

Charles Street Wauchope - Bridge



BRIDGES

Population 1912 - Wauchope 600.

17 miles by river from Port Macquarie

12 miles by road from Port Macquarie

Sailing vessels were brought up river by tugs from Port Macquarie being guided to the channel at the rocks where there was a wharf opposite Wauch at Camerons - other wharves at Ennis RI.

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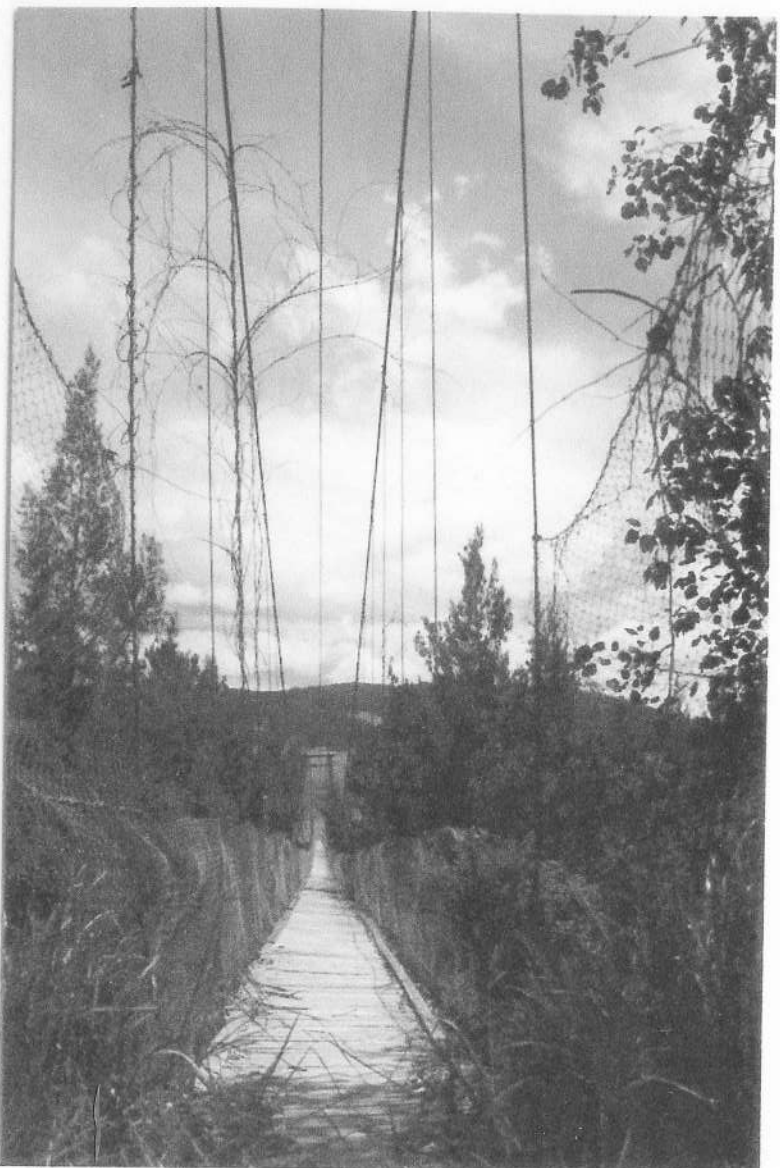
- 1886 - 7 King & Sarah Creeks bridged.
- 1902 Telegraph Point bridge opened April 9.
- 1906 Bridge Creek Bridge being demolished. Opened Mrs Don Cameron of Crosslands, "Men of Mark".
Carrington
Wharf was at Mortons Creek before Beechwood.
- 1906 Humpty Back, North Haven - Harry Klumpp
- 1906 Arthur Harriott had mail run for 9 years.
- 1908 Bains Bridge approach dedicated.
- 1908 £300 cost of repair to Bain Bridge after flood.
- 1908 Driver to inspect Morton Creek.
- 1912 Bridge to be built over Stony Creek Ferry at Hursley.
- 1916 New Bridge over King Creek.
- 1916 King Creek Bridge



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Bridges 8



Suspension Bridge at Yarras



Deep Creek Bridge on the Oxley Highway, looking from Long Flat side.

THE FIRST PYLON

14

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WAUCHOPE BRANCH



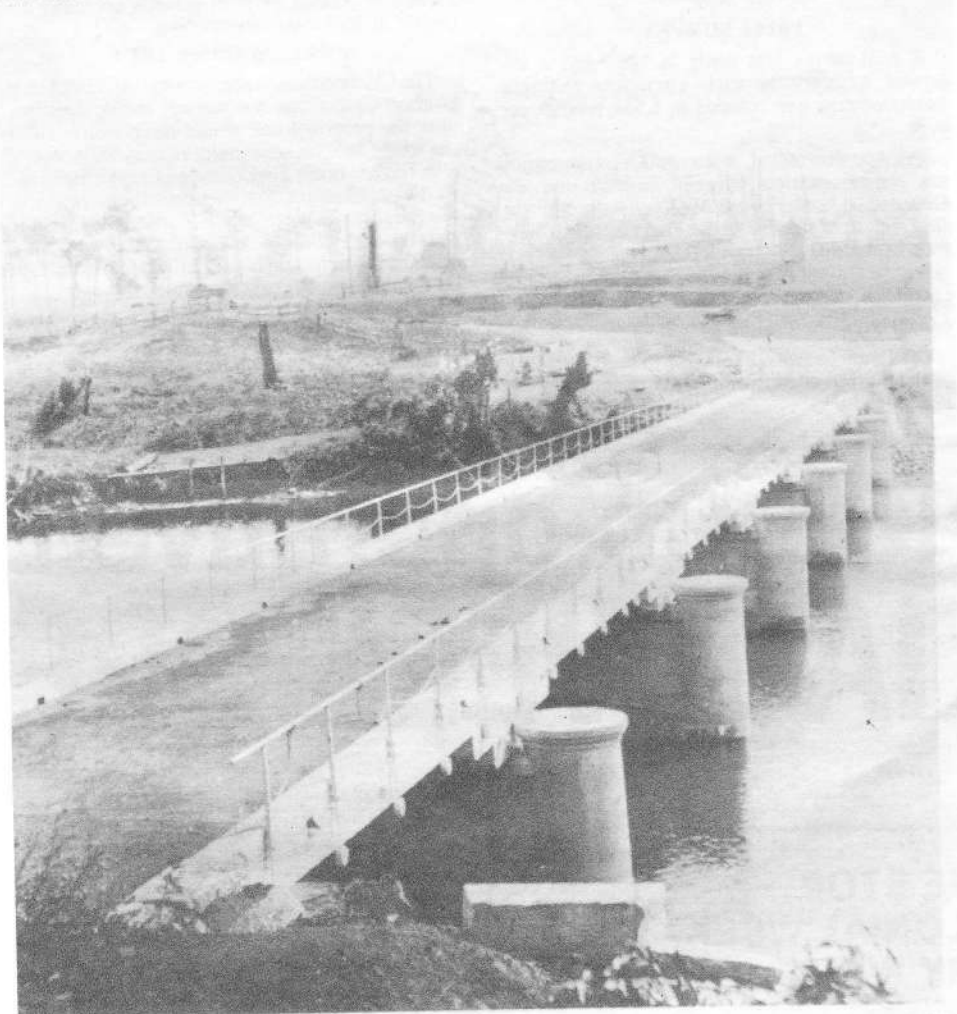
The first pylon is driven at the Bain Bridge site on October 24, 1906. The bridge is currently undergoing extensive works which will make it a maintenance-free concrete structure.

1985 Colonial Week Supplement

"ON BEECHWOOD ROAD"



Cameron's Falls river crossing, prior to the opening of Bain Bridge in 1907.



This picture was taken of Bain Bridge after opening day, looking towards the Beechwood side of the river and over the property now owned by the Lawson brothers, Tom, Ross and Ian.



From
1985
Colonial
Week
Supplement

THE TWO BRIDGES

Early access across the Wilson River at Telegraph Point was by punt.

On April 22, 1899, a public meeting of Telegraph Point residents urged the government to construct a bridge to replace the ferry. Work began in September 1900 on construction of a single lane bridge with both the design and construction being carried out by the Public Works Department at a total cost of £8,500. A lifting span was incorporated in the bridge to allow the passage of timber droghers on their way to and from the various wharves along the banks of the river to Ballengarra.

The bridge was formally opened on April 9, 1902, by Hon. R. Davidson and christened by two old residents, Miss E. Rowsell and Mrs. H. L. Wilson. This uninterrupted thoroughfare was to continue until the opening of the north coast railway line in November 1917 when gates were erected to protect vehicle and train movements.

One of the most important decisions to be made since the opening of the railway line was on February 15, 1972, when tenders were called by the state government for the building of a new bridge to span the Wilson River. Not only would this eliminate a serious road traffic bottleneck on the single lane wooden bridge, but the new bridge would pass over the railway line and eliminate the level crossing on the Pacific Highway. On May 4, 1972, the contract was let for the bridge at a cost of \$1.432 million with a completion time of 108 weeks. The bridge was to be of concrete construction, 15 span and 1800 feet in length including approaches.

The first 'test pile' hole was driven on the south bank on June 8, 1972, and thus began construction of the new bridge about 50 metres north of the old structure. By June 26, 1973, the new bridge was half way across the river and by mid July wooden poles had been driven up to the railway line. On September 21 the last concrete segment was placed in position on the northern abutment. By December 17, the bridge was nearing completion and in March 1974 during a major flood the bridge was unofficially used by road vehicles. On April 10 the surface of the bridge was covered with bitumen and all was in readiness for the official opening.

On April 17, 1974, the Wilson River Bridge was declared open by Sir Charles Cutler, the Minister for Main Roads. Prior to the opening a function was held on the actual roadway at the southern abutment where numerous dignitaries attended. A bronze nameplate was embedded into the abutment with all details of the opening. A Scottish band led the procession across the whole length of the bridge. It was a great day for Telegraph Point when this magnificent edifice came into being, especially with the elimination of the traffic hazards of the old single lane bridge.

The bridge opening saw the railway level crossing gates shut and locked, bringing to an end 56 years of use of this crossing. With the shutting off of the southern approaches the old bridge became isolated bringing to a close 72 years of history.

The demolition of the 1902 bridge began on March 7, 1975, and on April 17, -- exactly one year after the opening of the new bridge -- the old bridge and an era were gone.

(This article was condensed from information provided by
Wallace A. Jenkins of Telegraph Point.)



The Kindee Bridge under construction in 1936.

Isolation remembered

The picture of the Kindee Bridge in a recent copy of the Hastings Gazette, brought back memories of the days of isolation of the residents, of both Kindee and the Forbes River.

For years, the residents of both districts had combined in an effort to be provided with a satisfactory outlet. The aim was, for one bridge, and one road to serve both communities.

A high level bridge over the Hastings River to Kindee, and the road to continue through Kindee, and out through the gap in the hills, at what is now the property of Mr Gordon Latimore, and on through the Forbes River district.

To prove that the route was feasible, Mr Robert Dulhunty was commissioned to make a survey of the proposed route. His report in 1926 contained the following:

1. A grade of 1 in 20 is available throughout, and very little rock is encountered.
2. By adopting the Kindee-Forbes-Cowar Route thirteen miles of construction, and 15 miles of widening and re-construction, will be eliminated and a saving of over twenty thousand pounds effected.
3. That access will be provided to 60 properties which at present are isolated by a small fresh in the Hastings River.
4. There will be no extra cost for bridging.
5. Twenty five settlers (Soldiers) on the Pappinbarra Creek now 20 miles from a store or P.O., will be within 8 miles from the stores and post office at Long Flat.
6. Large areas of land suitable for settlement at the head of Kindee and Forbes will be opened up.
7. Large belts of timber at present inaccessible, will be tapped.

Then came the depression and the Forbes River residents, who were the most disadvantaged, were given the option of either waiting some years for a high level bridge and one road to serve both Kindee and the Forbes River or a suspension bridge for each centre, with the Forbes to be served first.

Acting on the principle, that "a bird in the hand is worth two in the bush" the Forbes opted for the suspension bridge rather than the long wait for the "one road, one bridge".

This bridge was duly opened on July 1, 1933. It was a nice sunny day in mid-winter and the local residents rejoiced in, what the oldest resident "Uncle" Johnnie Coombes, described as his proud day, as he cut the ribbon. Mr Arthur Blackie, secretary of the local association described it in his speech as lifting them "out of the depths of

retardation by 50 years." This bridge washed away in 1946. Another was erected in its place, only to suffer the same fate.

Kindee got its bridge in 1936. Its completion was delayed because of the tragic death of the contractor Mr Haydon, when an anchor pole snapped letting him crash on to the rocks below. Mr Jack Bain was left suspended for several hours, before he could be brought down to safety.

However the bridge was duly completed, and was officially opened on December 19, 1936.

The bridge meant so much to Kindee, that the opening was a time of general rejoicing.

After the opening ceremony the public proceeded to Long Flat for lunch and a picnic.

To end a memorable day, a lorry load of us were caught in a thunderstorm, which only added to our joy, as the season had been very dry.

— J. E. Hockett.

From

1984

Colonial Week
Supplement

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PROGRESS ON £60,000 BRIDGE AT RAWDON ISLAND

The village of Sancroix, some four miles down the Hastings from Wauchope, is the centre of an activity surpassing anything it has known in its lifetime — the construction of the Rawdon Island Bridge. This £60,000 project is being financed by the N.S.W. State Government and constructed by Anderson Civil Engineering Co. Pty., Ltd.

The bridge, at the moment nearing completion, will be a graceful structure of prestressed concrete, some 539 feet long and 20 feet wide.

Before discussing the bridge in detail, it is interesting to point out the difficulties confronting the engineer.

It is well known in this district that the Hastings River is subject to large floods, which carry a great quantity of debris down the river. As with the Wauchope Railway Bridge in the 1954 flood, debris may bank up against a bridge holding back a considerable wall of water. This imposes a terrific force against the bridge, and if not designed against, the bridge may topple over, or the spans be washed away. In the case of the Rawdon Island

Bridge, it is designed to hold back a wall of debris in excess of anything likely to accumulate.

The bridge was also required to provide a clear waterway of 65 feet by 20 feet above high water. This made it necessary for the bridge to incorporate a long span of 84 feet which is cantilevered from the two adjacent spans.

In general the bridge consists of two abutment walls, seven piers, and eight spans, seven of which are 65 feet long, and one of 84 feet.

The abutment walls, which serve to hold back the earth fill for the roadway at either end of the bridge, are constructed of 19 inch thick reinforced concrete. Each wall is supported on two concrete

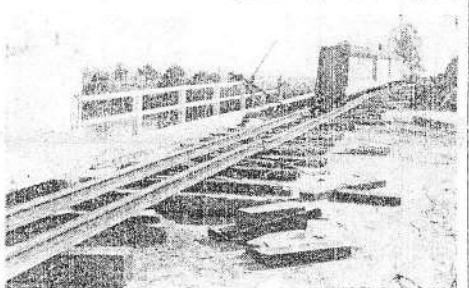
pads which are in turn each held down by two 11 inch diameter extreme high strength steel bars, 18 feet into solid rock.

