

OPEN FOUNDATION 1988

AUSTRALIAN HISTORY

ORAL HISTORY PROJECT

TRANSCRIPT OF INTERVIEW

WILF DEWS - MINER.

JOHN DONKIN

This is a Newcastle University Open Foundation - Australian History - 3rd Term Project - 1988. My name is John Donkin and I am presently talking with Wilfred Dews, an ex-coalminer from Stockton Borehole Colliery and I would like to introduce you to him and I will ask you if you will give us an outline of your life.

WILFRED: Yes, John, I guess if I have to give you an outline of my life, I guess I'll have to start when I was four. I was born in Victoria Street, Teralba, known then as Monkeytown. One of ten, and attended Teralba School. Started there in school, in 1915 and Teralba wasn't like it is today. Teralba School went up to sixth class. You started in First Class then, and each year whether you passed or failed you still went up. The first real exam you had was the Q.C. which was shortened because Q.C. was Qualified Certificate. Now, after you passed the Qualified Certificate after Year 6, you were able to go to Adamstown School, or if you were real bright you went to Boys' High or Girls' High, but I went to Adamstown School. During the time I was there, they opened Broadmeadow Central, and we walked down from Adamstown to Broadmeadow Central. First thing we had to do after our school lessons or sport was to tear the Tea-trees out of the ground and really clear it. I remember it plainly, and I enjoyed school. I don't think I worked hard, in fact I'm sure I didn't. I always wanted a job and on reaching the age of fourteen I mentioned to Dad I wanted to work - 'I don't want to go to school. Well, 'he said, 'we'll take you down and see the manager of the pit, Mr. Bell.' And of course, he said, 'well, go back to school, bring back your report in 6 months time and he said 'I'll give you a job or you'll learn a trade.'

JOHN: So at the age of 15...

WILFRED: No....14

JOHN: You started work at.....

WILFRED: Oh yes, I started work at 14. You could start work at 14 then.

WILFRED: Well, I went back to school, worked a bit harder, got a pretty good report, went down to see Mr Bell. He said 'Yes, you can have a job on the pit top on the screens, picking the stone out of the coal.' No chance then, of going to Tech. and learning a trade because you had to be in the trade that you were going to learn. If you were going to learn Carpentry, you had to be apprenticed. Well, I wasn't. I certainly didn't like that job, and decided, well I'm going to go to Tech. Tech was in Newcastle then, Hunter Street, Newcastle.

JOHN: That's presently the Arts College...

WILFRED: Yes. So, after I enquired there, I wanted to learn Carpentry. I always had an interest in Carpentry. NO. You can't go to Tech. for Carpentry unless you are apprenticed. Well, that was no good. So I put in for the Railway. I wanted to see if I could get something more permanent and where I could work myself up to something. But I was either too young, by the time I stopped putting my applications in I was too old, and I had a stack of them, that high. So there was no chance. So then, I thought, 'I'm stuck in a Coalmine, I'll go and study the darn thing.' Went in, I did 12months Maths first because I knew I would be doing Surveying and that's Maths as well. I did my 12months Maths, passed that OK and then started Coalmining. Did all right in my exams. Got up to Third Year, which was equal to Undermanager, but you don't get a Certificate. You've got to sit for it, separate. In the meantime, I got a bad eye. I went to an Eye Specialist. He said 'Where do you work?. In a Coalmine. Well, he said, You'll be blind before you're 50 if you continue down a mine.' That didn't worry me. Being young and stupid. 50 years seemed to be so far away. Saw the manager and told him I wanted a job down below on Afternoon Shift where my father was a Deputy and that's where they did big timbering. All timbering then, of course you must remember then Borehole was working

longwall. And of course, it was handworking.

JOHN: And this was all Contract days?

WILFRED: That was all Contract days, and he said 'Yes, you can have a job down there with a miner. I knew the miner, a chap by the name of Conner. That didn't suit me, because that was Daywork. I wanted Afternoon Shift where I could learn the timbering, because it was so important in those days - roof supporting, which is entirely different today. So, that fell through. Having got this bad eye, and getting older I thought, 'Well, I'll give that away too. So then I took up Horticulture and really liked that. Did Horticulture and Greenkeeping, and of course, that's what I've done most of my life. Horticulture.

JOHN: Could you tell me what type of wages were paid in those days?

