

The Newcastle and Hunter River

Steamship Co.'s Excursion Trips.

THE HAWKESBURY RIVER AND BROKEN BAY.

ANTHONY TROLLOPE, in his description of the Hawkesbury River declares that it excels in beauty the Rhine and the Mississippi, it might be well to quote him in order to draw special attention to the beauties of this river and its outlet:—

“There can, I think, be no doubt that among rivers the Rhine has the highest character for sustained beauty. There may be special points on other streams which have endeared themselves to the world—such especially as the Falls of Niagara, the Inn at Inspruck, or the Rhone at Geneva, or the Upper Lake of Killarney. But for continued scenery the *Rhine stands first. There is a river, or rather portion of a river*, known to very few tourists, which, I think, beats the Rhine. This is the Upper Mississippi, for about 150 miles below St. Paul's. It is not my business here to describe the Mississippi, but I mention it with the object of saying that in my opinion the Hawkesbury beats the Mississippi.”

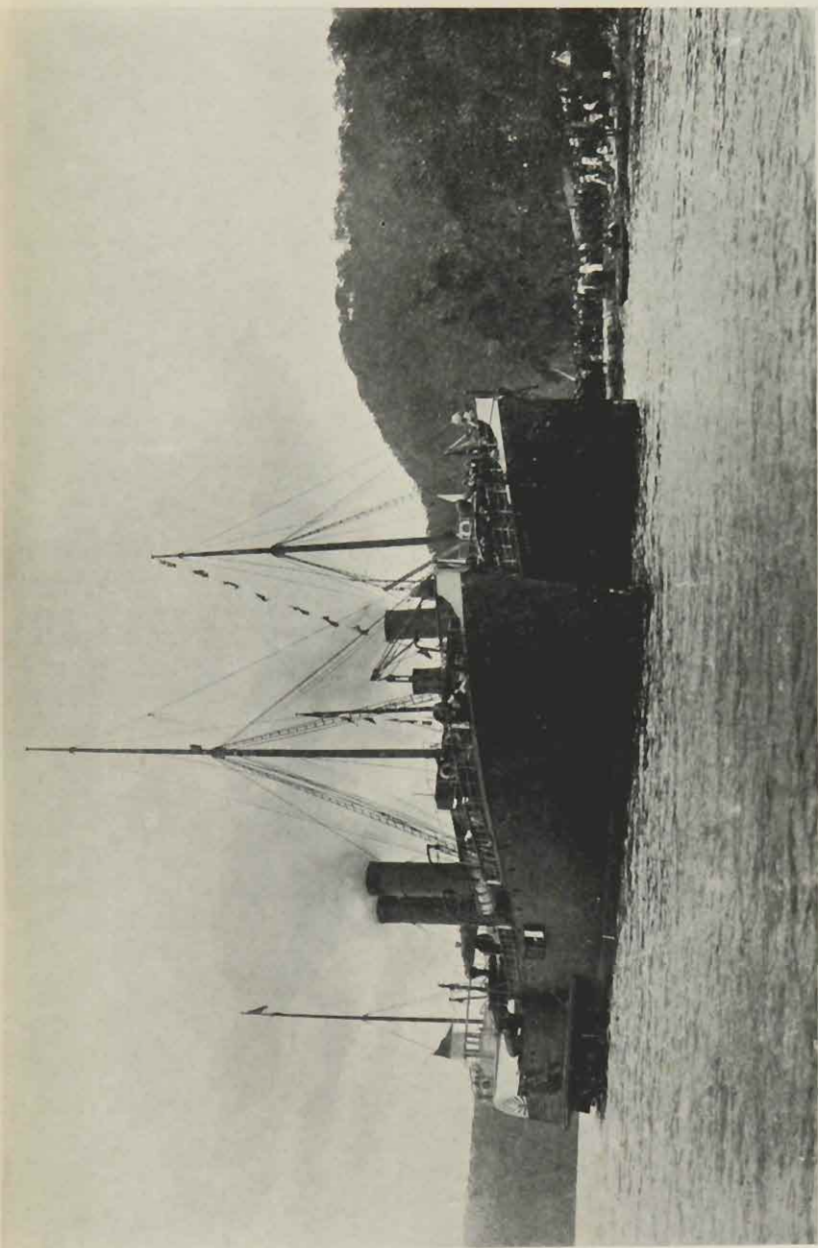
It is, however, the beauties of Broken Bay, and its many inlets into which the Hawkesbury flows after its journey of 330 miles, with which we intend to deal.

It might be stated here that the steamers employed in the Hunter River trade have for many years conducted an excursion traffic between Sydney and Broken Bay. Being paddle steamers of large beam and consequently affording ample deck room, they are specially adapted for this class of traffic, the regularity of the service throughout the summer months ensuring large and increasing patronage.

