

The new NPWS strategies 2012-5.

The restructuring of the NPWS within the OEH part of Department of Premier ongoing through 2012 – 2015 has been focused on promoting the assets of KCNP to the wider public and applying some business principles to Conservation and Recreation. The proposed signage for Slade Tk., Slade Lookout and Duffy's Tk. are examples of the modern goals.

### Methodology

The NPWS and Duffy's Forest Association were agreed that some research should be done to find the links between oral history and proven facts which involve features of NPWS at the end of Boorallie Road, Duffy's Forest; the naming of the lookout, tracks and remnants of a wharf; the significance of the Slade Family. They invited the volunteers of Kalkari, Discovery Chase Alive to ask for a volunteer. Jonathan Horan volunteered and has written this report.

The original scope of this report is set out in several emails of February 2015.

Jon's research and reading has come from:

- NPWS documents held at the time in Kathy Carter's office as identified in footnotes.
- A History as footnoted held at Kuringai History Society, Gordon.
- A NPWS Plan documented as footnoted and from which generous extracts were taken and repeated.
- Books identified by Paul Hermon Slade [The Bonds industries, 1992; The Polymer Story, yyyy
- Conversations with Paul H. Slade about the Slade family history and his oral history.
- Some family history done via know BMD at KHS, Gordon.
- A brochure about Lady Davidson Hospital, North Turramurra.

NPWS the Slade track lookout research project summary 3<sup>rd</sup> to 8<sup>th</sup> April 2015

#### **A. Executive Summary.**

We acknowledge the custodians past and present of the lands which are the subject of this report. Those custodians are thought to be Darug and Guringai peoples.

The Minister Henry Copeland who in late C19th named Kuringai Chase by choosing Kuringai and "chase" instead of "park", did so from a point of view to commemorate the past custodians of what he mistakenly thought to be "... a vanished people".

There is a rising interest around Australia today to learn and understand more about Aboriginal cultures and languages. In this report which focuses on the Slade Lookout and Slade Track we are referring to past and recent studies of the aboriginal peoples who lived in the lands before 1788.

The settlers of early C19th quickly came onto the lands seeking means of economic gain for a subsistence existence then leading to commercial gain. The early settlement and then grants by colonial government were for timber getting, fishing, grazing, dairy and boat- building and other

employment which allowed either a bush-living independently or a supply relationship to growing Sydney markets.

The Slade family arrived in 1840 from England into a Sydney colony / town, growing through the C19th and C20th from town to city. The Slade personality most closely involved in building and protecting the fortunes of the forest and riverine systems of the northern area for the Kuringai National Park as it is experienced today was William Hermon Slade a second generation Australian born son. He began a commercial life at the age of fourteen and gathered many occupations in trade and materials before becoming involved in public companies such as Bond's. He became Trustee on the Kuringai Chase Trust in 1933, serving continuously until 1942, when he was elected President 1942 -1947 and again Trustee 1948 – 1949.

This report notes many major decisions of the KURINGAI CHASE TRUST in difficult years of great national economic depression, recovery from economic depression, war and recovery from war. Notable are the big decisions which acquire extra lands to increase the area of The Chase now the KCNP.

The naming of the track and lookout on lands of The Chase near Boorallie Road, Duffy's Forest are recognition of the management decisions and leadership of William Hermon Slade. William Hermon Slade was prominent in business, had great networks in Sydney society and was happy to use his influence and networks to further the growth and protection of the Chase and its man-made features. William Hermon Slade had other interests including amateur fishing, philanthropy, art, orchids [original Orchid society magazine, with Paul Slade] and protection of wildflowers.

End summary.

**B Detailed summary includes all the parts below.**

Acknowledgement.

Establishment of Kuringai Chase Trust.

Maps of Slade Track, Slade Lookout, Duffy's Track.

Map references.

The Slade Family History.