WILFRED: Yes, well starting at I4, John, everyone was paid six and tuppence a day. Now you must work that out in today's currency. I'll leave that to you, but I must tell it to you, as it was paid to us. Fourteen, six & tuppence. And, there was no laid on water at that pit. We used to take our own water from home. There was no canteens, as you have them today. There was no toilets. We had over a hundred men working on pit top and borehole then, because we had a compliment of 400 miners, wheelers and all the other incidental jobs that go down into the pit, and of course to cater for all that, we had a hundred men on top. Now, with no toilets John, you just think, in the summer we had to answer a call of nature we went behind a heap of blackberries or lantana over in the ash heap. Now, that was degrading to me, and so it was to everybody else. The water we took from home was usually warm in the summer by 9o'clock, but we had to drink it. They didn't boil the billy. Two kerosene tins on the Blacksmith's fire. We took our own tea and sugar and our own billy can and we put it down on a long bench, and about IOo'clock, the chap that boiled the billy went down and boiled the water, then made our tea. But, I can tell you this. Nine



times out of ten, in the summer, we would put our tea and sugar in, and the flies would go in too. And of course, he didn't get the flies out.

He tipped the water on, and scooped the flies off.

Now, I'm trying to tell you this, and I'll tell you the improvements that came after World War II, or during World War II.

JOHN: Did you do your bathing at home then, in those days?

WILFRED: There were no bathrooms, no bathrooms at all at the pit. Some of the men did have a wooden cask, because all the grease and everything came in wooden barrels then, and they'd cut one in half and make a couple of darn good tubs. They would have a bath around along side the boilers. There was a bit of an arrangement, but that was only a few. Most of them went home black. They travelled from Wallsend by tram. Got out at Cockle Creek and walked over to the pit. A lot came by train, because you remember there was a station at the racecourse. Boolaroo racecourse. And they stopped the train there and let the men out about 10 to 7, and they also stopped the train about quarter past 3, or perhaps a bit earlier and they got on again.

JOHN: I think that practice continued into the early 70's, didn't it?

WILFRED: That practice continued right up John, but the Boolaroo Racecourse was pulled down and they stopped at the gates. They made a little... few sleepers there, and the men scrambled on the trains there at the gates. Now getting back to the pit itself, there were no sprinklers on the coal. The coal came up in  $\frac{1}{2}$  ton wooden skips, were put into a tumbler and tipped onto the shaker, which separated the big coal from the small coal and in that shaking process, all the dust... there were no sprinklers to put out the dust. By 9 o'clock we were as black as coal itself. Nothing of interest was provided for us. We didn't get gloves or anything like that. The coal went away to the Steelworks mainly in wooden trucks that held 8 - 10 tons. Today ...

JOHN: By train?

WILFRED: By train. All went by train. When there was a shortage of wagons, they used to pack the bunker then with the small coal, because they would only send the big coal away. Because coal went away in big lumps then - it wasn't crushed or anything like that. It wasn't separated. We didn't have washeries. We really didn't have anything. But at the beginning of World War II, they could see the importance of coal and they could see that the miners had to have something better. That's when they started to introduce the more-or-less beautifying the gardens. Beautifying the pit. That's when I came into planting trees. Making the place like - you weren't ashamed to take your friends there. They did introduce a scheme also where - an incentive scheme, where if you attended work for 5 days, I think it was..

JOHN: 10 days. A fortnight.

WILFRED: 10....10

JOHN: Once a fortnight.

WILFRED: 10 a fortnight, you got an extra day.

JOHN: A day's pay?

WILFRED: An extra day's pay. And then, of course, they introduced a bonus scheme. But that was later on. The whole thing, from coalmines, when I started in 1923, to when I retired 1969, after 46 years, I could see the improvements in the coal industry, from canteens which most pits have today, to lovely bathrooms and even the work is much easier because a lot of it is done by machinery today.

JOHN: You've gone through the change from handmining to the full mechanisation as it is today.

WILFRED: Yes, I saw the improvements, I saw the change from handmining contract, where at this pit, Borehole did fill 12 skips, that's  $\frac{1}{2}$  ton in each skip, so that's 6 ton of coal they dug out - each miner, that was his quota.

JOHN: That was required by them, each day, by the company?

