re-forestation Policy.



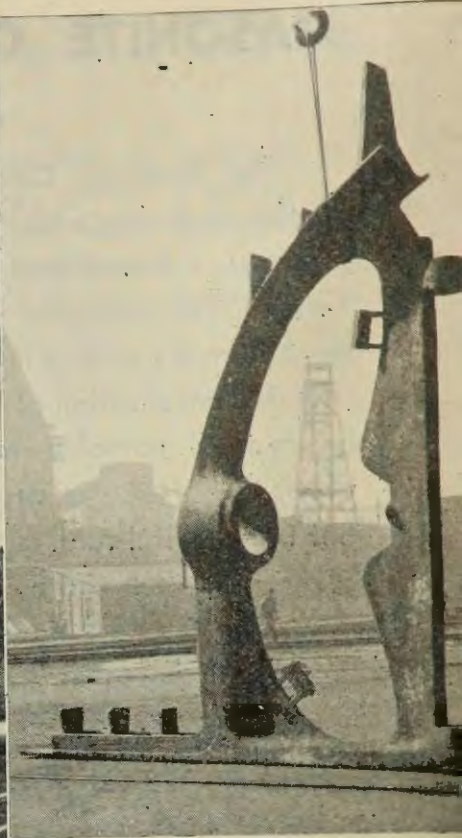
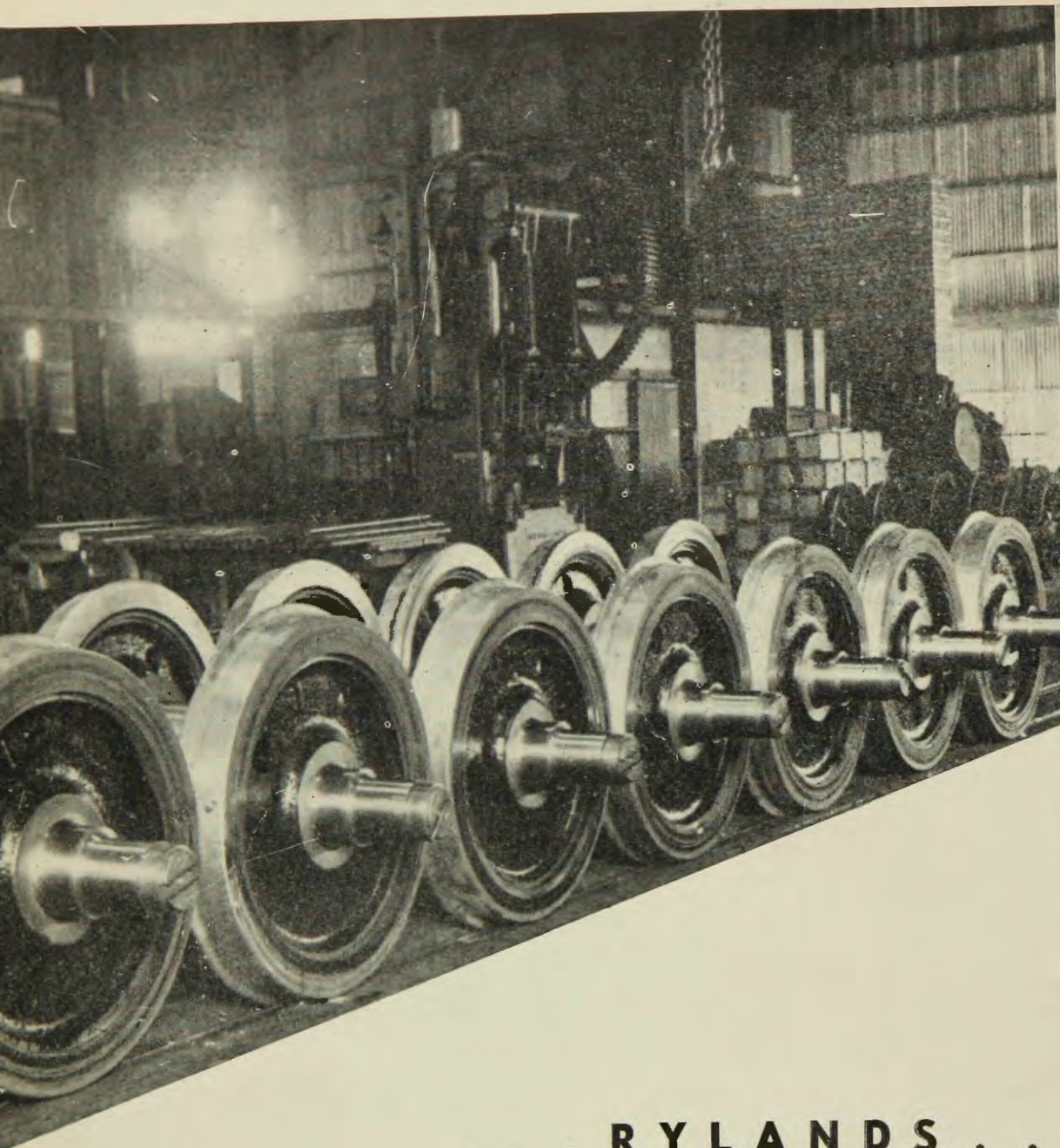
A picture of the Masonite Plant taken before recent extensions.

## AUSTRALIAN WIRE ROPES



Wire ropes with breaking strains of nearly 500 tons are produced at the Australian Wire Rope Works Pty. Ltd. Wire ropes from this company are used widely throughout Australia and are exported to the Pacific Islands, New

Zealand, India and the East. Main demand is for mine haulage and winding cables. Wire ropes up to a foot in diameter are manufactured by this Company which has a world-wide reputation. Tests of wire rope conducted by the Australian Wire Rope Works are approved by Lloyds of London, ample evidence of the great pains taken to ensure the quality of the product.



Special ball-bearing wheel-sets for locomotive tenders manufactured by Commonwealth Steel.

Inset above.—15 ton stern-frame of cast steel produced by Commonwealth Steel for Australian-built freighters.

## . . . RYLANDS . . .



Requirements for the complete fence are produced at Newcastle in the mills of Rylands Bros. (Aust.) Pty. Ltd. These products include plain and barbed wires, wire-netting, field fencing and steel posts. The company also manufactures a wide range of wires for conversion into materials for secondary industry—in building, engineering, weaving, wire ropes, electrodes, nails, screws, bolts, rivets and springs—throughout Australia.

Raw rods from the B.H.P. Company's Steel-

works are reduced in size by drawing through dies; the process is repeated mainly on the continuous principle of gradual reduction. Coiled rods before use are as heavy as 5-gauge, and reductions are as fine as 34-gauge. Annealing, or patenting is performed during the reduction process. In addition to round wires, various sections are drawn or rolled from the originals "rounds". Fine wires are annealed for weaving of wire-netting, which is galvanized after weaving. Rylands make their own wire-drawing dies.

## A. GONINAN & CO.

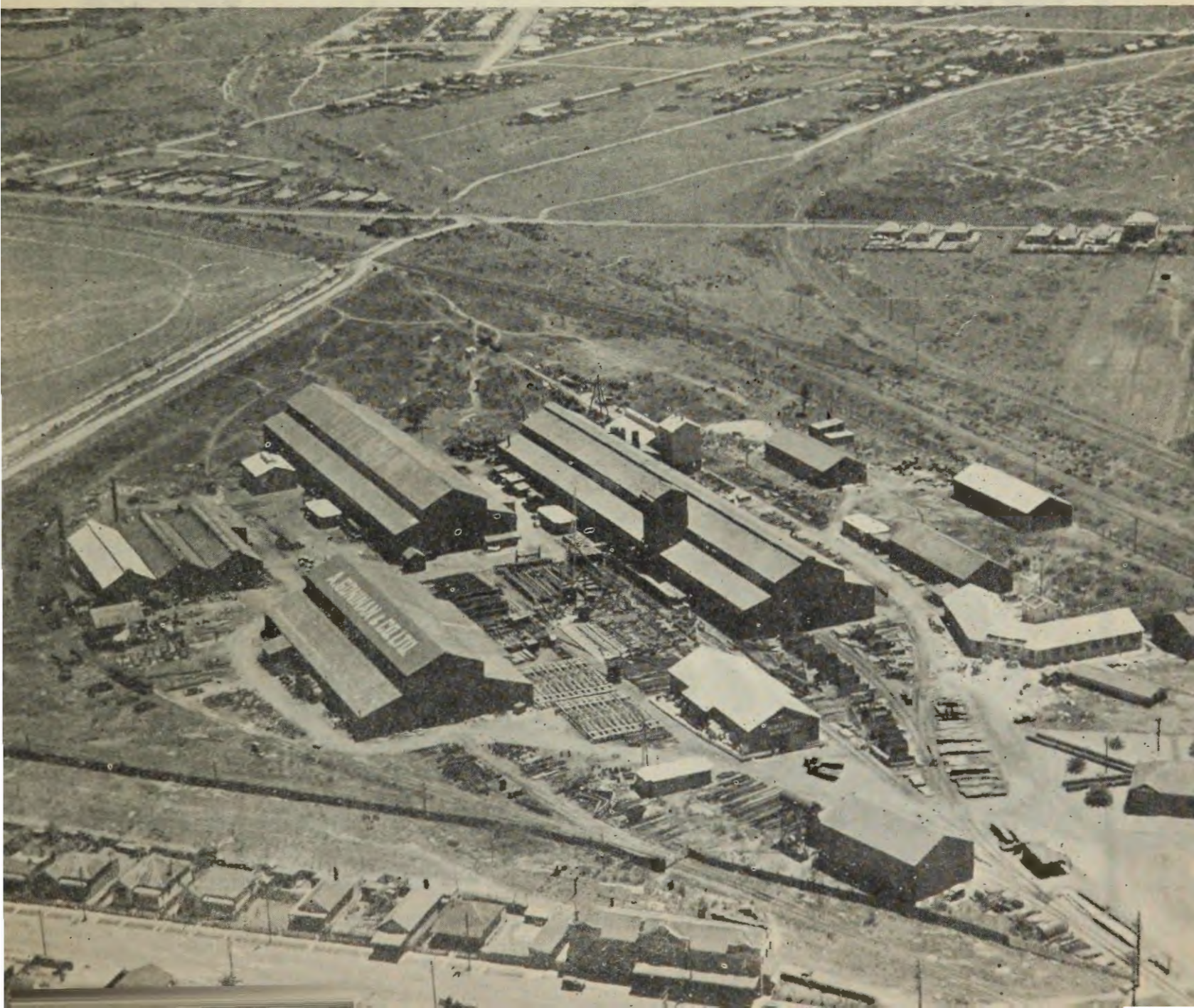


One of Newcastle's oldest established engineering firms is A. Goninan & Co., whose plant extends over nearly forty acres at Broadmeadow. The Company was formed in 1899 and formerly operated at Wickham. Goninan's are now one of Australia's foremost general and structural engineering concerns. They manufacture cooling towers and steam generators for electricity undertakings, railway rolling stock, electric locomotives, plant for the rubber and plastics industry, gear wheels, castings, and a wide range of forged and structural steel products. They have produced a large quantity of mining machinery and heavy engineering plant components. An aerial view of the plant is shown below.

## LYSAGHTS



John Lysaght (Aust.) Pty. Ltd. is one of Newcastle's largest industries. It produces Australia's greater proportion of galvanised iron, and is one of the city's most progressive concerns. Established in 1921 on 28 acres of land adjacent to the Steelworks, Lysaghts has been rapid in development, extending from 300 employees to thousands now engaged at this big industry. During the war years Lysaghts was responsible for the manufacture of 45,000 Owen Sub-Machine Guns, weapons invented in Australia and made totally with Australian labour. The trade mark "Orb", stamped on Lysaghts galvanised iron is seen all over the continent.



# SORBY'S . . .

THE  
GREAT  
HARDWARE  
STORE  
OF THE  
NORTH

# SORBY'S

Hunter St.  
Newcastle

## FARM MACHINERY

BRICK MAKING MACHINES,  
POWER SAWS, MIXERS and  
POWER MOWERS



## PAINTS & SUPPLIES

A FULL RANGE OF WORLD  
FAMOUS B.A.L.M. PAINTS



## GENERAL HARDWARE

EVERYTHING FOR THE HOME  
HANDYMAN



## WOODWORKING MACHINES

POWER DRILLS, BUFFERS,  
SAWS, LATHES, Etc.



## BUILDERS SUPPLIES

IRON, WIRE, FIBRO, PLYWOOD,  
PLUMBERS' REQUISITES



## CROCKERY CUTLERY

Our Big Display Section has Big  
Stocks of CROCKERY, CUTLERY  
and KITCHENWARE



## REFRIGERATORS

REFRIGERATORS, STOVES,  
WASHING MACHINES, ROTARY  
CLOTHES LINES



## John C. W. Bridge & Company (Newcastle) Pty. Ltd.



A progressive firm which manufactures electric ranges, bath heaters, hot water systems, radiators, tubular steel office equipment, lockers, desks, kitchen furniture, filing cabinets and storage bins. The factory is situated in modern premises at Mayfield, Newcastle's foremost industrial suburb, and products are sent all over Australia and overseas. An associate company, Art Metal (Aust.) Pty. Ltd., is situated almost adjacent to the main plant and handles all office furniture supplies.

## State Dockyard



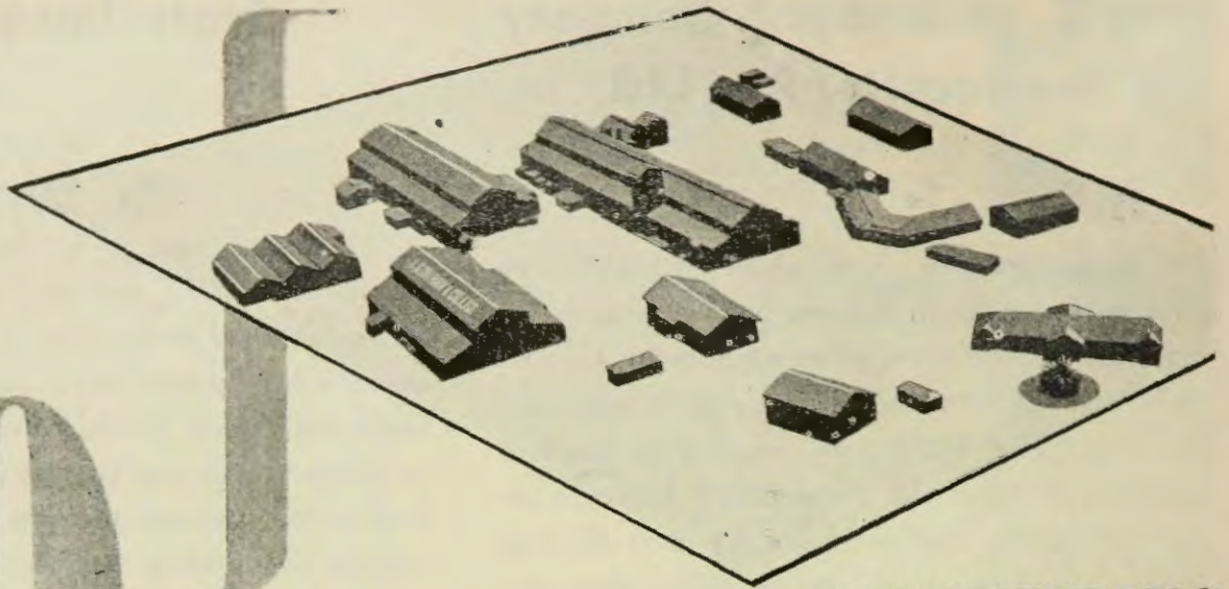
With the passing of the old Walsh Island Dockyard in 1933, the N.S.W. State Dockyard was established as the Dyke End in 1941. Twenty seven naval vessels were constructed at the Dockyard during World War II and a number of cargo vessels and suction dredges have been built in the post-war years, in addition to a large volume of shipping repairs. The floating dock accommodates vessels up to 15,000 tons and has its own workshops, cranes, generating and pumping plant.



Interior views of the factory of J.C.W. Bridge & Co., at Mayfield



30  
acres



**FOUNDRIES**  
*of* **FORGE SHOPS**  
**MACHINE SHOPS**  
**FABRICATING SHOPS**  
*and Know How*

*for the Design and Production of—*

Whether your blueprint requirements are standard or call for original design and constructive thought, the Goninan organization has the design experience, plant and facilities and production "know how" to do a thorough engineering job—for thoroughness in engineering has been our job since 1899 . . .

- Rubber Machinery
- Gear Cutting and Reduction Units
- Railway Rolling Stock
- Plate and Tank Work
- Heavy Castings
- Repetition Castings
- Machines and Machine Tools
- Mine Haulages
- Hydraulic Presses and Pumps
- Mechanical Presses
- Structural Steel Works
- Forging Hammers
- Hammer and Drop Forgings

**A. GONINAN & CO. LIMITED**

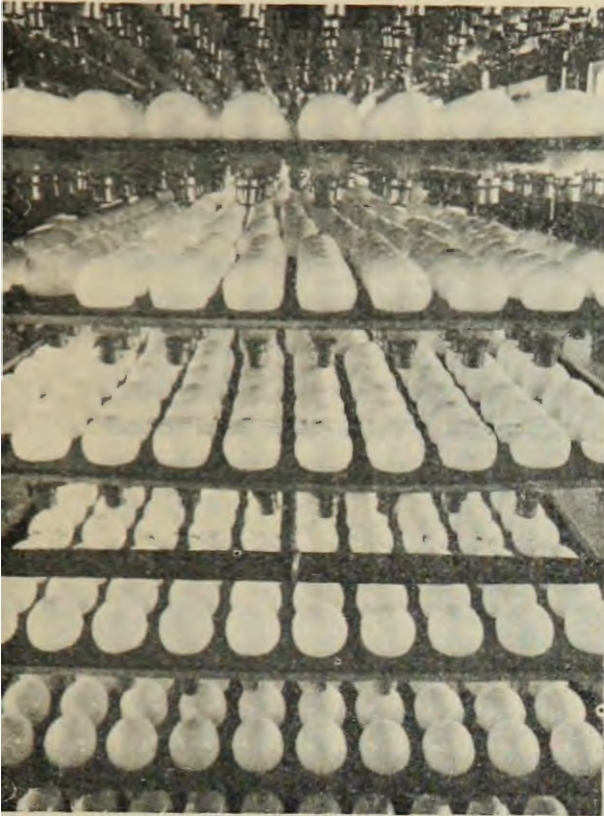
**Manufacturing Structural and General Engineers**

BOX 21 P.O. - - BROADMEADOW - - N.S.W.