To overcome the large forces due to debris piling up against the bridge piers, each pier has for its base two 6 feet diameter solid concrete cylinders, 25 feet apart, which extend 5 feet into rock, and which are additionally anchored by 4 or 6 steel bars which penetrate another 4 feet into rock. The pier itself is of 18 inch thick reinforced concrete.

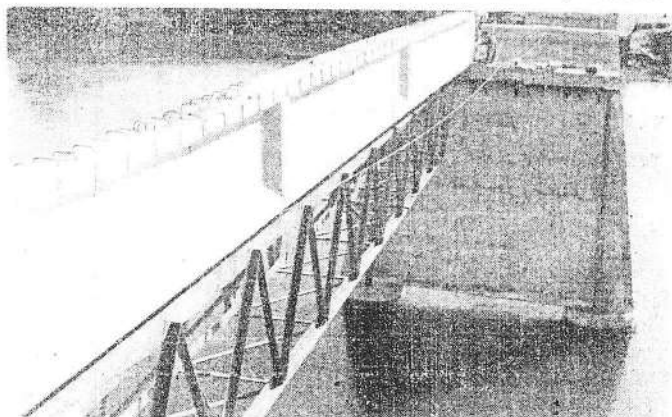
Each bridge span consists of three prestressed concrete girders onto which is cast the reinforced concrete deck.

The prestressed concrete girders are manufactured at Monier's Concrete Factory, Villawood, Sydney. With the exception of the 84 foot girders, they are supplied in five sections which are transported to the site by the N.S.W.G.R. and Platt's Transport. At the site they are assembled, joined with cement mortar, then steel cables are threaded through holes (cable ducts) which extend down the centre of each girder. Most of the girders have six of these cable ducts. The cables, which each consist of twelve 1 inch diameter extreme high strength steel wires, are stretched with a hydraulic jack to a tension of 50 tons, then wedged with concrete cones to keep this tension.

It is worth noting that these girders are very flexible until braced in their final position on the bridge. Therefore extreme care has to be exercised in lowering the girders into position, so much so that this operation has been halted frequently due to strong westerlies.



In this picture the method of transporting girders by rails across the bridge is clearly shown. All operations of the bridge buildings are carefully supervised by Mr. Rod Slater, Resident Engineer attached to the Department of Public Works, and under the direction of the Shire Engineer, Mr. L. J. Hunt. The contracting firm is Anderson's Civil Engineering Pty. Ltd., of Indooroopilly, Brisbane, the head of the company, Mr. "Wally" Anderson being at present resident in Wauchope. The same organisation has the contract for building the Stingray Creek Bridge between Lauriston and North Haven.



Skilled operators, Kevin Lyne and Jeff Stokes, are seen above in the act of lowering an 84ft. girder into position. The steel truss that supports the girder until it is fixed was built in Wauchope by Spaceframes Ltd. The transport of the girders to Wauchope by rail and thence by road to the bridge site was carried out by Platts North Coast Freights Ltd., under the direction of Mr. Athol Platt.

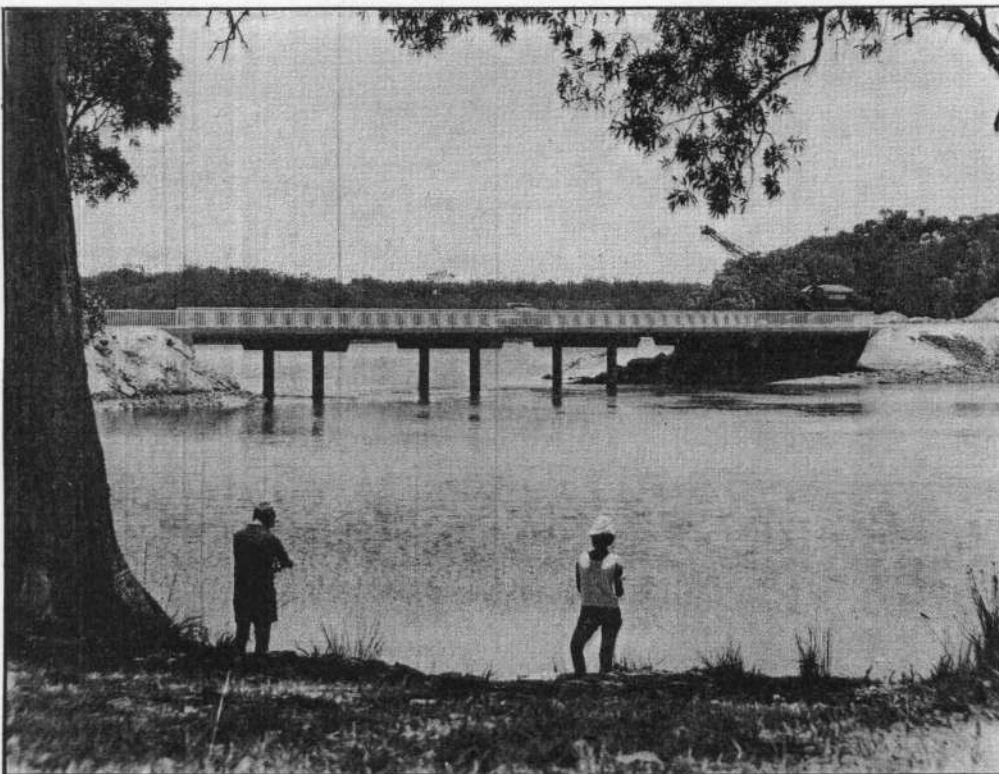


Hastings Shire Gazette

20th October 1960

Bridges VF13

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WAUCHOPE



BRIDGE WITH MODERN HISTORY

**—OFFICIAL OPENING
ON FRIDAY**

The bridge across Lake Cathie entrance, by no means the most significant as far as bridges go, yet of tremendous significance to the seaboard of the Hastings River Valley, is to be officially opened on Friday afternoon, December 1st, by the State Government's Minister for Local Government and Highways, Mr. Charles Cutler.

Mr. Cutler, M.L.A., will be the guest of the two Local Government bodies, Port Macquarie Municipal Council and Hastings Shire Council, who shared the cost of the bridge with the State's Department of Main Roads.

The five-span, pre-cast, pretensioned concrete bridge has been open to traffic since early this year.

The tender of E. M. & M. R. Firth, of Tamworth, at \$96,069, was accepted in April last year, and total cost of the bridge and approaches is expected to be between \$130,000 and \$140,000.

Hastings Shire Council was responsible for and built the approaches to the bridge; the Shire is also doing the buttressing work that is at present consolidating an excellent job.

Half of the total cost will be met by the Department of Main Roads; the municipal and shire councils will share the other half.

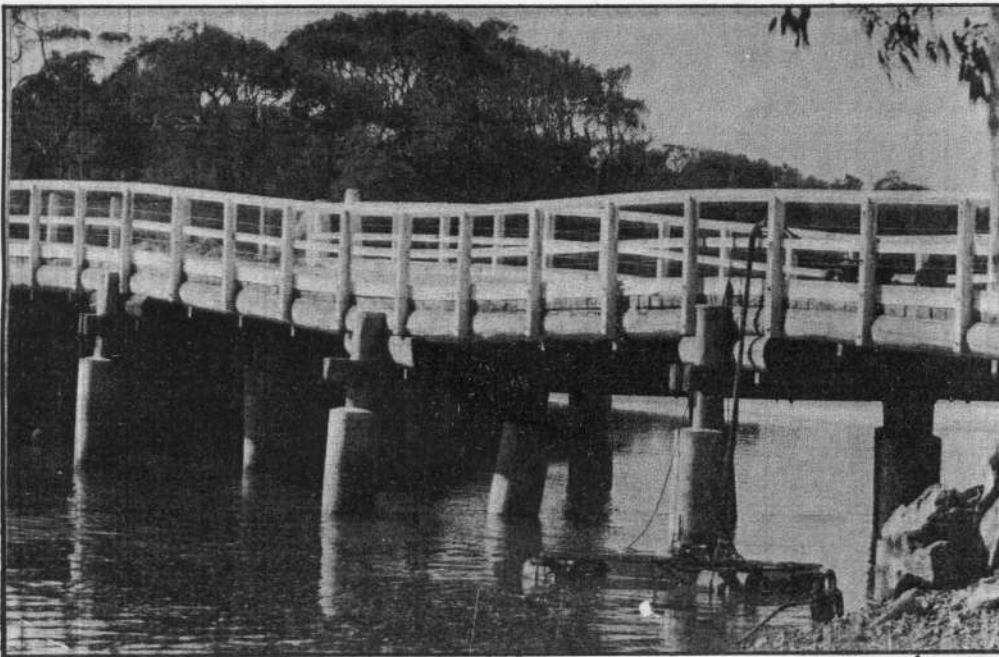
The bridge is 183 feet long with a width of 36' 3". A 24-foot pavement has footways of 6-feet. It hasn't the charm of the rugged, wooden structure which it has replaced, but in these modern days it is a very fine example of engineering skill, capable of standing up to the heavy traffic demands already made upon it.

THE FIRST BRIDGE

The southern areas on the seaboard of the Hastings Valley—that is Laurieton-North Haven and Port Macquarie — have been joined by a direct route since the first bridge was built at Lake Cathie in 1958-59, though it was some years later before the road between the two areas reached the high standard which local and visiting

(CONTINUED NEXT PAGE)

●—Pictured this page, the delightful area that greets the picnickers; the new bridge and the one it has replaced.



CATHIE BRIDGE

(CONTINUED FROM PREVIOUS PAGE)

people, indeed many highway travellers as well, enjoy today.

In 1962, a Tourist Road was proclaimed by the State Government and it was in that year that the municipality achieved the sealing of the road as far as Lake Cathie.

A \$40,000 loan was raised by the council to supplement the Tourist Road Grant.

Just six years ago, the shire completed its section of the Tourist Road, from North Haven to Lake Cathie on the south side.

In doing so, the Shire Council made the greatest contribution to the development of the seaboard link with its half share of the cost, something in the order of \$130,000.

Thus, as well as building a bridge, the two councils have made an enormous contribution to the seaboard development of the valley.

The history of that first bridge across Lake Cathie is well worth recalling.

The Port Macquarie News had advocated the way in from Kew as the natural gateway to Port Macquarie and a committee of three from the then Chamber of Progress was appointed in 1956 to make preliminary investigations.

First problem in those days was to get to Cathie along the sand track, and the committee looked at a site for the bridge closer than at present to the sea.

However, and fortunately, engineering know-how prevailed and the present site was decided upon.

There was an immediate and remarkable enthusiasm for the bridge—to be built by voluntary labour if necessary — and an equally remarkable scepticism.

A Port Macquarie deputation went to the shire council in January, 1957, and this led to Ald. Kenny and Kennedy joining the late Harry Bransdon (shire president) on a deputation to Mr. McGrath, Minister for Public Works.

The deputation was successful in that authority was forthcoming to allow the bridge to be built, but there was no government grant—as hoped for.

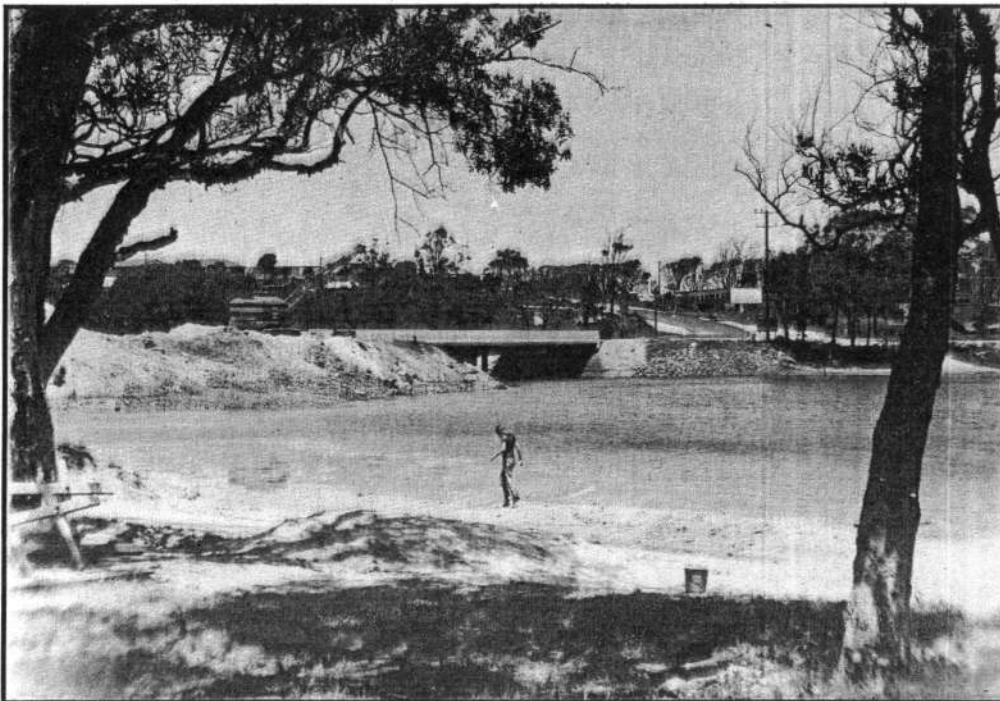
The two councils were, however, allowed to each transfer \$6,000 from Commonwealth Aid Road Funds to Cathie Bridge, which was expected to cost between \$20,000 and \$25,000.

The municipal engineer, Mr. Ron Richardson—who later supervised the construction—got out a plan for the bridge and in April, 1957, the Public Works Dept. decreed that an extra span—not three but four spans—had to be added and this upped the cost by \$4,000.

Later in April the Shire Council agreed to allocate \$7,000—and no more—to Cathie Bridge.

By June, however, Ald. Kenny was threatening to take over the south Cathie and Laurieton area because of an "agreement" the shire had drawn up in relation to the bridge—to which by that time donations of labour and material promised had reached \$15,000.

With \$800 provided by the Chamber of Progress and with the aid of working



bees, work started on the bridge in mid-July, 1957.

Lloyd McNeil joined engineer Richardson and council foreman Sid Hinton, and a host of voluntary workers and the last pile was driven at the end of November, 1957.

At the end of March, 1958, Sid Hinton had the honour of being "the first man across the bridge." It was completed well within the estimate at a cost of \$18,158. Actual expenditure was \$11,047.3 and the remainder voluntary labour.

But there was more to be done, and at the official opening of the bridge and approaches the figure was put at \$32,000.

Of this amount, the municipal council found \$10,000, the shire \$7,000. \$1600 in cash came by way of public subscription and the remainder through donations of material and labour.

At the official opening on Friday, July 17, 1959, among those thanked were Mr. Stace, of the Camden Haven, for his donation of the bridge piles; Mr. Eddie Cuning for the rock fill; Heron's Creek Timber Mills, for timber; Platt's Transport for cartage; the Skindivers' Club, and the Apex Club.

Members of the Apex Club were thanked not only for their work on the bridge, but on the picnic area near the bridge as well.

Lance Hartley will be remembered as the chairman of the Chamber's bridge-building committee, and he and engineer Richardson, along with Lloyd McNeil and Ern. Cuning, came in for commendation. Roger Dulhanty was thanked for free surveying; even the "News" received a bouquet for its part.

The official opening was performed by the then Commissioner for Main Roads, Mr. Sherrard, and the "tea party" that followed was held in something else that now belongs to history—the old golf clubhouse (since demolished) that was moved from town to the Tacking Point links.