WILFRED: It wasn't required of them, but they weren't allowed to fill any more, because the distribution of skips has to go to each one, and of course, those that were in what was termed as a good place, they could fill theirs easily. The poor chap that was in a hard place, he also had to have a turn at the skips, so they put what they called a 'darg', and they had 12 skips each to fill. And they did it. **Most** of them, anyway. Most of them in hard places..... well I don't know how they got on, because I wasn't down there.

JOHN: You'd see the results of the hard work and the injuries that came out of the collieries.

WILFRED: Yes, John. I'm glad you mentioned that because in 1917 I had a brother killed there. He wasn't killed down below, he was killed on the top. I've got a photo here, I'll show you exactly where it was. Around about there. He was 17 himself, born in 1900. He was letting full wagons down from the slack that's the small coal, and onto this line which came into one line and the big coal. And of course, the brakes on those wagons were on the darn front, where you had to more or less sit on... and it was very dangerous. Well, he was crushed between the two - one full load of coal on that line and this other one coming down here. However, he wasn't killed straight out. He was taken up and laid in the shade of the winding house because you remember there were no ambulance stations then. No ambulance man at the pit. **They** might have had a chap that could put a bandage on, and that was it. Well, my brother laid there. They wanted to bring the ambulance out from Wallsend Hospital, and of course it was horse drawn. By the time they got the ambulance out, well, he'd died. They were going to meet the ambulance down at Boolaroo Bridge somewhere. They were carting him home in a dray from the pit. One of the leading businessmen, old Tom Frith, from Boolaroo, who was riding around getting orders, because there were quite a few humpys round that pit, where miners lived in and then went home, sometimes to Cessnock or wherever, and Tom Frith saw this and thought something

better has got to be done. He said 'we can't have that in 1917. So he called a meeting of the public under his shop verandah at Boolaroo on the pay Friday night (remember miner's only got paid every fortnight). There was 'pay week' and there was 'back week'. They formed a committee and that's how the N.S.W. Ambulance Service started.

JOHN: So you're saying, basically that the N.S.W. Ambulance started in Boolaroo.

WILFRED: It Started in Boolaroo.

JOHN: The first station....

WILFRED: The first station that I remember, because I remember we had our ambulance at Boolaroo and as a young fellow, I used to go to Newcastle Speedway, and I can remember a chappie by the name of Doolan or Doalan going around trying to collect to get an ambulance in Newcastle. Boolaroo already had theirs.

JOHN: And that came out of.....

WILFRED: And that came out of that accident. Now as you mentioned accident fatalities, there were quite a few there. In fact, I had two brothers killed there. The whole family... well I'm wrong in saying the whole family, there was ten of us, and there were three girls - they didn't work at the pit. But five of us worked at the pit, and I think we had about 170 years between us. Poor old colliery!

JOHN: Coming from a town like Teralba, there wouldn't have been much opportunity to do anything else would there, for the boys in the family other than coalmining?

WILFRED: No John, there wasn't a lot of opportunities. Especially if your father was working in a coalmine. And especially if he had 10 children. What opportunity has he got to send us older ones to continue school. We wanted to get out and work because we wanted <sup>to earn</sup> our keep. No there wasn't much opportunity - if your father was in business, if your father was the local policeman, he had the opportunity to getting you into something



different. But not with most of us. It was just pits.

JOHN: It was expected of you if your father.....

WILFRED: Well, it was tradition to follow your dad, and that was it, and most of them did, because at Teralba then was Gartlee Pit, Northern Extended, it was called or Gartlee or Sneddons.

JOHN: These were located over the west side of Teralba, were they?

WILFRED: They were located over at the west, and Pacific, of course, or Teralba as it is called now is still approximately in the same place, but mining under different conditions. And later, I'll show you, if you haven't already seen them, I'll show you a picture of Pacific pit a very long time ago, John.

JOHN: Could you tell us the use of horses in the coalmining industry back in those days?

WILFRED: Oh yes. John, I'm sorry I forgot that part because Stockton Borehole had 70 odd horses there, and being a very low seam, I think the average height was about 3'10". We had very small ponies and we had 70 odd, 60 odd used to go down the pit. We had about 4 or 5 on top, because they were much bigger, and the horses then, were brought up every night. After work, they were brought up and they weren't kept down the pit, like some other pits. They went down about quarter to six in the morning and were down by about half past six or quarter to seven. Those horses became used to what they did. They could always be in the same place at the same time. They knew the time, they didn't have a watch, but they knew the darn time. When we went there to feed them, about 3o'clock in the morning, they'd be gathered around where they knew they were going to get fed. Now one particular horse, working on afternoon shift, he knew approximately the time he was going to knock off. One night, the cage came up, with no gates on, and here was old Ginger standing right in that cage with no gates on. Now if he had been standing 6" back or 6" forward he would have lost his head or his tail. He knew exactly where to stand. Everyone got a hell of surprise when Ginger came up in that empty cage.

