NEWCASTLE
N.S.W.
90 VIEWS
of NEWCASTLE
AND SURROUNDINGS
PUBLISHED BY
HUNTER-THE-STATIONER & JEWELLER
NEWCASTLE
ENORMOUS COAL WEALTH.

Newcastle is the second port of New South Wales, 62 miles by sea and 104 miles by rail, north of Sydney, and in point of shipping tonnage ranks as the third port in the Commonwealth. Its official history dates from 1797, for in that year Lieut. Shortland, searching for runaway convicts, discovered the estuary of what is now known as the Hunter River—a broad expanse of well-protected harbor. The position was utilised as a convict settlement until 1822, and until 1829 the river was known as the Coal River. This name arose from the fact that the year before Lieut. Shortland’s visit, a party of weather-stressed Sydney fishermen, taking shelter in the harbor, discovered traces of coal, and Shortland was able to amply substantiate their report. No systematic endeavour was made to exploit the find, however, until 1829. In that year the Australian Agricultural Company was given a grant of 2000 acres in and around the town, in which to mine coal. By 1859 a fair amount of development had taken place, and explorations had shown that the mineral existed in considerable quantities. That year marks the commencement of the wonderful development in the industry that has established Newcastle one of the largest coal producing centres in the world. What the expansion has been and the importance of the coal trade, are indicated by the following figures, which show the quantity and value of coal exported from the Newcastle and adjacent Maitland fields to Australasian, British and foreign ports at various periods:—

<table>
<thead>
<tr>
<th>Year</th>
<th>Tons</th>
<th>Value</th>
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<tbody>
<tr>
<td>1859</td>
<td>173,935</td>
<td>£132,984</td>
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<tr>
<td>1879</td>
<td>880,375</td>
<td>591,090</td>
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<tr>
<td>1899</td>
<td>2,476,967</td>
<td>1,882,557</td>
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<tr>
<td>1909</td>
<td>3,529,997</td>
<td>1,730,574</td>
</tr>
<tr>
<td>1913</td>
<td>5,236,621</td>
<td>2,729,621</td>
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</tbody>
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In addition to the exports, coal required for home consumption has to be taken into consideration. This ranges in the vicinity of 40% of the annual production. The actual output of the collieries in the Newcastle and Maitland seams in 1909 was 4,801,361 tons, of the value at the pits’ mouth of £1,990,217; in 1913 the output rose to 7,402,627 tons, of the value of £2,892,256. To produce this coal 13,509 persons were employed above and below ground.

The development within recent years of seams in the South Maitland field, which adjoins Newcastle and of which Newcastle is the shipping port, has given a substantial fillip to the coal industry. Several large collieries are in full winning there, others are developing, and a couple are on the eve of drawing coal. Amongst the latter is Richmond Main, the equipment and opening of which has involved an outlay of upwards of half a million sterling. It is the best equipped colliery in the southern hemisphere and its output when in full work will be 4,000 tons per day.

The coal won up to the present aggregates approximately 150,000,000 tons to 175,000,000 tons, valued in round figures at £75,000,000 but according to the estimates of geologists, only the fringe of the resources has been touched. Professor David, of Sydney University, who is the latest authority on the subject, in 1907 estimated the area of unworked coal in the Maitland field at 188 square miles, with a total quantity of 945,500,000 tons of large and 315,500,000 tons of small coal, valued at £567,000,000. At the then rate of production he estimated that quantity would last 168 years. In the same publication Professor David estimated the gross quantity of unworked coal in the area of the Newcastle measures at 4,917,000,000, or, after allowing one-third for waste in winning, sufficient to last, at the rate of production for both fields in 1913, for a period of 413 years. The value on the same basis on which he valued the Maitland estimate would be £1,474,300,000! It will be readily recognised therefore that Newcastle has assured resources, and it seems a
design of nature that an admirable port exists for the shipment of the coal. Though facilities are extensive, however, trade has outgrown their capacity and enlargements are in progress. Two and a half miles of additional wharfage is in course of construction; a scheme has been formulated which will give yet another 14 miles of accommodation, and coal-loading appliances are being increased. The harbor will float vessels drawing up to 25ft. or 26ft. of water with safety, and a scheme is under consideration for the construction of a floating dock, estimated to cost £110,000, capable of dealing with vessels up to 8,500 tons.

Newcastle is rapidly growing as an industrial centre. In addition to a large number of industries already established and others in course of establishment, the Broken Hill Proprietary Company is erecting extensive steel works on the harbor front at Port Waratah, representing an enterprise of approximately £4,000,000. Opposite these works, at Walsh Island, the State Government is laying down docks, shipbuilding and general engineering works. Between them these two great undertakings will employ at least 5,000 men.