A remarkable sequence of events has

followed the building of that first bridge.

Less than twelve months after the bridge was opened to traffic, the Lands Department sold the first home sites on the Port Macquarie side of Lake Cathie and it was then the most successful auction of seaside land the department had ever experienced.

Further sales since have increased the number of lots sold by the department on the Port Macquarie side to 153, and 70 of the lots have been built on. Another 20 lots will be auctioned in the new year and plans are already drawn up for further extensive releases.

This activity led to Oxley County Council extending its supply lines to the north side of Cathie in 1959 and in October that year the shire moved to extend its water supply and by May, 1960, the Camden Haven water supply was flowing north of the bridge.

There is no pan service, and septic systems are an essential requirement with all buildings; early next year a twice weekly garbage service is to be instituted by the municipal council.

Lake Cathie has for many years been a most popular picnic area because of the safe swimming for children, and the fishing; today it is of ever-growing importance as a residential and holiday resort area.

On the south side, within the shire boundaries, progress has also been outstanding in recent years, with flats — even motels — adding to the high standard of home building which the area is enjoying today.

●—Pictured, the new bridge at Lake Cathie looking from the lake side and showing the extensive buttressing work, also the approach from the southern (shire) side of the inlet. The second picture, taken from the bowling green which is in course of construction, shows the type of building development taking place on the south side.

HIGH SCHOOL P. & C.

At the November meeting it was decided that, because of other school activities in December, the next meeting will not be held until the second Tuesday in February, when we hope to welcome many new members.

The principal, Mr. Milne, during his comprehensive report on school activities, stated how successful the various parent / teacher nights have been, with benefit to students, teachers and parents.

As the school's 16 m.m. projector is in constant use, Mr. Milne asked for another 16 m.m. projector, an overhead projector and screen. The P. & C. allotted \$616 to buy this necessary equipment.

It was also decided that the P. & C.'s prize to the dux of the school will be books to the value of \$20 in place of the medal previously presented.

The rental of the school Canteen was before the meeting and it was unanimously decided to renew the lease for a further 12 months.

All members were sorry to hear of the illness of Mrs. McLaren, the wife of our president, and wish her a speedy recovery.

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The Minister for Local Government and Highways, Mr. Charles Cutler M.L.A., who will officially open Cathie Bridge on Friday afternoon.

THE "NEWS" CLASSIFIED ADVERTISEMENTS

200 die in ether errors — doctor

THE HAGUE, Tuesday.—A Dutch medical professor alleged in Utrecht yesterday that at least 200 people died in Holland every year because of errors by anaesthetists.

The allegation was made by Dr B. Smalhout, professor of anaesthesiology at the State University of Utrecht, in an address entitled "Death on the Table."

Printed by Port Macquarie Printers Pty. Ltd. for the publishers, Port Macquarie News Pty. Ltd., at the Registered Office of the Company, 55 Clarence Street, Port Macquarie.

THE
ATELIER Art Gallery
is under new management and for one week only we are having an
EXHIBITION OF PAINTINGS BY
NORMAN MURRAY

Everyone is most welcome to inspect, from
Saturday 2nd — Friday 8th

Q-Robin Activity Centre Auxiliary THANK YOU

To all the people and service clubs who helped make our Fete such a wonderful success. It was truly a community effort.

Thank You.

LIONS CLUB

Auction Sale

at BOY SCOUTS' HALL, Hollingworth Street

Saturday, 2nd December, 11.30 a.m.

Electric Sewing Machine; Fridges; Washing Machines; Radios; T.V.; Heaters; Toys, Crockery; Pictures; Chairs; Tables; Bed and Bedding; Wardrobes; Mats; Lino; Carpet; Glassware; Pots and Pans; Sinks; full range of clothing for all ages; Lounge; Fowler Bottling Outfits; very old Cutlery Set—a collector's bargain; Lamps; Radiograms.

YOU NAME IT — WE HAVE IT!

Saturday, 2nd December

Lucock's Failure Record:

Increasing Unemployment — Unable to check Inflation — Budget Bungling
Refusal to Give 18-year-olds a Vote — No Sale of Wheat to China — Lack of Rural Plan
Lack of Housing, Hospitals, Schools
Inadequate Pensions — Transport Muddle
Lack of Social Services.

VOTE [1] CARNEY, A.L.P.

Authorised by G. Freeman, Secretary,
Hastings District Trades and Labor Council.

SANTA ARRIVES 6.30 p.m. TONIGHT

AT THE VILLAGE GREEN

Be there to welcome him. Freedom of the town to be presented by the Mayor, Ald. C. C. Adams.

FREE BALLOONS, NOVELTIES, SWEETS,
GIVE-AWAYS when SANTA TOURS THE
TOWN by MINI-MOKE TONIGHT

MUNICIPALITY OF PORT MACQUARIE

Official Opening Lake Cathie Bridge

The Honourable C. B. Cutler, E.D., M.L.A., Minister for Local Government and Highways will officiate at the opening ceremony of the new Lake Cathie Bridge, 3.30 p.m., Friday, 1st December, 1972.

All citizens and representatives of local organisations are cordially invited to be present.

Council Chambers,
Port Macquarie.
27/11/72

W. G. ALCOCK,
Town Clerk.

SCREENING AT THE RITZ THEATRE

Sun., Mon., Tues., Wed.

TRIPLE THREAT

Lovely British actress Petra Markham, who at the ripe old age of twenty-four is making her film debut as a fifteen-year-old opposite Michael Caine in "GET CARTER," is an expert at doing three things at once. She played a major role in the MGM film, appeared with an improvisational theatre group at London's Royal Court Theatre, and co-starring the TV series "Victoria & Albert" — all at the same time.

Asked why she keeps up such a strenuous schedule, the actress said with a smile: "I like to eat regularly."

CAINE ADMIRES BOGART

In MGM's new gangster film, "GET CARTER," Michael Caine plays a character which recalls many of the screen roles Humphrey Bogart used to play.

"That's fine with me," said Caine remarking that the late actor is one of his two favourite film actors.

The other?
"Cary Grant," he replies. "After 'GET CARTER' I'd like to do a love story or a light comedy, the type of film Grant does so well."

"GET CARTER" is rated as the best gangster drama released in recent years.

Warren Oates in MGM's "Chandler"

"I'm trying to live down the cattle rustlers and outlaws of my movie past, and enjoy the right side of the law," says Warren Oates, who stars with Leslie Caron in MGM's "Chandler," an action-packed thriller.

In his latest film he plays a private eye with a code so strict that he baddies can't believe he's for real. Neither at first, can Leslie Caron, as a woman with a past, but

their wary attempts to communicate make this strange love affair ring true.

Warren is the actor who couldn't crack Broadway despite training at the University of Louisville and extended coaching by New York's Herbert Berghof. But he landed a bit part in a "Have Gun, Will Travel" segment within days after reaching Hollywood.

More important roles followed and it was not long before Warren Oates was one of the most sought after young actors.

Road Design Draftsmen

(JUNIORS)

Applications, closing on 6th December, 1972, are invited for appointment as Road Design Draftsmen, Class 1, at the Department's Divisional Office at Port Macquarie.

The minimum educational standard required is the School Certificate with English and Science at ordinary level and Mathematics at credit level, but preference will be given to applicants with the Higher School Certificate with passes in at least four subjects including Mathematics and English.

Commencing salary will be within the range \$2,016 to \$3,258 a year depending on qualifications and age, with very good prospects of further advancement subject to satisfactory service.

Conditions of employment include four weeks annual leave, long service leave, study leave and superannuation benefits.

Applications in own handwriting accompanied by copies of testimonials and vocational guidance reports if available, should be submitted on forms available from the Senior Clerk (telephone 83 1144, ext. 4) and addressed to the undersigned:

T. P. DESMARCHELIER,
Divisional Engineer.

Department of Main Roads,
P.O. Box 147,
PORT MACQUARIE, N.S.W. 2444

COMMONWEALTH OF AUSTRALIA

Electoral Division of Lyne

The following persons have been duly nominated as Candidates for the Election of one Member of the House of Representatives, for the above Division, to serve in the Parliament of the Commonwealth:

CARNEY, Peter John Arthur
Glenholme via Taree, Solicitor.

COLLINS, Herbert John
13 Irrawang St., Raymond Terrace, Labourer.

CORDNER, Joseph Henry
3 Short St., Taree, Retired.

LUCOCK, Philip Ernest
13 Canget St., Wingham, M.P.

THEW, Stephanie Christine
8 River St., Wauchope, Computer Programmer.

A Poll will accordingly be taken for the Division on Saturday, the Second day of December 1972, in accordance with the law of the Commonwealth for the regulation of Parliamentary Elections. The Poll will open at Eight o'clock in the morning and will not close until all Electors present in the Polling Booth at Eight o'clock in the evening, and desiring to vote, have voted.

The Polling Places appointed for the division which are prescribed for the Subdivision of Port Macquarie are as follows:

Prescribed Polling Places—Hibbard (Hamilton House); Port Macquarie (Methodist Hall); Port Macquarie East (High School); Port Macquarie Hospital (Hospital).

NOTE: A list of all the Polling Places appointed for the Division is advertised in the Manning River Times on the 30th day of November, 1972.

Dated this 30th day of November, 1972,
R. G. LAYTHAM,
Returning Officer for the Electoral Division of Lyne.

PUBLIC NOTICE

Please take notice that as from Saturday, November 11, 1972, the business known as—

Kempsey Brick and Pottery Co.

IS UNDER NEW OWNERSHIP

Supplies of bricks will continue and there will be no interruption to normal trading.

We look forward to your continued support of your local brick yard.

Our General Manager in charge at the brick yard is Mr. Harold Berry, a man of many years' brick-making experience. Please feel free to call on him (or telephone Kempsey 2225) with any problem you may have.

100,000 COMMON BRICKS ARE AVAILABLE FOR
IMMEDIATE DELIVERY

Special prices for quantity sales and cash

NORMAN BRENCHELY
Managing Director.



FOR THAT OFFICE OR BUSINESS XMAS
PARTY
book the

EL PASO RESTAURANT NOW SPECIAL PARTY

★ ★ ★ MENU ★ ★ ★

(Prices include band and drinks)

Don't miss out. Contact the El Paso Restaurant

Phone 83 1944 or 83 2540 after 6 p.m.

— FREE ADMISSION —



El Paso Licensed Public Restaurant

presents

DINNER DANCE EVERY SATURDAY NIGHT

Music by Top Group

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Ninetyth Year of Publication

Vol. LXXXX — Serial No. 301

NEWS

Registered at the G.P.O., Sydney, for transmission by post as a Newspaper

MONDAY, DECEMBER 4, 1972

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Salt Air

According to a reader of the "News" — following reference in this column on Thursday last to Koala Bears — the Koala will eat any type of eucalypt (gum leaf) but will only breed when feeding on two particular types, commonly known as the cabbage-leaf gum.

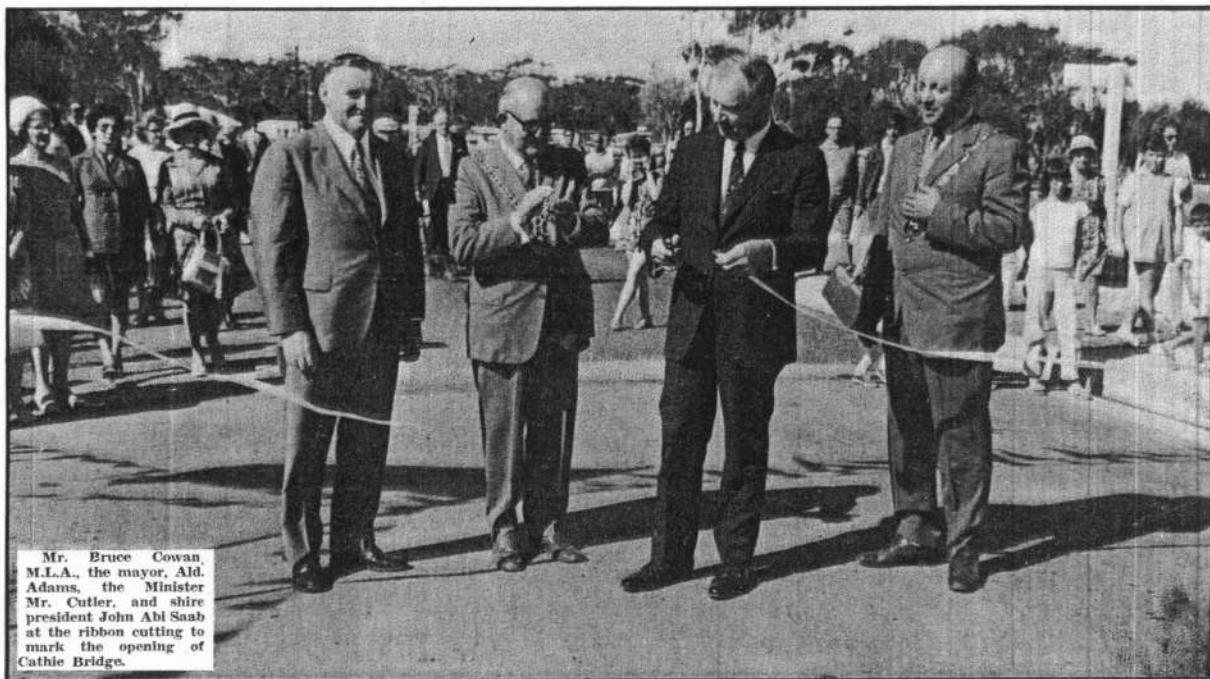
To add credence to what he had to say, the same reader told us his Finches would not nest until he fed them seed from our popular and plentiful Casuarina. He takes a sugar-bag full of the seed — gathered on Cathie plains — home to Sydney after every holiday here.

No Blue Ribbon: The Royal Agricultural Society of N.S.W. has produced a high quality publication explaining the highlights, organisation and financing of Sydney's Royal Easter Show. It was printed in Japan. Maybe the R.A.S. should start a section for printed work, or entice the Japanese to send down an exhibit of pumpkins and Saneen goats! — "Printers News" reaction.

Not that we want to encourage the locals to put their tariffs up, but did you happen to notice—according to a "S.M. Herald" advert—you can buy a luxurious apartment in Anapulo for \$62,000 (Australian \$52,162) and let it for \$85 a day summer rates.

Now I had better be careful... I wasn't coming here B.C., but it was before Asher Joel... it was CAT-I then and is still to me. CAT-I has more charm about it for me than "KATHY"... who is "KATHY" anyway? even though I notice your shire president keeps referring to Lake "Kathy."—The Minister for Local Government and Highways, Charles Cutler, at the opening of Lake Cathie bridge, and the CAT-I's got the applause.

The price of beer, or what it costs to serve it? — "Early in the month, a meeting was held between members of your Executive and the Executive of the Registered Clubs' Association. During the meeting, matters of common interest were discussed and good progress made on certain points at issue. To me, the main feature of the meeting was the air of cordiality which existed between both Executive bodies. How different it was to the old days! Now, the meetings we hold are always fruitful and co-operation exceptional. This, of course, is the way that it should be. We are both in the same type of industry and both have a role to play in meeting the needs of the community." — From the President's Newsletter, Australian Hotels' Association.