# Henry Lane Pty. Ltd.



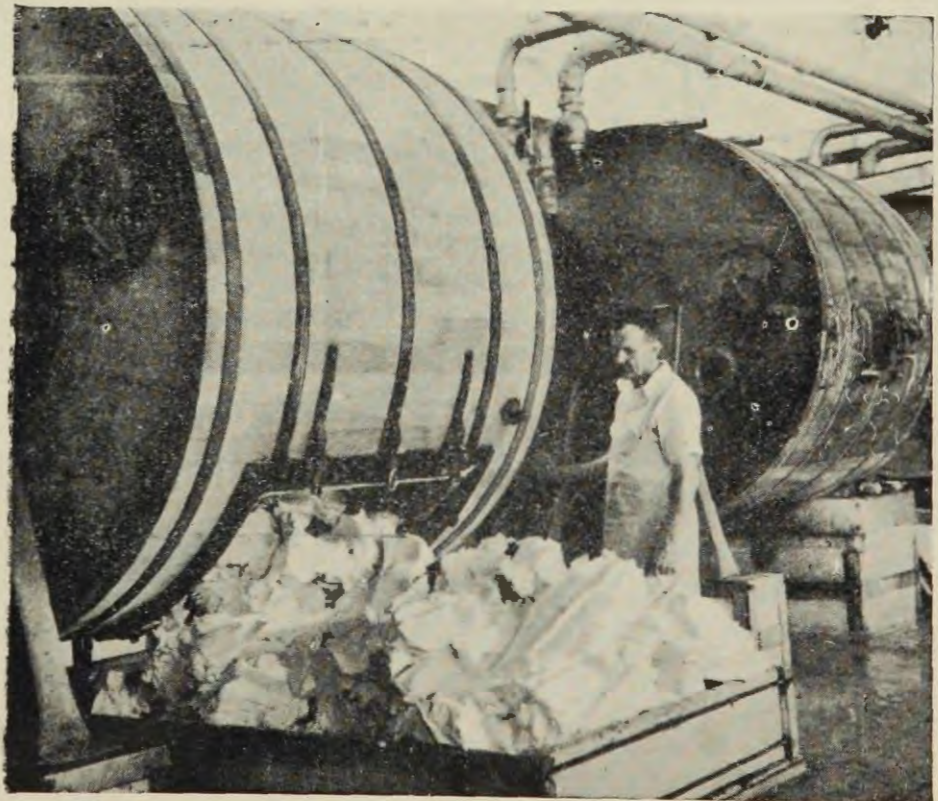
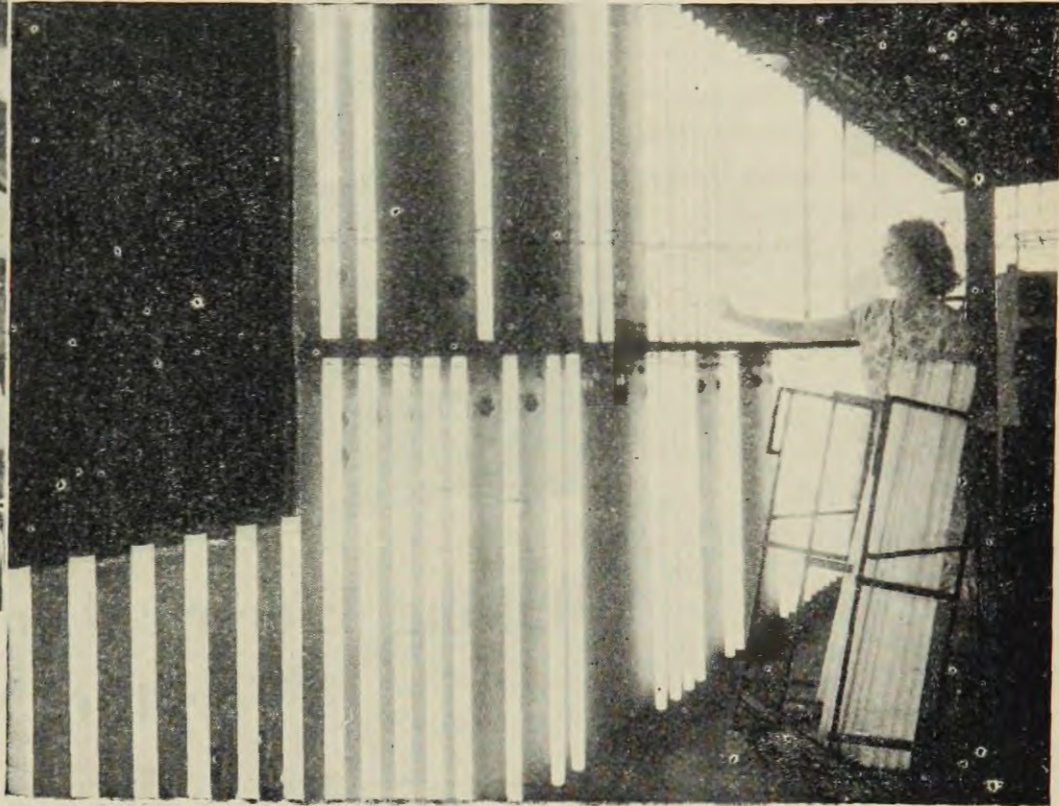
A rapidly expanding company famous throughout Australia for its thermil stoves and carpet sweepers, Henry Lane also make a wide range of locks, hardware, casters and traps. They specialize in manufactured items for the hardware trade. The modern plant is at Hamilton.

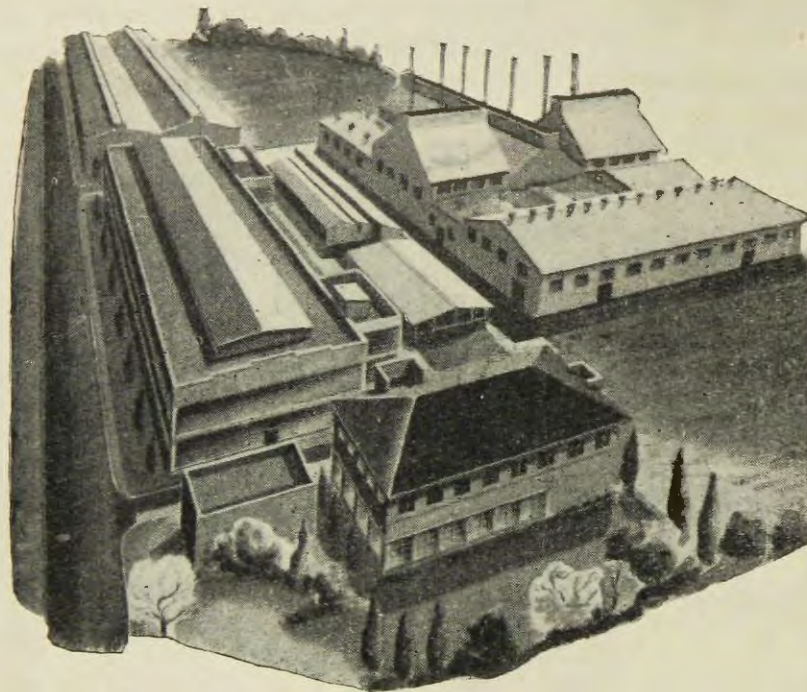


## Electric Lamp Manufacturers



Known as E.L.M.A., this enterprising firm makes electric globes and tubes for all kinds of lighting. More than a thousand employees produce lamps from 15 to 2,000 watts including clear, frosted or coloured lamps, flood lights, locomotive headlights, neon tubes, illuminated signs and street lamps. The grounds of E.L.M.A. are most attractively designed with up-to-date amenities for their large staff. For a number of years the Xmas Party with its colourful lighting has been a big attraction to young and old throughout the district.





## Making Electric Lamps for the Nation

IN Newcastle is located the nation's electric lamp manufacturing plant. It is one of Australia's most vital industries. The vast output of lamps has made Australia independent of overseas supply sources for the major part of its lamp requirements.

The lamps made in this great modern plant are manufactured upon the highest known lighting principles. Products of the industry may be distinguished by the public by the well-known brand names . . . CONDOR, CROMPTON, ROYAL EDISWAN, MAZDA, OSRAM, PHILIPS and SIEMENS.



**ELECTRIC LAMP MANUFACTURERS  
(AUSTRALIA) PTY. LTD.**

HAMILTON, NEWCASTLE

ELM1-43

## Gas Services

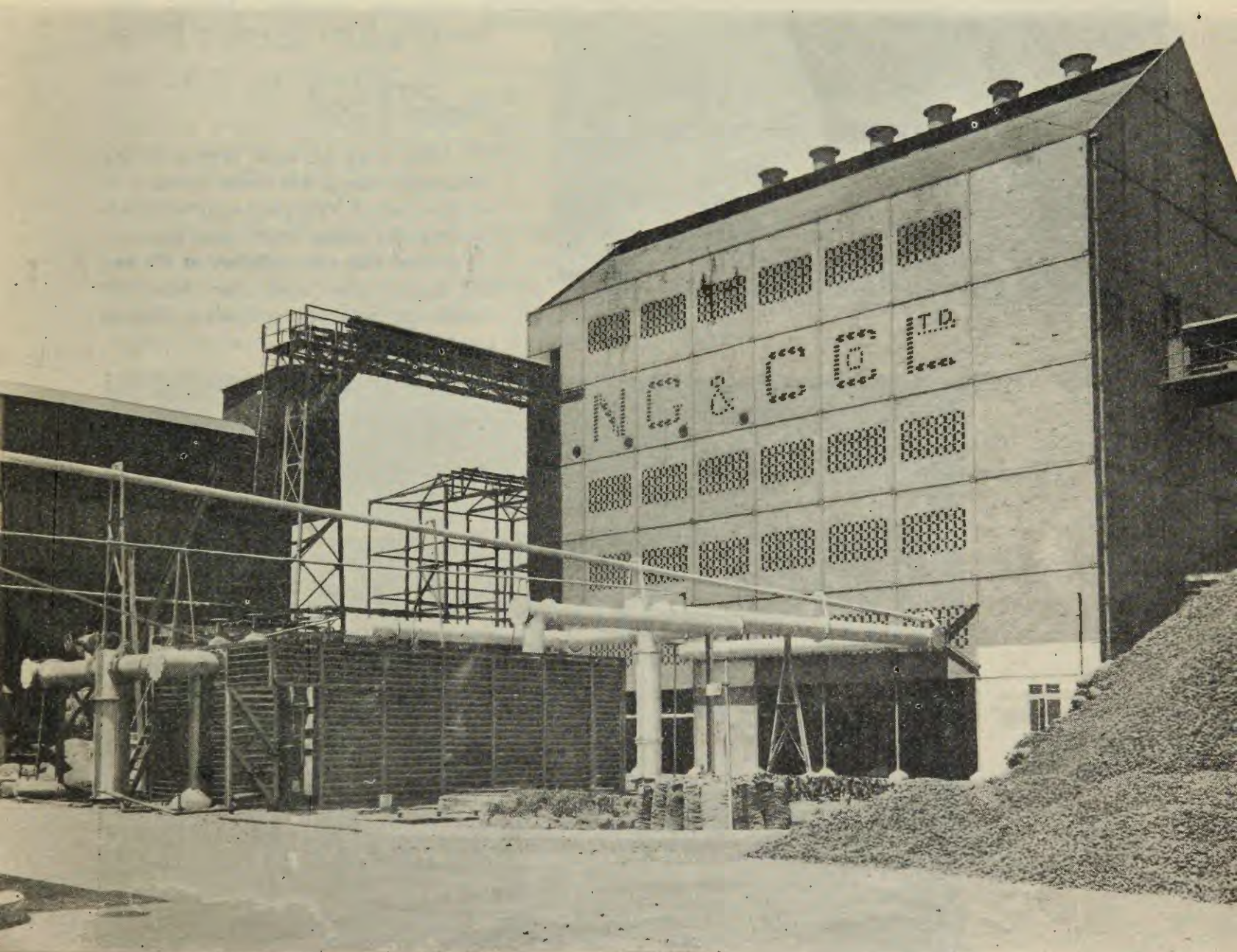


It is fitting that a city renowned for its coal-bearing deposits should have extensive gas services and the City of Newcastle Gas & Coke Company supplies thousands of consumers in Newcastle, Stockton and the city environs extending to the Lake Macquarie Area. The modern plant is able to produce more than 5,000,000 cubic feet of gas daily. The Gas Company was founded in 1874 and operates under an Act of Parliament. In addition to domestic users, there is a heavy industrial call for gas.

## Water Services



Newcastle's water supply is drawn from the vast Tomago sand beds and the 5,000 million gallons dam at Chichester. Recent surveys of the Tomago water beds have shown that the supply is practically unlimited and up to 25 million gallons a day is now pumped from this source. An extensive sewerage system operates throughout a greater part of the Newcastle area and separate sewerage disposal units operate at outlying centres. Control of water supply and sewerage is by the Hunter River District Water Board.



View of Newcastle Gas Generating Plant

# Newcastle District Abattoirs.

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The establishment of the District Abattoirs in 1915 marked the end of the old type, unhygienic, private slaughter house system which had been in existence for many years and in

turn brought about the beginning of a new era in improved conditions of meat supply for the City of Newcastle.



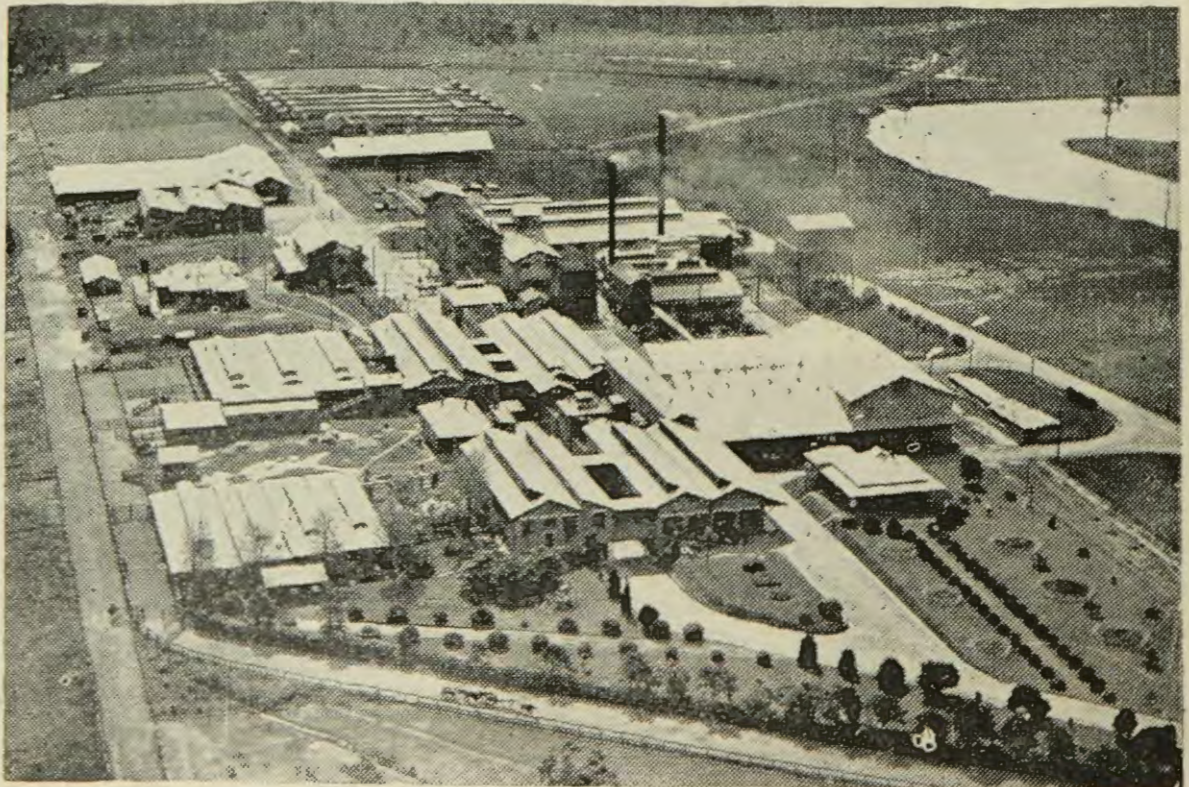
All stock slaughtered for human consumption were placed under proper control and a rigorous system of inspection of meat was instituted to detect diseases and thus prevent unwholesome meat being sold to the public. The establishment of the Abattoir caused the closing of twenty-nine slaughter houses then operating in the Newcastle District.

Slaughtering operations commenced in 1916.

The area of land vested in the Abattoir comprises 500 acres. It is situated at Waratah approximately five (5) miles from the business centre of the city. Between 20 and 30 acres are used for Abattoir Buildings, Salesyards, Railway Siding

A Bush scene where Abattoirs is situated.

Aerial view of Abattoirs showing its immense size.

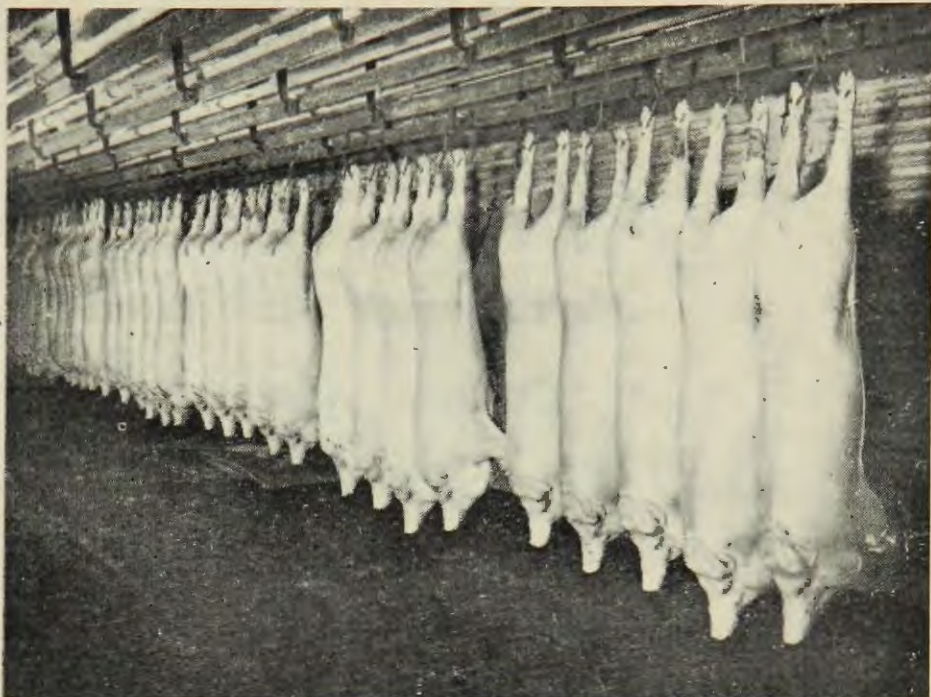


and Dam and the remaining considerable area is available for resting paddocks and grazing purposes. The 500 acres provide a buffer between the residential areas of Newcastle and the Works.

The Abattoir which is controlled by the Council of the City of Newcastle is one of the most modern in Australia and is the largest Municipal managed Abattoirs in New South Wales.

The Newcastle Council is the statutory authority empowered to supervise the handling and slaughter of all stock destined for human consumption in Newcastle. Stock for slaughter is accepted at the Abattoir and operations from then are under the control of the Abattoir until the meat is finally accepted by Master Butchers at the Chilling Rooms for delivery to the Butchers' Shops.

Newcastle Abattoir operates an extensive wholesale carcase meat business. In addition, it conducts an up-to-date bacon curing establishment processing pigs into bacon for subsequent sale in the Newcastle District. By-Product Departments manufacture under modern processes all types of protein poultry foods, fertilizers, tallows, animal casings, neatsfoot oils, etc. The Abattoir also carries out all necessary services for the export of meat overseas—slaught-



ering, freezing, wrapping and despatch to ship's side.

Total assets of the Newcastle Abattoir exceed £500,000 and the number of employees engaged is 500.

Results of almost forty years' operations prove beyond doubt the truth of the prediction made by the founders of the Abattoir in 1915 as to their confidence of achieving a twofold object:—

1. A pure and wholesome meat supply; and
2. The complete financial success of this great municipal undertaking.



Top:  
Chilling Room in the Bacon Department.

Bottom:  
Mutton and Lamb being prepared for export.



# ***Creedways . . .***

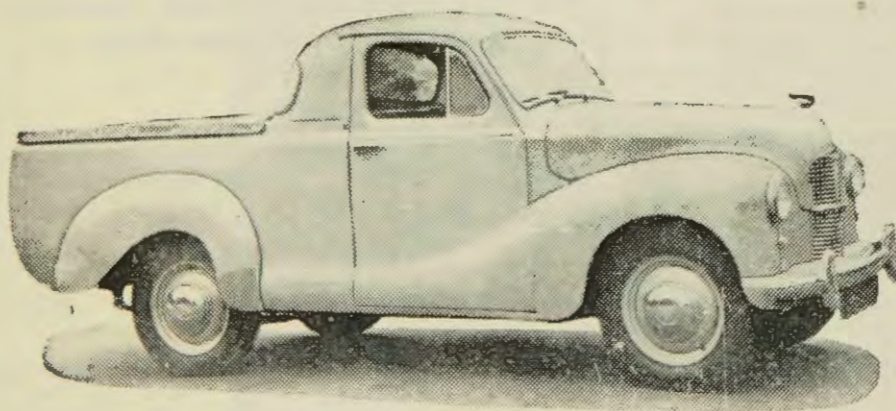
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Timber Boat at Queens Wharf



## The Home of Electricity Sales and Service



NESCA HOUSE, NEWCASTLE

"NESCA" (Newcastle Electric Supply Council Administration) is the Home of Electricity Sales and Service in the vast Newcastle area and for the greater part of the Near North Coast . . . from Stroud in the North to Wyee in the South. Nesca's Modern Showrooms display all the Latest Electric Aids to Better Housekeeping.