But, you can understand, having that amount of horses at the pit, John, that the smell from the horses, sweat and manure were still circulating through that mine, so there you are, that's one good thing with horses gone and machinery coming in, they've eliminated that part of the smell from the pits.

JOHN: Can you tell me a little bit about during your time there, when there were several long strikes, how were these horses cared for, and the facilities cared for while they were on strike?

WILFRED: During the strikes, John, they still had them in that small paddock down the back there. But on one or two occasions, they did let them out to bigger paddocks. That was the way they were looked after, but they were still fed. They weren't fed as much, but they were still looked after. Fed and watered and during the strikes of ... as you mentioned strikes we had a 10 month strike there at Borehole over lamps. When they were using kerosene lamps and being a gasey mine, we wanted electric lights, and of course the manager wouldn't have that<sup>but the men</sup> had to have them, so we were out for 10 months. Another time we were out for 15 months, but that wasn't a strike, that was a lockout. And the information is there, if you'd like to read it and some time had what I've forgotten to tell you... but I think the lock out, was the longest strike in the area in the industry and I think those that went through it still remember it and still have a bad taste about the whole thing because we were locked out, we couldn't get dole, as you'd call it in those days. Fortunately, I was single. Dad was working at that pit. He worked part time. He was a Deputy. They did introduce the Police down there at one time, down the Borehole, during that lockout because they thought someone was going to sneak down and blow the whole thing up. So they had policemen there.

JOHN: What was the reason for the lockout?

WILFRED: Well, the coal wasn't sought after so much, because it was about 1929 and

they were stockpiling it. The owners weren't making enough profit, put it that way. They wanted to give the miners a  $12\frac{1}{2}\%$  reduction, which they wouldn't accept. So they gave us our notice. I can still remember. I'm sorry I didn't keep the notices. Still it was very short and to the point. It just said, 'Please take note, after this date - I think it was February or March, your service will no longer be required. That was it.

JOHN: They haven't changed much.

WILFRED: They haven't changed much, John. No, no. It's always short and to the point. But, some mines worked because they weren't all in the.... I forget what they call themselves.. the colliery owners association. I think that was the way they termed it. Those that weren't in it, they worked. And with those men working, they put in so much money and we got a few bob. I think we got somewhere about... me being single, I got about 6 shillings a week, I think. But I could stand corrected on that. It lasted for 15 months, that one. Now, is there anything else, John, anything else that you.....

JOHN: There is nothing else I can think of at the moment, so I'd just like to thank you for your time...

WILFRED: Thanks, John. It's a pleasure because.... knowing your father and mother and good friends of your late father and still good friends of your mother, it's been beaut. and I hope what ever you do is a success.

JOHN: Thank you very much, Wilfred.

WILFRED: Thanks, John.

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JOHN DONKIN

OPEN FOUNDATION

AUSTRALIAN HISTORY.

ORAL HISTORY INTERVIEW SUMMARY

TUESDAY 1-3pm



My interview was with MR WILFRED DEWS of Warners Bay, a retired coalminer and naturalist. It covers his early childhood and then passes onto his experiences as a miner/gardener at Stockton Borehole Colliery from 1923 until his retirement 46 years later.

Wilfred was born in Teralba, in Victoria Street which was known as Monkey Town. This street in Teralba still retains that name among the older residents of the area and strikes me as unusual, that one street within a small town could retain such a separate identity. Wilfred attended school at Teralba and says he moved on to High School without applying himself to his schoolwork. High School started at Adamstown, and then moved to Broadmeadow (Central High) upon its' opening.

At the age of 14 years, he started his working career at Stockton Borehole Colliery as a stone picker on the screens. This did not suit Wilfred as he sought advancement and knowledge, so he studied mining at Technical College. A doctor's warning that his sight was in jeopardy if he continued in the dusty conditions forced him to change tack and he studied horticulture. Upon graduation, he was employed as the collieries' gardener.

