



**Sutherland Shire Historical Society**

**Quarterly Bulletin**

*January 1969*

*Price: 5 cents*

SUTHERLAND SHIRE HISTORICAL SOCIETY

C/-9 Animbo Street,  
MIRANDA, NSW 2228  
1st January, 1969.

Dear Member,

As mentioned in the last Bulletin, the now format has been adopted to improve the presentation, and also to comply with Postal Regulations so that the Bulletin can be registered as a periodical and obtain a substantial reduction in postage. The postage of 5 cents to each member can now be reduced to ½cent to each member, which makes a substantial saving to the Society. One of the conditions is that the Bulletin must be sold to members. To achieve this the price of the Bulletin will be 5 cents per copy, and will be included with the membership fee, so that the membership fee remains at \$1. per year, of which 20 cents will be allocated to cover the price of the Bulletin.

An exhibition of historical items was made at the Sutherland North School Carnival on Saturday, 26th October, giving the Society suitable publicity, as did our exhibit at the "You & Your Shire" exhibition, held at Miranda Fair.

On Friday, 1st November a Public Meeting was held in the Shire Council Chambers to form a "Captain Cook Bi-Centenary Celebration Committee", at which a committee of 26 was elected, including 8 members of our Society, which is to plan the activities to be held commemorating the landing of Captain Cook in 1770. The first Committee Meeting was held on Friday, 8th November, in the Council Chambers, at which seven sub-committees were formed, one of which is the History sub-committee, of which I was appointed convenor.

The second General Committee meeting was held on Thursday, 5th December, in the Council Chambers, to receive recommendations from the various sub-committees on appropriate ways to commemorate the Bi-Centenary. The recommendations which I made are:-

1. The name of the Committee be changed to "Captain Cook Bi-Centenary Commemoration Committee".
2. That the Coat of Arms of Captain Cook be used as the Bi-Centenary emblem.
3. That the principle commemoration period be from 20th March to 16th May, 1970.
4. That Professor J.C. Beaglehole, a world authority on Cook: & Banks, be invited as the guest of the Shire for the Bi-Centenary. I have offered to arrange the itinerary.

These four recommendations have been adopted by the Committee.

5. That a Park be established, dedicated to Banks and Solander planted with the native Flora they discovered.
6. To establish a Shire local history Museum, preferably sited in the Banks Park,

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7. Enquire from the New Zealand Government regarding their plans of Commemoration.
8. Stage an historical Pageant.
9. Arrange an historical exhibit.
10. Publish a guide to the Shire for the Commemoration.
11. Adhesive Car stickers be issued with Late Notices (depicting Cook's Coat of Arms).  
This recommendation to be submitted to next Council Meeting.
12. That an exhibition Centre be built, to be used later as a Community Centre.
13. That a Shire history be published, this to be written by the Sutherland Shire Historical Society..
14. An annual Captain Cook Bi-Centenary Award be established.

Should members have suggestions which may be suitable to commemorate the Bi-Centenary, I would be very pleased to hear from you.

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N. Horwood.  
Hon. Secretary.

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SUTHERLAND SHIRE HISTORICAL SOCIETY  
PROGRAMME OF ACTIVITIES FOR THE FIRST QUARTER 1969.

Meetings - Our General Meetings are hold on the second Friday of each month at 8.p.m. in the Auditorium of the Sydney County Council Showrooms, Eton Street, Sutherland.

Friday, 10th January                      Film of early Sutherland Shire screened by Mr. G. Heavens

Friday, 14th February                  Mr, F, Cayley will give an address on "The Story of the Australian Flag".

This promises to be a most fascinating talk on a little known aspect of Australian History.

Friday, 14th March                      Annual General Meeting, followed by slides taken on our previous excursions.

Excursions—

Sunday, 2nd February                  Members are invited to be present at an interdenominational Church service at St. Philips, Church Hill at 3 p.m, to commemorate the first Christian Service held in Australia.



Saturday, 12<sup>th</sup> April

An all day bus excursion will be arranged to Liverpool and Camden, should sufficient members be interested, approximate cost \$2. each.

I wish to attend the tour to Liverpool and Camden. Signed \_\_\_\_\_

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Edited by:  
M. Hutton Neve

Issue No. 10,  
January 1969

SUTHERLAND SHIRE STEAM RAILWAY

The extension of the railway from Hurstville southwards was the result of some 12 years' agitation by the Hon. John Sutherland, Minister for Works in the NSW Parliament between 1868 and 1889 (especially 1868-78). For many years he had advocated the extension of the railway to open up and develop country areas adjacent to Sydney, and had urged especially the extension of the line into the Illawarra districts -- which of course would mean through the Holt-Sutherland holdings of some 12,000 acres between George's River and Port Hacking River. Sutherland was the man mainly responsible for estimating and obtaining Government approval for this extension.

The first construction camp south of George's River was named Como (after the locality); the second camp was about 3 miles south, where, after the line was completed, the railway stop was named "Sutherland Railway Station"; and the Research Section of the NSW Railways believes it to have been named in honour of John Sutherland, whose long Parliamentary struggle secured the financial approval. Some scattered settlement had begun to develop in this area in anticipation of a railway station, and it is probable that the infant township took its name from the station. (In similar fashion, when "Caringbah P.O." was established in 1912 in the township of Highfield, the township gradually took its name from the P.O.).