*Social developments from 1788 to 1947.*

**C Acknowledgement of custodians<sup>1</sup> past and present.**

Adapted from "Acknowledgement of Country" by Jonathan Hill<sup>2</sup>

**Today we stand in footsteps millennia old.**

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<sup>1</sup> Darug and Kuringai people before 1788 since and now: "past and present custodians of the land"

<sup>2</sup> The author of the poem, "Acknowledgement of Country" is Jonathan Hill. Poem as adapted for meetings of CC St. Ives Social Justice to include Guringai / Darug land.

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May we acknowledge the traditional custodians past and present of Darug and Guringai land, upon which the KCNP is established,

The Guringai people, whose cultures and customs have nurtured,

and continue to nurture, this land,

Since men and women awoke from the great dream.

We honour the presence of these ancestors

who reside in the imagination of this land

and whose irrepressible spirituality

flows through all creation.

Refer to The Honourable Henry Copeland about the naming of Kuringai<sup>3</sup> Chase:

*Quote the minute [from page 3 of History of Kuringai Chase National Park<sup>4</sup>] from Minister Copeland of 25<sup>th</sup> May 1894 in which Copeland chooses Kuringgai [sic] as commemoration of the Guringai people in the understanding of the C19th times; and chooses the "chase" as more in keeping with the original inhabitants' activities than "park".*

A quote or inclusion of the whole Minute is preferred and this would need a scanned copy from the history [see footnote 4]. [see footnote 8].

The following two quotes are from the NPWS Plan 2006 document identified in footnote 5.

- *"The arrival of the First Fleet in 1788 signalled the beginning of major changes to the traditional life of the original occupants of the Sydney region. Within six weeks of the arrival of the First Fleet in Port Jackson, Governor Phillip was exploring Broken Bay. On 5 March 1788 he camped at Resolute Bay near West Head. Phillip commented on the friendliness of the Aboriginal people he encountered on the trip. However, one year later, when he again visited Broken Bay, all except those too sick with smallpox fled from him. By 1790, over half of the Guringai population had died of smallpox and by the 1840s most of the Aboriginal people had disappeared from the Pittwater area, as their traditional land was taken over by white settlers. Although earliest impacts were felt by Aboriginal communities living around Port Jackson and Botany Bay, by the early 19th century the Guringai territory was being gazetted and occupied by European settlers. Early road construction and logging also contributed to the reduction of traditional Aboriginal territories and resources. Due to the effects of smallpox and other introduced diseases, only a small number of Aboriginals were observed in the Bobbin Head and Apple Tree Bay areas in the 1850s. This suggests a*

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<sup>3</sup> "Kuringai" in C19th and after Aboriginal Heritage Office, Manly [8 northern Councils], [research paper \[see .pdf and reference\]](#)

<sup>4</sup> From Kuringai History Society [KHS] Gordon, a spiral-bound monograph: "History of Kuringai Chase National Park", by Howard Stanley [reprint 2001].

*considerable reduction in the size of the Aboriginal population of the Hawkesbury River and its southern tributaries, which prior to 1788 [sic] is estimated at around two hundred.*

- *“Early human occupation of Ku-ring-gai Chase National Park is evidenced by the large and diverse number of Aboriginal archaeological sites throughout Ku-ring-gai Chase National Park. The numerous shell middens, rock shelters, engravings and grinding grooves located near Bobbin Head attests the long-term Aboriginal occupation of the region. This archaeological record provides evidence of Aboriginal life including movement and occupation patterns, hunting and collecting of resources, ceremonial practices and material culture, prior to the arrival of Europeans. This evidence, combined with the documentary records produced from the time of European contact in the Sydney region, provides important information on the Aboriginal history of the area known as Ku-ring-gai Chase National Park. Although there is some confusion [lack of understanding?] concerning the pre-European tribal organisation [ebb / flow of boundaries?] around Sydney, the Guringai tribe is believed [refer to 2014 paper] to have inhabited the coastal area from Lake Macquarie to Botany Bay. The Guringai tribe consisted of a number of clans [language groups?]. Early historical records indicate considerable group movement and interaction along the coast. This occurred through daily and seasonal activities of food gathering and hunting, religious events such as initiation ceremonies, and ~~more hostile associations~~ [through fighting for boundaries and resources]. Prior to European contact the Guringai groups subsisted largely on coastal resources, including fish and shell fish. Historical records indicate that the diet was also supplemented by various vegetable foods, macropods, birds, possums and grubs. However, the many shell middens located along the foreshore and creeks throughout Ku-ring-gai Chase National Park are testimony to the important role that marine foods played in the Aboriginal diet.”*