Mr. Bruce Cowan, M.L.A., the mayor, Ald. Adams, the Minister Mr. Cutler, and shire president John Abi Saab at the ribbon cutting to mark the opening of Cathie Bridge.

LUCOCK BACK

The Country Party Member for Lyne, Mr. P. E. Lucock, of Wingham, was returned to Parliament at Saturday's Federal elections.

In common with the swing away from the Liberal-Country Party government his majority in the Lyne electorate was reduced.

At the close of counting yesterday, Mr. Lucock led the Labor Party candidate, Mr. Peter Carney, of Taree, by 3,542 votes and 2,562 preference votes of which Mr. Lucock could expect half—had to be distributed.

In addition: something in excess of 6,000 votes remain to be counted and final figures are not expected to be known until late this week.

Yesterday afternoon the position was:

Carney (ALP) — 18,934
Collins (DLP) — 1,297
Corder (Ind.) — 226
Lucock (CP) — 22,481
Thew (AP) — 1,039

Before the distribution of preferences at the 1969 Federal elections, Mr. Lucock led the A.L.P. candidate, Mr. J. R. Allan, by 25,898 votes to 15,631. After preferences, the final count was Lucock 27,106, Allan 16,967.

Indications are that Mr. Lucock's 10,149 majority

in 1969 will be approximately halved.

Both Port Macquarie and Wauchope voters slightly favoured Mr. Lucock, whilst all other candidates fared badly.

At Port Macquarie Mr. Lucock polled 2,830 votes to Mr. Carney's 2,047.

Mr. Collins polled 105, Mr. Corder 26, and Mrs. Stephanie Thew 141.

At Wauchope, Mr. Lucock polled 1,707 to Mr. Carney's 1,339.

Mr. Collins got 33, Mr. Corder 5, and Mrs. Thew 86.

In the adjoining seat of Cowper, to the north, the sitting Country Party member, Mr. Ian Robinson, narrowly retained his "blue ribbon" seat when he polled (at the close of counting yesterday) 21,184 votes to the Labor Party Mr. Cronin's 19,510. Mr. Robinson's majority in 1969 was 11,365.

To the south, in Paterson, the sitting Country Party member Mr. F. L. O'Keefe, who had a majority of 6,709 in 1969, is behind and is in danger of losing his seat.

STEP-UP FOR "NEWS"

Today marks the introduction of a regular 16-page issue of the Port Macquarie "News" on Mondays.

Several new features are to be introduced, first of which is an increase in size and volume of our T.V. supplement, which can be relied upon to provide up-to-the-minute programmes for all local stations.

This first step has been made possible by advertisers willing to support and maintain local industry, and we thank them heartily.

Immediately after the Xmas holiday rush, a second new feature — which is sure to have wide appeal — will be introduced.

Monday's "News" will, of course, continue with weekend sport and be as newsy as ever — only more so.

LAKE CATHIE'S BIG DAY

This new and impressive bridge is typical of modern facilities that both the State Government and Local Government bodies in the district are continually striving to provide, said the Minister for Local Government and Highways, Mr. Charles Cutler, M.L.A., when opening the Lake Cathie bridge.

Today we are officially marking the completion of one project which alone represents an investment of almost \$130,000 in the future of this area," he said.

My Government, through the Department of Main Roads provided \$66,000 towards the total cost, with the balance being shared by Hastings Shire Council and Port Macquarie Municipal Council.

The co-operation of the two Local Governing bodies is worthy of commendation; in fact their co-operation in most things is a tribute to both councils, he said.

From the point of view of your tourist industry, perhaps the most pleasing feature of this bridge is the special care that was taken in design to provide a blend between the man-made structure and the natural surroundings, said Mr. Cutler.

This bridge will undoubtedly be a major factor in the future success and development of the tourist road between Laurieton and Port Macquarie.

The future of Lake Cathie as a developing tourist resort, close to one of the most magnificent scenic coastlines in New South Wales will be all the more secure for the completion of this work, he said.

It is very pleasing and I think most significant that Department of Main Roads traffic surveys have already recorded traffic volumes of up to 2,000 vehicles per day on this road, said Mr. Cutler.

Tourism

The major income earn-

er in this area is of course the tourist dollar. When the final figures are tallied up for 1972 it is expected that well in excess of half a million people will have visited the Port Macquarie-Hastings district and that they will have spent an estimated \$13 million.

Although many will have stopped for only one night, the average stop-over by visitors to this area is, I understand, 3.8 days.

My family has kicked the average up over the past 25 years in that we always stay for three weeks or more.

When it is considered that the total population of Hastings Shire and Port Macquarie Municipality was 21,000 at June, 1971, the fact that the area will attract more than half a million visitors this year provides a telling comparison.

An interesting sidelight is that 50 per cent of these visitors will have come from Sydney and another 30 per cent from other areas of New South Wales.

Department's Contribution

In 1971-72 the Department of Main Roads spent \$132.5 million in all phases of its activities in the construction programme to upgrade roads throughout the State of course, the final figures for the current financial year will be well above this.

Despite the need to spread its funds over so many areas where works are obviously needed the Government, through the Department, has achieved much.

Forgetting this new bridge for a moment there

New South Wales as a whole.

Just as an example, through the Department of Main Roads my Government has so far made allocations and grants for maintenance and construction to Port Macquarie Municipal Council and Hastings Shire Council for the 1972-73 financial year totalling more than \$2.6 million.

Perhaps the most important work at present under way is the recon-

(Continued on page 2)

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LAKE CATHIE'S BIG DAY

(Continued from page 1)

struction and bitumen surfacing of the Oxley Highway between Wauchope and Waicha which when completed will cost an estimated \$4 million. This work is currently receiving priority and although expected to continue for the next two years, already involves the completion of bitumen surfacing for the 56 miles between Wauchope and the Hastings - Waicha Shire boundary.

Improvements to the junction of the Pacific and Oxley Highways, known commonly as the Manning turnoff, will be completed by Christmas.

Work on bridges and approaches totalling approximately \$2 million is also under way or due to commence shortly in the Lower North Coast areas.

Good Gathering at Opening

Mr. and Mrs. Cutler headed a long list of V.I.P.s present at the opening ceremony.

Mr. Phil Luccock, M.H.R., Mr. Bruce Cowan, M.L.A., and Mrs. Cowan, Councillor John Abi Saab, Mayor C. C. Adams and their wives; the Divisional Engineer of the Department of Main Roads, Mr. Desmarchelier and Mr. Lake, shire councillors and aldermen, and the president of Lake Cathie Progress Association, Mr. Harry Pinniger, were among the 200 people present — plus a long line-up of waiting traffic—when the Minister opened the bridge after a round of speech-making.

The Minister was the only one to cut his speech short; he said he did so when Mrs. Cutler prompted him about the traffic held up — a line of vehicles up to two miles long.

Mayor speaks

On behalf of the citizens of Port Macquarie, and in association with the President of the Hastings Shire, I am pleased to extend a warm and sincere welcome to you and to Mrs. Cutler on the occasion of this new and valuable link between the two councils of the Hastings Valley, said the Mayor of Port Macquarie, Ald. C. C. Adams.

As you are aware, the supervision of this splendid addition to the progressive up-grading of our tourist and main roads within the Hastings Valley, was jointly carried out in a most harmonious relationship between our two councils and the Department of Main Roads.

I must say that the future of the Hastings Valley appears to be undoubted. At the present time, building applications approved by both councils this year have reached more than ten million dollars, and we know of almost another million that have been approved by way of development applications.

This delightful new structure stands close by the original bridge that was commenced by voluntary labour in 1957. It was a splendid example of community endeavour. Those who were unable to give of their labour, contributed financially or with materials. Alderman Kennedy, who is still a member of the Port Macquarie Council, was a council representative on a deputation to the then Minister for Public Works, Mr. McGrath, who gave his blessing to the project, but that was all.

According to the Port Macquarie "News", the first bridge cost around \$25,000. Quite a difference, sir, to this one being opened today at a cost of \$140,000.

As the Lake Cathie area on both sides of the bridge is such a popular family picnic ground, there is one thing that remains for both councils

to do, and that is to make the localities much more presentable. But here again, shortage of funds may delay any embellishing of the areas.

Mr. Minister and Mrs. Cutler, it is always a pleasure to welcome you both officially to this area for which I know you both have such high regard. On behalf of my colleagues and staff of our council, I would like to wish you both the season's greetings.

Shire Appreciated Potential

Cr. John Abi Saab (shire president) said his council realised the potential of the area many years ago.

When the Tourist Road classification came we immediately applied, he said.

In conjunction with the Department of Main Roads we shared a \$250,000 expenditure on the road from North Haven to Cathie, and the completion of this bridge marks a \$400,000 expenditure all told.

The shire had every confidence in the area and this confidence has not been misplaced, he said.

Cr. Abi Saab said a project such as this benefited all ratepayers within the shire and not necessarily only those who lived nearby.

My council will continue with such development and at the same time will take steps to protect the environment.

I am sure the Minister appreciates what we are doing, he said. As Leader of the Country Party you have a big role to play and we are proud to have you as that Leader, and for what you do for Local Government we are also grateful, he said.

Cr. Abi Saab also praised Mr. Desmarchelier for his role as Divisional Engineer with the Department of Main Roads.

Due to your dedication and understanding we are resolving our problems he said to Mr. Desmarchelier.

Heavy Traffic

Mr. Pinniger, president of Lake Cathie Progress Association, told of a local count, back in early 1970, which revealed a traffic flow of 6,192 vehicles in a month over the old bridge, with 3,200 crossing over on January 5 that year.

(A figure of 2,000 a day today was mentioned by the Minister).

Mr. Pinniger thanked the two councils for their joint efforts; he thanked Bruce Cowan for his representations.

Where Best Fish Bite Best

Mr. Pinniger urged the Minister to consider the construction of a fishing platform under bridges such as at Lake Cathie.

This is where the best fish bite best, he told the Minister, and a platform such as he had seen in Western Australia, would be a tremendous asset.

Mr. Cowan

Mr. Bruce Cowan M.L.A., complimented the two councils on their joint efforts to provide the type of services that were attracting so many people to the area.

We all have a tremendous task in the problems that confront us with development and it is good to see people facing up to their responsibilities, he said.

Mr. Cowan said he hoped to see some extension to the unique bus service which had a permit to operate between Port Macquarie and Sydney, enabling it to serve the Cathie and Camden Haven area as well.

Mr. Cowan also complimented the engineer of the Department of Main Roads, and included the engineers of the two councils for the part they had played in the good job done at Lake Cathie.

Lunch; Afternoon Tea

The councils had the Minister and Mrs. Cutler to lunch at the council chambers in Port Macquarie, and after the opening ceremony — in a huge marquee which blended magnificently with the local environment on the north side of the bridge—afternoon tea was served.

It was, too, one of those extremely pleasant early summer days for the auspicious occasion; the more remarkable because of their rarity since Spring began.

RODEOS AT MARBUK

Rodeos are to be held at Marbuk Park in January, not in December as announced in last Thursday's edition of the "News". The dates are January 6 and 21. The rodeos commence at 8 p.m. and will be held under spotlight.

The two rodeos promise to be even bigger events than those held last year with \$600 in prizemoney being put up on both occasions. Admission will be \$1 for adults and 50 cents for children.



● The shire president, Cr. John Abi Saab (left) and mayor "Mac" Adams (right) presenting a coffee table to Mr. and Mrs. Cutler, in appreciation of their coming to open the Cathie Bridge. The mahogany table, gloriously inlaid, was made at Wauchope.

Death of Bert McWhirter

At the age of 77 years, Mr. Bertie Clayton McWhirter died in the Hastings District Hospital on Saturday, December 2nd.

A well known resident of Port Macquarie of many years standing, he lived at 26 Gordon Street, Port Macquarie the past 40 years.

He conducted a general carrying business for some years — from the ships coming into harbour at Port Macquarie, and from the railway. Appropriate to his occupation, he was recognised as a strong man, always the anchor man in "old time" tug-o-wars at hospital

sports and the like.

He was also strong in character and highly respected by all who knew him.

He married into the well known Dick family, his wife predeceasing him several years ago, in 1957.

Members of their family are well known residents of Port Macquarie. Surviving are Cecil, Vera, John, Allison, Les, Albert and Kenneth. Following a service at St. Andrews Presbyterian Church in Port Macquarie this morning at 11 a.m., the interment — under direction of McWhirter's Funeralists — was made in Port Macquarie cemetery.

ADDITIVES TO WATER TO START THIS MONTH

Introduction of additives to the Port Macquarie/Wauchope water supply will commence later this month.

An assurance of this was given to the latest meeting of Hastings Shire Council by the shire engineer, Mr. W. Russell.

Answering Councillor Harrison, Mr. Russell said that all plant houses for the chlorination and fluoridation of the local water supply were completed and it was anticipated that the plant would be in operation prior to Christmas.

Beechwood requests to council

At its latest meeting, Hastings Shire Council granted a request from Beechwood Tennis Club that the provision of public conveniences for the Beechwood Park be considered in the 1973 estimates.

x x x

Mr. M. Christi wrote concerning the erection of horse stables and the occupation of a caravan at Beechwood.

On the motion of Crs. Harrison and Dark, it was agreed that the writer be required to submit an application for the stables and that permission be granted to occupy a van until December 9, 1972.

x x x

Subject to Police approval being obtained, Hastings Valley Sporting Car Club was given permission to conduct vehicular acceleration tests on the old Blackman's Point Road, on Sunday, January 14, 1973.

REAL ESTATE

Land

- HASSAL STREET—level building site ————— \$4,500
- KOORONG AVENUE—views from here ————— \$4,750
- KADINA CRESCENT—bushland setting ————— \$5,250
- KARALEE PARADE—level block near the beach ————— \$5,950
- PARKLANDS AVENUE—a lovely part of town ————— \$6,250

Development Site

- APPRECIATING VALUE—Here we have a really good site close to transport and beaches. Level, and zoned for 40' 0" high rise development, this magnificent property has a frontage of 66' 0" by a depth of 150' 0". The property is currently returning \$1,700 per annum per medium of a pair of 2 bedroom fibro flats which lend themselves to removal to another site. Possibilities galore in this proposition. Price \$24,950.

All About Houses

- A LOCALE OF CONVENIENCE—An older type weatherboard cottage is offered for sale. The short, level walk to town takes only minutes, while beaches and Olympic Pool are invitingly near. Accommodation is bigger than most and includes a family sized lounge, three bedrooms, sewing room, sunroom, kitchen, dining area, bathroom etc. The area of land is surprisingly large and invites the green fingered ones to bring out the best in it. Priced at \$16,750.
- PRETTY AS A PICTURE—This four year old brick veneer has been thoughtfully placed just right on its view-catching site. Town and mountain views are superb, and will fill many a pleasant hour. Grounds, too, have been well attended, and a new owner will have very little to do. The family accommodation is attractive and comprises lounge, 3 b.r.s., mod. kit. and dining area, tiled bathroom, garage and laundry. Well situated and priced at \$24,000.