**NESCOL**  
NESCA HOUSE KING & AUCKLAND STS. NEWCASTLE

## Newcastle Chemical Co. Pty. Ltd.

Established at Mayfield in 1940, this plant produces valuable chemicals for industry and commerce. From ammonium sulphate and salt, the plant produces ammonium chloride and sodium sulphate. Ammonium chloride is used as a flux for galvanising, sodium sulphate as an ingredient for glass-making, and for Glaubers salts. With raw material from the Sulphide Corporation, the Chemical Company makes hydrochloric acid for the wire industry's pickling process, and for the general plumbing trade.

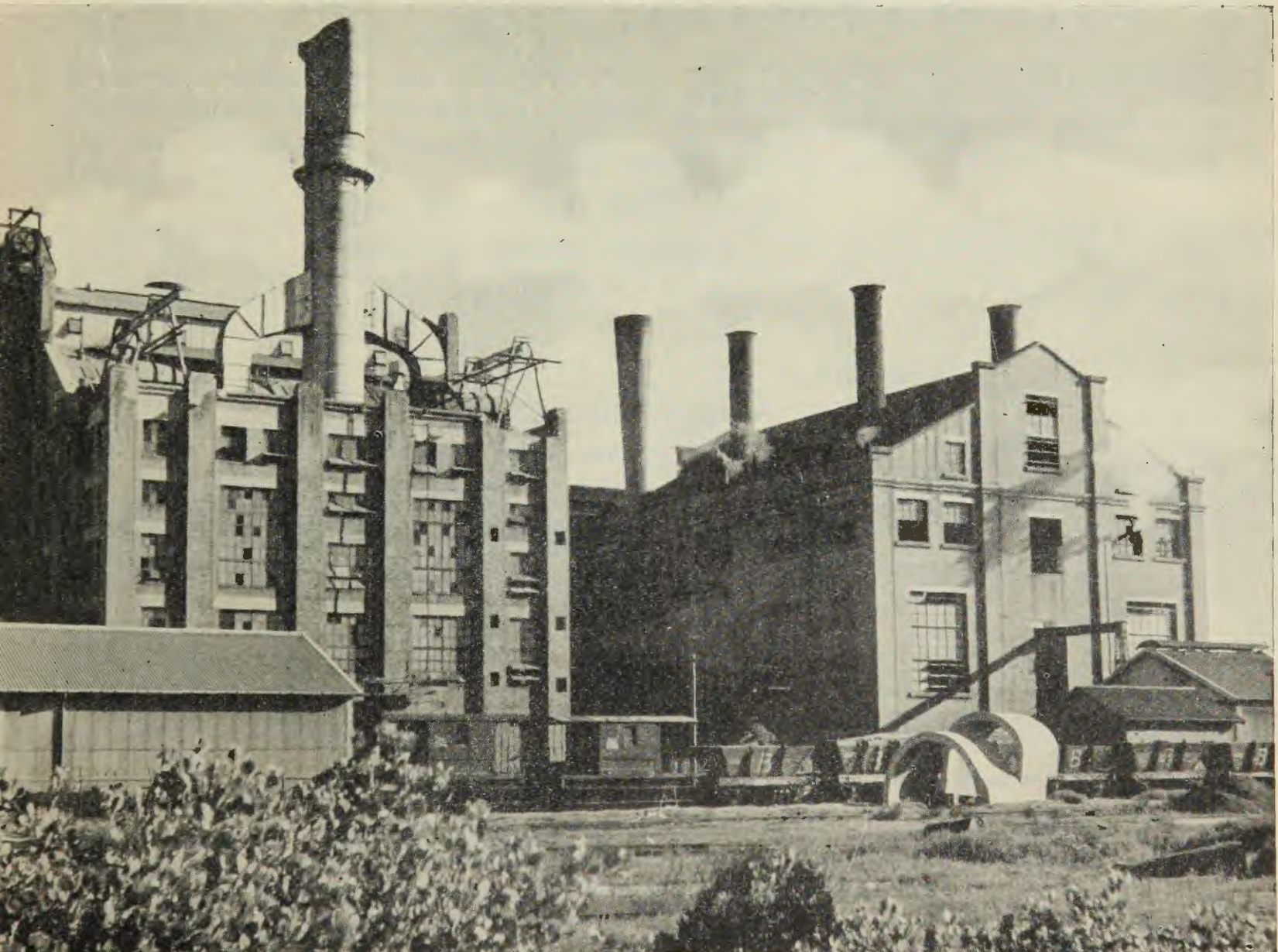
A B.H.P. by-product is converted into phthalic anhydride for synthetic resin for paints and lacquers and to make plasticisers for paints, varnishes and synthetic leather. Beta naphthol—also produced—is used in the extraction of cobalt from zinc solution in Tasmania's electro-

## NESCA

Newcastle has a most up-to-date Electric Supply Undertaking and the letters NESCA stand for Newcastle Electric Supply Council Administration. The area it serves is nearly twice the size of Greater London with more than 5,000 miles of overhead wires extending from Dungog in the North to Wyee in the South. Street lighting was introduced in 1892 and domestic lighting in 1897. Nesca's modern showrooms at the corner of King and Auckland Streets, Newcastle are rated by overseas visitors as some of the finest in the world. The demonstration theatre has a revolving auditorium which is unique.

---

lytic zinc industry. It is also used in the vulcanising of rubber.



Zara Street Power House.

We are proud to be associated with the rapid  
development of Newcastle and District

# **NEWCASTLE LIME & CEMENT CO. LIMITED**

**Merchants & Manufacturers**

**539 HUNTER STREET, NEWCASTLE WEST**

Manufacturers of—

- BUILDERS' ROCK LIME
- "BLUE STAR" HYDRATED LIME
- READY MIXED CONCRETE
- TERRAZZO

Distributors of

- "S.C." Brand Portland Cement
- Crushed & Ground Limestone
- Snowcrete & Colorcrete
- Dampcourses

Phones:

Head Office: B 1528 (3 lines)

Concrete Plant: Ham. 1588

After Hours: MU 1797

MF 1746

Lime Plant: Attunga 201

Factory and Railway Siding:

STEPHEN STREET, GEORGETOWN

Depot:

CAMERON STREET, HAMILTON

Concrete Plant:

KING'S ROAD, TIGHE'S HILL

Quarries and Lime Plant:

ATTUNGA, N.S.W.

## Morison & Bearby Pty. Ltd.

One of the state's oldest established engineering firms. Commenced activities in 1874 and now produces a vast range of products including boilers, engines, cranes, mining plant, pumps, rolling stock, valves and diesel locos.



## James Mullan Pty. Ltd.

These Hamilton Works specialise in structural steel work of all kinds. Many special types of construction have been undertaken by this Company including huge spans for Newbold Refractories and nearly a thousand tons of steel for the new nine-storey Newcastle Hospital Wing.

## Burlington Mills

A subsidiary of a large American Corporation in a decentralised site at Rutherford, near Maitland. Employs a large number of workers and produces thousands of yards of rayon, tapestry and special upholstery fabrics weekly. Was established in 1944.



## Courtaulds

A new industry situated 11 miles from Newcastle. The extensive plants covers nearly 500 acres. Produces rayon yarn and staple from imported wood pulp.



## Bradford Cotton Mills

One of Newcastle's recently established industries in a sylvan setting at Kotara. Now developing rapidly and giving employment to many workers in an entirely new field for this district.



Portion of the large Abattoirs at Mayfield conducted by the Newcastle City Council.

THE NEWCASTLE DISTRICT ABATTOIR conducts its own trading sections in addition to slaughtering beef, mutton, pork and poultry. Carcasses are dressed, wrapped and frozen for a large export trade, in addition to the wide local market for fresh meat. By-products of the modern plant are tallow, lard, casings, dripping, poultry foods, meals and fertilizer.

NEWCASTLE'S LEADING BUTCHERS

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ESTABLISHED 25 YEARS

***PURVEYORS OF QUALITY***

**MEAT & SMALLGOODS**

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**INSURANCES EFFECTED**

**FINANCE ARRANGED**

PROMPT & EFFICIENT SERVICE FROM OUR QUALIFIED STAFF



## The Story of Newcastle

By W. A. GOOLD

On the morning of September 9th, 1797, Lieutenant John Shortland of H.M.S. "Reliance", bent on pursuing a gang of escaping convicts, steered his whaleboat around the island of Nobbys, and :—

"Discovered a fine river which I named after Governor Hunter."

But he did more than that—he took back to the Governor information of the coal deposits, and valuable timber (particularly cedar) growing adjacent to the banks of the river.

Governor King, realising the importance of coal to the recently established settlement at



## **ANNIVERSARY**

THIS YEAR MARKS AN IMPORTANT MILESTONE IN THE PROGRESS OF RUNDLE'S . . . THE STORE FOR MEN AND THEIR SONS. RUNDLE'S CELEBRATE THEIR GOLDEN JUBILEE—50 YEARS OF SERVICE TO THE PUBLIC OF NEWCASTLE THROUGH SIX REIGNS, FROM THE DAYS OF EDWARD VI TO QUEEN ELIZABETH II

# **RUNDLE'S**

THE STORE FOR MEN AND THEIR SONS

**Hunter Street**

- - -

**Newcastle**



Top: Newcastle City Hall from The Hill.  
Below: Newcastle Beach Promenade and Baths.

Sydney, decreed in a Government order, dated July 3rd, 1801, that

"The coals and timbers which are to be procured at the Hunter's River, are to be the exclusive property of the Crown."

The title of Newcastle is first mentioned in the commission given by Governor King to Lieut. C. A. F. Menzies of the Royal Marines, on March 15th, 1804, appointing him the first Commandant, to:—

"Command and superintend the settlement at Newcastle, county of Northumberland, in Her Majesty's Territory of New South Wales."

Coal, it was that prompted the naming of both the settlement and country, and in later years it was responsible for many of the suburbs adjacent to the city having names that are familiar in the North of England and Welsh mining districts.

For the next twenty years, Newcastle passed through those hard, bitter days of the convict system, with its clank of the chains, and the tramp of the armed guard—for it was a penal settlement, where convicts who had offended against the laws and regulation of the settlement at Sydney, were sent for punishment, to work in the coal mines; at the infamous Lime Kilns; or cedar cutting many miles along the banks of the river.

When Governor Lachlan Macquarie visited the settlement in July, 1818, he climbed up the steep rise (now Watt St.) to Government House. Here he saw the wonderful view—the miles of vivid coastline, with its golden beaches and surf pounded rocks. At the entrance to the harbour, towered the isle of Nobby's, like some old time feudal castle guarding the port. Looking down the hill, Macquarie could see the little settlement, with its white washed convict huts, a few official buildings, the newly erected church, and at the foot of Watt Street the little stone built wharf, where the Governor's vessel was moored.

Across the harbour as far as the eye could see was dense shrub and forest land, with here and there a thin column of smoke rising, denoting a black's fire—and through this the Hunter's River, winding away into the distance.

But what a different spectacle we see to-day—the scenic beauty of the coastline still remains, but now we overlook a modern city, with its stately Cathedral, churches, Government and Civic buildings, palatial stores, offices and huge flats. The little stone wharf, has been replaced by all the modern appointments of a great sea port.

Across the harbour, the scrub and forest has been transformed into a residential suburb, with its network of streets and modern homes, and the smoke we now see comes from the huge industries that line the banks of the river.



REDUCE YOUR PREMIUM  
INSURE THROUGH  
**SADDINGTON'S**  
INSURANCE BROKERS  
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Official: Mainly fine, fresh W, to S.W. winds.

High Water: 6.23 a.m., 6.34 p.m. Sun Rises 7.0, sets 5.0.

# Newcastle Morning Herald

AND MINERS' ADVOCATE

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**RADIOGRAMS**  
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TERMS!  
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(Established 1864)

NEWCASTLE, WEDNESDAY, JULY 8, 1953

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## Well Rugged



The children kept warm at the Plattsburgh school sports yesterday by tanning—and the parents made sure that they, too, were warm. Mercedes R. Stone, R. Lovett and J. Devout, all of Wallford, were well rugged up for the day's tanning.

## MOVE TO END PIT STRIKE LODGE CHIEFS BACK COUNCIL

# WINSOR TOLD TO DROP MOVE Cabinet Order On Penalties

**SYDNEY, Tuesday.**—Mr. Winsor has been ordered to withdraw his Court application for reduced railway penalty rates.

State Cabinet decided to-day that Mr. Martin should direct Mr. Winsor to do this.

Unexpected strong opposition to withdrawal of the application was voiced in Cabinet.

Mr. Martin is Minister for Transport and Mr. Winsor is Commissioner for Railways.

On Friday Mr. Martin said he would instruct Mr. Winsor not to proceed with his application to the Arbitration Court for reduced award and penalty rates till the matter had been determined by Cabinet.

Endorsement of Mr. Martin's action was expected by long-time to-day, but Cabinet did not agree to the withdrawal of the application till late this afternoon.

It is understood some Ministers opposed Mr. Martin's move on the ground that the Labour Party's policy was to abide by arbitration.

They argued that, as the matter was before the Court, that determination should be left to arbitration.

In a statement issued after today's Cabinet meeting, Mr. Martin said: "Cabinet, after long consideration of all aspects of the matter, decided that, as Minister for Transport, I should direct Mr. Winsor to withdraw the penalty rates section of his counter-claim to the Australian Railway Union log of claims."

The decision relates only to the question of penalty rates and to none of the other aspects of the Commission's counter-claim.

It has been ascertained that no action in the direction of applying for a reduction in penalty rates has been taken by Victoria, South Australia or Tasmania. These States are the other three respondents in this award.

It is also to be noted that the log of claims presented by the A.R.U. does not include any application for the increase of penalty rates." Mr. Martin said.

## Hanging Inquiry Ordered

**LONDON, July 7.**—The Home Secretary, Sir David Maxwell Fyfe, has appointed a lawyer to go into the case of Timothy Evans, who was hanged in 1950 for the murder of his 14-month old daughter, Geraldine. The inquiry arose out of the trial of John Reginald Haildas Christie, self-confessed murderer of seven women, who was sentenced to death at the Old Bailey recently for the murder of his wife, Ethel.

## "In Secret"

Sir David announced that Mr. John Scott Henderson, Q.C., would hold the inquiry and would be assisted by the Assistant

## A Poser In Euchre

In a warm corner of Waratah Park the cards were out again yesterday as pensioners took the air and passed the time playing euchre. Mr. Alec Hill, 83, shows his hand to non-player Mr. Charles Fitzgerald, 78, for comment.



# Truce Meeting To-day; Seoul Talk Deferred

**SEOUL, July 7. A.A.P.**—At the request of the Communists, truce liaison officers will meet at Panmunjon to-morrow.

This was announced after Mr. Robertson, the special U.S. envoy, had cancelled a meeting he was to have had with the South Korean President (Dr Syngman Rhee) to-day.

Liaison meetings usually precede sessions of the full armistice delegations. U.N. Command is awaiting a reply to General Mark Clark's suggestion that an armistice should be signed immediately, whether or not South Korea agreed.

Mr. Robertson has been trying to win South Korean support for an armistice. Dr. Rhee has objected to the terms worked out at Panmunjon because they do not guarantee that Korea will be unified.

A high Korean source said to-day that there could be no break in the deadlock in the conferences between Mr. Robertson and Dr. Rhee unless the United States offered a "new proposal."

The new proposal must contain "concrete assurances" that Korea would be unified. Dr. Rhee, the source added, was holding out for a guarantee that the United States would resume the war if the political conference in 90 days to make satisfactory progress toward unification.

**Peking Charge.**—Peking Radio said to-day that the United States was "revising a new scheme to

take) The British Government was keeping in touch with other U.N. Governments on the matter. Mr. Strachey, a former Labour Secretary for War, said that unless effective steps were taken to bring Dr. Rhee to reason, there was grave danger that British troops would find themselves in an impossible position, politically and possibly militarily.

Mr. Butler said that was very much in the Government's mind. Mr. Butler told Mr. Shewan (Lab.) that in so far as Britain was associated with the U.N. Command, he was taking part in the discussion. The British Government was well aware of what was going on.

## U.S. Units In Grim Hill Fight

**SEOUL, July 7. A.A.P.**—Chinese troops smashed at

## Team Out To Clear Name

**LONDON, July 7. A.A.P.**—Several of the Australian cricketers have asked the manager of the team (Mr. Davies) for an investigation of their conduct by the Australian Board of Control.

Upset by allegations that, he continued, "So far as the team has the worst reputation of an Australian and they have done their duty to your England, they feel

The "Newcastle Morning Herald and Miners' Advocate" has faithfully served Newcastle and the important district of which this city is the centre for almost a century.

The history of the "Newcastle Morning Herald" goes back to 1858, when "The Newcastle Chronicle and Hunter District News" was established. The "Newcastle Morning Herald" incorporating the "Miners' Advocate", was first issued in Bolton Street on April 3rd, 1876. Three months later the plant and goodwill of "The Chronicle" was purchased.

The "Newcastle Morning Herald" has grown with Newcastle. To-day it represents to Australian journalism what the "Manchester Guardian" represents to the British Press. Its acknowledged influence is based on a long established reputation of independence, integrity and efficient service.



In the year 1824, the convict settlement was transferred to Port Macquarie and Newcastle became a free port, and the gateway to all the north.

These were the pioneering days, when settlers, who had taken up land in the rich fertile Hunter River Valley and on the Liverpool Plains, sent their wool, wheat and produce, by bullock drays to Newcastle for shipment to the markets, for Newcastle was the sea port of the Hunter River—that great and wealthy artery, which supplied the little colony with the rich blood of its prosperity.

During the year 1831, two major events occurred which played a great part in the development and progress of Newcastle. First was the advent of steam, for on June 26th the little steam packet "Sophie Jane" came puffing around Nobby's — the first steam propelled vessel seen in Australian waters.

She was quickly followed (1832), by the "William the Fourth", built at Clarencetown and the first steam vessel constructed in Australia.

The two packets commenced to run a reg-

ular service between Sydney and the Hunter River, and were the forerunners of the great steam navigation companies of later years.

Then on December 10th, 1831, the Australian Agricultural Company, which had been granted 1960 acres of coal bearing land in the Newcastle district, despatched their first cargo of coal.

In 1844, two brothers, James and Alexander Brown opened a small coal pit at Four Mile Creek, and laid the foundation of the great coal mining firm of J. and A. Brown, which also played a great part in the coal industry of Newcastle.

At first Newcastle's coal trade was mainly confined to Sydney, Inter-state ports and New Zealand, but in 1849 the discovery of gold in California, gave a great impetus to the foreign trade, which had far reaching affects. On June 19th, 1850, the citizens of Newcastle, gave a banquet at the Caledonian Hotel in Watt Street to Captain Moray Tucket and the officers of the American barque "Sacramento", in compliment of her being the first vessel to take direct cargo to America.

Before she sailed, the port was full of big square rigged American vessels all awaiting their loading for 'Frisco.

In the years that followed, with the advent of other large coal mining companies, and the opening of new coal pits, the trade expanded to such an extent that Newcastle became one of the great coal ports of the world.

From 7,163 tons mined in 1832, it grew to 7,156,921 tons in 1922.

The town of Newcastle was surveyed by Henry Dangar in 1823, and several of the streets were named after those Englishmen who had discovered and developed the use of steam.

Hence we have the names of Watt, Stephenson, Boulton (Bolton), Newcomen, Wolfe, and Perkin commemorated in an Australian city.

The town came under local Government control in 1847, when a District Council was established. Then in 1859 it became incorporated, and the first municipal elections held in July 21st., 1859. Mr. James Hannell was the first Mayor of Newcastle.

1939, the Greater Newcastle Act was passed by the Legislative Assembly, and the City of Greater Newcastle came into being.

By Royal Letter's Patent on June 29th, 1847, Newcastle became a city (at the same time as Melbourne and Adelaide).

The first Bishop of Newcastle, Dr. William Tyrrell, arrived in Sydney on January 22nd, 1848, and was duly installed on January 31st, in Christ Church, Newcastle, which had been erected by convict labour in 1817.

The last service held in this old church was on December 7th, 1884—and on December 13th the Pro Cathedral (now Parish Hall) was opened. On the site of the old Christ Church now stands the fine Newcastle Cathedral, and within is the famous Warrior's Chapel, that has been described as one of the finest edifices of its kind in the world.

The first Wesleyan Chapel was opened on June 29th, 1845, on the site of the present A.B.C. building in Newcomen Street.

"Scot's Kirk" (St. Andrew's) the first Presbyterian Church was opened for Divine worship on November 26th, 1854, it stood on the western side of Watt Street, and when this property was sold, the fine church of St. Andrew's in Laman Street was erected.