*The large and diverse number of Aboriginal archaeological sites throughout Ku-ring-gai Chase National Park is newly gathered in a copy of a presentation to the IUCN Conference World congress of National Parks in Australia 2014 which focused on a Hawkesbury River launch tour for visitors including other indigenous [Canada, USA] of rock engravings, cave stencils and art, spear grooves. Sketches and photographs make the document unique. [The document is identified as a copy held at Kalkari Discovery Centre, KCNP by David tribe c/o Kalkari]*

#### **D Establishment of Kuringai Chase Trust**

Prior to 1894 formal opinion held that the land above Pittwater, Cowan Ck. and Pittwater was barren, inaccessible and unsuited to agriculture. Grants were made to a number of people and this information is contained in the document Volume 1: Part 2 Conservation Management Plan for Bobbin Head, Ku-ring-gai Chase National Park 2006<sup>5</sup>.

In the period 1894 - 1900 several Government Gazettals and Deed of grants established an area of 35300 acres for public recreation under the control of the Kuringai Chase Trust.

#### **E Maps of Slade Track, Slade Lookout, Duffy's Track**

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<sup>5</sup> Plan for KCNP <http://www.environment.nsw.gov.au/resources/parks/05167BobbinHeadPart2Rev07.pdf>

One theory is that aboriginals had walked-in footpaths along natural features to observation high-points for guarding, hunting and ceremonial reasons; the original paths later after 1788 were followed by white men seeking the destination of an unknown track and gainful employment. Later as Sydney society developed into work/leisure patterns people rambled and bush walked on the same paths. The KURINGAI CHASE TRUST made tracks and roads to provide access for the population close to but not into the rugged areas.

Eccleston du Faur as a resident of Eastern Rd. Turramurra from 1888 is well recognised as a founding father of Kuringai Chase more so on the western and northern areas bordered by Cowan waters and Hawkesbury [Deerubbin] River. His Trusteeship after the creation of the Chase Trust is well documented in The Minutes [footnote 8]. Quote the paragraph about his walking habits in the bush: page 2/35 of History of KNP [footnote 4].

And his dedicated lobbying of Ministers and visiting Lords 1892: page 2-3/35 [footnote 4]

In this way those parts of aboriginal lands north of Port Jackson not used for new colonial and later primary and secondary industries, residential blocks and roads and rail systems became Crown land in general and some Crown lands were established as the Kuringai Chase for preservation and recreation.

### **Maps.**

Two NPWS maps show three features: Slade Lookout, Slade Tk., and Duffy's Tk. differently.

The 1980 map<sup>6</sup> shows "Slades (sic) Lookout" in a different place, more easterly from Duffy's Tk. off a different vehicle road, than where we might expect it to be shown. It is not on the left hand track off Duffy's Tk. which is shown. Contour lines are shown on this 1980 map.

The 2002 map<sup>7</sup> does not show the Slade Lookout or Duffy's Tk.; it does show Slade Tk. Contour lines are not shown. Read the table below:

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<sup>6</sup> 1980 map: found at Kalkari;

<sup>7</sup> 2002 map: found at Kalkari;

Map name	Map year	Place reference	Comment
Ku-ring-gai Chase National Park	1980	"Slades Lookout"	West of the Waratah Park Animal Sanctuary. Access via Booralie Rd => Joalah Rd => Birramal Rd.
		Duffy's Forest is on map; Duffy's Track is named on map with the unnamed left hand fork climbing to a peak then descending to steep contours.	Duffy's Tk. begins at the end of Boorallie Rd. at intersection with Cullamine Tk.
Ku-ring-gai Chase National Park	2002	Slade Track	Only Slade Tk. is named but no name given to any lookout. No name given to right hand fork descending to water.