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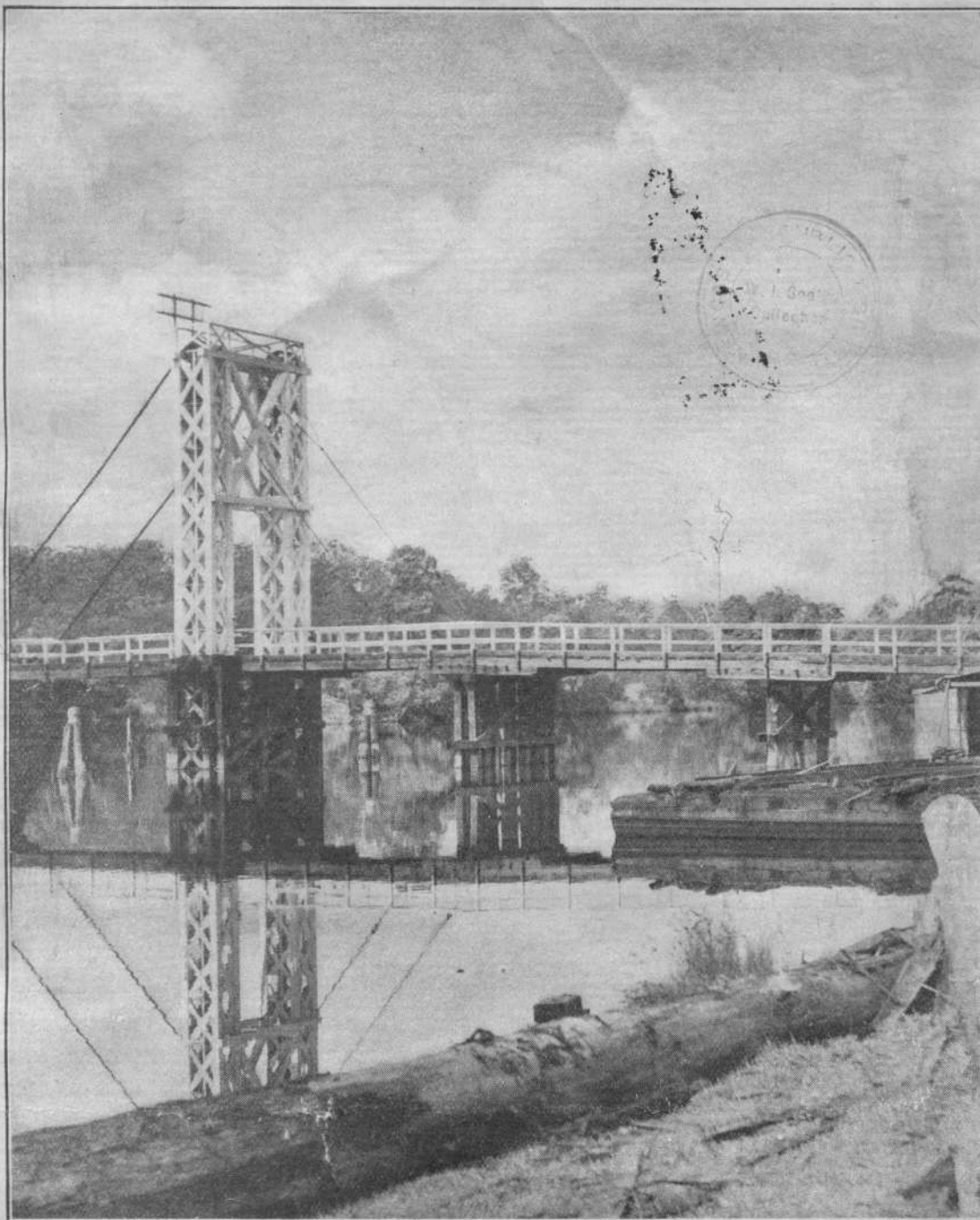
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ROSS GLEN - Bridges - Haven River
Bridge



A NORTH COAST SCENE BETWEEN TAREE AND PORT MACQUARIE.
The bridge over the Haven River at Ross Glen, in the Camden Haven district.

camden haven to port macquarie

see also:-

extracts from the New South Wales Calendar and
General Post Office Directory of 1832.

Pages 141, 142.



FIRST TRAFFIC

Led by government representatives, a steady stream of traffic passed over the newly opened Laurieton Bridge soon after 1 p.m. on Saturday last.

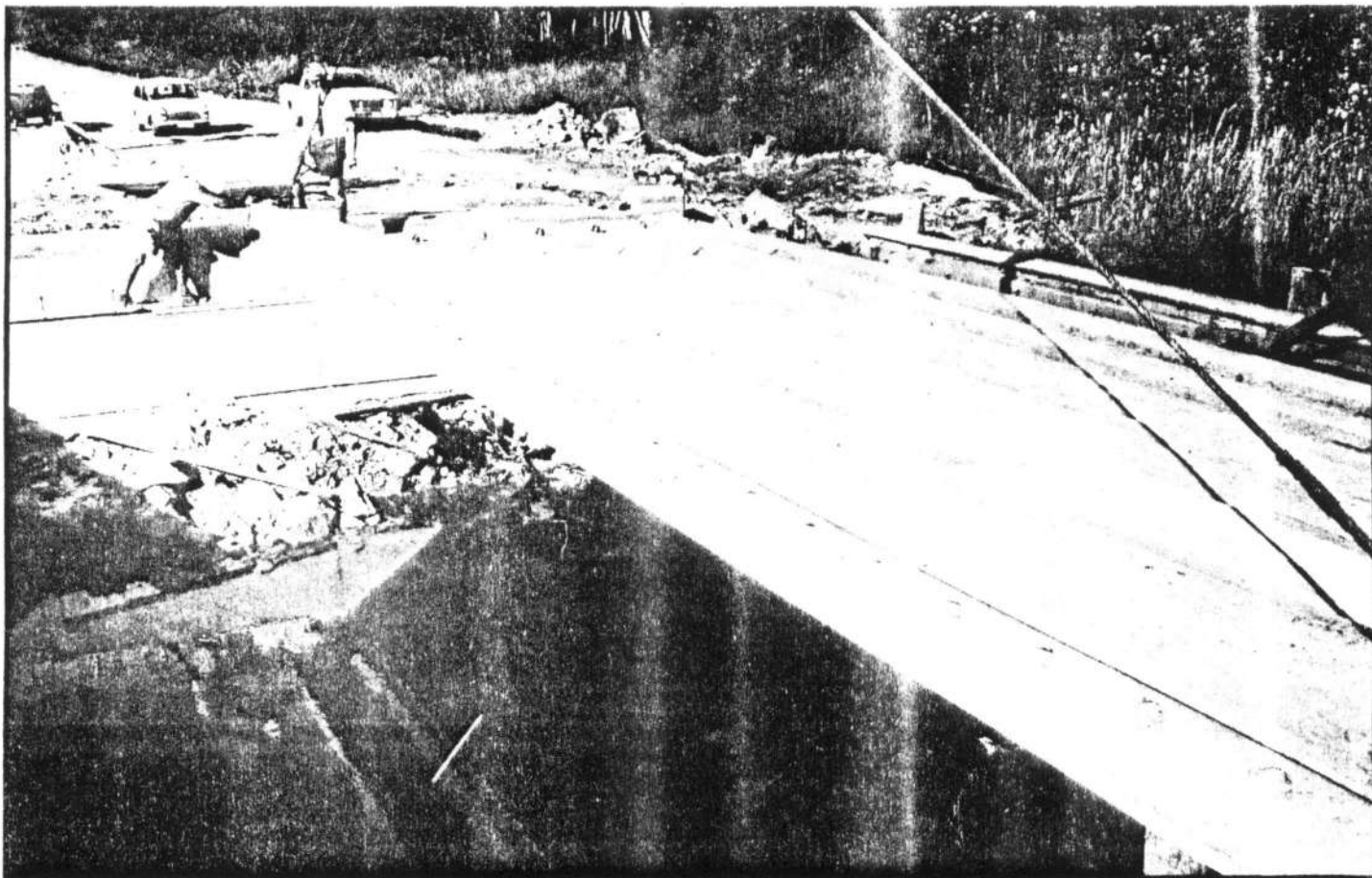
As well as hundreds of people, and motor cars, river traffic was also well represented at the opening, even the displaced ferry put on a gay appearance for its last official duty on the Camden Haven river.

The occasion was particularly noteworthy for the residents of Dunbogan, who have "put up with" a ferry service which has served them well over a long period of years.

The bridge is the first to be completed - several more are under construction - under a State Government scheme to replace all government subsidised ferries with bridges - a target hoped to be achieved by 1971.

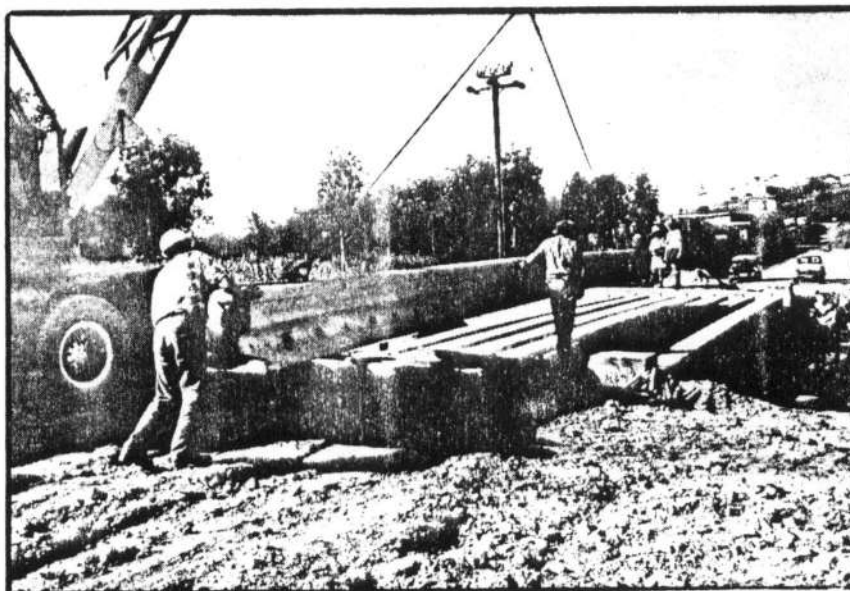
This, of course, means more bridges in the Hastings River Valley within the next five years.





OLD LAKE ROAD — NEW BRIDGE

● Picture above shows work proceeding on the construction of the new bridge on Old Lake Road — one, of fourteen, T-21 beams, is manoeuvred into position. The construction of the new bridge has been a must for some time and Port Macquarie Municipal Council is to be congratulated on undertaking the project. One of the local council's top men, Mr. Mick Roohan, is supervising the construction; Mr. Syd. Thomas is the Foreman. The T-21 beams, which were made in Tamworth, weigh approximately $5\frac{1}{2}$ ton each, and when they are all in place will be covered with a 6" thick decking. Another feature of the bridge is the section carrying the beams which is separate from the head stocks of the bridge, allowing for ample movement under heavy loads. Guard rails will be constructed and the heavy work is being done by Dayal Singh together with council's own crane which has only been in operation for a couple of months. The crane has been doing a grand job and showing its worth, Mr. Roohan told the "News". It is expected that the bridge which is a vital link to council's industrial subdivision, will be ready for use by the first week in June.



1973 Port Macquarie News.

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RAIN MARRED BRIDGE OPENING

COMMISSIONER FOR MAIN ROAD CUT RIBBON

A break in the weather on Friday afternoon last permitted the official opening of Cathie Bridge, but the wet weather took much of the enjoyment away.

At the appointed time, 3 p.m., there was an awful deluge, and only the lateness of the official party enabled the function to go on.

Travelling from North Haven to the bridge site, they encountered great stretches of water across the roadway.

The ceremony at the bridge was a brief one, and an adjournment was made to the golf club house at The Point where the speechmaking was done and afternoon tea was served.

The Mayor of Port Macquarie, Ald. A. Crisp, welcomed the official visiting party from the Port Macquarie side of the ribbon which stretched across the bridge.

In the party were the Minister for Works, Mr. P. N.

Ryan; the Commissioner for Main Roads, Mr. H. W. Sherrard; Messrs. Joel and Kenney, M.L.C.s, Jordan, M.L.A., the Director of Public Works, Mr. Carroll; the president of the Hastings Shire, Mr. H. S. Branson, several Shire Councillors and Aldermen.

With workers and a number of Port Macquarie citizens, the party at the bridge exceeded 100.

Before cutting the ribbon and declaring the bridge officially open, Mr. Sherrard said it was a very fine tribute to local effort, solidly constructed, and of ample width.

He was sure it would serve the community well for many years to come.

He spoke highly of the voluntary effort and co-operation between the two Councils.

Mr. Sherrard pointed out that his Dept. had not contributed to the bridge; it had, however, been of assistance with the road.



Mr. Sherrard cutting the ribbon

had made the bridge possible.

A small but happy band of volunteers had sweated over blistered hands, and the bridge was a monument to them, said the Mayor.

Their contribution was worth something like half of the total cost of £18,000.

Ald. Crisp said the Municipal Council's contribution had been greater than that by the Shire, and an amount of £1,500 above the £3,500 allocated had been spent.

When the final balance is out, we may get some departmental assistance, said the Mayor.

He hoped to see the road via the bridge declared a Main Road, pointing out how it would serve to develop a large rural area and relieve highway traffic.

Mr. Richardson also mentioned Mr. Barry Cunningham, the Skindivers, Apex, and spoke of the comradeship which had made the work a happy task.

Thoroughly welcomed Mr. Sherrard said that after three or four times in the one day he felt thoroughly welcomed.

He referred to the bridge as a splendid job, a tremendous credit, and an asset in every way.

Mr. Sherrard said his Dept. had not helped with the bridge, but had with the road.

Explaining two types of roads, developmental and main roads, which concerned his department, Mr. Sherrard said these were financed by road users—from the annual amounts motorists paid on vehicles, the ton mile tax, and until recently, by petrol tax. Councils also contributed on a share basis.

Both Councils have been most active in this area, aided and abetted by Mr. Jordan, he said.

No other member of parliament has waited on me as Mr. Jordan has, said Mr. Sherrard.

Mr. Sherrard referred to the problem of deteriorating roads.

Older stretches, like the northern sections of the Pacific Highway, were not as scientifically built as roads of today and their present deterioration was an acute problem.

The final stages of eliminating all the ferries on the coast highway was another big job.

Thirty years ago there were 12 to 14 ferries. Now, only three remained—at the Hastings, Clarence and Richmond.

The Hastings bridge would be a reality in a few years; plans were being prepared for the Richmond River bridge.

This district has wonderful potentialities, said Mr. Sherrard, and the people of Port Macquarie think so more than anybody else.

He had been wondering about Port Macquarie as there were many beaches up the coast, many fairly well developed, so why did people come to Port Macquarie?

Mr. Sherrard said he had decided it was because it was a well established town right close to the coast, and not many towns had what Port Macquarie has got.

It also had history, and he



Mr. Sherrard with Mr. Ron Richardson (Engineer), and some of the workers

Amongst those welcomed at the Golf Club were Mrs. Ryan, wife of the Minister, Mrs. Carroll; the Mayor, Mrs. Crisp, and the wife of the Shire president, Mrs. Branson, were also amongst the ladies.

Mrs. N. W. Jocelyne accompanied her husband, the president of the Chamber of Progress, and Mr. A. P. Cooper with her husband, the Deputy Mayor.