The first primitive Methodist Church was erected in King Street and was opened on October 10th, 1856, the building still stands, now used for commercial purposes.

The Congregational Church in Brown Street was opened for service in September 28th, 1856, and still carries on.

St. Mary's "Star of the Sea" Catholic Church in Perkin Street, was opened on March 17th, 1866.

The huge block of buildings upon the waterfront that constitutes the Royal Newcastle General Hospital, traces its origin back to a little stone built hospital erected by convicts in 1816. In 1845 it was handed over to the control of the citizens of Newcastle.

November 9th, 1864, the foundation stone

was laid on the new buildings :—

"To commemorate the erection of a hospital for the destitute sick of the City of Newcastle.

September 24th, 1884, saw the ceremonial laying of another foundation stone, and another wing added, and so through the years it has grown, until it now stands among the great hospitals of the Commonwealth.

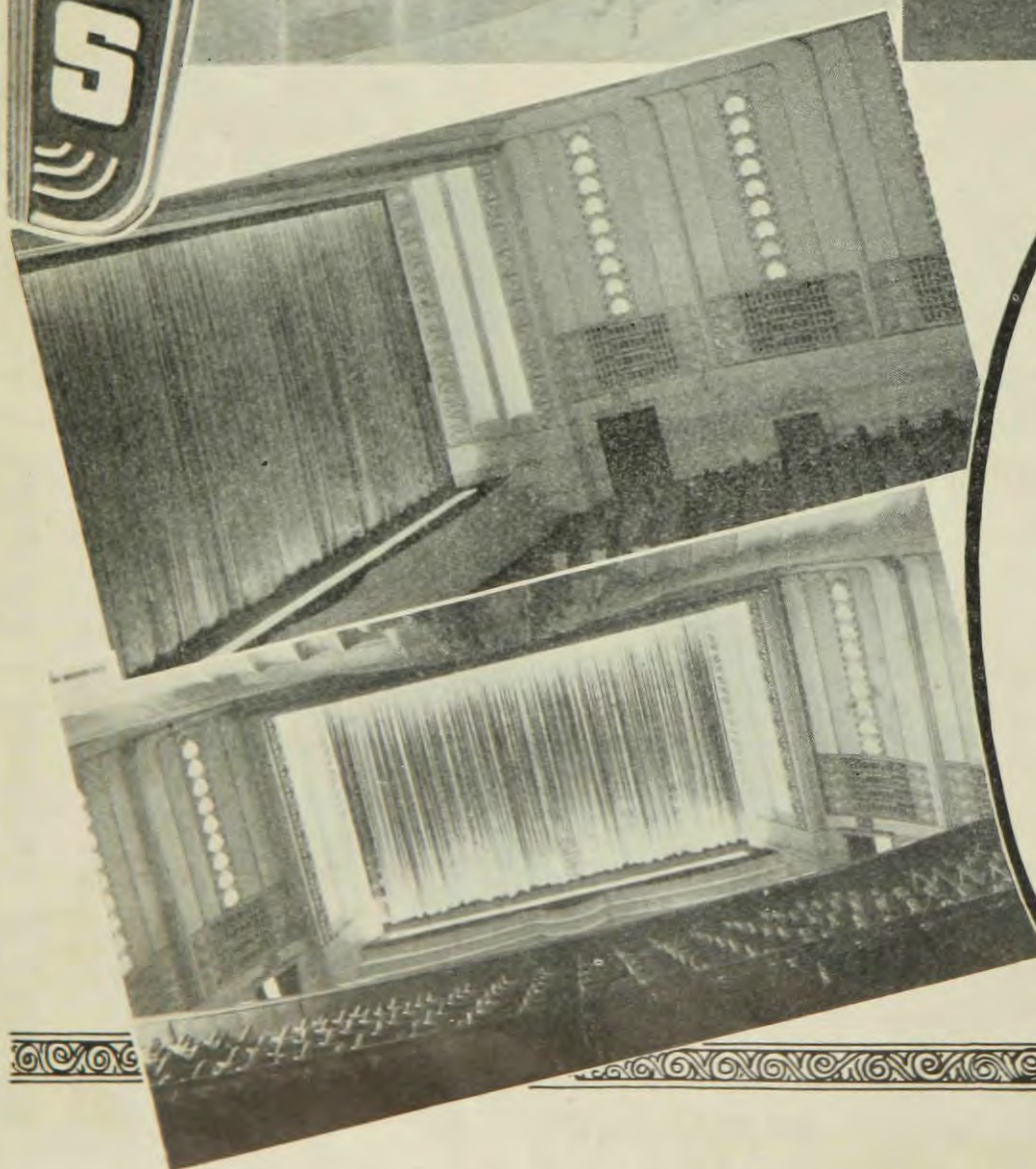
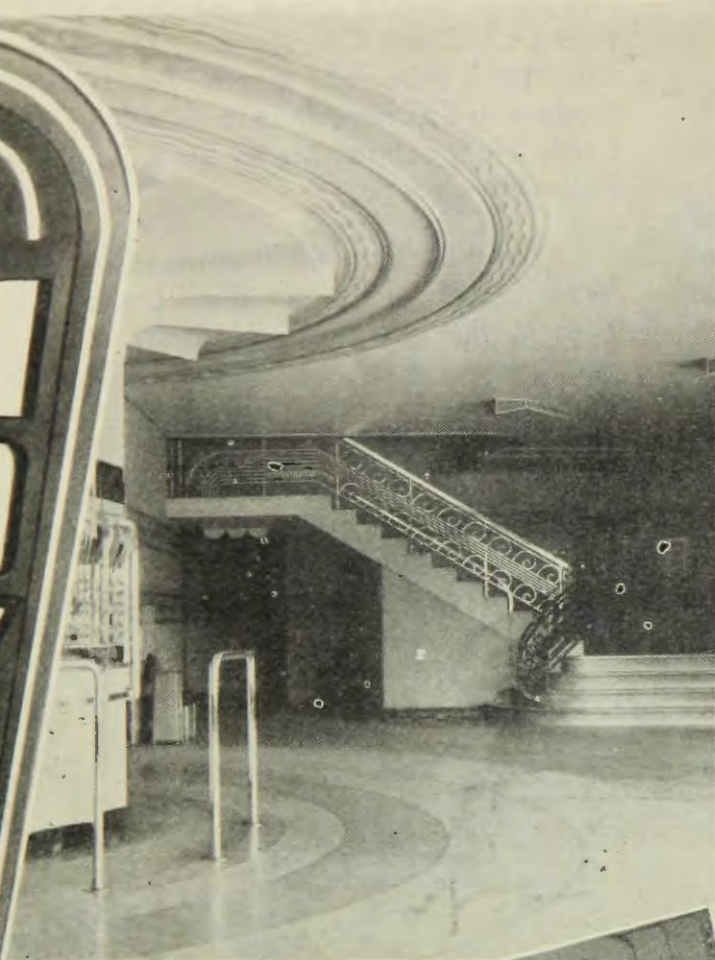
In educational facilities—it is indeed a far

step from the first school opened in 1818, in the vestry of Christ Church, with seventeen pupils and Henry Wrenford as the first master, to the modern and commodious buildings of the Newcastle High School, Marist Bros. School and the Technical College.

The buildings of the Mental Hospital in Watt Street, and situated on one of the finest sites in the city, were originally erected as a Military Barracks, costing some £20,000. They were first occupied in 1849, but six years later the soldiers were marched down Watt Street and



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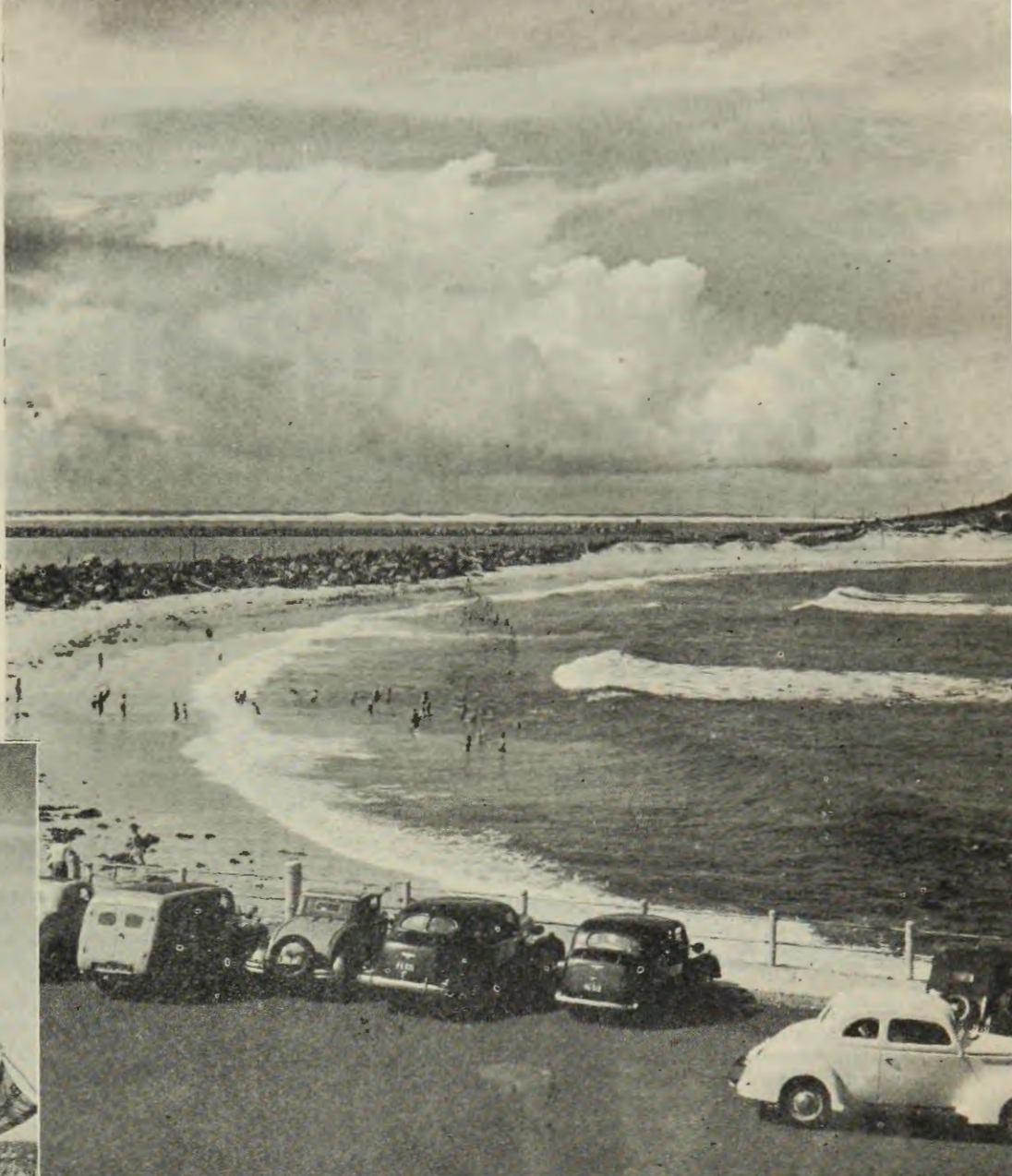
extends congratulations to those  
whose forethought and patriotism  
will bring into being the

**NEWCASTLE  
WAR MEMORIAL  
CULTURAL CENTRE**



At Right: A View of Nobby's Beach.

Below: Gaily-painted Surf Skis.



Above: Lifesavers at a Newcastle Surf Carnival.

Below: Surf Boat in a heavy sea at a Newcastle Beach.

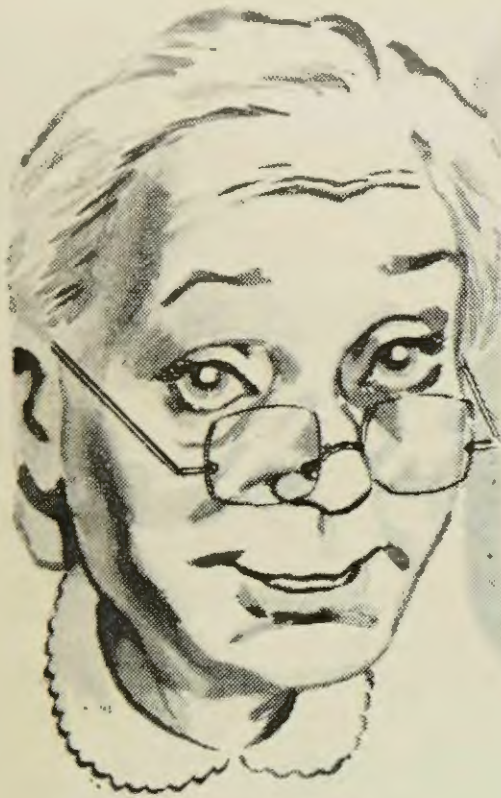
At Right: Women also in a March Past.



boarded the steam packet en route to rejoin their regiment in Sydney.

The first Newcastle post office was opened on March 1st, 1828, in the Police office, mails being brought from Sydney once a week in the cutter "Low Liverpool". Later the Post Office (which was numbered 66), was in an old convict building in Watt Street.

A new building was erected on the corner of Hunter and Watt Streets and opened on June 10th, 1875, the present fine Post Office was opened by the Postmaster-General on August 7th, 1903.



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**HEIRON & SMITH**  
**(SALONOLA)**

I've found, through the years, that anything I buy from Heiron & Smith—whether a Refrigerator or an Electric jug—is backed by friendly, capable after-sale service. That, and their Easy Terms, explains why I've made Heiron & Smith my centre for Electrical Goods.

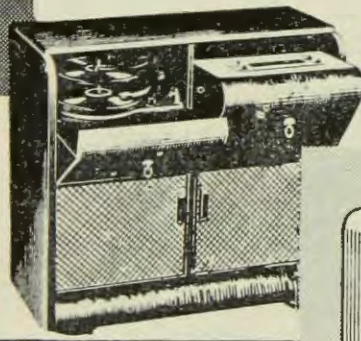
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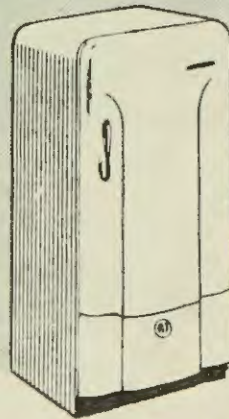
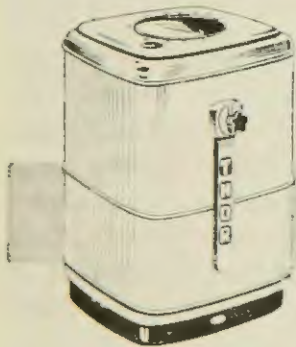
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Costs you less, in money, time and Effort, to do your own wash on a modern Washing Machine. Thor, Rex, Simpson, Electric, Pope, Presto and Nace all await your discriminating eye. Remember, Easy Terms if you wish!



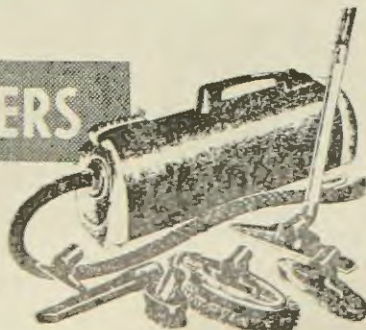
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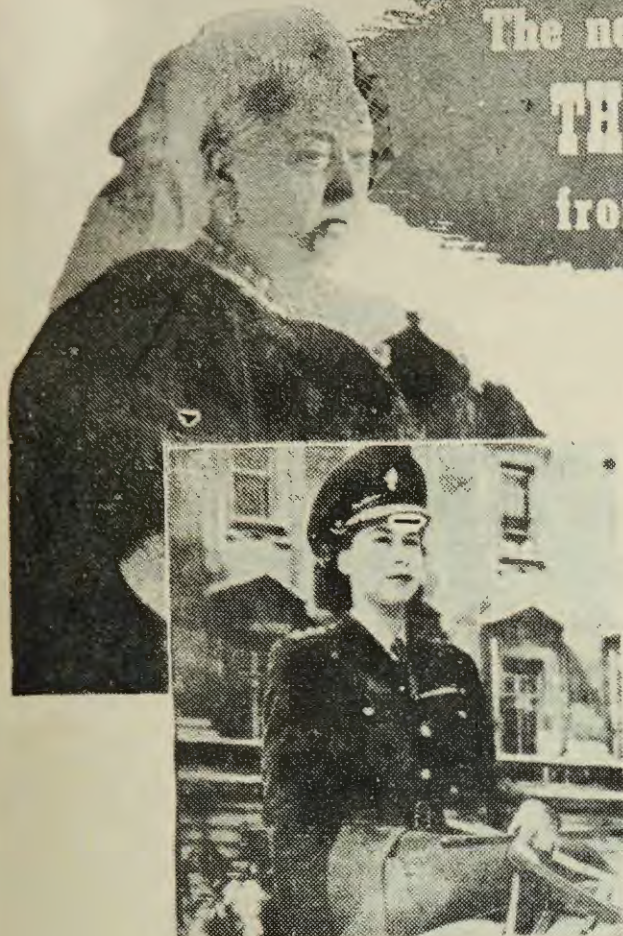
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The name that has meant satisfaction  
**THROUGH SEVEN REIGNS**  
 from Victoria to Elizabeth II



(Above) Queen Victoria (1819-1901), who was crowned in 1838. (Below) Queen Elizabeth II. (1926), whose Coronation will take place this year.

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# SCOTT'S

**NEWCASTLE'S POPULAR SHOPPING CENTRE  
SINCE 1890**



A view of early Newcastle looking towards Nobby's.

The first Court of Sessions was held in 1826 at the old Session House in Church Street, a Court House was erected at the corner of Hunter and Bolton Streets and opened in 1841, and the present Court House in Church Street was officially opened on February 10th, 1892.

The first move for the advancement of culture seems to have been the erection of the Newcastle Mechanics' Institute in 1836, on the present site of Dalgety's building in Watt Street. In addition to a reading room, the Rev. C. P. N. Wilton, and other citizens used to lecture to the members on various subjects.

In 1845, a Philharmonic Society was in full swing holding monthly concerts in the old Court House in Hunter Street.

The present Newcastle School of Arts originated in 1861—ninety years of service to the community.

The first Eisteddfod was held at Wallsend on December 28th, 1861, and through the years, these song festivals played a great part in the love and encouragement of singing and elocution, hence it was that Newcastle was ever to the fore in musical competitions.

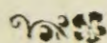
Not only were many excellent soloists produced, but the pronounced enthusiasm for choral singing meant the establishment and success of many fine choirs. At one period of Newcastle's history, almost every suburb had a Choral Society, and at the Centennial Eisteddfod, held at the Victoria Theatre on January 18th, 1888, in the seven choirs competing there were 570 voices.

The first Theatre was a small wooden building at the corner of Hunter and Watt Streets, it was known as the "Victoria", and opened in 1853.