The point of this information: need to identify and confirm that the Slade Lookout is at the end of the Slade Tk. which is a left-hand fork uphill off the Duffy's Tk., which is at the end of Booralie Rd. where the Cullamine Tk. intersects.

**I rely on the index<sup>8</sup> to the Minutes of 1942 of the Kuringai Chase Trust which state "...the lookout at the end of Booralie Rd. was named "Slade Lookout"."**

If necessary a visit to the State Records Office<sup>9</sup> at Kingswood will find the exactly relevant minutes for the above decision at page 111 of the 1942 Minutes [made in 1942/3, the first year of WILLIAM HERMON SLADE Presidency]. I recommend this visit as The Index to Minutes is sparse. However such a visit will use a whole day. A whole day visit would allow reading of the other Minutes for WILLIAM HERMON SLADE era.

Walking the track

- My description. [Note: street directory UBD page 135]. There is no signage about tracks or destinations at the access gate. The signage, behind a bush, at the junction of Slade Tk. with Duffy's wharf Tk. is wooden, broken and rotten. The description on the wooden sign is legible: "Slade's [sic] Lookout" and "Duffys [sic] wharf". Left and right indicator symbols are faint and correct.
- Use www sources of Walkers Clubs.

<sup>8</sup> The indices are numbered and show an A – Z list of any topic in the Minutes. Read at the offices of Kathy Carter, NPWS, Mt. Kuringai Rd., KNP on 300415.

<sup>9</sup> NSW State Records 143 O'Connell St, Kingswood, series 10704, content: KURINGAI CHASE TRUST Minutes, July 1894 to June 1966

- I drove to all the other road-ends in Duffy's Forest and found only one other NPWS gate indicating that there is a 1.5 km one-way Bibbenluke Tk. There is also a Warringah Council Reserve at another road-end.

### **F Conclusions**

Different NPWS maps still in use have named-places in different places or left known vantage points or tracks unnamed. This is true of a comparison of two NPWS maps: a 1980 map compared with a 2002 map. These maps are available at the Desk at Kalkari [one is a photocopied handout to visitors; the other is a plasticised copy always on the bench top].

UBD Directory has named and placed Slade track and Lookout in the same place as the 2002 NPWS map.

Confirmation of correct places will be required by The Slade Family with a NPWS authority.

### **G Oral history and memories**

- As told to Jon Horan by Paul being his own memoir/words.

Paul Slade told me that he has several very clear memories: His grandparents enjoyed car travel each weekend; they frequently drove to Duffy's Forest from Manly; many such trips were before local roads had a hard-top; they would enjoy picnics from a prominent look-down giving views of the upper Cowan Waters and Bobbin Head. He recalled enjoyment of boating trips with his grandparents on their motor yacht "Monnel" [Hermon and Nellie] on Cowan Waters and the Hawkesbury River and overnight stays at The Trust house boat moored downstream from Halverson's. He referred to the family connections with yachting and Halverson's cruisers.

### **Conclusions**

The memories by oral history and by a personal memoir will add significantly to the value of this report.

### **H The Slade Family History**

Name	Born in	Year birth, death	marriage
Joseph Slade <sup>10</sup>	England	1817 - 1888	m. Mary Ann Newman Arrived Australia 1840 with 3 chn. m. Mary ann Simpson [1 ch.] m. Louisa Morgan [10/12 chn survived infancy]
William Slade	Australia	B 1847 –D 1935	NSW Birth registration V1847 1292 55. M. to Amelia Bennett- 1876 reg #1456.

<sup>10</sup> Joseph Slade had three wives. Source: brochure about naming Slade Ward at Lady Davidson Hospital Bobbin Head Rd., North Turrumurra. Author E. Wyatt, 2010.