Wages and conditions during his working life were discussed with Wilfred, emphasising the lack of amenities at the colliery and the indignities the men had to endure to collect a very poor wage. World War II brought on a great need for coal and also the improvement in working conditions. Wilfred worked through an era at the colliery where no amenities existed. Toilets, bathing and most importantly the lack of a water supply left the men without drinking water and extremely dirty at the end of a day's toil.

Accidents were prevalent in the early years and with no ambulance facilities available,

many serious injuries resulted in fatalities. Wilfred's brother was one such victim whose dilemma was noted by a local business man. The result~~ant~~ of this sorrowful day was the formation of the first ambulance brigade in N.S.W.

It was inevitable that Wilfred would end up toiling in a coal mine for his lifes' work. Little opportunity to break away from family tradition was available in the 1930's and so Wilfred followed his father into the coal mines.

Life in the coal mining industry during Wilfred's working life was plagued with strikes. Two major stoppages were experienced, one strike lasting 10 months and the other, the now famous 15 months lockout was the other.

Wilfred's great love for nature was expressed in the gardens he produced at the colliery. He also expressed concern for the horses at the colliery.

Wilfred Dews is a man held in great esteem by his fellow workmates and has left his mark with his native gardens at the colliery.

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1988

I, WILFRED DEINS give my  
permission to JOHN DONKIN

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for the use of other bona fide researchers.

Signed W Deins

Date 14-8-58

Interviewer John Donkin

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AUSTRALIAN HISTORY

ORAL HISTORY

THIRD TERM ASSIGNMENT.

'HISTORY OF TERALBA & STOCKTON BOREHOLE COLLIERY'

JOHN DONKIN



At the northern end of Lake Macquarie, approximately twenty kilometres from Newcastle, is located a small township of Teralba. The town's present location is situated near the boundaries of two of the original land grants, One land grant owned by James St John Randclaude, and the other by James Mitchell.

In July 1828, Governor Ralph Darling received a letter recommending Captain James St John Randclaude be granted access as a free settler. Captain Randclaude and his family sailed for Australia, arriving in Sydney in the middle of 1829. "As was customary under the circumstances, the Governor of New South Wales promised Captain Randclaude a substantial landgrant." <sup>1</sup> Captain Randclaude was unfortunate that by August 1829 all the prime grazing land in the Hunter Valley had been taken up. The Randclaude family took up a grant of 2560 acres in the area of Cockle Creek, extending to Mount Sugarloaf. In 1835 the New South Wales Calendar and Directory recorded the Randclaude farm as 'Teralba'. Captain Randclaude lived only two years on his property, dying on the 30th May 1832. After Randclaude's death the family moved to Sydney to live. The land was sold to Mr David Scott in 1839 and he later sold part of his property to the Black family.

Adjoining Randclaude's estate on the south east existed a grant of land owned by a Dr James Mitchell, known as 'The Five Islands'. This grant now covers the area of Booragul and Warrong Point. Dr Mitchell had three offspring, one son and two daughters. The son, David Scott Mitchell had collected many manuscripts and books on Australiana and donated these books to form the Mitchell Library. The daughters both married, with the younger marrying William Bell Quigley. She eventually inherited the estate and it became known as Quigley's estate. The same fate befell

William Quigley as did Captain Randclaude, when he died shortly after inheriting the estate. William Quigley's family stayed on to manage the estate, even after his wife died from injuries acquired fighting a fire which razed the house.

The year 1881 saw the origins of Teralba as it is known today, when the New South Wales Parliament decided to construct a railway between Homebush and Waratah, which would pass on the western side of Lake Macquarie, traversing the Quigley and Black's estates. The tender for the construction of the railway link was won by Messrs. Amos and Company. The firm was already active in the area with the improvements to Swansea Channel. Amos and Company set up several camp sites along the construction route, one being at the head of Awaba bay, the site of present day Teralba. "The primitive construction settlement lacked an official name, but was generally known as 'Fresh Water Creek', and sometimes merely 'the Gravel Pits'.<sup>2</sup>