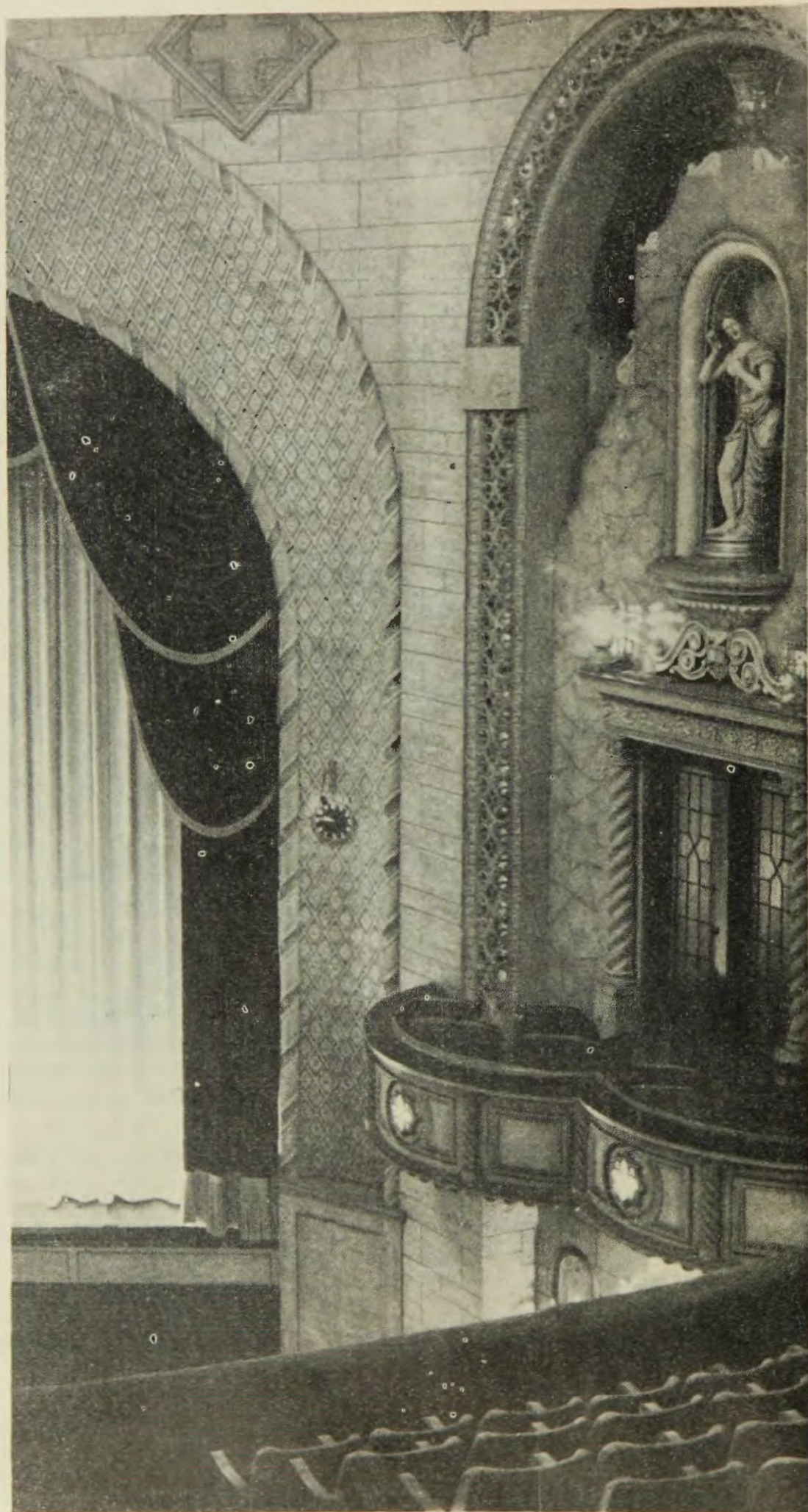


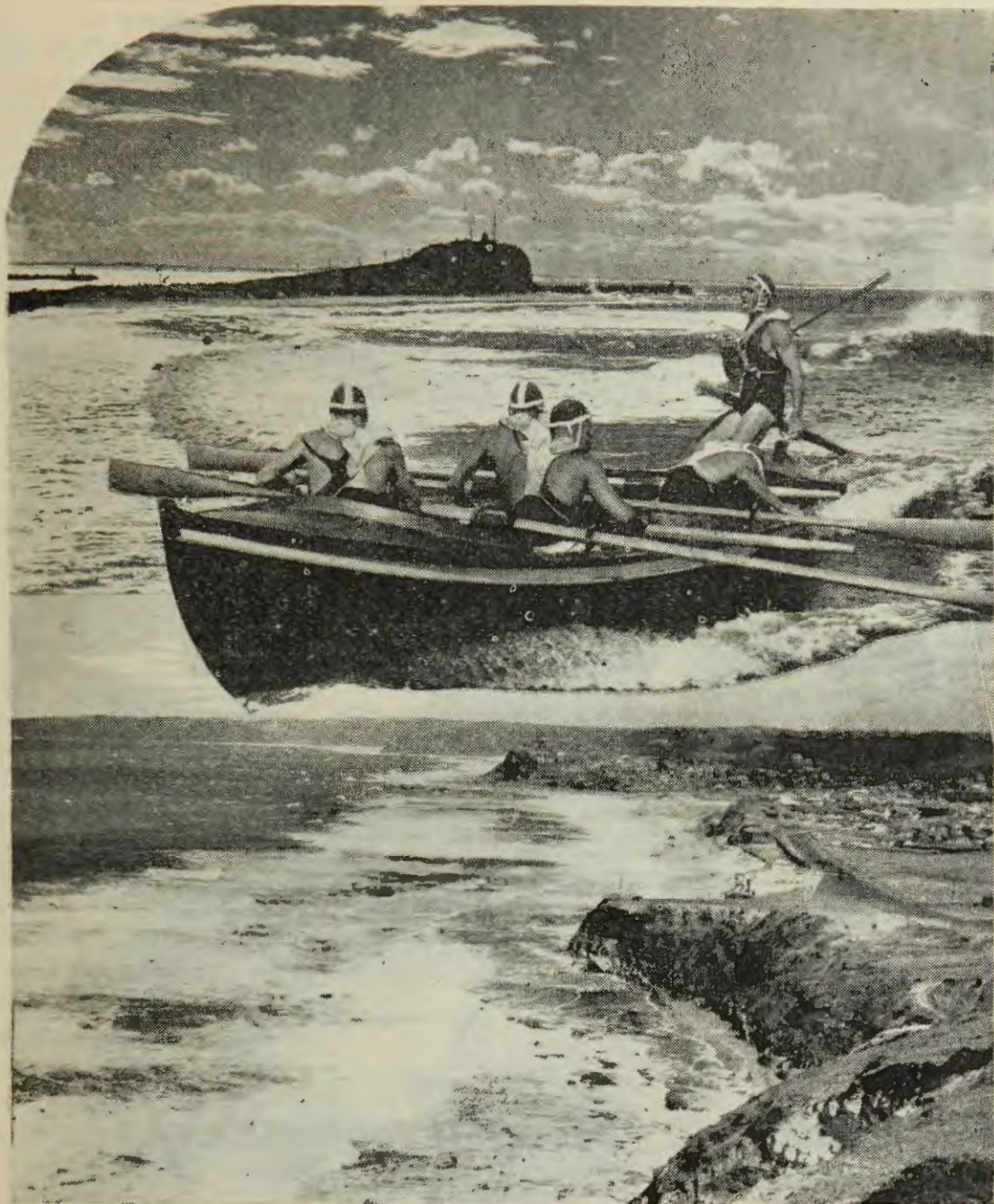
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**Top Left:** Nobby's Beach and Surf Boat.  
**Bottom Left:** View from Hill of Susan Gilmore Beach, Bar Beach, Dixon Park Beach and Merewether Beach.



**Below Left:** Newcastle Hospital seen from Hunter Street.  
**Below Right:** Newcastle Girls' High School



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Six years later it was burnt down, and then in 1859 another wooden building in Watt Street, on the site of Scott Fell's present building, was opened, this was the "Theatre Royal".

In these two old theatres, Newcastle folk saw many of the popular plays and leading stars of the early days, for touring companies, after a season in Sydney would travel by the Newcastle Packets, and show at Newcastle and Maitland. The present Victoria Theatre in Perkin Street was opened on April 17th, 1876.

The present Strand Theatre occupies the site of the old Borough Markets, erected by the local Council and opened in 1871.

Charles Bolton was appointed the first sub-collector of Customs at Newcastle on June 24th, 1846, and for many years various buildings were used as temporary Custom Houses. It was not until October 26th, 1876, that the present Custom House was completed.

The Great Northern Railway was opened by Governor Denison on March 30th, 1857. It first extended from Honeysuckle to East Maitland. Section by section was added until the line reached the Queensland border, but it was not until the Hawkesbury River Bridge was opened in 1886, that Newcastle was connected with Sydney by rail.

The City of Newcastle Fire Company was established on July 14th, 1856, and a fire engine presented by the Sydney Office of the London and Liverpool Fire Insurance Company. On April 7th, 1869, the Lake Macquarie Road Hook and Ladder Company was formed, and two years later became a Fire Company, with an engine supplied by the Australian Agricultural Company.

These were Newcastle's fire fighting forces, at a time when the City was unkindly referred to as the "City of Blazes."

The first tramway, Newcastle to Plattsburg, was officially opened on July 20th, 1887.

In the news of the Press we find that the first newspaper issued in Newcastle was the "Newcastle Telegraph", published in 1865 by George Maxted, with Dr. William Brooks as editor.

The present "Newcastle Morning Herald", first saw the light at Wallsend on February 21st, 1875, under the title of "The Miner's Advocate".

Newcastle's streets were lighted by gas for the first time in September 8th, 1875, and with electric light on January 3rd, 1891.

The suburbs of Newcastle were incorporated:—Wickham, February 25th, 1871; Waratah February 24th, 1871; Lambton, June 26th, 1871; Hamilton, December 11th, 1871; Wallsend, February 27th, 1874; Merewether, August 20th, 1886; Adamstown, December 31st, 1886; Carrington, March 28th, 1887; New Lambton, January 9th, 1889; Stockton, December 28th, 1889; Plattsburg, December 27th, 1876.

The foregoing are brief records of some of Newcastle's steps in the march of progress during the nineteenth century—but what will the twentieth record?

For the year 1931, saw the commencement of operations that were destined to have a great effect upon the future of the City of Newcastle. There was, at Port Waratah, an area of land containing the old and delapidated buildings of the defunct Wallaroo and Moonta Smelting Works—and which was almost surrounded by a greenish swamp, covered with reeds and mangroves.

There on January 3rd, 1913, workmen commenced the erection of the Broken Hill Proprietary Company's Newcastle Steel Works. Soon an army of workmen were busily engaged, and so rapid was the work carried out that by June, 1914, the great blast furnace was almost completed.

Then in August came war—but still the work went on, and on June 2nd, 1915, the Newcastle Steel Works were officially opened by Sir Ronald Munro-Ferguson, the Governor-General.

It was a memorable day in Newcastle's history—just as the citizens of 1831 had celebrated on December 10th, the opening of the Australian Agricultural Company's first coal mine—so did the citizens of 1915, celebrate the opening of the Broken Hill Proprietary Company's Steel Works.

In the years that followed, came the subsidiary industries, creating huge plants, and bringing in their wake thousands of workers.

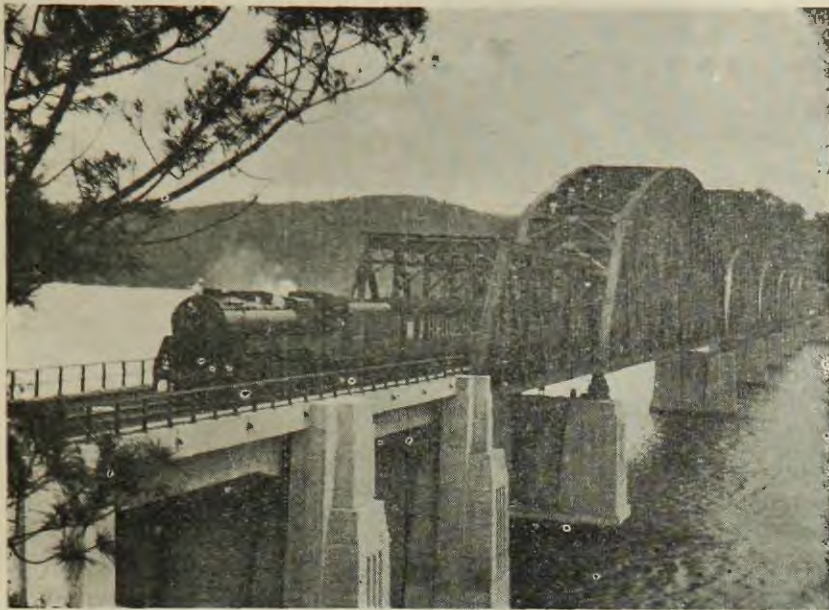
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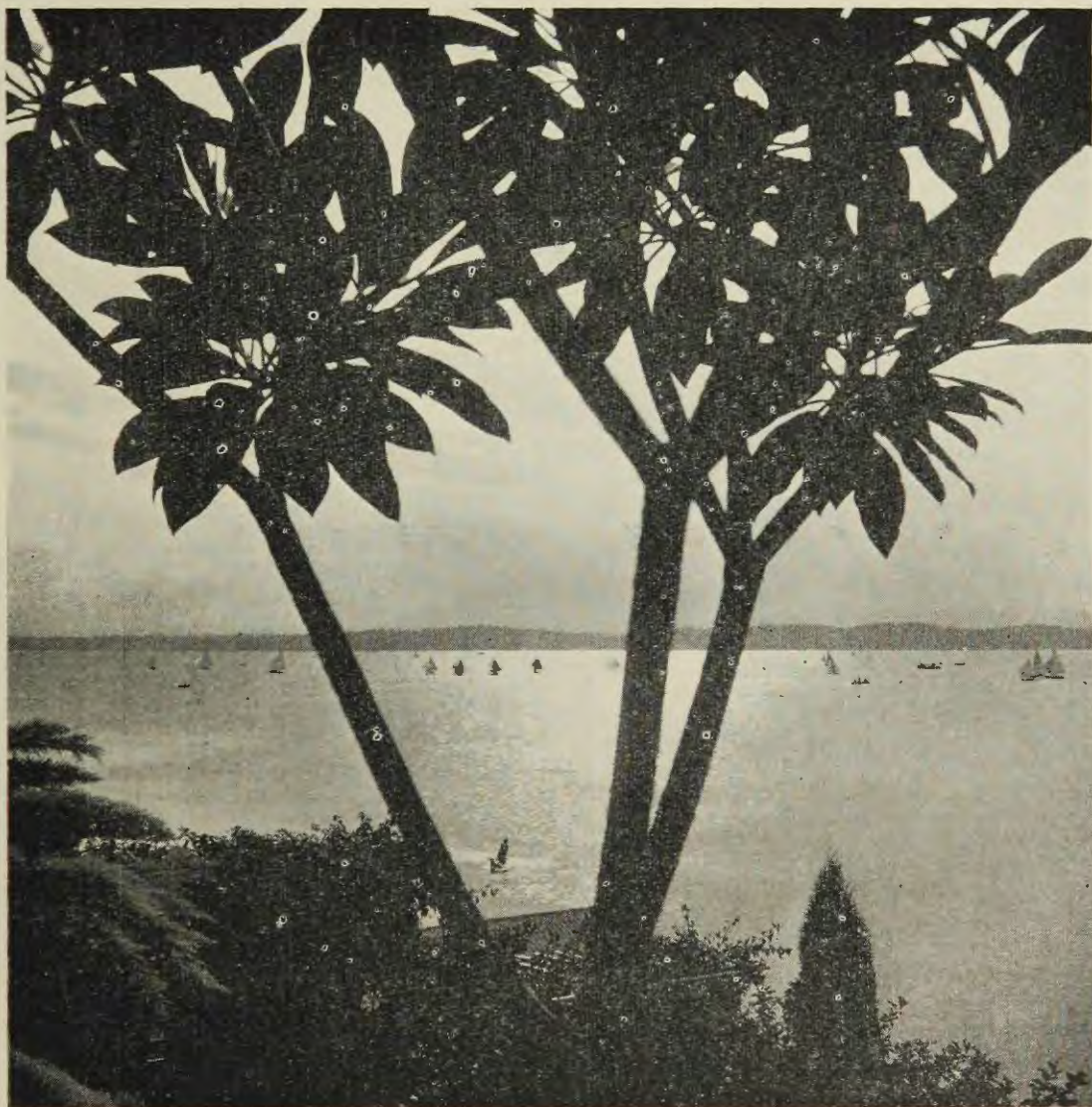
The bridge over the Hawkesbury River.

That marshy swamp land on the banks of the Hunter has become a veritable hive of industry, which has, and is, contributing greatly to the progress of the City of Newcastle.

Coal and Steel—it means Power!

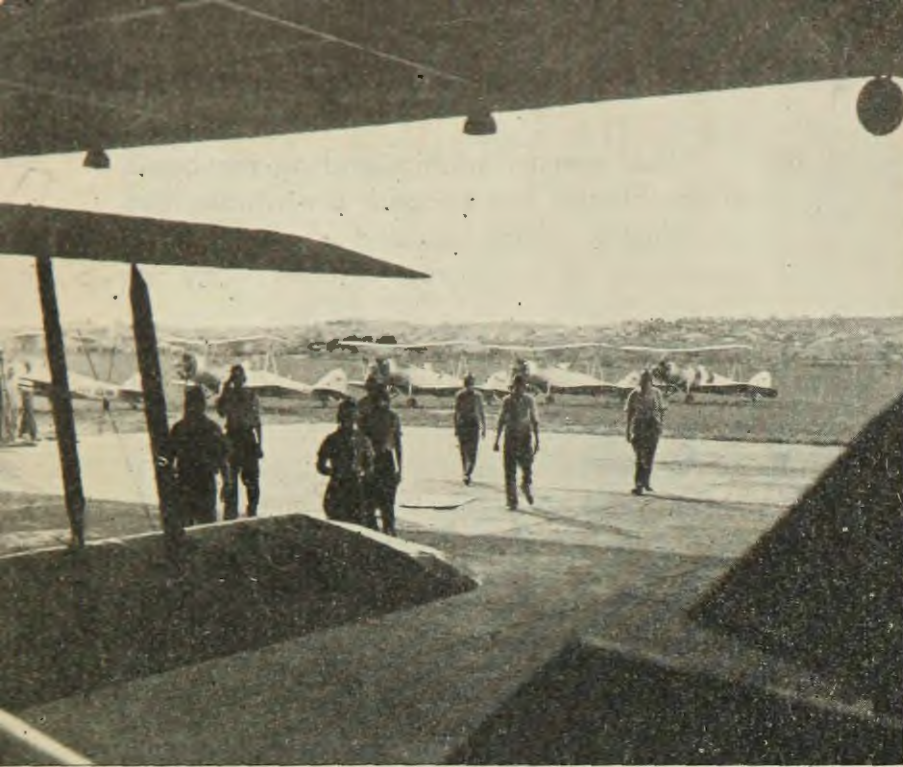
Power to build a great city, a great nation, and as events proved in the recent war, it meant Power to defend our homeland.

Newcastle has passed its Sesqui-Centenary—it is now 156 years since that September morn when Shortland threaded his way through the shoals and sandbanks and dropped his anchor in Freshwater Bay.