After welcoming all present, the Mayor spoke highly of Mr. Sherrard and the assistance his Dept. had given with Developmental Road Funds.

"We can thank Mr. Sherrard for every penny of these funds," he said.

On such a wet day it is pleasing to see so many people showing their interest in the development taking place in their area, he said.

Ald. Crisp spoke of a Chamber of Progress letter to the Council in October of 1955, setting out a request for the bridge, which it was claimed would open up 30 miles of beautiful coastline as well as link the Shire area of Laurieton with Port Macquarie.

Selection of the site then followed a combined meeting, and the Dept. approved plans submitted by Mr. Ron Richardson, engineer, to M.R.D. specifications.

Then came the question of finance, and the Shire Council agreed to contribute £2,500, but no more.

The Municipal Council had then proceeded with the construction and met all other costs, apart from the contribution by the Chamber of Progress of donations and voluntary help.

Public minded citizens had made a wonderful contribution of £200 in cash; this plus timber, poles, and girders, plus the volunteers

The Municipal Council had made its men, machinery and trucks available, "but," added the Mayor, "I could talk for hours on the voluntary workers."

Amongst them were members of Apex and the Skindivers' Assn. He also thanked the P.M. "News" for its contribution.

Cr. Harrie Branson said the Chamber of Progress and voluntary workers were due for hearty thanks from both Councils, and the bridging of Cathie had again joined the Shire with the Municipality.

Someone had put it up to him that God had put the stretch of water between the two to divide them, and why not leave it as it was?

These are not my feelings, said Cr. Branson; "I am pleased to see the bridge linking the two Councils together. Thanks to everyone who put a nail or plank in the bridge."

Chamber president Mr. N. W. Jocelyne said the bridge was a milestone in the development of the Laurieton-Port Macquarie section of coastline, and they were proud to know the Chamber of Progress had played such an important part.

They were proud of the fact that the bridge committee numbered so many from their ranks, and one of their members—the chairman of the Bridge Committee—Mr. Lance Hartley, had put a very great deal into the building of the bridge.

Mr. Jocelyne also referred to the grand effort by Mr. Engineer Ron Richardson, who for many months gave up his week-ends.

As had been said, the bridge was an indication of joining the two Councils together, and said Mr. Jocelyne, we hope to see many more things in this district

Personal NEWS FLASHES

Mr. Robert Haggerty was 21 last week, and as well as the "key to the door" his parents (Mr. and Mrs. Joe Haggerty) presented him with a cheque for £100. The Haggerty's were a well known Rawdon Island family before moving to Gosford.

At the home of the Mayor and Mayoress on Sunday evening a very pleasant meeting was had with the Judges and contestants in the Spastic Centre's Miss Australia Quest. Mr. and Mrs. Crisp graciously threw their home open to the visitors, all of whom were delighted with the hospitality extended them.

Mrs. O. Martin, Pacific Islander, is holidaying in Sydney for two weeks.

Guides and Brownies, on Friday night entertained their parents, mothers—all but one—to an enjoyable evening of music and sketches in the Parish Hall. Opportunity was taken by Mrs. A. Lewis, President of the Guides, to make a presentation of a wall plaque to Mrs. Yvonne Andrews, who recently retired as Guide Captain. Guide Rhonda Lewis, made a presentation of a plaque to Miss Beverley Kilnurray, who retires from Guides because of having attained the age of 17.

Mr. Kevin Robinson left at the week-end for Jackadiga, where he has accepted appointment in charge of a two-teacher school. Mrs. Robinson and the children will join him later.

Mrs. C. Walsh has arrived back from the city after seeing Shannon, off to New Guinea. Stationed "In the Wee Wee" area, Shannon has already made contact with a number of ex-Port Macquarieans.

Mr. P. A. Ford, of Home Street has returned home after a three months trip to the U.S.A. for the purpose of visiting his daughter and

her husband. He had not seen either of them for nearly fourteen years. Whilst there he had the pleasure of meeting his two grandchildren for the first time.

Holidaying with Mr. and Mrs. Doug Forbes, of Wauchope Road, is Mrs. Grantham, of Taranaki, New Zealand. Mrs. Grantham and Mr. Forbes are brother and sister, and have not met for over 30 years.

Many friends here will regret to learn that Mr. Eric Ronaldson, a former manager of the Commonwealth Bank, Port Macquarie, has suffered coronary occlusion. After an anxious time he is now on the mend, but it is expected that it will be a few months before he is back at work again. Manager at Belmore, he was getting ready for a move to Ryde.

At the home of the Mayor and Mayoress (Ald. A. L. and Mrs. Crisp) several local people were delighted to meet Miss Kathrine Rimmer, a 27-year-old English lass who is riding a bicycle around the world. Flat broke in Persia, she sold her bicycle to keep afloat, and after working at dressmaking purchased another bike to continue her visit. Has picked a few paws here to keep the wolf from the door. Plans to work at Hayman Island long enough to get the necessary to take her from Darwin, then to the States and back home for Christmas, 1960.

Mr. Eric Denham and Mr. Ossie Scuts accompanied Mrs. Jack Denham on Monday, when they drove to Crookwell.

One of Princess Alexandra's first engagements during her tour of New South Wales is to visit the new Country Hostel of the Spastic Centre, and all of the children there are already highly excited at the thought of seeing a real Princess.

FOR A GOOD TAKE

"A WORM'S EYE VIEW"

Producer Don Middlebrook other hearty laugh and another

He had his audience in fits of laughter on several occasions but particularly when Mrs. Edna Parosien extracted Bede Quinn's foot from her jelly.

It all centres around "A Worm's Eye View," the three-act comedy which is being presented by the Musical and Dramatic Society, and which opened last night in the Civic Hall to an appreciative audience.

Don't miss it; you'll thoroughly enjoy it. The comedy will be presented again to-night and to-morrow night.

Don Middlebrook has made some excellent castings, and must be very happy with the performances turned in last night by Locky Sherringham and Mrs. Edna Parosien.

Lock Sherringham

Locky is an Air Force recruit, "enjoying" the billet provided by the landlady Mrs. Parosien.

Mrs. Pat Alcock gave a fine performance as the daughter of the landlady, and Miss Beverly Batger's interpretation of the maid was equally delightful.

John Bate did well as the snippy local govt. officer; Jack McDonald was an exciting "Blue Orchid" waiting for his wings, and rookie Bede Quinn an hilarious Welsh miner type with a slight usually found in billets.

Newcomer Malcolm Harvey—the Corporal type—had a lot to do in the show as well as with the success of it.

As veteran Fred Johnston would put it, Malcolm had all the "tevin" to do.

Fred got very close to the audience as the re-enlisted last war veteran, helping the Air Force boys sort out their problems, and a big hand went out to Frank Batger, the drains inspector and down-trodden husband of the "vicious" landlady.

Completing the cast was Graeme Everingham, fulfilling well one of the minor roles.

DONATIONS TO MUSEUM

Further donations have been made to the appeal by the Port Macquarie "News" for the Hastings District Historical Society, and more are confidently expected.

With his cheque for £25, Mr. John King sent along a note saying the museum was a most creditable and worthy effort, deserving of every citizen's encouragement and support.

Mr. King's note added: "The result will give far-reaching pleasure to thousands and its usefulness will magnify through the years ahead. And what a happy example of co-operation between two neighbouring Australian towns."

"I am grateful to have the opportunity through your Appeal to make a small contribution to assist the very big voluntary effort of the members of the Society."

Donations to be acknowledged this week are:—

Mr. and Mrs. H. Dircks £5.

Mr. C. G. Orr £1.

Mr. J. Hayward £1.

Mr. Gussie Nicholls 10/0.

Mrs. A. Taylor 6/0.

Mrs. Baker 5/0.

Mr. Max Farrer 10/0.

Mrs. Sommer £1.

Cheers & Denham £1/1/0.

Mr. and Mrs. A. M. Cadell £5/0.

Mrs. Mitchell £2/0/0.

Mr. and Mrs. J. M. P. Casey 10/0.

Mrs. E. Richardson 5/0.

C. Costa 10/0.

Wellishear £1/1/0.

Anonymous £1.

Mr. A. Hay £1/1/0.

Mrs. Baker 5/0.

Mr. Atkinson 2/0.

Mrs. Hallett 5/0.

Mr. J. Debrency 10/0.

Mrs. Gilson 6/0.

Mr. and Mrs. A. Cumming £2/0/0.

Mrs. A. Simpson £5/3/0.

From Miss Beryl Duherty "I enclose cheque for £1/1/0 for the Hastings District Historical Society's Appeal."

"I have just been to a most interesting talk at the Royal Australian Historical Society given by Mr. Dunlop, of Armidale, in which he described these museums all over the world. Illustrated by lantern slides, I gathered the impression that the Hastings District Museum would be the second best in Australia. I hope to see it on Bank Holiday."

From the Governor The Secretary of the Historical Society, Mrs. Gabriel, has received a congratulatory note from His Excellency the Governor of N.S.W., where he says "congratulations to the Society on the excellent press that has been made in the short space of three years."

T. Reed & Co.
are happy to announce

SPRING FASHIONS OPEN

BEAUTIFUL FABRICS with
EXCLUSIVE STYLISH season's Frocks' love

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Showroom
and Inspection
Exciting R

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LS/VF/BRIDGES

NEWS" OPENS APPEAL FOR THE HISTORICAL SOCIETY

£500 The Goal

The Port Macquarie "News" is privileged to launch an appeal for funds for the Hastings District Historical Society.

The "News" has the co-operation of members of the Society, and the assistance of its members - led by Mrs. Monck.

The Historical Society does the money now; it is an almost perfect job finished, and with a help one of the best sums in the State will

soon be an accomplished fact. All the funds it has raised over the past few years - between £200 and £600 - have been used up in what has already been done.

At a meeting last Friday evening, members found it necessary to "go easy" when it came to authorising expenditure.

A badly needed display light on the exterior of the building will just about deplete the present funds.

Treasurer Mr. Cyril Garfield could only give the grim facts: "You have £15 in hand; there's the light to be paid for, and you owe £40 in rates for the next half year."

A few hundred pounds will help the Society over its present difficulties. £500, if the goal can be reached, will put it properly on its feet.

"All that is holding the roof together in the paint we put on it," said a member at Friday's meeting.

Funds subscribed will enable the roof to be resealed.

The rear of the building needs attention; the top floor has to be properly fitted up, a stairway is needed and the grounds have to be done up. A lot of small donations will result in a huge amount of good achieved.

Complete & Lasting

The Society aims to provide a complete and lasting picture of the early days of settlement in Port Macquarie and the whole of the Hastings Valley.

With a little help from everyone this can be achieved. A visit to the museum in Clarence Street will convince even the most sceptical that the appeal is a very worthy one.

We commend it to the public generally, and hope to publish next week the first list of a long series of donors.

Communicate with Mrs. Monck, at Monck Radio, if you want to make a donation, or forward same to the Port Macquarie "News". Official receipts will be issued.

Mrs. Monck, and other members of the Society, may call on you to solicit your aid, and we appeal to you to assist us best you can.

A Worm's Eye View

Are you a man, a worm or a mouse? How was your billet during the war? Was your romance fraught with difficulties?

A Worm's Eye View gives you an insight into the lives of a number of slivers culled with a vinegary, middle-aged social climber, her insidious son, her hen-pecked, down-trodden, inefficient second husband and his presentable daughter.

The slivers, a cross section of society, include Duke the playboy, Mark an ex-schoolboy, a chieftain of the billet, Porter, the cockney shyder, Taffy the inoffensive

Previous Donors

Prior to this appeal, donations have been received as follows:-

Cash - Port Macquarie Municipal Council £60; Col. Sugar Refinery £15/15/0; Shire of Hastings £10/10/0; Miss Marchmont £10; National Trust £10; Charley Bros. £5/5/0; Mr. A. L. Crisp £5; Mr. Levick £2; Mr. Munro (Nat. Trust) £1/1/0; Dr. Shalard £1/1/0; Mrs. Turner £1/15/0; Miss Brayne £1/15/0; Mrs. Dr. Allen £10/0. Material or Labor - Bergers Palace; Brady & Cooper; Chadwick, French Pty. Ltd.; Heron's Creek Timber Mills; J. N. Parker & Sons; Platts Transport; P.M.M. Council Men; O.C.G. Men; Mr. C. M. Edwards; Mrs. P. Hayward; Mr. G. McKinnon; Mr. R. M. McMillan; Mr. K. Manwarling; Mr. A. H. Phillips; Mr. Schubert; Mr. C. T. Upton; Mr. A. O. Walker.

Associate Golf

Winner "A" Grade, V. Dent 69 nett; Winner "B" grade, G. Collins 70 nett. Mrs. Hudson extended a welcome to new member Mrs. D. Morton.

Championship

"A" Grade: E. Hudson, J. Moxey, L. Clark, L. Joscelyne, J. Thew, B. Pike, K. Lavender, L. Joscelyne lost to J. Thew; B. Pike lost to L. Clark; K. Lavender lost to J. Moxey.

"B" Grade: V. Dent, B. Garlick, G. Finlay, M. Martin, D. Middlebrook, S. Huddleston, M. Phillips, J. Spence, D. Middlebrook lost to M. Martin; P. Huddleston lost to G. Finlay.

Sunday 18-holes stroke competition 12.30 p.m. Congratulations to Mrs. Hudson on her win at Macksview on Sunday, when she took out the major trophy.

TRAGIC DEATH OF MR. JACK DENHAM

Funeral Here On Saturday

A native of Port Macquarie, Mr. Jack Denham, met an untimely end when his car ran off the Goulburn-Crookwell road on Tuesday night.

Jack was headmaster of the school at Crookwell; the parent of a member of his staff was dying at Crookwell and Jack drove the teacher there. It is presumed that he went to sleep at the wheel, as the drive entailed a 500-mile run.

He had phoned his wife from Goulburn to say he would be home in one hour's time.

And it was on his way home from Goulburn that the fatal accident occurred.

Jack was possessed of a most lovable nature; he had a bright and philosophical outlook on life and was a popular and successful school teacher.

At the early age of 39, he became headmaster at Crook-

well School (he was 40 when he died); previously he had reached the top in a separate special department - physical training.

His Parents, Mr. and Mrs. N. E. Denham, live in Horton Street, and the fatality has been a sad blow to them, as well as to his brothers and sisters.

A regular visitor to Port Macquarie he was here last during the May School holidays, and holiday time for many people here will not be the same without his company and his smiling countenance.

His wife and two daughters, Judith and Margaret, are left to mourn their sad loss.

Surviving brothers and sisters are Mr. Joe Denham (Sydney), Messrs. Eric, Jim and Reg Denham (Port Macquarie), Ruby (Mrs. H. J. Hayward) and Miss Elsie Denham (Port Macquarie, and Mrs. Joe White).

A service is to be held at Crookwell today, and the body will be brought to Port Macquarie for interment.

The cortege will leave from the Church of St. Thomas at 12 noon on Saturday, for the Port Macquarie Cemetery.

More Local Fish for Western Parts

Residents of Coolah, Mendooran and Canil Districts are to enjoy fresh fish and crustaceans supplied by the Port Macquarie Fishermen's Co-operative.

An enterprising young man, Mr. Darcy Wentworth, flew a Fairchild monoplane into Port Macquarie yesterday for the first load.