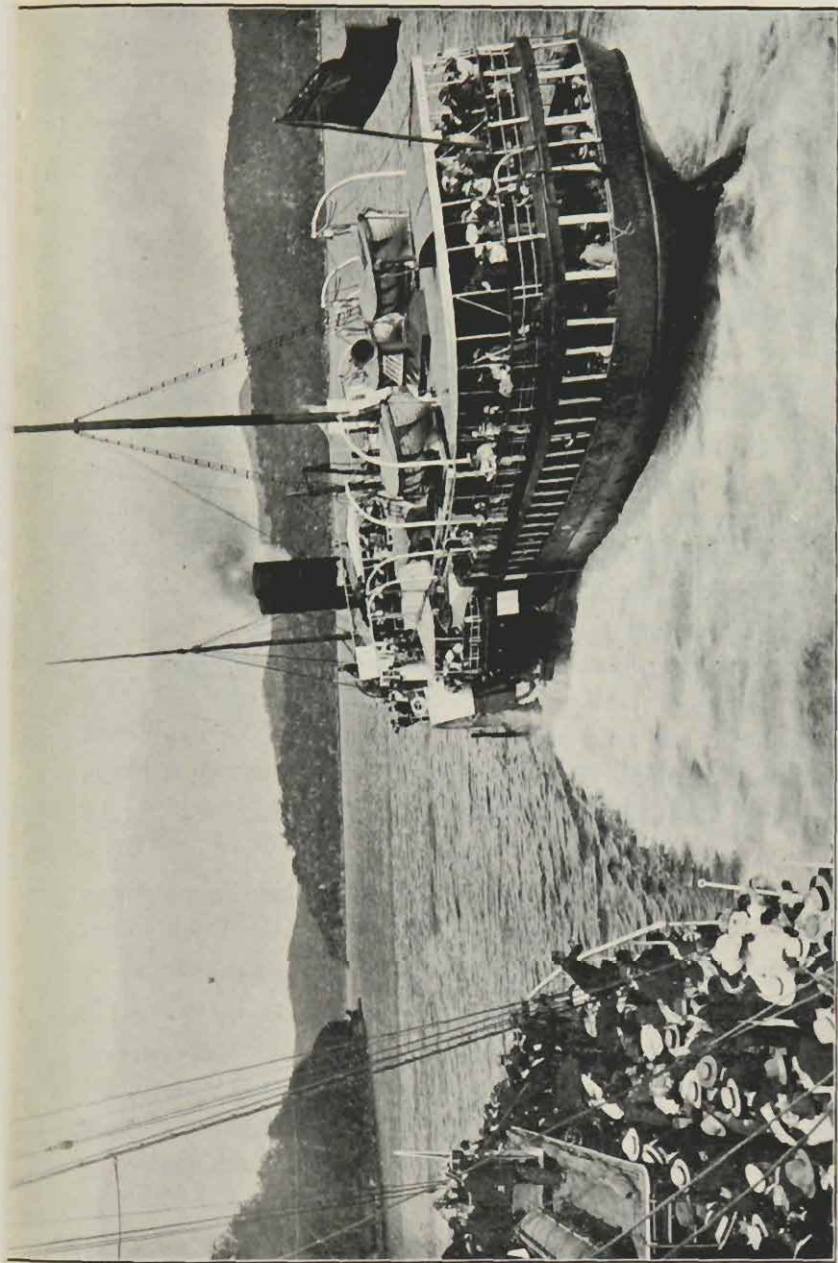
The "Newcastle" leaves Sydney every Saturday afternoon at 2 o'clock during the summer months, and on holidays either the "Newcastle" or "Namoi" run a full days' excursion to Broken Bay.

After leaving Sydney Heads, a run of 16 miles, occupying about 1 hour 15 minutes, brings us to Barrenjoey, the southern headland of the entrance to Broken Bay. On turning into the Bay a fine stretch of water is opened up on the left, called Pitt Water, which is entered, and after a pleasant run of about five miles, passing Coreel Bay on our left, Scotland Island is reached, where the steamer comes slowly round on her helm, while excursionists have a good view of Newport and the prettily situated villas on the water's edge of Carr's Creek and Lovett Bay, which are on our left; and, as the return trip is made, Towler's Bay, Long Nose and Coaster's Retreat are passed, and Mt. Elliott (or Lion Island), comes into view, and Barrenjoey is again rounded for the run home, passing the Hole in the Wall, Bungan, Turrimetta and Narrabeen Heads, when the pines along the shore at Manly come into view, with the Cardinal's Palace on the heights. North Head is again passed and excursionists are landed at the wharf, after about $4\frac{1}{2}$ hours run.

The trip around Scotland Island is a very favorite one, but is only made when the tide allows the "Newcastle" to pass over the bar at the entrance to Pitt Water.



S.S. "NAMOI," 1414 tons, and the S.S. "NEWCASTLE," 1251 tons, laying at Cowan Wharf on
The King's Birthday, 1904, having landed excursionists from Sydney and Newcastle



S.S. "NEWCASTLE." 1251 tons, leaving Cowan Bay on The King's Birthday, 1904 ;
returning to Newcastle with excursionists.