A view of beautiful Lake Macquarie





## ❖ Tourist Attractions ❖

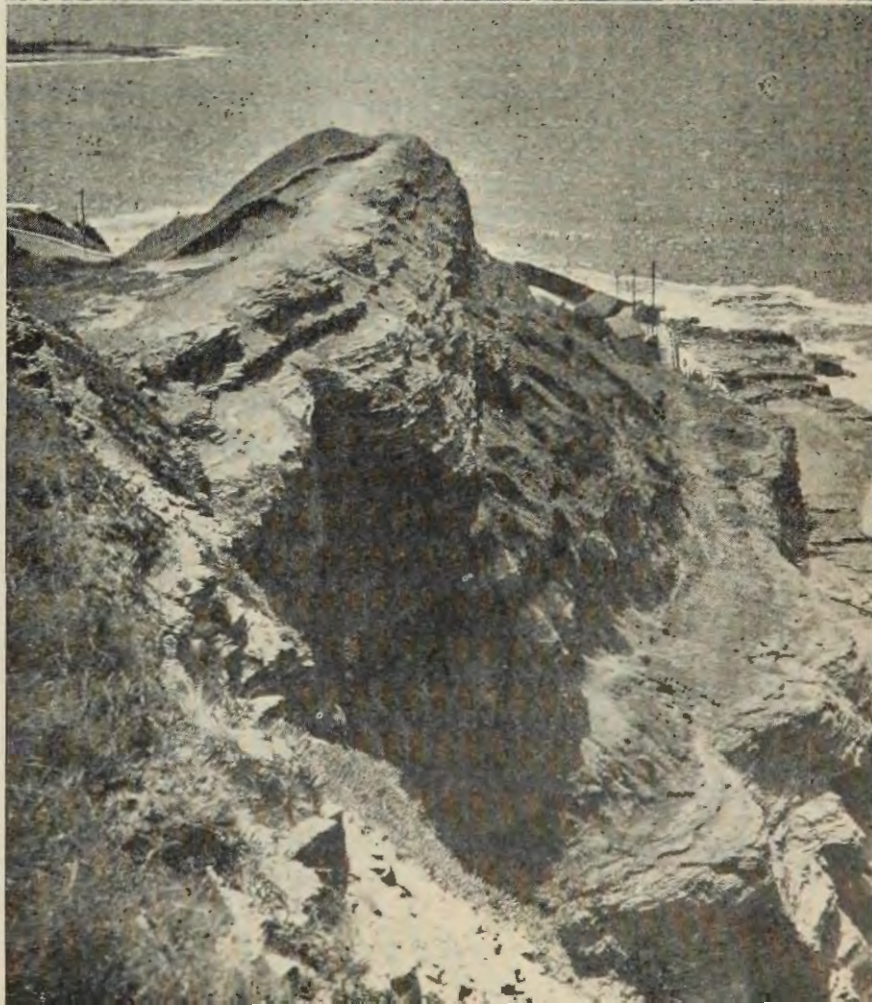
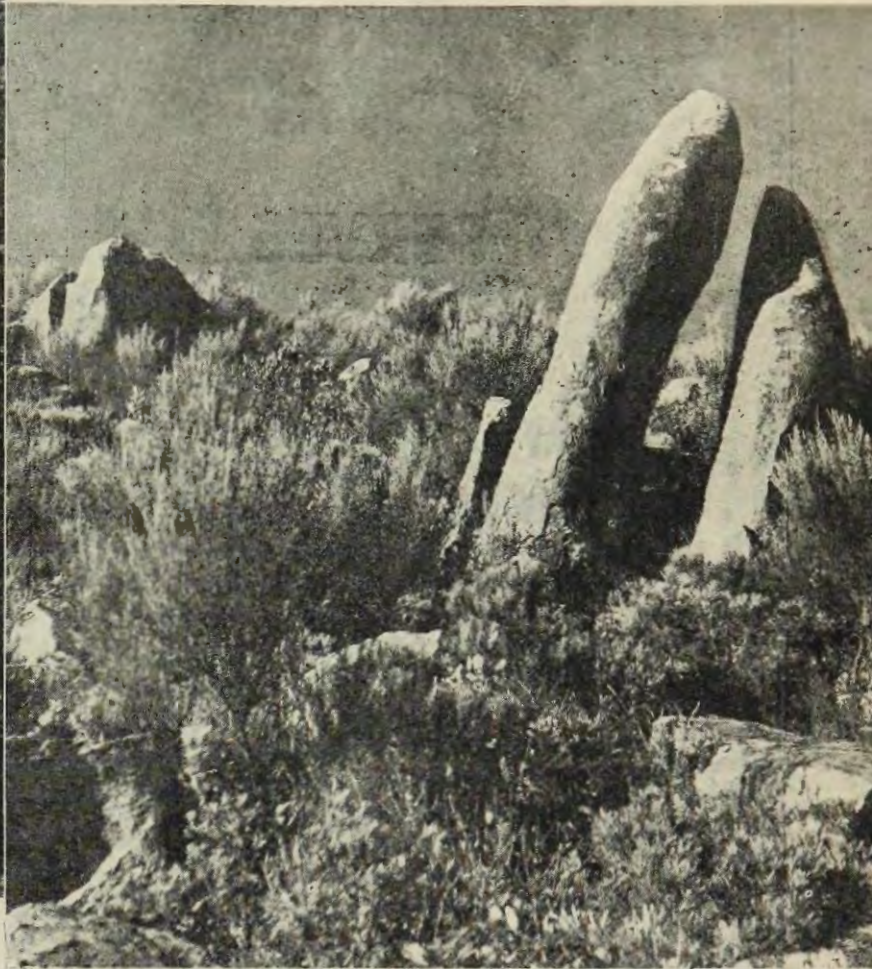


PORT STEPHENS embraces Shoal Bay, Nelson's Bay, Salamander Bay, Soldiers' Point and Lemon Tree Passage on the southern side and Karuah and Tea Gardens on the northern side. The main road through Newcastle crosses the Stockton Ferry, which runs at half-hour intervals, and a good tar surface road heads north for 32 miles. Lemon Tree Passage can be reached by turning left at Salt Ash and proceeding over a fair road for seven miles. Full distance to Nelson's Bay is 32 miles, where there are shopping facilities, cafes and a hotel. Fishing facilities are available.

East from Nelson's Bay, two miles, is Shoal Bay.

Soldier's Point and Salamander Bay are on the western side of Nelson's Bay. The road to these resorts turns left from the main road at Anna Bay (24 miles).

In order to reach the northern side to Karuah (36 miles) and Tea Gardens (50 miles) the motorist proceeds to Hexham, crosses the bridge



# TAA

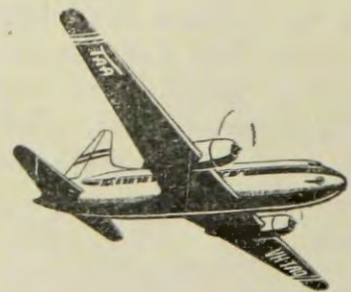
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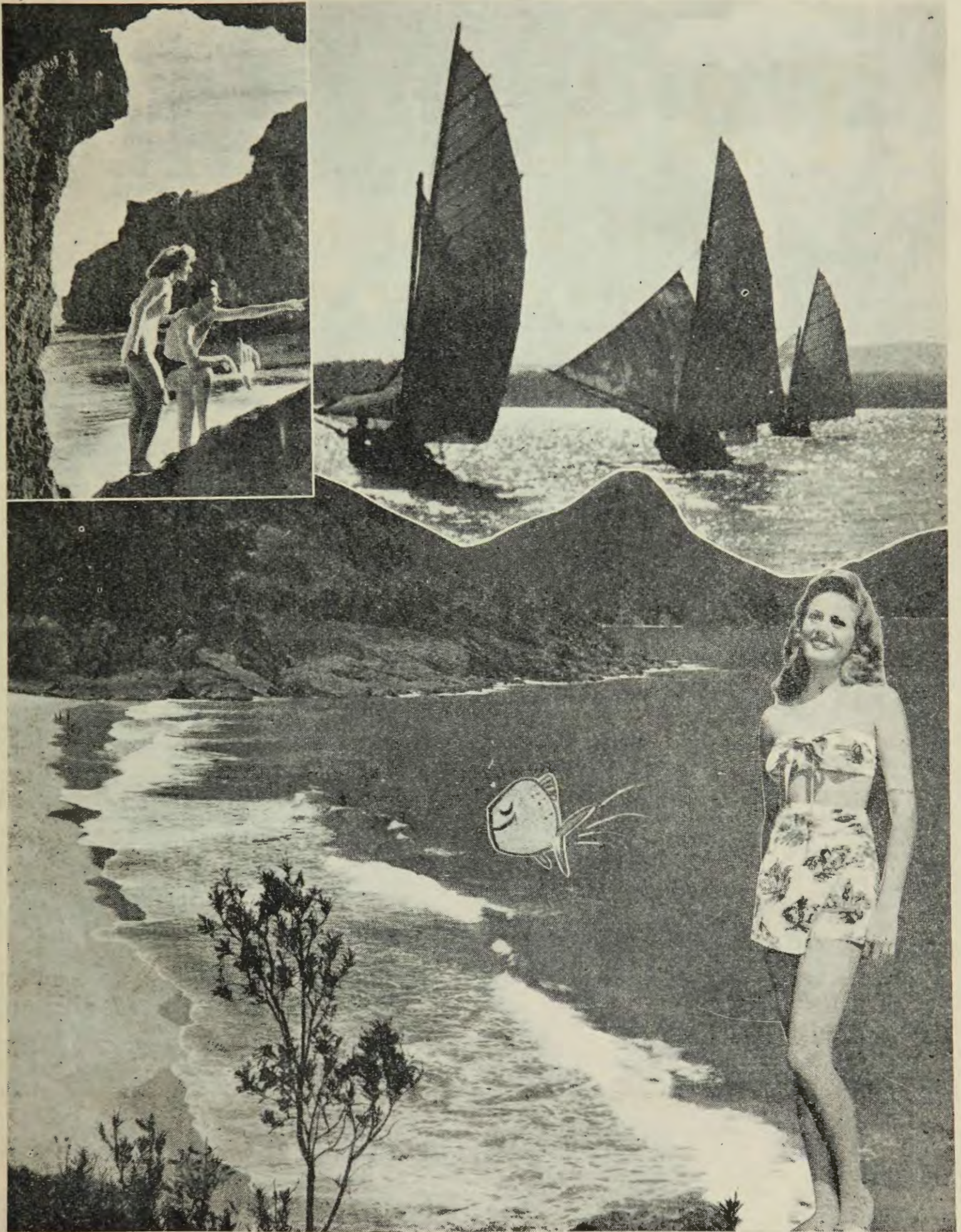
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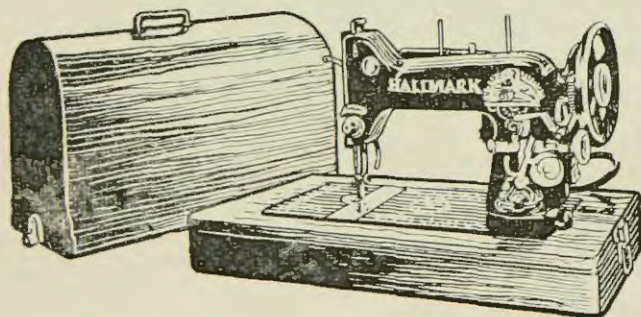
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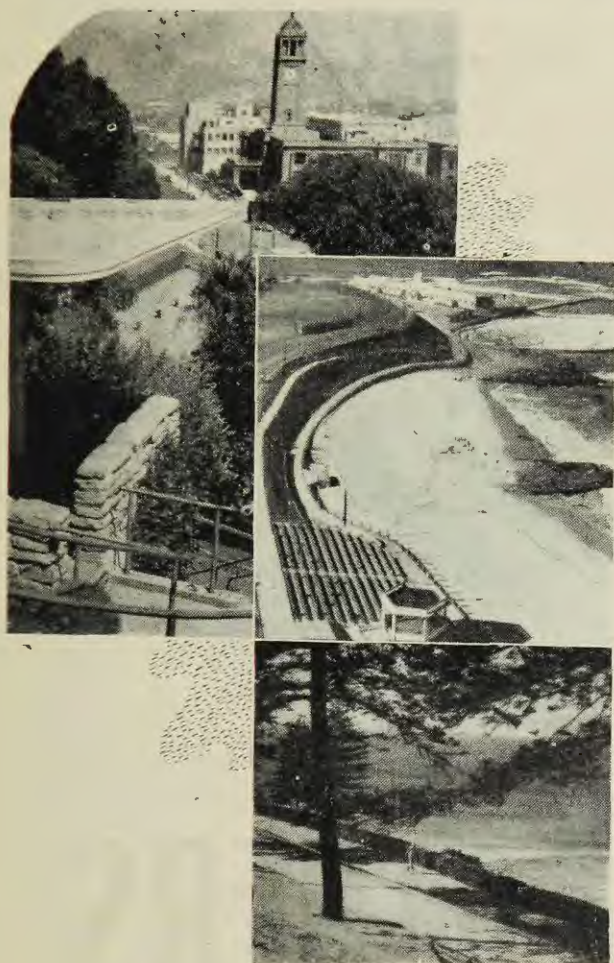
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and thence along the Pacific Highway through Raymond Terrace (17 miles) to the Twelve Mile Creek (29 miles). The Karuah road turns to the right at this point from the highway and proceeds over a fair gravel road to Karuah. Fishing and boating facilities are available at this point. To reach Tea Gardens it is necessary to cross the punt at Karuah where the road goes straight ahead for 14 miles to Tea Gardens.

**LAKE MACQUARIE:** Motorists leaving



Newcastle go via Broadmeadow, Cardiff to Speer's Point at the head of the Lake. A delightful drive may be taken on the eastern side of the lake from Speer's Point to Warner's Bay along the edge of the lake through Croudace Bay to Belmont. The Pacific Highway is then rejoined as far as Swansea. Ample facilities are available at these points. Swimming baths are available at Belmont, but at all points the swimming is particularly safe for children. This round trip can be concluded by proceeding north towards Newcastle, but a visit can be made to Redhead. The Redhead road turns off the highway at Charlestown.

The western side of the lake will be of particular interest to visitors who desire a full day's run. Leaving Speer's Point the roadway passes over Cockle Creek then through Teralba, Bolton Point and Fennell's Bay to Toronto, which is the main centre in that area. There are innumerable places of interest south of Toronto on the lake side, such as Wangi, Rathmines, Arcadia and Dora Creek. The distance to Toronto is 18 miles and all of the above places are then a few miles run from Toronto.

**SUGAR LOAF MOUNTAIN** may be reached by going via Broadmeadow to Cardiff Cross Roads (nine miles) thence turning right and proceeding through Young Wallsend to West Wallsend (15 miles). The road turns sharp right and proceeds at a steady climb over a good road bearing left towards the mountain top. At the junction of the Blue Gum (Kurri Kurri) and Sugar Loaf roads turn left, when a very steep climb is encountered. The road surface is quite good but care must be exercised in negotiating the climb and returning. At the



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summit a delightful panorama is unfolded to the motorist's eyes, full views of the whole of Newcastle and Coalfields district extending on clear days, to Singleton and Wyong.

**PATERSON-DUNGOG DISTRICT:** A run through the farming and rural scenery of portion of the Upper Hunter Valley can be made on a one day trip covering approximately 100 miles.

The route is via Maitland (22 miles), turning right along main street over Belmore Bridge thence straight ahead to Woodville on the Paterson River.

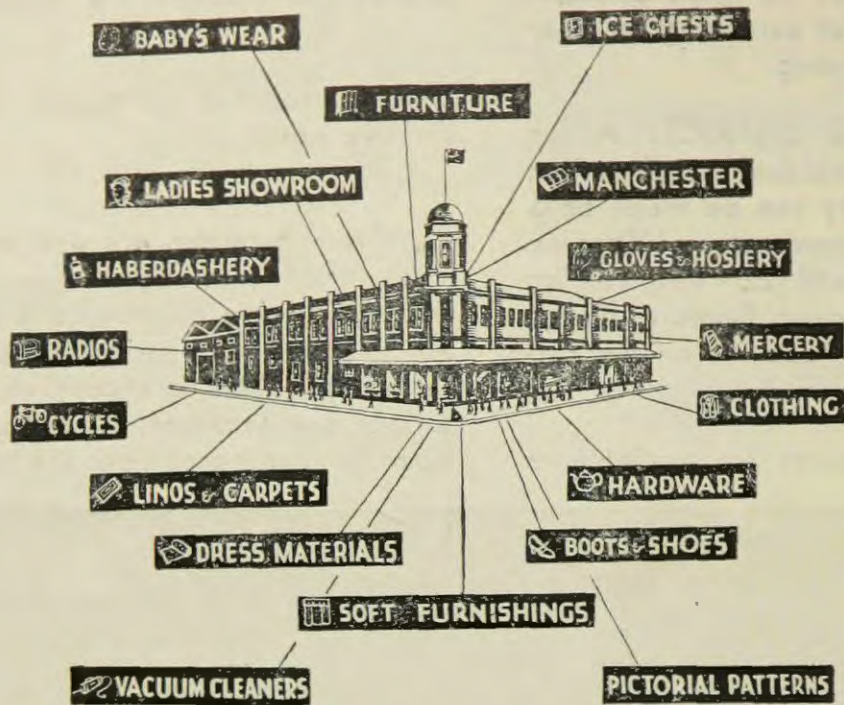
At Woodville, two routes are available to

Dungog but the motorist turns left at Woodville Church and proceeds via Paterson (31 miles).

Paterson has all tourists facilities. There are two hotels.

From Paterson, proceed onwards for three miles, then turn right over Martin's Creek, through grazing country to Dungog (50 miles). At Wallarobba, nine miles before Dungog; a rather stiff climb is encountered but road conditions are excellent. Dungog is the starting point for Barrington Tops (24 miles).





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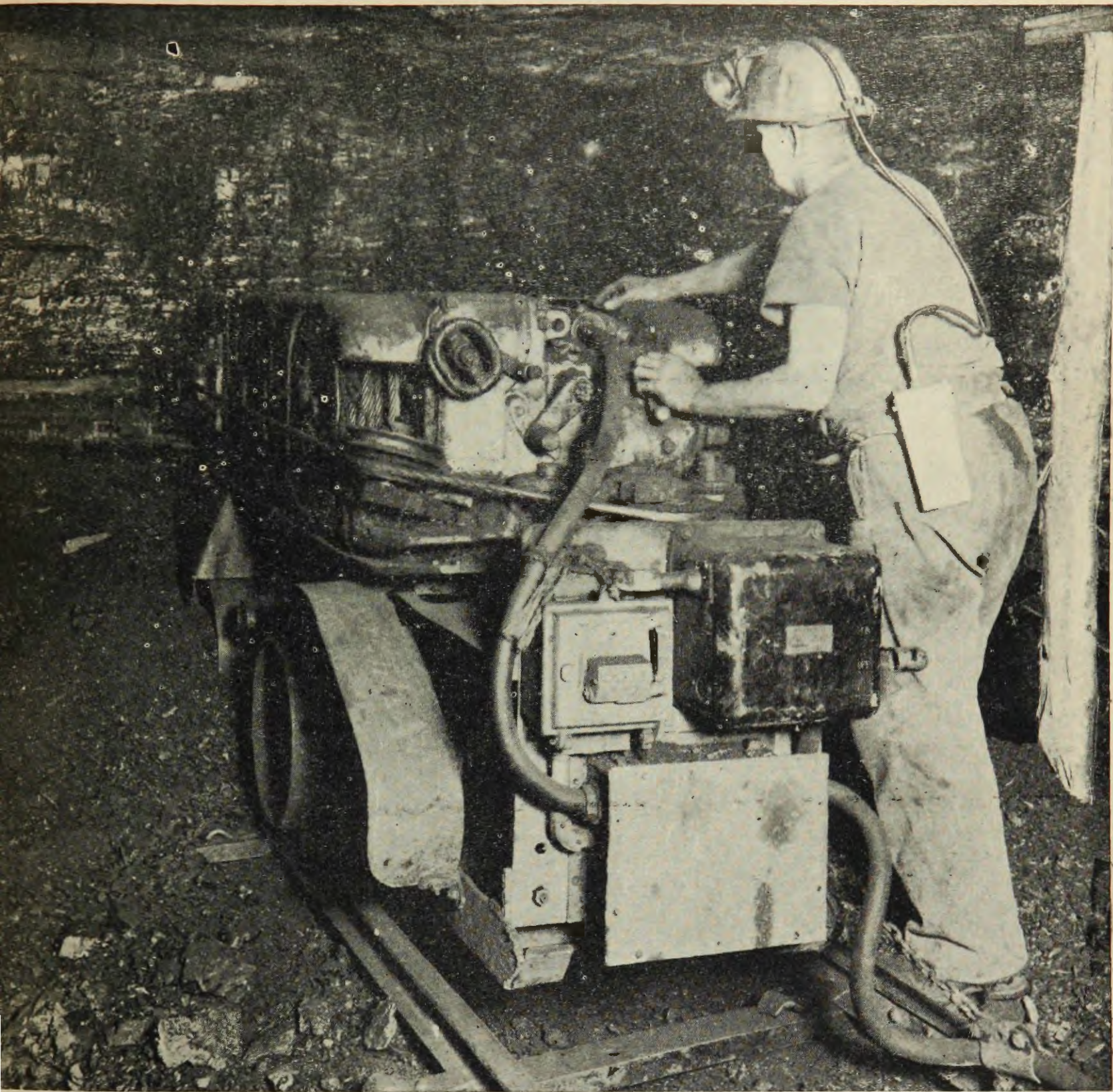
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Tourists return from Dungog via Clarence-town. In this case the road to be taken branches to the left four-and-a-half miles after leaving Dungog and for some distance follows the Williams River. The road continues through Seaham and may be followed back to Woodville, or, as an alternative, a branch to the left may be

taken for eight miles, bringing the tourist to Raymond Terrace on the Pacific Highway, just a short run from Newcastle.

A list of suburbs and nearby towns is set out below with information how to reach them:

ADAMSTOWN — Regular 'Bus Service. Routes 202 and 225. 'Bus 203 also travels to

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Adamstown via Hamilton South.

BAR BEACH—Merewether 'Bus Service. Fogg's buses' via The Hill from Scott's Store, Hunter Street.

BELMONT—Swansea 'Bus Service. Route 323.

BIRMINGHAM GARDENS—Route 233.

BLACKALLS—By Train.