The shipping trade of the Port is rapidly assuming greater volume. It is quite the ordinary thing to see 40 to 50 sailing vessels from all parts of the world awaiting their cargoes, whilst there are also always a large number of steamers, these on rare occasions reaching to nearly 40. During 1913 the British and foreign coal vessels cleared at the port totalled 1858, representing a tonnage of 3,621,054. In addition about 3,200 coastal vessels were cleared. In both there was a substantial increase over the preceding year.

**MUNICIPAL WEALTH.**

The district population has grown at a corresponding rate. At the end of 1913 the population of the city and suburbs was 83,720, of which 15,000 were in the city proper. Municipally the city is wealthy. The unimproved capital value of property for taxation purposes is set down at £1,608,531, the unimproved capital value at £3,535,578. The unimproved capital value in the eleven suburban municipalities is set down at £1,498,782. The city is equipped with modern municipal services, which are also being extended to suburbs, and has also train and tram services which maintain frequent communication with adjoining suburbs and districts. The public buildings are, on the whole, ornate, and numerous rebuildings are rapidly transforming the city in this respect.

**CENTRAL PLEASURE RESORT.**

Newcastle has also the distinction of being the centre of numerous pleasure resorts. A considerable amount of money has been spent on equipping the beaches that adjoin, and are close to the city, and for picnicking purposes they have few, if any, equals in the Commonwealth. Port Stephens, 20 miles away, and reachable by frequent steamer service is one of the paradises of the angler, to whom it offers abundance of sport besides beautiful scenery. Southward are several extensive beaches, notable amongst them Merewether, 20 minutes tram ride from the city, and Lake Macquarie with its numerous bays and inlets. Access to the beauties of Lake Macquarie is easy by railway, which terminates at Toronto, but by leaving the train at Cockle Creek the journey down the Lake can be made by steamer, and it is a most delightful trip. Numerous villages are springing up all around the Lake and every year they attract increasing crowds of picnickers, campers-out and week-enders, for the conditions of life are ideal. Sport is plentiful, and the 365 miles of shore line, as well as the mainland, affords an ever-changing wealth of scenery. From Newcastle also steamer trips can be made up the Hunter, and branching off into the Williams and the Peatson, and the whole journey is through a kaleidoscopic variety of picturesque country, which never fails to charm the eye, delight the senses and invigorate the tourist. Inland from the city the attractions are not less powerful, a short tram, train, motor or coach journey lands the rambler amongst scenery of hill and dale that enchant. It is easy to understand, therefore, that for small expense Newcastle can offer exceptional holiday attractions amidst all its enormous mineral wealth.
Newcastle from Clock Tower.

King's Wharf.

The Cliffs, near Bogey Hole.

Post Office.
Newcastle Beach.

Hunter Street West.

High School.

Upper Reserve—(Band Playing).
Upper Reserve.
Nobbys.

Dudley Coal Mine.

Hospital and Nurses' Home.

Newcastle Beach.
Nobbys from Fort Scratchley.

Hunter Street.

Leaving Newcastle for Sydney.

Schooner "Jones Bros." being towed out to sea, shortly afterwards wrecked.
Rough Sea, near Bogey Hole.
Hunter Street, Newcastle.
High Street, West Maitland.

A Scene on the Allyn River.

Entrance to Lake Macquarie.

Haymaking—Maitland District.
King's Wharf.

Methodist Church, Hamilton.

A Scene on the Allyn River.

Soldiers' Baths and Nobbys
Ships awaiting Coal.
The Bend, Ironbark Creek.

Catherine Hill Bay Jetty.

Hetton Colliery.

The Avenue Spier's Point, Lake Macquarie.
Hamilton Park.

Newcastle Harbour.

A Stormy Sea, Newcastle Coast.

Locomotive Sheds, Hamilton.
The Promenade—Newcastle Beach.
Glenrock, near Merewether.

Miners Going to Work.

Loading Frozen Mutton, King's Wharf.

A Pretty Drive to Lake Macquarie
Hunter St.

Novel Suspension Bridge over the Allyn River.

Screens at Colliery.

Scott St.
The New Compound for Waggons.

Post Office, West Maitland.

A Farm on the Hunter River.

The New Compound for Waggons.

Ironbark Creek, Wallsend.
The Lighthouse, Nobby's.

A Scene on the Paterson River.

Cockle Creek.

Ships (Seven Abreast) along the Dyke.