The trip round Dangar Island is another favorite run. Instead of turning into Pitt Water our course lays south-west until Juna Head is reached, about four miles from Barrenjoey, when the course is altered to north-west, and Dangar Island and the great railway bridge crossing the Hawkesbury River comes into view. Dangar Island is slowly rounded, excursionists being afforded a good view of the Hawkesbury River, bridge and railway station. On the return journey Green Point and Eleanor Bluff are passed in the starboard bow and Barrenjoey again comes into view.

Perhaps the most charming trip is the one to Cowan Creek (if water 90 to 100 feet deep can be called a creek.) After entering Broken Bay, Juna Head and Eleanor Bluff come into view, with Challenger Head and Refuge Bay on the left, Little Shark Rock and Jerusalem Bay being on the right. Here Shark Rock Point is passed, Yeoman's Bay, Coal and Candle Creek and Smith's Creek (both creeks being navigable for some distance having considerable depth of water), being passed on the right. Waratah Bay and Windibank's Houseboats are then passed on the right, and Cowan Creek continues to Bobbin Point, where it divides into two streams, one being called Cackle or Gibberagong Creek.

The Company hold a lease from the Kuring-gai Chase trustees for about three acres of land at Shark Rock Point. A landing place has been formed and mooring piles placed.

Our illustration shows the "Namoi" and "Newcastle" at this wharf, both steamers having landed about 1700 excursionists on King's Birthday, 1904. The "Newcastle" brought excursionists from Newcastle, the "Namoi" excursionists from Sydney.

At intervals excursionists are landed on holidays at Coreel Bay or Newport. At Coreel Bay the Company have erected

a wharf for the purpose of landing excursionists. The site is a most suitable one; the land at the back of it being an ideal picnic spot, with sandy beach and within easy walking distance of the ocean beach; a narrow neck of land separating Pitt Water from the ocean.

PORT HACKING.

While most excursionists on the holiday rush to Cowan, Coreel, or Newport, not a few would be disappointed if an opportunity was not afforded of visiting Port Hacking, with its shady nooks and pretty beaches.

Our course is southward after leaving Sydney Heads, passing Bondi and Coogee, the northern and southern heads of Botany Bay (Cape Banks and Cape Solander) are reached. Cronulla Beach then comes into view, Port Hacking Point is sighted, and the port is entered, excursionists being landed at a substantial wharf at, perhaps, one of the prettiest landing places on the coast.

Excursionists, who have not yet visited Port Hacking, are recommended to avail themselves of the opportunity of doing so. It is in close proximity to the National Park.

PORT STEPHENS.

While Sydney excursionists have the opportunity of visiting Broken Bay and Port Hacking, Newcastle holiday seekers have little choice of ocean excursions; but the run to Port Stephens of about 25 miles is certainly a most enjoyable one. The course from Newcastle is north, the Bight — the grave of so many sailing vessels in the past — is passed on the left, and after a run of a few miles, Port Stephens is reached, and the course laid for Toomeree Head, the southern headland of Port Stephens, the northern headland being called Yacaaba Head. Excursionists, as a rule, are landed at Nelson's Bay

Wharf by tender, but on several occasions an afternoon trip has been run, the Port being navigated for some miles and Boandabah Island rounded about six miles from the Heads. The Company contemplate erecting a wharf at no distant date if a suitable locality can be found, possibly at Corlette Head. This would enable regular excursions being run, and pleasure-seekers landed without the risk of transhipment, and in the bush where a few hours could be enjoyably spent "while the billy boils."

THE HUNTER, PATERSON AND WILLIAMS RIVERS.

For those in search of a quiet spot wherein to spend an inexpensive restful holiday, no better district could be named than the rich agricultural localities mentioned above.

The Newcastle and Hunter River Company's steamers, it might be mentioned here, are each certified to accomodate between 300 and 400 passengers at sea. These steamers leave Sydney nightly (Sunday excepted), connecting with river steamers leaving on certain days (see Guide), for the Paterson and Williams rivers, both of which are picturesque streams.

Paterson township on the Paterson, and Clarence Town on the Williams, are the terminal ports on each of these rivers. Reliable information is contained in this guide as to hotel accommodation, also as to coaches between these places and Maitland.

It will be sufficient to state here that the districts are well worth a visit; that the roads are especially suitable for cycling and driving, and that those wishing to spend a holiday in a rich agricultural and dairying district, where plenty of fishing and shooting are available, could not do better than spend a week or two in the localities mentioned.

READ what the **GENERAL MANAGER**
of the **NEWCASTLE AND HUNTER RIVER**
... **STEAMSHIP COMPANY** writes: ...

F. A. PETERS, Esq.,
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(Signed) F. J. THOMAS.

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