BOOLAROO—Speer's Point via Cardiff 'Bus Service. Route 334.

BROADMEADOW—Served by 'buses going to Waratah, Wallsend and Adamstown. 'Bus to Broadmeadow.

CARDIFF—Served by 'buses to Speer's Point via Cardiff. Route 334.

CARRINGTON—Regular 'Bus Service. Route 106.

CATHERINE HILL BAY—Route 523.

CESSNOCK—By train.

CHARLESTOWN—Served by 'buses to Swansea, Belmont and Speer's Point. Routes 323, 327.

COCKLE CREEK—By train. There is also a regular 'bus service to Cockle Creek—Route 334 (Speer's Point via Cardiff).

DORA CREEK—By train.

DUDLEY—Redhead 'Bus Service. Route 322.

DUNGOG—By train. Dungog is the rail-head for Barrington Tops.



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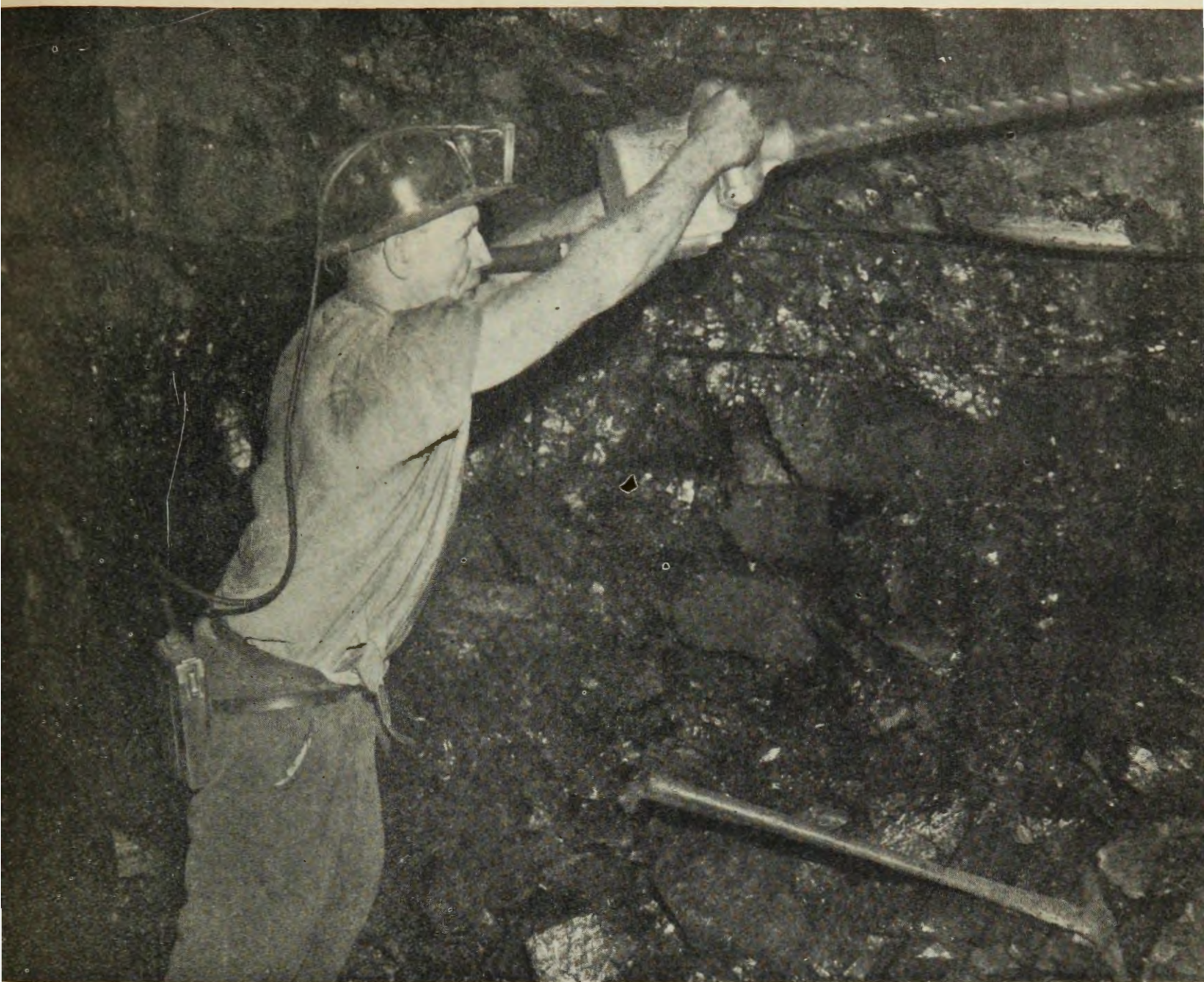
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GEORGETOWN—Waratah 'Bus Service. Route 227.

GLEBE—Regular 'Bus Service. Route 206.

GOSFORD—By train.

HAMILTON — Wallsend, Waratah and Adamstown 'Bus Service. Routes 231, 230, 227, 225.

ISLINGTON — Mayfield 'Bus Service. Routes 101, 102, 104 and 105.

JESMOND—Wallsend 'bus service. Routes 230, 231.

KAHIBAH—Redhead 'bus service. Route 322.

KARUAH—By Ward's Tea Gardens 'Bus. (See Tea Gardens).

KURRI KURRI—By train.

LAMBTON—Wallsend 'bus service. Routes 230, 231.

LAMBTON NORTH—Regular 'bus service. Route 220.

LEMON TREE PASSAGE—By Fogg's 'Bus. Depart Stockton.

MARK'S POINT—Served by all Swansea 'buses. Route 323.

MARYVILLE—Port Waratah 'Bus Service. Route 103.

MAYFIELD—Regular 'bus service. Routes 101, 102, 104 and 105.

MAYFIELD WEST—Routes 105 and 102.

MEREWETHER — Regular 'bus service. Route 207.



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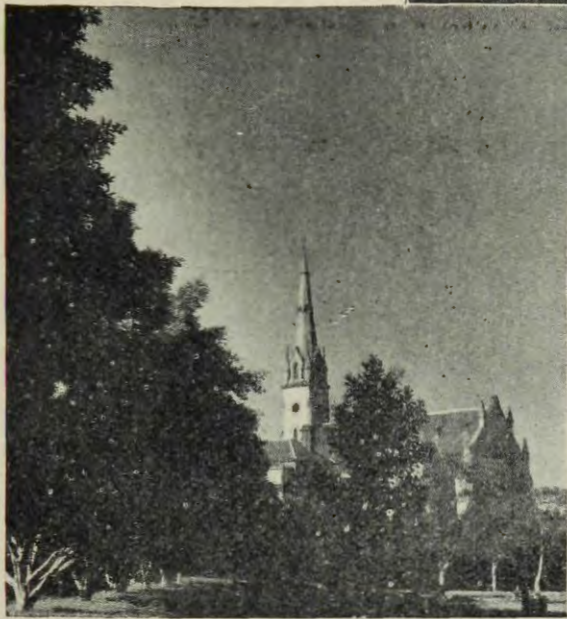
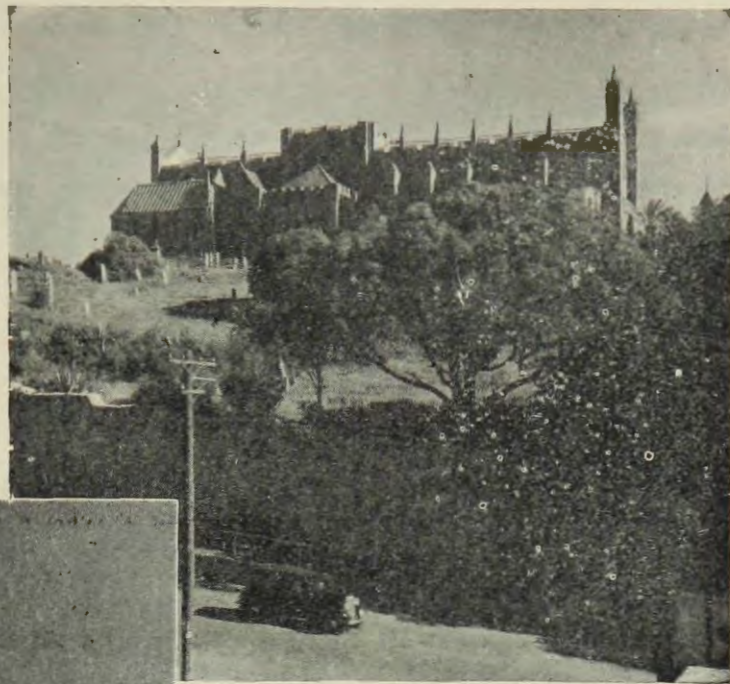
For full particulars consult Newcastle Branch, N.R.M.A. House, Hunter Street, (next Civic railway station)—'Phone B 2268.

**National Roads & Motorists Association (N.S.W.)**

HEAD OFFICE, 3 SPRING ST., SYDNEY.

Top:  
Christ Church Cathedral,  
Newcastle.

Bottom:  
St. Andrew's Presbyterian  
Church, Newcastle.



MORISSET—By train.

MORPETH—By train.

NELSON'S BAY—By Fogg's Bus. Depart from Railway Garage on week days.

NEW LAMBTON—Regular 'bus service. Route 216 and 217. 'Buses to Speer's Point via Cardiff, Route 334, run through New Lambton Heights.

PORT WARATAH—Regular 'bus service. Route 103.

RAYMOND TERRACE—Fogg's 'Bus leaves Mayfield Terminus for Raymond Terrace, via Hexham. Ward's 'Bus also makes a daily trip to Tea Gardens through Raymond Terrace.

REDHEAD—Regular 'bus service. Route 322.

SINGLETON—By train.

SOLDIER'S POINT—By 'bus. Depart Railway Garage on week days.

SPEER'S POINT—By 'bus. Route 334 (via Cardiff) and Route 327 (via Charlestown).

STOCKTON—Regular Ferry Service until

midnight every day. Vehicular Ferry runs at half-hourly intervals, and hourly after 1.15 a.m.

SWANSEA—Regular 'bus service. Route 323.

TEA GARDENS—By Fogg's 'Bus Service to Nelson's Bay and then by ferry, or by Ward's bus direct.

TERALBA—By train. Fogg's 'bus running from Wallsend.

TORONTO—By train. Fogg's buses run from Toronto Railway Station to Coal Point, Kilaben Bay, Awaba, Rathmines and Wangi Wangi. There is a Fogg's 'bus service from Wallsend to Toronto via Teralba.

WALLSEND—Regular 'bus service. Routes 230 and 231. Johnson's private 'bus service runs from Wallsend 'bus terminus through Young Wallsend to West Wallsend.

WARATAH—Regular 'bus service. Route 227.

WARNER'S BAY—Served by Speer's Point via Charlestown 'bus service. Route 324.

WICKHAM—Carrington and Port Waratah 'bus service.

WYONG—By train. Seargent's 'buses run from Wyong Railway Station to The Entrance and Tuggerah Lakes. An alternative route is to take a departmental 'bus to Swansea, Route 323, and then take a Seargent's 'bus which leaves Mondays to Sundays.

LAKE FERRY SERVICE—Lin Hurt's Ferry Service connects Wangi Wangi, Toronto and Belmont.

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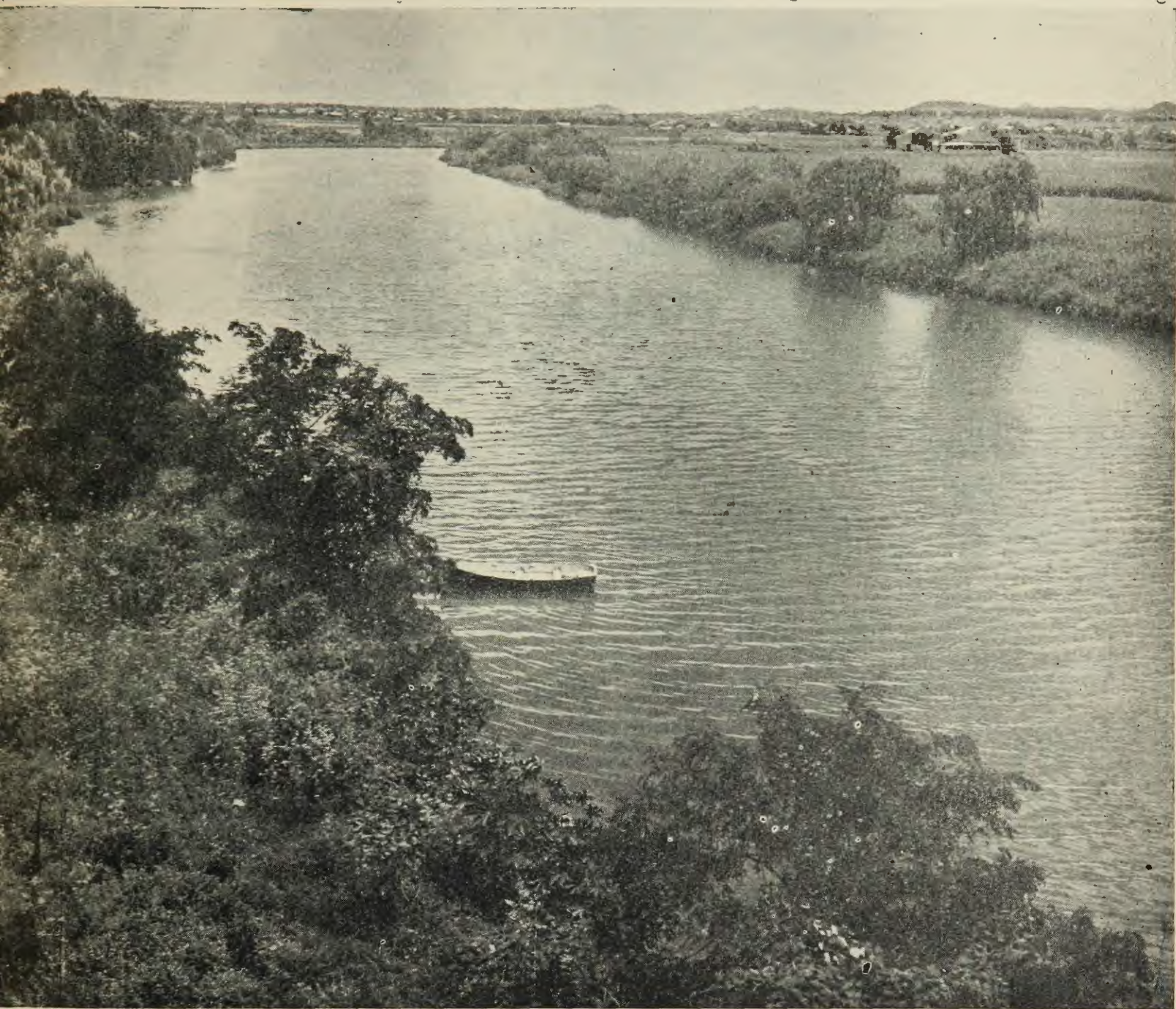
**Vineyards :**

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**in the Hunter Valley**

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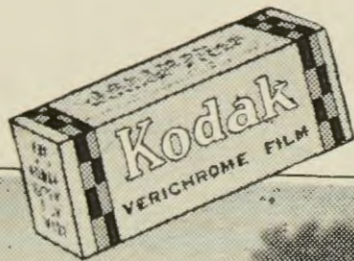
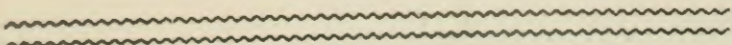
A typical Hunter Valley scene—the Hunter River.

## Wine Growing in the Hunter Valley

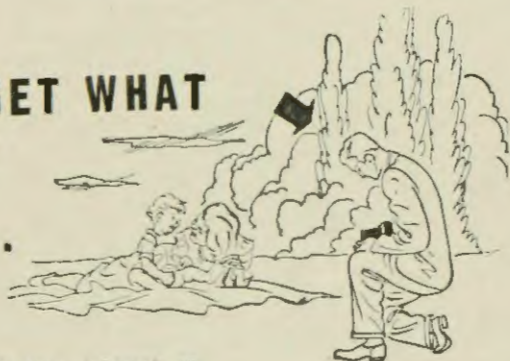
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The famous Hunter Valley Wines are produced within a short distance of Newcastle. This is the oldest of the wine growing centres of Australia. Isolated vineyards were planted near Sydney in the early years of colonisation, but with the establishment of James Busby's vineyard at Kirkton, between Maitland and Singleton, in 1830, King's Irrawang Vineyard at Raymond Terrace in 1832, followed during the next few years

by Dr. Lindeman's plantings at Cawarra and John Wyndham's at Dalwood, near Maitland, the first real centre of the Australian Wine industry was established. Was it purely chance or the acumen and scientific observation of these early viticulturists that made them select this region unique till now for the production of characteristic light table wines? That the flavour and quality of Hunter Wines set them apart from all



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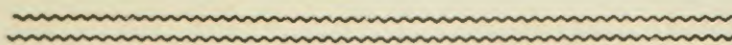


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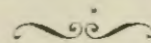
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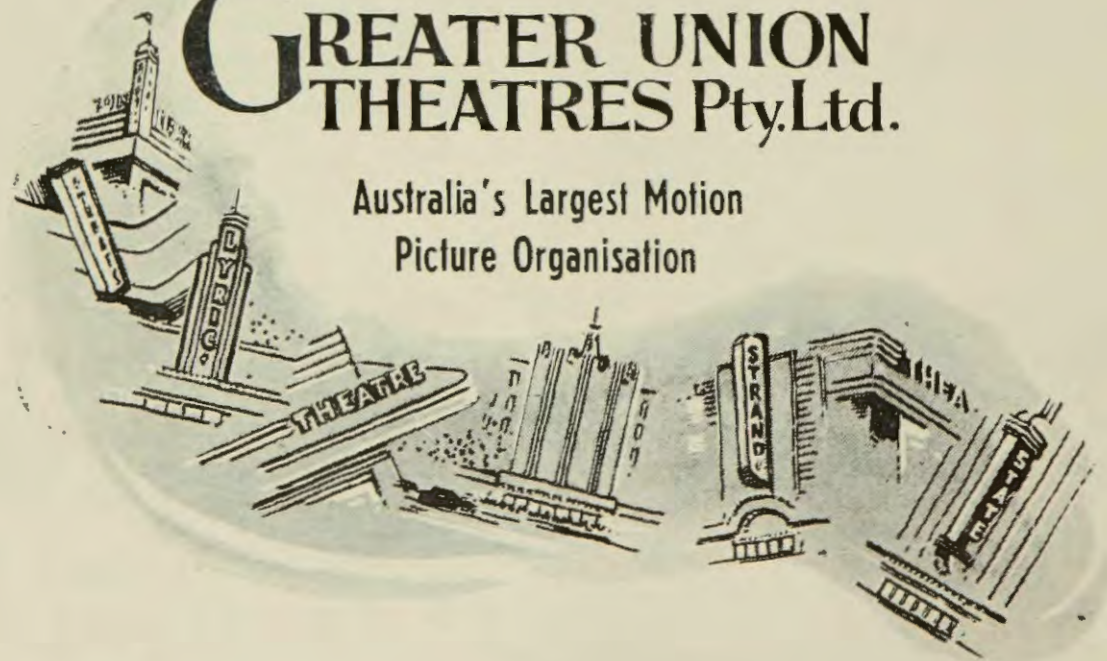


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other Australian products of similar types is evident. Of the existing vine growing areas of this country, these wines alone can be classified sufficiently by their regional name—they are Hunter reds or Hunter whites. Everywhere else the wine industry is still obliged to use overseas names such as Claret, Burgundy, Hock or Chablis and tend towards imitation of these types.

Of the Vineyards mentioned above, Dalwood alone is still in full production with a modern winery and an enlarged area. Another famous vineyard which has also disappeared was Porphyry, established by the Carmichael family, near Seaham, on the Williams River. The white wine made on this property created its own type name

and was known throughout Australia and overseas as Porphyry thus emulating the continental "crus" and chateau wines. The early vineyards thus appear to have been spread over the alluvial lands of the lower Hunter and the mouths of its tributaries, but as the first vines aged and the replanting required a period of rest for the soil, together with a wait of three to four years for the replacements to come into bearing, it can be easily understood that the rich flats around Raymond Terrace, Maitland and Morpeth could not be allowed to lie idle for such a length of time, and the dairying industry dispossessed the vineyards. From the eighties of the last century the grape growing areas receded farther from



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the coast and the localities of Pokolbin, Rothbury and Mount View, near Cessnock were found to be, if anything, superior to the lowlands for wine making. During this period the vineyards of Oakdale and Coolalta, belonging to the Wilkinson family, the Wilderness of the Holmes, Mount Pleasant and Ben Ean move into prominence.