The opening of a quarry at Teralba required a large workforce, and with the workmen came their wives and children. Small camps sprung up on the hillsides adjacent to the quarry known as the 'Big Hill'. The 15th August 1887 saw the opening of the rail link between Gosford and Newcastle. Three special trains ran that day and aboard the first was a reporter from the Newcastle Morning Herald. A portion of his description relating to the Teralba area was as follows, "At Teralba, where construction of the station buildings had begun were the first signs of a similar civilisation since leaving the 'city suburbs' with their bustle and activity. The Great Northern Coal Company had recently struck on other splendid seams and a town had been surveyed, but there was 'no time for rhapsody' and the train moved on, over Fresh Water Creek, past the old gravel pits from which the contractors Amos Bros.

had taken the metal for this line."<sup>3</sup> With the completion of the railway and the formation of a permanent settlement, which was due mainly to the operations of the collieries in the vicinity, the township of Teralba was surveyed for the trustees of Quigleys and arranged into streets and small allotments, which were put up for lease on a fifty year basis. The first freehold land became available in 1911.

The area now being established as a coal mining district, the ancilliary industries began to be established in the township, Saw mills and Blacksmiths to service the coalmines, and grocery stores, butchers and bakers to provide for the miners and their families. The gravel quarry continued operations for some years after the completion of the railway. "For many years, train loads of gravel were taken from the old quarry and the stone used in the foundation of many streets in Newcastle and Canterbury, Sydney."<sup>4</sup>

The men of the town mainly worked in the coalmines within walking distance from their homes. Living conditions in the early mining days around Teralba were very crude compared with today's standards. The miners resided in tents or rough lean-tos, caused by the fact that land was not available for purchase to establish permanent residences. When land did become available for lease, the miners proceeded to erect slab huts. These huts were quite sturdy and structurally sound, considering the limited experience and lack of tools available for their construction. After several years of living in this manner, and with the improvements to miners' working conditions, which included the upgrading of their wages, the miner could afford to have his cottage built by tradesmen carpenters. The miner, upon returning from his day's toil in the hot and dusty conditions which prevailed at the mines, would set to the task of tending his vegetable garden and chickens, a most valuable supplement

to his wages.

The women of this period of time in the tiny village of Teralba also toiled hard in their efforts to cope with the conditions imposed upon them. They were kept busy with the cleaning, ironing, meal preparation and child rearing duties. Mondays normally set aside for the washing of clothes, which in the early days was carried out by boiling the clothes in a kerosene tin over an open fire, then using a scrubbing board to obtain the desired finish. Water was drawn from underground tanks, which doubled as cool rooms to keep food fresh. "In order to iron the shirts and other fineries the housewife of the day was forced to use a flat iron and Mrs Potts irons which were heated on the side of the open fireplace."<sup>5</sup> Friday was another big day for the housewife, cleaning the house from top to bottom in readiness for the weekend activities. A Woman's lot in a modern mining town has vastly improved.

Teralba's street structure and the number of houses available for occupation has not changed greatly over the years, but for a small town it has an interesting past. With the formation of Mitchell Library, the formation of the N.S.W. Ambulance after an accident at a local Colliery, and the forced landing by Kingsford Smith and Ulm on the nearby Boolaroo racecourse being a few of the notable incidences.<sup>†</sup>



FOOTNOTES

1. JEPSON, P.           TERALBA  
LAKE MACQUARIE HISTORICAL SOCIETY. 1967
  
2. *ibid*
  
3. HASLAM, P. (ED)   TERALBA  
NOTES FROM LECTURES BY DR JOHN TURNER & P.A. HASLAM  
TAKEN OVER A FOUR YEAR PERIOD AT LAKE MACQUARIE  
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4. *ibid*
  
5. DONKIN, H.G.       THE STOCKTON BOREHOLE STORY  
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16/10/1896 - 'THE TRADE OF TERALBA' - A Bridge Wanted Over  
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I. FLETCHER, J.J.

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2. BOOLAROO AMBULANCE
  
3. BOOLAROO POST OFFICE
  
4. HISTORY OF THE NORTHERN COAL MINE.  
PARTICULARS AS TO MINE.  
GLEN MITCHELL PUBLIC SCHOOL PRINCIPAL. 1891.
  
5. THE LAKE MACQUARIE DISTRICT AMBULANCE BRIGADE.  
'NINE YEARS PROGRESS'
  
6. TERALBA SCHOOL CENTENARY 1884 - 1984  
'A SHORT HISTORY OF THE SCHOOL & COMMUNITY.'

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