			Architect, photographer.
<b>William Hermon Slade</b>	<b>Paddington, Sydney</b>	<b>1879 – ret 1962-</b>	<b>Businessman. KURINGAI CHASE TRUST 1933-1949.</b>
George Hermon Slade and William Russell Slade	Sydney Sydney	July 1910 - 2002 Dec 1913 - 2003	Read <u>The Polymer Story</u> <sup>11</sup>
John Russell Slade Paul Hermon Slade	Camperdown Sydney	1942 - 1945 -	Sons of William Russell Slade.

### I Kuringai Chase Trust in the era of William Hermon Slade

The period of President R. B. Orchard 1932 -1941 when William Hermon Slade served as a Trustee from 1933 until he became President in 1942.

These are the key things noted in the period 1932 -1941:

- Improve the Bobbin Head area at water level.
- Lobbying government for funds.
- Preparation for war.
- The Bobbin Inn.
- The boatshed.
- Bobbin Head electrification.
- Turramurra to Mt Colah Rd gazetted as “main road”.
- Road extension to Apple Tree Bay.
- Land additions total 2800 acres.
- Reclamation works Bobbin Head and Gibberagong.
- Roads around Terrey Hills/ West Head

*The following quote is from the NPWS Plan document [refer to footnote 5*

*In 1936, advice was received from the Department of Main Roads that the Turramurra-Mount Colah Road had been gazetted as a main road. This relieved the Trustees of the financial burden of maintaining it. Shortly afterwards the section of road from Turramurra to Bobbin Head was widened in places and tarred and metalled. The 1938 the Trust Annual Report mentioned that the DMR had completed the tarring and metalling to Mount Colah, a distance of 7 miles (11 kilometres) and that the improvements had greatly added to the popularity of the 'Chase'. At this same time arrangements were made for the Department of Main Roads to tar seal all internal roads in the Bobbin Head area at the Trusts' expense.<sup>108</sup> In July 1941 petrol rationing was introduced following the outbreak of WWII. This caused a dramatic drop in the number of vehicles visiting Bobbin Head and a subsequent drop in revenue. As in its early history, the Trust was now forced to plead its case to the Minister for Lands for reinstatement of a government subsidy to run the park so that: '...valuable assets under their control might be faithfully preserved and efficiently maintained, in anticipation of that time, which we all hope is not far distant, when victory will have been achieved*

<sup>11</sup> “The Polymer Story” by Jan Todd, November 2007. Published by Hermon Slade Raiatea Foundation



*and our people will again take up their peace-time pursuits in a happier and better world.' Not wanting to rely solely on government subsidies, the Trust continued with their programme of promotion and enticement to lure pleasure seekers to the headland. In 1941 the Trust constructed baths at Bobbin Head by placing a shark proof net across the southern side of the existing bridge and created a children's playground at Orchard Park as well as a merry-go-round 'the most popular installation to date'. Despite these improvements, revenue declined even further in 1942. The financial repercussions of this drop in visitation flowed onto the lessees in the park. The Trust was forced to lower the rent paid by both the Bobbin Head Boatshed and the Bobbin Inn. As a result of this decrease in revenue, the Premier and the Colonial Treasurer approved a remission of the Trust's liability for an 'Interest and Sinking fund payments in respect of Loans'. During March 1942, 22 inches of rain fell within a week and the traffic bridge and approaches at Bobbin Head were washed away. Retaining walls and reclaimed areas also suffered considerable damage. The break in the Turramurra - Mount Colah Road seriously affected communication between the picnic areas and visitation to the 'Chase' dropped appreciably. To assist the Trust, the Department of Main Roads erected a footbridge across the break in 1943 and in 1947 a temporary one lane Bailey bridge was completed by the DMR, after supporting piles had been supplied and erected by the Trust (refer to P16). In the same year, the Trust submitted their 'Master Plan' to the government for a proposal to upgrade the park and make it an international tourist destination. In 1946 work commenced on a filling programme at Bobbin Head and Cockle Creek, in the repair of retaining walls damaged in the 1927 floods and to the levels of the already reclaimed land at Bobbin Head where the ground level had subsided causing the area to flood at times of extreme tides. The work proceeded for many years and probably would not have been undertaken but for the reciprocal arrangement with the Department of Main Roads to allow for the removal of gravel from the 'Chase' in exchange for work performed. Some 40,000 to 50,000 tonnes of spoil, gravel and soil were used to complete the reclamation works. The work was completed in 1954.*

The period of President William Hermon Slade 1942 -1947 then two more years as Trustee 1946 - 1947.