He told the manager of the Co-operative, Mr. M. J. Radley, that the journey entailed two hours' flying.

He said he intends to make one trip each week.

The fish he took away yesterday included Snapper, Bream, Flathead, Leatherjackets and Mulllet.

Mr. Wentworth said he had little doubt that the fish would be most acceptable where it was going.

OBITUARY

Mr. Thomas William R. (68), of Telegraph Rd. passed away at the Hastings District Hospital on Wednesday, 1st July.

The cortege left Church of St. Thomas the Port Macquarie Cemetery on Thursday, 2nd July when the interment was made in the C. of M. F. tion.

Mrs. Ryan predeceased husband several years but a family is left to mourn his passing.

REED'S

BIG Stocktaking SALE

Starts Thursday, 9th

Rack Blouses

Long and Short Sleeves - To Clear from 13/11

Ladies' Topcoats

Only a few - Sacrificed Below Cost

Children's Topcoats

Size 18" to 36" - Less 20 per cent Reduction

Ladies' Winter Frocks

XSSW to XOS - Prices Slashed to Clear

Skirts

XSSW to XOS - Usually 75/- to £5/19/11; New Only 29/11, 39/11, 59/11

Slacks

In Multi Tweeds and Plain Worsteds from 39/11

Woollen Knitwear

Top Brands in Cardigans, Twin Sets and Pullovers. All to Clear at Marked Prices

Underwear and Foundation Garments

Table of Oddments at Give Away Prices

Remnants

Half Price in Dress Goods and Furnishing Fabrics

Winter Pyjamas

SSW to W. Usually 39/6 and 49/11 - To Clear 29/11

Be Early For These Bargains

Reed's Big Corner Store

Phone 54 - - - - - Port Macquarie

LS/UF/BRIDGES

REGIONAL JUDGING IN MISS AUSTRALIA QUEST

Final Arrangements Made

A meeting of the Spastic Centre Council this week made final arrangements for the regional judging of the Miss Australia Quest to be held here on Monday, July 20th.

The girls will appear at a presentation evening in the Hotel Macquarie Lounge on the Monday evening.

They will be escorted by members of the Surf Club and be presented to the Mayor and Mayoress, Ald. A. L. and Mrs. Crisp.

After the judging is completed the Mayor will announce the winner as "Miss Hunger Valley."

The Regional winner then goes to Sydney for the State finals.

During the evening there will be dancing and entertainment at the Lounge.

An admission charge of 5/- will be made, and all proceeds go to the Spastic Centre Council.

Financial Statement

A statement presented by the treasurer, Mr. F. I. Nunn, showed a total income of £467 last year for the local Spastic Centre.

Of this amount £250 was sent to the Spastic Centre at Mosman.

The branch has to raise £300 for the two girls it has nominated for the Miss Australia Quest.

Contributions to the funds have been made by Mr. J. B. Russell £20, and Mr. A. L. Crisp £2.



CATHIE BRIDGE OPENING NEXT WEEK

The Commissioner for Main Roads, Mr. H. W. Sherrard, will officially open the bridge over the Cathie inlet at 3 p.m. on Friday, 17th July, next week.

The Mayor of Port Macquarie, Ald. A. L. Crisp, made the announcement this week.

The Minister for Public Works, Mr. P. N. Ryan, will

also be in the area at that time, and the official party will be staying here overnight.

Ald. Crisp told the "News" today that he was pleased Mr. Sherrard was available to perform the official function.

Mr. Sherrard, he said, had been most co-operative with the Council in matters pertaining to the development of roads in the Tacking Point-Cathie area.

AM. Crisp said he felt sure more funds would be made available to the Council as most allocations already made to it were spent.

Steady Progress

Steady progress in the development of the coastal strip has followed the completion of the bridge over Cathie.

The Port Macquarie Chamber of Progress was largely responsible for the commencement of the work on the bridge, and for a good deal of the voluntary contributions which made the bridge a reality.

The Municipal Council and the Shire Council co-operated with the Chamber and the effort got under way, and what was once thought to be a pipe dream soon became a reality.

No doubt several staunch members of the Chamber who stuck with the bridge throughout its construction will share the credits with the Council at next week's opening function.

Public Invited

The general public is invited to attend the opening function at 5 p.m. on Friday, July 17th.

FISH AND FISHERMEN

Reigning Bream-catching champion of the waterfront, Preston Cains, was deposited in no uncertain manner by Reg Caslick, of Gore Street, when on Friday last Reg landed a huge bream which turned the scales to 3½ lbs.

Not to be denied, however, Preston came up with six fish on Tuesday, the best one weighing 2½ lbs.

Good catches of bream have also been made off the North Wall at night this week.

Also worthy of mention amongst the notables are Mrs. Lethbridge and Mrs. Jim Steel.

They have been bagging some good bream in the daytime, going to North Shore with Col. Bailey's ferry service.

Tides For The Week

IT WILL BE HIGH TIDE AT			
	A.M.	P.M.	
Thursday	11.14	11.15	
Friday	11.53	11.55	

Saturday	0.40	12.41
Sunday	0.41	1.31
Monday	1.32	2.22
Tuesday	2.23	3.30
Wednesday	2.43	4.34

1821

1825 Long Bridge - Bridge Street, demolished?

1830 Log or Corduroy Bridge Maj. Innes. Old Lake Road.

1835

1840

1844 "Bunyip Bridge" Gordon Street, or Dam

1845

1850

1855

1860

1865

1870

1875

1880

1885

1890

1892 Gordon Street, timber deck replaced.

1895

1897 Kooloonbung Ck. Bridge for Breakwall. 1934

1900

1905

1910

1920

1924 Breakwall Bridge new deck.

1925

1930

1932 Two Span reinforced concrete deck Gordon St. Bridge.

1935 Break. Bridge demolished. New Bridge. demolished 1968.

1940

1945

1950

1955

1959 Cathie Bridge opened

1960

1965

1968 Sesqui Centenary Bridge. Bridge Street,

1970

1973 Old Lake Road, Bridge.

1975

1980 Kooloonbung Ck. Bridge Gordon Street,

1985

THE BRIDGES OF KOOLONBUNG CREEK.

THE FIRST BRIDGE.

on the early maps of Port Macquarie, there was provision for a bridge.

As early as the map of 1826 there was a bridge to be erected near the prisoners garden see map.

In Anna Boswell's Journal page 88 she quotes " In the afternoon it was proposed that we should call at Gooloowa, which I was glad to have an opportunity of doing Mr Hugh escorted us, and instead of going by the old long bridge, we crossed the new one, which is scarcely finished - it forms a dam also, and will be a fine wide roadway, very different from the old one; there is a flood-gate in progress...."

and on page 92

she quotes " The long bridge was in such a dilapidated condition it was thought it would not be prudent for us to cross it in the carriage. However on arriving there, we found Bruce and two other men waiting for us, who for greater security, walked by the horses' heads, and we soon found ourselves in safety at the other side."

This was written in 1844.

I quote.... the original design incorporated a low rubble masonry weir built between the stone abutments to impound water in the creek for domestic use.

at the base of the Gordon Street Bridge there is to be found...

A stone monument.....

inscription:-

KOOLONBUNG CREEK BRIDGE

THIS STONE WORK WAS TAKEN FROM THE ABUTMENTS OF THE ORIGINAL BRIDGE NEAR THIS SITE WHICH IS BELIEVED TO HAVE BEEN BUILT BY CONVICTS IN THE EARLY 1840'S.

William Street:-

THIS BRIDGE WAS OFFICIALLY OPENED AND NAMED THE
THE SESQUI CENTENARY BRIDGE
BY THE MINISTER FOR LANDS
THE HON. THOMAS LACELOT LEWIS, M.L.A.
ON THE 20TH JUNE 1968, THE YEAR OF THE 150TH
ANNIVERSARY OF PORT MACQUARIE.

Gordon Street,

KOOLONBUNG CREEK BRIDGE

THIS STONE WORK WAS TAKEN FROM THE ABUTMENTS OF THE
ORIGINAL BRIDGE NEAR THIS SITE WHICH IS BELIEVED TO
HAVE BEEN BUILT BY CONVICTS IN THE EARLY 1840'S.

MARCH 1980

B.J.SEXTON.
COMMISSIONER FOR MAIN ROADS
NEW SOUTH WALES..

Pioneers of Port Macquarie

With the completion of the new single span prestressed concrete bridge over Kooloonbung Creek at Gordon Street, Port Macquarie in August, 1979, an historical link has been forged with pioneer bridge builders of the last century. The original timber bridge over the creek at this site was constructed during the early 1840's. The original design incorporated a low rubble masonry weir, built between the stone abutments to impound water in the creek for domestic use. This water supply was used for the Port Macquarie township until the Wauchope pipeline was extended in the mid 1950's.

Two early bridges

A map of Port Macquarie, dated 1831, shows a bridge across Kooloonbung Creek on an extension of Bridge Street, but no bridge in Gordon Street. This was probably the "old long bridge" referred to in the extracts below.

The two extracts, from a journal written by Annabella Boswell*, make reference to two early bridges.

The first is in February 1844, when ...

"On Saturday morning, about eight o'clock, I had the satisfaction of seeing the steamer pass my window. Miss M'Leod arrived by it, and others of the wedding party are expected next week. This house is two-storied, and joins the hotel, which occupies the corner of the chief street near the landing pier. There is only a wide road between the verandah and the sea. I admired the view very much one morning as we watched a boat loaded with grass coming from the opposite shore — it was drawn into the current, and then carried rapidly down past the house. The men stopped, and landed the grass. It was a Government boat, and there were men in waiting, who soon carried off its contents.

"In the afternoon it was proposed that we should call at Gooloowa, which I was glad to have an opportunity of doing. Mr. Hugh escorted us, and instead of going by the old long bridge, we crossed the new one, which is scarcely finished — it forms a dam also, and will be a fine wide roadway, very different from the old one; there is a flood-gate in progress. Arrived at Blackman's Point, we signalled for a boat, which soon arrived to 'row us o'er the ferry'."

In August 1844, Mrs. Boswell wrote ...

"On Tuesday 20th August — the eventful day — we set off for Port Macquarie about nine o'clock. The roads were not so bad as we expected, but we had to turn off at the sandy flat, as the bridge was still under water. The morning was sufficiently cloudy to make us anxious about the weather, but was otherwise pleasant. The long bridge was in such a dilapidated condition it was thought it would not be prudent for us to cross it in the carriage. However, on arriving there, we found Bruce and two other men waiting for us, who for greater security walked by the horses' heads, and we soon found ourselves in safety at it.

The crossing of Kooloonbung Creek at Bridge Street would have been of some length, hence the journal description

"long bridge". The new bridge (mentioned in the first extract) is presumably the one at Gordon Street, where the adjoining dam was located.

Chain gangs and invalids

Development plans of the 1830's showed that a considerable amount of earth fill was to be obtained by convicts, from an area to the east (where Hayward Street now stands). This fill was apparently used for the approaches to the bridge.

The abutments of the original bridge were probably constructed before 1844. Some of the stone was sandstone foreign to the area, which could have arrived as ship's ballast. The journal quoted above mentions: "The district was still a depot for invalids and a chain gang at work at the dam, completing the road to New England".

The stonework was almost certainly carried out by convict labour. Consequently, at the suggestion of the Hastings River and District Historical Society, it was decided to recover a sample of the abutment stonework, and to preserve it as both a tribute to the work of the original builders and a reminder of our pioneering past. A large block of sound rubble stonework has subsequently been erected by the Department as a monument near the eastern approaches to the new bridge.

Changes in time

The timber deck of the original bridge at Gordon Street was renewed in 1892 by the Department of Public Works. In 1932, the timber deck was replaced by a two-span reinforced concrete deck (6 m wide kerb to kerb), supported at the centre on new reinforced concrete piers.

Department of main Roads Journal.

THE LONG BRIDGE.

When a contract was let on August 2nd, 1897, for the building of a Breakwall on the southern side of the Hastings River entrance, it was realised that a big supply of metal would be required to complete the wall; so a contract was arranged, a lease being secured, to get the metal from the western end of a gravel quarry behind Aston Hill.

The next step was getting the metal to the starting point of the proposed wall. To do this it was found that a bridge would have to be built at the entrance of Kooloonbung Creek.

This was done by driving wooden piles by a crane and iron monkey. On these piles were placed heavy timbers and then heavy rough planks were used as decking, rough timber so that the horses would not slip - actually, they were heavy rough sleepers.

The next job in bringing the metal across was the laying of tram lines. These were laid first in a northerly direction till reaching what is now known as Bay Street, then easterly along past the factory and through the Park till reaching the bridge; across the bridge and turn northerly again in Short Street till it reached the old Wool Store, again turning east till it reached the foot of Hay Street where the weigh-bridge had been erected.

No railing was placed on the bridge for some time and no serious accidents are reported, but certainly there were quite a few minor ones. One little girl well known to our members was crossing one Saturday morning after a trip to town on messages for her mother when she quite accidentally fell overboard. One boy started to remove his boots when another said she could drown while he was doing that and jumped overboard and went to her rescue. I am alluding to Mrs. Joe Campbell (nee Lena Nicholls) and Dick McLaren.

On another occasion a little boy crawled across, being afraid of the wide cracks. His uncle and aunt were walking in front and didn't realise his fear. Two small boys, thinking to play a trick on a poor old dark woman, stood under the bridge with two sticks to which they had tied a piece of string, but it was their own father they caught. He never found out the culprits.

I forgot to say that four or five horses were used to pull the truck and some of them were almost human they were so well trained.

On November 22, 1924, a new decking was placed on the old foundations, money being raised at an entertainment in the old Empire Hall and by public donations in the way of materials, nails etc. After a very early start it was completed one Saturday

and you may realise there were many willing workers. The timber was all carted in oyster punts by the late Bob Reckless and Dick McLaren - also voluntary effort.

About 1935 a Government grant (State Government) was procured to build the present bridge. During the time it was being built, it took just twice as long to reach town. The old bridge was demolished a little at a time and the young people used to walk planks whenever possible. I never tried that. No railing was built for quite a time, I walked over night or day excepting if it was very windy.

One very dry summer less than a week before Christmas, when people were just passing Port by as there was no water, Mr. Mowle put in a water supply for camping ground, hotels etc., by running pipes from the butter factory wells across the bridge. Water was turned on Christmas Eve while the town children and visitors alike were entertained by donations of sweets etc. and a real Santa Claus, I think a Christmas tree included.

Mr. Mowle was a great townsman and even our Historical Society remembers him with gratitude in connection with the old cemetery. Mr. William Burgess Dick cut the ribbon and declared the bridge open. He was a son of the first tanner, who arrived in Port in 1841.

M. McLaren



Photo. by A. McNeil, Kempsey.

BRIDGE OVER THE WILSON RIVER, MAIN NORTH COAST ROAD, NEAR PORT MACQUAIRE.



DENNIS BRIDGE.

In December 1961, the Minister for Local Government P.D.Mills officially opened the Pacific Highway bridge, which replaced the Blackman's Point ferry at Port Macquarie and named it "Dennis".

Mr Spencer Dennis was a bridge engineer with the Department of Main Roads for many years. A plaque on the bridge commemorates the death of Mr Dallarmi, who fell from the bridge. He was one of several Italians working on the job.