In recent years a highly productive area has been planted at Fordwich, near Broke.

The Hunter Valley produces about 200,000 gallons of highly prized table wines from some 2,000 acres. This is a low yield and can only be compensated by the generally excellent quality of its product. No more picturesque sight exists

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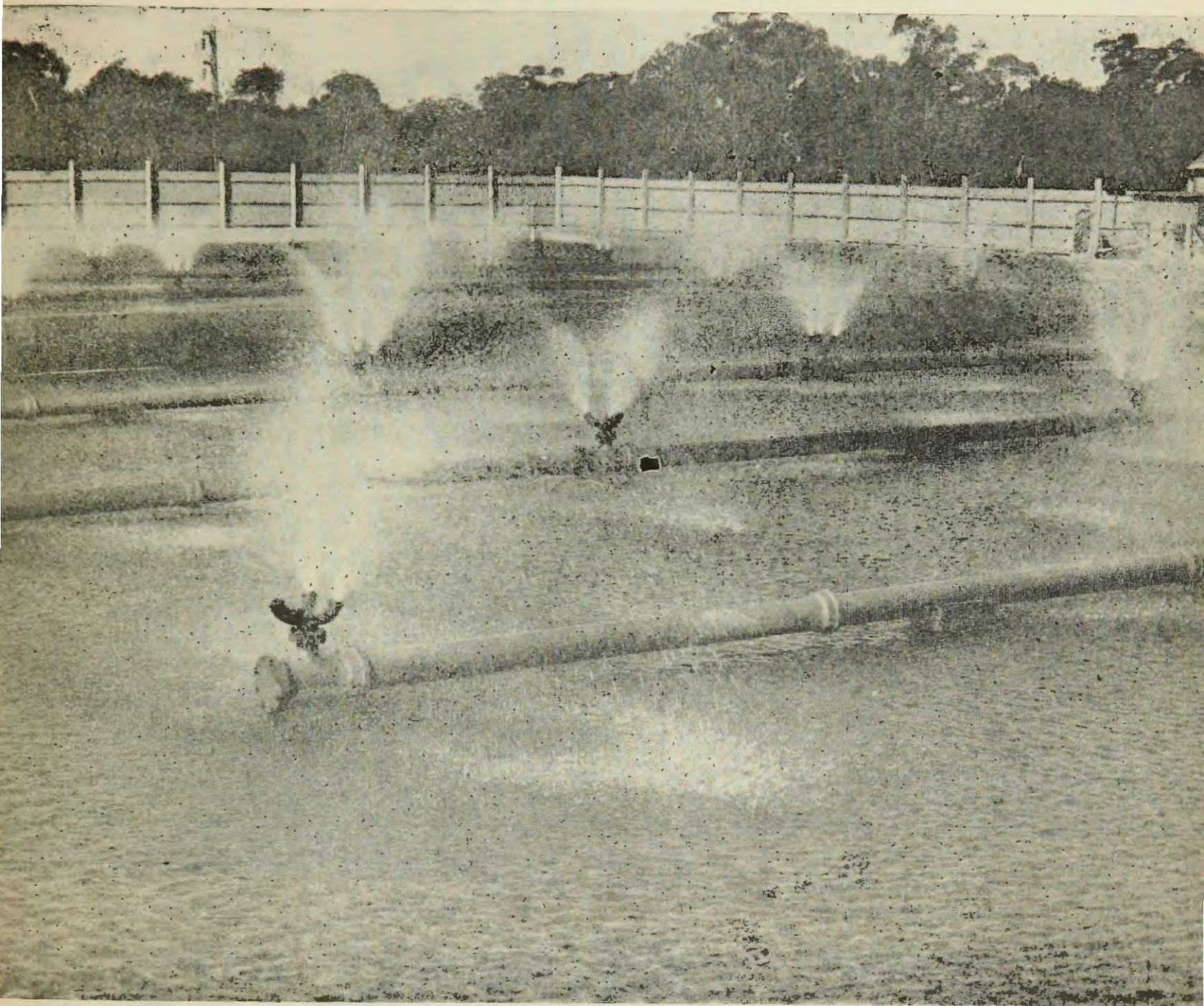
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than the vineyard country around Pokolbin and Rothbury with the trellised green rows neatly laid out over selected enclosures under the shadows of the steeply rising escapements of the Broken Bark Ridges. With few exceptions, they are small parcels of land limited by the land contours, expensive and difficult to work. A combination of conditions singularise the Hunter for the character and excellence of its wines—the soil formation, mostly of basaltic origin, the general eastern aspect of the country, climatic conditions, and the abnormally short vegetative period of the vines yearly cycle which brings their fruit to maturity in the summer instead of the autumn, and so contributes to a low sugar content

at the ripening time.

The wines are distinctive. If any comparison could be made with European types, the reds would tend to resemble the wines of the Rhone Valley, such as the vintages of Chateau neuf de Pape and Ermitage, but the Whites are more difficult to place. In modern times, however, they are coming into an individual classification of their own and the appreciation and knowledge of good judges, both local and foreign, consider that Australia can be very proud of its achievements in wine making on the Hunter, a centre so far removed from the lands producing the exclusive "grand crus" of the Old World.

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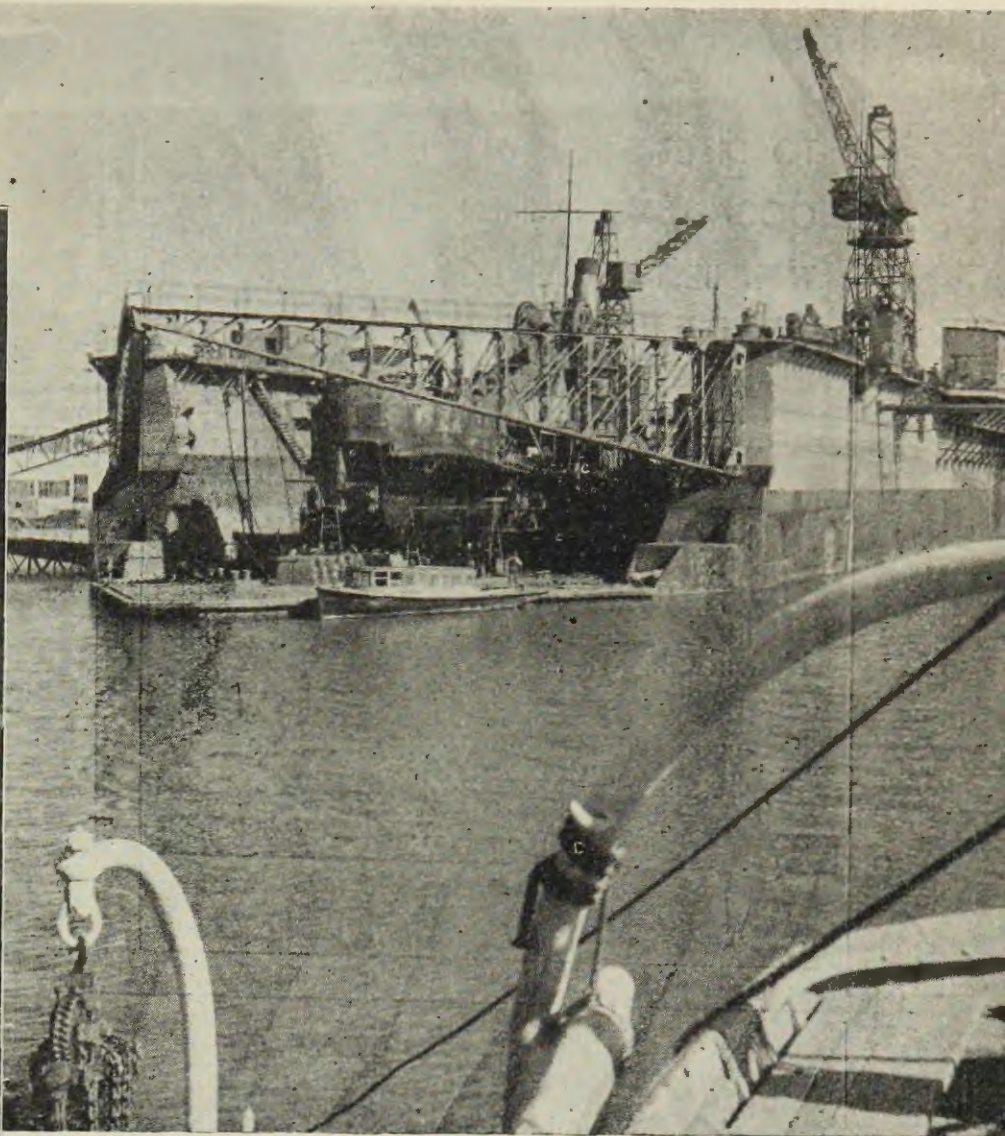
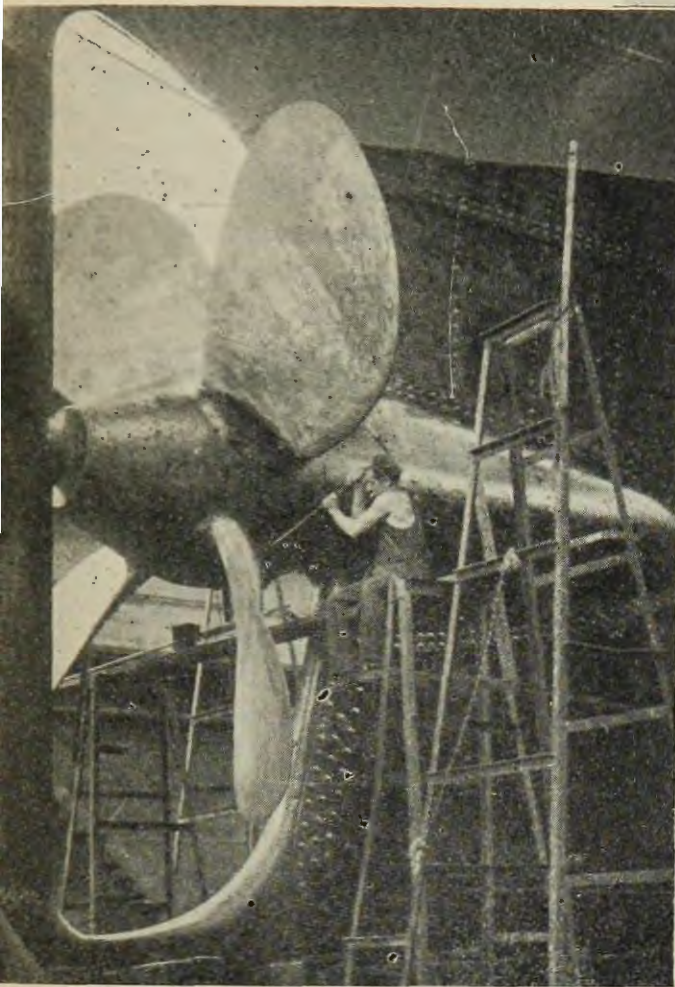
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Below.—Fitting the screw to a new cargo vessel at the State Dockyard.  
Right.—Newcastle's Floating Dock.



## The Hunter River Valley

---

The Hunter Valley has a unity of natural resources that is unique in Australia and rare in the world. Its good grazing lands, prolific flats, and coal, rich in by-products, have each played their parts in the development of this self-contained agricultural-industrial unit.

Coal winning developed the port while cattle grazing was the staple industry inland. The extension of the Coalfields brought increased population and the farming changed towards supplying the demand for food. The advent of the steel and subsidiary industries and the effects of wars speeded this process. Dairying is now the chief farming occupation, sup-

ported by a great variety of subsidiary enterprises.

The basin of the Hunter and its tributary, the Goulburn, forms an irregular ellipse about 140 miles by 100 at its greatest extent, and includes upwards of 8,000 square miles of good farming land.

The valley forms a break in the Great Dividing Range. A plateau, 1,600 feet high, known as the Cassilis Gap, connects the range on the south with the Liverpool Range, north of the Goulburn, and the Mount Royal Range which rises sharply to 6,000 feet from Spurs north of the Paterson and Williams rivers.



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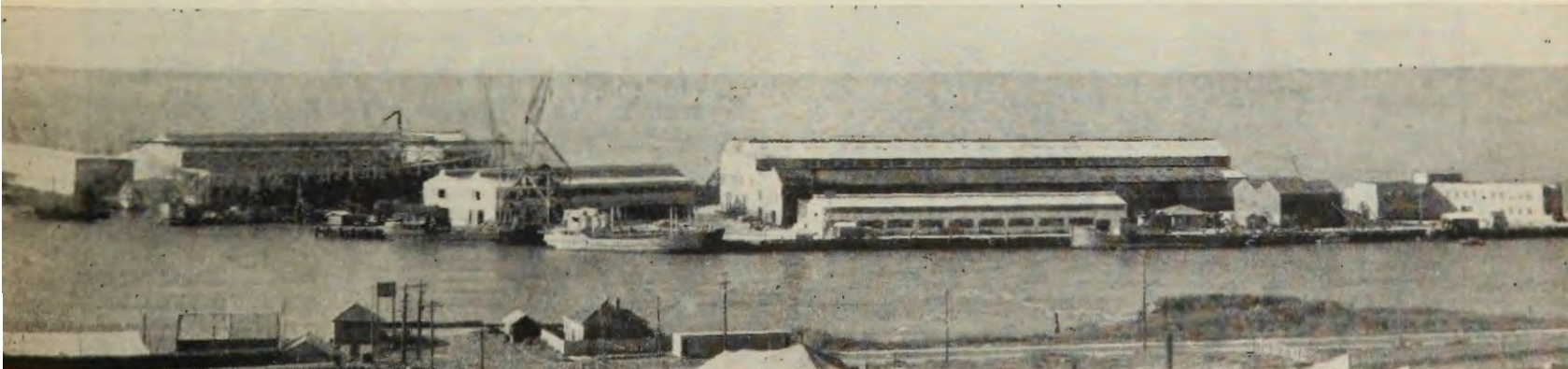
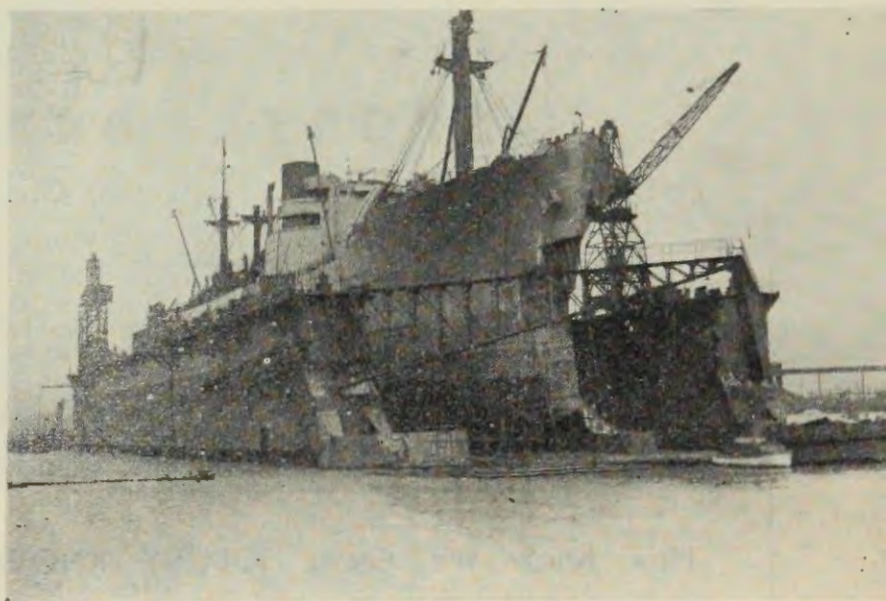
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The rainfall decreases from about 50 inches annually on the coast, 40 inches in the Paterson-Williams Valleys and 30 inches in the Singleton-Upper Hunter districts to about 22 inches in the Goulburn Valley.

The best grazing lands are west of Maitland. Cattle are fattened in the whole area from Dungog to Cassilis and most extensively between Scone and Singleton. Sheep for wool and fat lambs are run north of the Goulburn, in the Upper Hunter and Singleton Districts. Wheat is grown round Cassilis, but the best land for this is probably in the Scone district. At parts the soil is impregnated with limestone, which is good for bone. This has led to the breeding of blood horses in the districts east of Scone and Aberdeen, round Singleton and in the Widden valley. Some of Australia's best known race-horses have come from these places.

Vegetables and fodders of all kinds are grown on the flats throughout the valley, which are 25 feet deep in many places. The richest crops of vegetables come from between Singleton and Raymond Terrace. They are grown largely, too at Port Stephens and Morisset. Milk from 1,200 dairies in about 10,000 square miles of the Hunter River Valley is converted to commercial products by the Hunter Valley Co-operative Dairy Company Ltd. The Company's main factory is at Hexham.

The big milk centres from where the company draws milk supplies are Bulahdelah, Paterson, Gresford, Branxton, Raymond Terrace, Cessnock, and in the Upper Hunter and North-West, Merriwa, Wingen, Moonan's Flat, Muswellbrook, Denman and Baerami Creek.





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developed. The progressive Coal Board, established by the Federal and N.S.W. Governments, has done a great deal to provide recreational facilities and improved conditions for mine workers. Mechanisation has greatly increased production in some mines, most notable of these being Burwood which has one of the greatest daily productions of any mine in Australia. The problem of dust is one which is being tackled seriously by the authorities and much progress has been made in obviating this menace to the miner.

Continual improvement in conditions is taking place throughout the industry and the speedy output of coal today is a far cry from the early days of the settlement.



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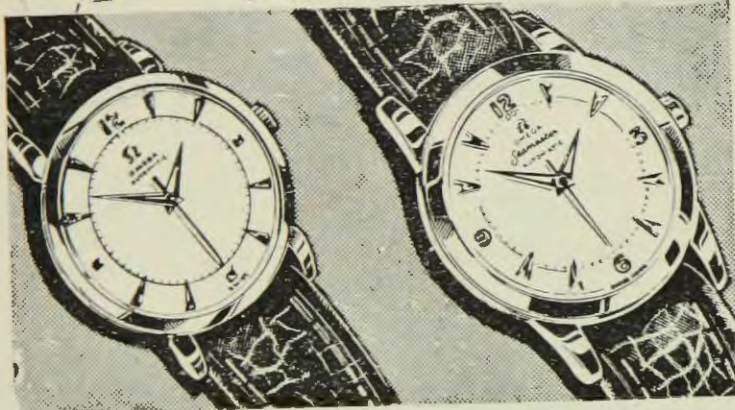
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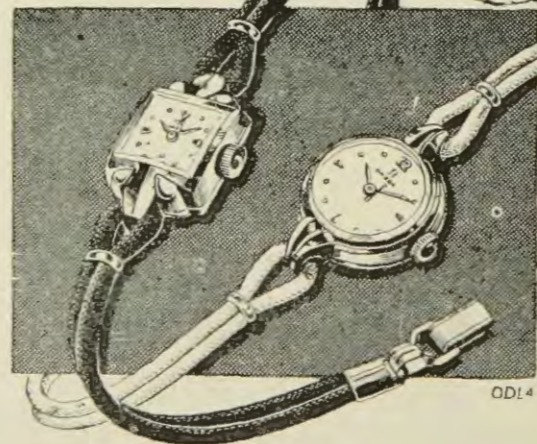
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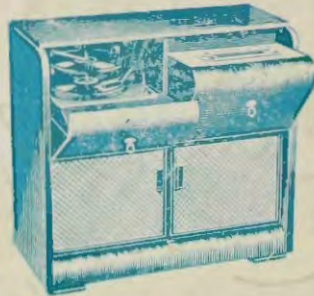
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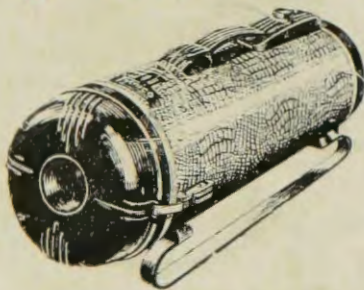
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