These are the key things noted in the period 1942 -1947:

- Conduct of the Chase during war.
- The acquisition of lands gradually parcel by parcel: The acquisition of parts of West Head [980 acres McCarr's Ck, began negotiation for West head which was concluded in 1965] including them in what has become a jewel in the crown of KCNP which **added xxx acres.**
- Maintenance of features in lean times and post war.
- Restoring of features after natural disasters.
- Building access and recreation areas McCarr's k Rd, Coal and Candle Ck and West Head.
- Renaming Cowan Ck as Cowan Waters.
- The naming of Slade lookout at the end of Boorallie Rd, Duffy's Forest.
- Koala sanctuary established at what is today known as Kalkari.
- Occupancy by Mr. E. H. McGaw, a recluse, of land at Flint and Steel Bay; offer of job as a Ranger to Mr. McGaw.

*The following quote is from the NPWS Plan document [refer to footnote 5*

*Halvorsens Boating Facility (1945 – Present) In 1945 Lars Halvorsen purchased the lease of the Bobbin Head Boatshed from the then leaseholder, EH Weatley. One of the first tasks for the Halvorsen business was to increase the size of the hire fleet for recreational activity. From 1946 on, numerous cruisers were designed and built by the company at their Ryde shipbuilding yard, for use at Bobbin Head. The majority of boats were moored on swing moorings in Cowan Creek around the licensed area. Many smaller boats were moored directly to the ramp in front of the boatshed. Private recreational hiring allowed many people access into recreational boating.. Hiring of a Halvorsen during the holidays became something of a Sydney institution. Many users subsequently purchased Halvorsen boats and moored them at Bobbin Head. At their peak, Halvorsens at Bobbin Head offered sixty-three cruisers for hire and two hundred moorings, as well as numerous launches, skiffs and dinghies. Post World War II: 1948-1966 With the war over and petrol rationing no longer a problem, Bobbin Head became a popular recreation and picnic area again and further expansions occurred. In 1949 work commenced on the construction of a stone kiosk located in the Wharf Area in front of the Ambulance Room. Stone for the kiosk was quarried in the park not far from Bobbin Head. This kiosk has since been demolished.*

### Duffy's Track to the wharf

Maps<sup>12</sup> the same two maps above are relevant.

Include extracts from the NPWS Plan document [refer to footnote 5]:

*“Land Grants Only small sections of the area now encompassed by Ku-ring-gai Chase National Park were settled by Europeans, as the land was seen as barren, inaccessible and unsuited to agricultural pursuits. The majority of grants were located in the Pittwater area. Regardless, certain areas of land were occupied and those land grants included Scotland Island which was granted to Andrew Thompson in 1810 and used for the extraction of salt; approximately 100 acres of land was granted to James Terry at Cottage Point in the mid-1880s; 640 acres to William Lawson (renowned for his part in finding a way over the Blue Mountains) at West Head in 1834; and Peter Duffy (Duffy's Forest is named after him) obtained scattered grants and established a wharf on the upper reaches of Cowan Creek for the transportation of logs (refer to Figure 2.2)*

*“From about 1823, timber getters were busy on Cowan Creek where there was excellent blue gum and soon afterwards Mangrove Creek forests were exploited for their stringybark and blackbutt”*

Source page 1/35 of document [refer footnote 4]. Years after settlement 1788-1800, “...some timber was taken out of the area during the early part of the C19th and a wharf known as Duffy's Wharf was built in the upper reaches of Cowan Ck. for the transportation of logs...”.

### Social History

The influence [living, recreation, conservation, sustainability] on the land of all track-walkers and marine activities became more pervasive [aboriginal, new settlers, commercial operations, and C19th society].