Port Macquarie News Centenary Issue. 1982.

15th June 1931.

Rawdon Island quite recently a bridge of 120ft. was built on to Hacks Island from the Maria and with the help of residents the cost to Hastings Shire Council was 133 pounds \$266. now, strange to say, the estimate for a bridge of 20ft span at Narrowgut, Rawdon Island is 250 pounds \$500, assistance given by farmers at the Maria reduced the cost of that bridge, and the Island people are prepared to do their bit, when the depression eases, to have this work accomplished.

15th June 1931.



□ The opening of Bain Bridge

Port Macquarie Express 25/9/1991

Through history's pages...

Perfect day to open Bain Bridge Wauchope

The Port Macquarie News reported a major event in the history of the Hastings Valley which occurred on the 14th August 1907: — "A perfect day prevailed for the opening of the bridge at Camerons Falls on Wednesday last. Large numbers of ladies gentlemen and children from all parts of the district began to assemble at the picturesque spot quite early in the day and by noon there were between 700 and 800 persons present, about 100 having arrived from Port Macquarie in Mr

Walsh's new launch. The Italian Spring band was present and played selections throughout the day.

The bridge is of the low level type and stands on Monier cylinders with concrete arches. It is constructed of beam timber and contains six 45 feet and one 35 foot spans covering a length of 300 feet and is enclosed with a handrailing and is a unique structure, reflecting great credit on the builders.

The bridge was formally opened by Robert Davidson MLA, who was introduced by Mr P.J. O'Neill (Shire President), while the christening ceremony was carried out by Mrs Graham (Snr), of Koorie Island. Mr O'Neill said he had a very pleasing duty to perform, one of the most pleasant in his life and that was to say a few words in honour of opening of the first bridge across the Hastings River.

The agitation for it had extended over 15 or 16 years and was commenced by the Beechwood Progress Association and the first thing towards it was the building of a stone crossing, about which a great deal of comment was made and though it may appear as having been money thrown away, yet to his mind it was not. When the stone was washed away, it was almost impossible to cross the river, but they then had a better chance of pointing out to the government, the necessity for a bridge.

There was a great deal of agitation 8-10 years ago and it was in Frank Clarke's (MLA) time, that money was first put on the estimates for the bridge.

Then afterwards Mr Davidson became the member and he (the speaker), thoroughly recognised the support and assistance he had given in this matter and he was sure that gentleman never lost sight of it and he supposed he very often wished the Beechwood Progress Committee to Hong Kong.

In reply, Robert Davidson remarked — "The bridge would cause a marked advance to the district, especially to Beechwood and be a great boon to communication, except in time of flood. The late Duncan Bain had some of the grand qualities of the race from which he sprang and no matter how he and that gentleman were opposed to one another in different matters, they always met and shook hands as friends.

He missed that gentleman's face from the bridge, because he would have recognised that his hopes were at last fulfilled and they could only now regret his loss. This bridge was part of his work and he was sure the good work done by Mr Bain and his father during the days that were given them on earth would remain green in the minds of many of those present during their lives."

Photo and information courtesy of Hastings District Historical Society.



\$3 MILLION PROJECT OPENED



The Deputy Premier, Sir Charles Cutler, cuts the ribbon to officially open the Telegraph Point bridge. He is watched by the Commissioner for Main Roads, Mr. R. J. S. Thomas. Inset: Official cars pass over the bridge for the first time, led by a highland pipe band.

A GREAT DAY FOR TELEGRAPH POINT

In a well planned ceremony yesterday morning the new Telegraph Point Traffic Bridge, costing \$1.6 million dollars, was officially opened by the Deputy Premier and Minister for Highways, Sir Charles Cutler.

Addressing a crowd of more than 500 adults and schoolchildren, Sir Charles said that the project, with associated roadworks, represented an outlay by the Department of Main Roads of almost \$3 million.

Describing the bridge as a "beauty", he said it was the latest of many projects to improve the roads system in NSW.

Although many of them were small, he said, the department was constructing about 150 bridges a year throughout the State. Since 1965, the department had spent \$1000 million on roads and bridges and in the same period had constructed 3000 miles of bitumen-surfaced roads. "In the next two years," he said, "another 2000 miles would be added to the total."

Sir Charles extended a special welcome to Miss Nancy Davidson, sole surviving member of the late Robert Davidson MLA, who was member for Hastings when the 10-span timber bridge across the Wilson River at

Telegraph Point was officially opened in 1902.

Official guests for the occasion included local government and civic representatives from centres between the Manning and the Macleay.

Schoolchildren of the Telegraph Point and Rollands Plains primary schools were assembled behind the guests on the approach to the flag-bedecked bridge, on which members of the Hastings District Pipe Band formed up to provide light music, prior to the start of the proceedings.

Described officially as one of the most spectacular modern bridges to be built in this State, the

Telegraph Point Bridge is 1826ft. in length.

In a graceful curve it lifts over the Wilson River and the North Coast railway line and creates a re-routing of the Pacific Highway to avoid traffic flow difficulties for the village of Telegraph Point.

The bridge is 28ft. wide between kerbs with a 6ft. walkway.

Designed by the Department of Main Roads, the bridge was built under contract by the Pearson Bridge Company under the supervision of Mr. T. Desmarchelier, engineer in charge of the DMR's divisional office at Port Macquarie. Building time was 18 months, five months less than the

schedule. The Commissioner for Main Roads, Mr Russell Thomas, who presided, welcomed Mr W. Kennedy MLC (Taree), Mr J. H. Brown MLA (Ralcieigh), Mr Ian Robinson MLA (Cowper), and Hastings Shire President, Cr. John Abi Saab.

He tributed the work of the DMR staff in designing, locating the site and in supervising construction. In this latter role he warmly praised the work of Mr Desmarchelier.

In specially welcoming the children of the Telegraph Point Public School, Mr Thomas said it was a proud day for them as they would no longer have the worry of heavy traffic rushing

past on their way to school, as in the past they had to approach a narrow wooden bridge and then negotiated a level crossing.

"Those days are gone forever in Telegraph Point," he said.

Mr Thomas said the Telegraph Point level crossing was the 42nd to be eliminated by his department in nine years but there were still about 300 to go, he said.

In a jocular reference to the bridge costing \$1.6 million, Mr Thomas said he had recently been to see the controversial painting "Blue Poles" (bought for \$1.3 million)

(Continued on Page 2)

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BRIDGE OPENING

Cont'd. from Page 1

and said he would rather have the bridge for his money any day.

He then called upon the Hastings Shire President, Cr. John Abi Saab, to extend a welcome to Sir Charles and Lady Cutler.

Cr. Abi Saab said Sir Charles was no stranger to the Hastings, where he had proved a good friend to local government and was held in the very highest esteem.

"He is the minister in charge of a very fine department — the Department of Main Roads, said Cr. Abi Saab, in stressing the good work carried out by the department in constructing the Dennis Bridge over the Hastings River at Blackman's Point and other nearby work on the Oxley and Pacific Highways, as well as the great traffic flow improvement effected by the department at the previous dangerous junction of the Oxley and Pacific Highways.

Responding, Sir Charles spoke of his local associations and the several deep friendships he had formed with a number of local people.

In this regard, he quipped about his association with some of the "local bushrangers" with whom he enjoyed the best of fraternal relationships. In this connection he singled out Mr. Radford Gamack, of Rollo's Plains, for a very special reference.

Continuing in lighter vein, Sir Charles said Lady Cutler was a great punster and the reference by Mr. Thomas to "Blue Poles" had led him to believe (without being political) "that certain people had made a bit of a blue and next morning would be up the pole."

Switching to more serious matters, Sir Charles said the Commonwealth Air Roads Agreement expired on June 30, and no one had any idea what the new arrangements would be.

"It is a very serious matter," he said, "because you can't plan without money."

Under the present agreement, local government received \$24.1 million for shire and rural roads, but again it was not known what was to be forthcoming from July 1.

He said a report had recommended a cut of 25 per cent in the year ahead.

If that happens road and bridge building will be in very serious difficulties.

He said local government road building teams would have to be reduced in this event, with consequent unemployment.

In a further reference to the report, he said it stated that inflation was running at 8 per cent, whereas everyone knew it was running at 14 per cent.

But despite the estimate of 8 per cent inflation the report only allowed for allocations to local government to be reckoned at 6 per cent inflation.

This would mean that if the recommendations of the report were put into effect that the new allocation to local government would be down 50 per cent on the old, in terms of real money.

Concluding his address, Sir Charles spoke of the great pride taken in the work of the department by the staff and the esprit de corps prevailing among officers, because of the excellent leadership provided by the commissioner.

He said today was a day of pride for all who had worked on the construction of the bridge and the road deviations.

Sir Charles said the bridge was to be regarded as symbolical of bringing people together. "To get from one side to the other to mix and be friendly."

In a reference to his recent visit to Russia, he said he hoped he would never live to see the day when a bridge would become a border.

The member for Raleigh, Mr. Jim Brown, MLA, extended the thanks of those assembled to the Minister for declaring the bridge officially open.

He said the department was held in high esteem for its ability to build fine bridges and roads.

Mr. Brown said the bridge was a splendid example of team work. He had watched the bridge in construction gradually sinking over the Wilson River and for

him today was a day of considerable satisfaction.

He said the same first class workmanship was evident in the department's current construction of bridges at Ellenborough and Newee Creek, which were coming along well.

Mr. Brown said the recommended cut to \$15 million of the current \$24 million CAR money would amount to a 50 per cent cut on present allocations if inflation was calculated, as the report recommended, at only 6 per cent instead of the actual 14 per cent.

He said that it was important that members of the public should be aware of what was contemplated and raise their voice in protest.

Mr. Brown extended warm greetings to Mr. Radford Gamack, the Rev. Sid Welch, Rector of Port Macquarie's historic Church of St. Thomas, and Rev. Fr. L. Donnelly of St. Agnes' Roman Catholic Church, Port Macquarie.

At Mr. Brown's invitation, those present expressed appreciation for the visit by Sir Charles and Lady Cutler by sustained applause.

Sir Charles then declared the bridge officially open by cutting a ribbon stretched across the roadway and unveiling a plaque on the side of the bridge to commemorate the occasion.

Official and guests' cars then streamed across the bridge to sample the crossing provided before returning over the bridge to a marquee erected nearby where invited visitors were the guests of the Department of Main Roads at light refreshments.

Weather

Yesterday's maximum temperature in Port Macquarie was 24°C, after an overnight minimum of 20°C.

Seas were slight with a moderate swell and winds were north easterly.

The barometer was steady.

PLAQUE IS UNVEILED



• Sir Charles Cutler unveils the plaque commemorating the opening of the new Telegraph Point bridge. He is watched by the Commissioner for Main Roads, Mr. W. Thomas, and Mr. J. H. Brown, MLA, the member for Raleigh.

GRANT TO SCHOOL A "POLITICAL MANOEUVRE"

Calling tenders in June for extensive replacements to the Port Primary and Infants Schools is only a political manoeuvre to "keep the peace".

"The big question now is when the project will be undertaken," local Teachers' Federation representative (Mr. J. Pollock) said yesterday.

"It's all right to know that tenders have been called but when the building starts is something else," Mr. Pollock said.

He said it was pleasing to note that at least plans had been made and "it appeared that funds had been allocated for this purpose".

Last week it was announced that tenders would be called in June for extensive replacements to the schools costing about \$250,000.

Included in the works are six primary classrooms and two kindergarten classrooms. Correspondence between the State Education Department and the Teachers' Federation shows that reconstruction at the school was being considered for some years, but restricted loan funds prevented it.

When queried about the school lighting, the department had said preference was being given to school buildings which would remain in use "for the foreseeable future," Mr. Pollock said.

"Even where new buildings have been established as in the case of Westport Primary, conditions cannot be regarded as educationally satisfactory."

In a list of complaints presented to the federation by Westport teachers there are five classes housed in de-mountables in which some children have spent three years.

Stage two of school construction should now be complete, but there seems little chance of this before the third term.

Five primary classes are over federation maxima.

An additional classroom is required to enable the headmaster to teach full-time.

Four infant classes are over-sized and an extra classroom is required to enable the mistress to take a full class.

At present she is teaching a group of 19 remedial pupils in the clinic which measures 8ft. by 17ft.

Toilet facilities are inadequate and recess and lunch breaks have to be staggered to prevent overcrowding.

Mr. Pollock said this disorganisation and frustration could have been avoided.

"If a school like West Port had been completed at the time it was needed, these problems may have been solved," he said.

Mr. Pollock also announced that the State Teachers' Federation on April 29.

president (Dr. E. Pearson) would be inspecting Port Macquarie schools later this month.

A public meeting is expected to be called to coincide with his visit.

Dr. Pearson will arrive

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The Opening of Bain Bridge

Once upon a time the Bain Bridge was a novelty to the kids of the town. It was a meeting place of rival gangs and a courting boundary for young couples of Beechwood and Wauchope.

The boys would race the cars across and try the same with the sulkies till a flick of the whip would send them over the side onto the pylons. The day would finish up with a raid on Cowdery's lemon trees, everyone armed with a lump of salt in a twist of newspaper.

Now! The pylons are disappearing under the new wide decking. This work is to take six months. In 1906 it took only 12 months to build the whole structure . . . but the lead-up to getting a start on took more than 30 years!

Before telephone and mail delivery, the only way to get a message through was by the local paper, and we are indebted to the old Port "News" for our information on this article.

The first move was made by Beechwood School P & C in July 1878 when "a capacity crowd braved the winter chills to discuss a flood-free bridge over the Hastings".

Lindsay of Huntingdon, Frazer of Frazer's Creek, Cameron of Crosslands and Bain of Letterewe were the instigators. The matter was soon of interest to the up-river farmers and business men of the Port.

Many meetings were held and two young chaps, Bill Bain and Len Dawes were sent off to Sydney to put the matter before Government.

In the meantime some self help was called for. The only crossing, Cameron Falls was dangerous and getting worse. Mr Francis Marchmont was washed out of his sulky and lost a purse of sovereigns. (Later found when the fresh went down.)

Mr and Mrs John Graham of Koree Island narrowly escaped drowning.

Beechwood Progress Committee was formed to lend strength to another application to Sydney. Such men as George Way, W. O'Brien, Angus Kennedy, McKenzie of Brombin and Campbell of Koree Island joined in.

In 1891 ballast from the ships at Beechwood wharf was used to build a causeway across the Falls. The stone kept washing away and the experiment failed. A few years later, sapling posts were driven in to direct the traffic.

It was quite obvious that the district had no

future without a safe crossing.

In October the first pile was driven by John Cameron, in front of a large crowd, and the following year the bridge was opened. Mrs. Graham of Koree Island had the honour of cutting the ribbon and Mr P. J. O'Neill the honour of driving his vehicle across first.

The bridge has not been without its tragedies.

In July of 1955 three men were drowned when their car went over the side, and in 1979, another life was lost the same way.

The old bridge has stood up to some battering from floods over the years. The water rising above 3 meters at times. However, the inconvenience only lasts for a day or two.

With the opening of the Rocks Ferry bridge at

Wauchope, and the proposed building of a new one at Morton's Creek, the old-timers could truly say that they have what they first set out to get 100 years ago — "A flood-free bridge across the Hastings".

— By Hazel Suters.