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<sup>12</sup> Maps are same as above chapters

Aboriginal people lived everywhere enjoying living from / on the creeks, mangrove zones, rivers, bush, and escarpments of the lands some small parts of which are now included in KNP and The Valleys NP.

There is a lot more definition to be given to the European Naming of tribes and clans who were the original inhabitants of the vastness of what we see on a map today as the greater metropolitan Sydney. The language groups are today known to be generally Guringai covering most of the Gosford / Kuringai / Northern Beaches , Darug around Windsor / Cattai Ck. North and South of the western lands on the Hawkesbury [or Deerubbin], and Hornsby; others on north central coast; Kameraigal around north inner harbour / Lane Cove, Eora [?] around south inner harbour, and so on. Eora is a general name meaning, to some people, "the people" however this usage is in question by others.

New settlers

*The following quote is from the NPWS Plan document [refer to footnote 5*

*Early Exploration and Development of the Region Within six weeks of the First Fleets arrival in Port Jackson in 1788, Governor Phillip set out for Broken Bay, travelling from Manly Cove to Pittwater in search of fresh water and suitable farming lands to sustain the new colony. Starting out on 2 March 1788, Governor Phillip entered Broken Bay and spent the first evening afloat behind a 'rocky point in the north-west part of the bay, as the natives, though very friendly appeared to be numerous". The following day Phillip crossed the shallow bar and examined the Brisbane Waters (called by Phillip the North West Arm) and on his return examined Cowan Creek (named South West Arm). On his way back to Port Jackson he entered what he described as 'the finest piece of water I ever saw, and which I honoured with the name of Pitt Water" (after William Pitt the Younger, Prime Minister of England).<sup>10</sup> Two subsequent excursions followed: the first occurring more than twelve months later and the second immediately following in July 1789. It is during this second excursion which reached the junction of the Grose and Hawkesbury Rivers that Phillip decided to name the river the Hawkesbury in honour of Charles Jenkinson, first Earl of Liverpool, Baron Hawkesbury and President of the Board of Trade.<sup>11</sup> It was during this third expedition that the first official recording of Cowan Creek (South West Arm) appears on a map drawn by John Hunter in 1789 depicting Broken Bay and the Hawkesbury River.. Land Grants Only small sections of the area now encompassed by Ku-ring-gai Chase National Park were settled by Europeans, as the land was seen as barren, inaccessible and unsuited to agricultural pursuits. The majority of grants were located in the Pittwater area. Regardless, certain areas of land were occupied and those land grants included Scotland Island which was granted to Andrew Thompson in 1810 and used for the extraction of salt; approximately 100 acres of land was granted to James Terry at Cottage Point in the mid-1880s; 640 acres to William Lawson (renowned for his part in finding a way over the Blue Mountains) at West Head in 1834<sup>13</sup>; and Peter Duffy (Duffy's Forest is named after him) obtained scattered grants and established a wharf on the upper reaches of Cowan Creek for the transportation of logs (refer to Figure 2.2). Similarly, Edward Windybank a boat builder who arrived in 1887 lived in Waratah Bay (north of Bobbin Head) and established a boatshed.*

*The following quote is from the NPWS Plan document [refer to footnote 5 "Although boats were required for communication and for transporting crops from the Hawkesbury to Sydney there were heavy restrictions placed on building boats from the earliest times because of repeated attempts by convicts to seize vessels and escape in them. The first records of a private boat bringing corn from the*

*Hawkesbury River were in October 1797, and it was in the same month that Governor Hunter forbade the building of any boats whatsoever for private use. ..These harsh regulations were eventually eased, as indicated by the number of private boats built and registered in the first few years of the 1800s. Ship builders on the Hawkesbury included John Grono, Jonathan Griffiths, Charles Beasley and James Webb in the early days and later John and Alexander Books and William Grono on the upper river reaches. George Peat, John Laughton, the Greentree brothers and Burton Crossland and his sons amongst others built vessels along the lower river.*

#### C19th society

*Recreation – late 1800s: From its lawless days of bushranging and rum smuggling through its industrial years as a source of timber and boat building, the Hawkesbury River region emerged in the late nineteenth century as a genteel playground for the wealthy. This was largely due to improved transport in the area and the economic boom of the 1880s brought dramatic changes. In 1879, Charles Jeannerett built a pier at Newport and a year later a coach service between Manly and Newport opened the gate for tourism in Pittwater. The area known as Inner Basin became a favourite spot for camping and picnicking. In 1880, a bridge was built across Narrabeen Lagoon, a hotel opened in Newport and in 1882 a guesthouse opened its doors. Day steamer excursions to Newport began and wharves were constructed at Bayview, Church Point, Newport and Careel Bay giving pleasure seekers setting off points from which to explore the beauty of Pittwater.*

*Transport Routes In the 1830s George Peat carved out a track between Old Berowra Road and the Hawkesbury River at Peats Ferry (now the Old Pacific Highway), thus opening up the western side of the Chase for development. The opening of the northern railway line further led to the expansion of the region along the western boundary of the national park. In 1886 the Hornsby, Epping, Beecroft and Thornleigh Railway Stations opened, followed in 1887 by the first Hawkesbury River Railway Bridge opening at Brooklyn and railway stations opening at Pennant Hills, Berowra, Hawkesbury River (Flat Rock) and Mt Colah. In 1890 the Cowan railway opened and was known as Cowan Creek.<sup>22</sup>*

*However, the need to conserve was foremost in Du Faur's mind and was one of his main reasons for recommending the dedication of the Chase so that some control could be exercised over many people who were using the area for hunting, flower stealing, taking of timber and other inappropriate pursuits. Du Faur felt so strongly about this issue that in December 1894, merely days after the gazettal of the park, he wrote a letter to the Sydney Morning Herald outlining his concerns regarding the loss of resources: During that interval of over 20 months wholesale degradations had been committed, not by the tourist but for trade purposes, which left the foreshores for miles denuded of the special vegetation which had made them attractive in former years - the last tree ferns had been cut down, the rock lilies almost extirpated (the cutting of their flowers did no permanent harm, but almost every accessible plant had been torn away by the roots), and hundreds of Christmas bush trees of 50 years growth and upwards had been felled, merely to lop off the top branches for decoration of the butcher's shops, &c., in Sydney. The removal of a few cartloads or boatloads of such vegetation each year would not have done any irremediable damage, but many of the depredators made a practice of camping on the creek for a week or two before Christmas and ruthlessly destroying everything they could find in accessible places, which they did not want for themselves, in order that others might not join in their harvest and cheapen the market against them*

*at Christmas time. Following the formal granting of the land on 8 November 1900 the conservation of the place became formalised through the inclusion of the general by-laws of the Trust.*

The influence of The Slade Family through William Hermon Slade was extensive and cumulative upon the original concepts held by E. Du Faur and as implemented by the Kuringai Chase Trust.

Reading the above notes of the Kuringai Chase Trust and the acquisition of additional land added to the Kuringai Chase and all other key decision making tells us about the significant cumulative influence of WILLIAM HERMON SLADE in his time as a Trustee of the KURINGAI CHASE TRUST.

In general summary, ...

This ability to influence and decide came from William Hermon Slade's own personality, family life and his business acumen and networks. The "Polymer Story" has a good history of William Hermon Slade's growth in business acumen from his teenage years through ownership of a fodder and grain trading business, provision of supply of fresh vegetables to Sydney, then a business trading in hardware and materials and onto the foundation of a pharmaceuticals operation which provided a base for his two sons to build into The Polymer Story. In addition WHS was sought after by the business leadership community as a Managing Director and Chairman of significant companies. One example of the latter is the senior management roles William Hermon Slade was recruited for to rescue the antecedent company of Bonds Industries<sup>13</sup>. The book quoted in the footnote contains the details of many years of eminent slade family service in Bonds Industries.

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<sup>13</sup> the role of William Hermon Slade relating to Bond Industries Ltd: Title: Bonds Industries: 1915 – 1990 Chest to Chest, Author: Lawrence Deushane, First published 1992, National Library of Australia