Sutherland Railway Station soon became the centre of communication with the rest of the district: the "National Park Road" (from George's River) passed through the settlement to link with the Great South Road at Bottle Forest to the South Coast. When the Shire of Sutherland was proclaimed in 1906. (the first time the name of "Sutherland" had been used for the whole district) it became the centre of local government: so it is possible that the Shire adopted its name from its central township -- which adopted its name from the railway station -- which was named after John Sutherland. The Railways Re-search Section point out that they have no documentary proof of the naming of the railway station, only "historical hearsay". Little was known at all of the Shire railways historical background until the Australian Railway Historical Society undertook comprehensive research a few years ago.

"Initially it was the intention of the Railway Department to cross George's River by means of a bridge between Rocky Point and Taren Point, at the site of the present Captain Cook Bridge. From Taren Point the line was, to traverse the extensive Holt-Sutherland Estate, and after reaching the crest of the ridge forming the watershed between the Port Hacking and George's Rivers in the vicinity of Yowie Bay, was to curve westwards along the crest of the ridge towards Sutherland, where the southerly course was to be followed along the highlands to Waterfall and beyond.

"This arrangement was highly desirable in the sight of the Holt-Sutherland management, who proceeded to set a high price for the land necessary for the right-of-way, a sum which baulked the intentions of the Government. The impasse thus created was not overlooked by property owners and land speculators who were legion in and around Gannon's Forest (now Hurstville). These people, on their promise of giving free land entry for railway purposes, succeeded in their efforts to have the Illawarra Railway diverted from Kogarah to the present alignment, which in two sweeping curves, reaches George's River at Como.

"The extensive construction camp at Como was scattered over the eastern hill slopes abutting on to the shores of Scylla and Carina Bays. All manner

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of temporary accommodation not conforming to any specific type was erected haphazardly to provide housing for upwards of 600 people, some 200 of whom were employed by Miller Bros. (contractors). Many lived in tents or flimsy rooms of canvas spread over a framework of saplings, whilst others dwelt in small weatherboard shanties, or buildings constructed wholly of galvanised iron, complete with roughly built chimneys fashioned from the same unlovely covering.

"Perhaps the most substantial building at Como was the public school, erected on the brow of a low hillock dividing Scylla and Carina Bays, where an average attendance of 80 scholars gained their basic education. The Woronora Hotel administered to the needs of the adult male population" (The site of this was approximately behind the present State school).

"The bridge over the George's River at Como, erected at a cost of about \$132,000.00, is of the lattice girder type, the estimated weight being 2,190 tons. The total width to be spanned was 954 feet.

"even after the site of the bridge over George's River had been determined, the authorities still remained undecided as to what route the Illawarra Railway should follow southwards from Como. A suggestion was made that easier grades would eventuate by taking the line through the valleys of the National Park,

"A railway station, which gained the name of Como, was erected on the western side of the southern approach embankment to the bridge and came into use with the official opening of the second section of the rail-way as far as Sutherland, on December 26th 1885. It is possible that a train service was in operation prior to this date as it was suggested in the "Illawarra Mercury" newspaper that special excursion steamers should be run from the Illawarra District (extending southwards from Coal Cliff to the Shoalhaven) to the bridge at Como for the opening of the railway between Sydney and Hurstville, an event of importance which took place on October 15th 1884".

--- Gifford Eardley,  
(Australian Railway Historical Soc.  
Bulletin No. 352, Feb. 1967).

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Origin of Shire Place Names: Mr. John Walker writes: "Apart from the derivation of the name Sutherland, and changes such as Highfield to Caringbah and Bangor to Menai, a compact version of Shire history (as of other areas) is written in its place names. Names such as Woronora, Woolooware and Illawong are adoptions of aborigines' namings. In "Two Hundred Years in Retrospect: Kurnell-Sutherland, 1770-1970", I propose to devote a small section to the origin of some local names. Contributions of original information on this subject would be gratefully received".

-- John Walker,  
182 Kingsway, Cronulla. Phone 523-4177..

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Still "Going Strong": built around 1400, the "Man of Kent" at East Peckham in England, a onetime coaching inn, is still a popular licensed public house.

Another is Chequers Inn (also Kent) which has continuously ministered to travellers since 1412.

SHIRE ROADS FIFTY YEARS AGO

Information taken from an old Street Guide; publisher and date unknown, but about 1917-18. Only two maps of the Shire were shown -- viz. Sutherland and Cronulla areas.

SUTHERLAND-COMO-MIRANDA AREA:

West (cemetery) side of the railway line:

The Railway Mortuary Line branched off just south of the station to cross into the Woronora Cemetery.

East Parade commenced at Oxford St. and terminated at Ebon St. (now First Av. Loftus). There were no other streets marked in Loftus, which was then partly a large dairy farm, the balance being mainly Crown Land which was not sub-divided until some years later.

Waterford Parade began at Oxford St. and continued to Como; this is now Jannali Avenue.

The Boulevard (now Linden St.) began at the Mortuary Railway entrance to the cemetery and continued down to The Grand Parade; here Linden St. commenced, running northwards.

The Grand Parade terminated on the west side of the railway. The Jannali area was virtually undeveloped. Jannali Railway Station was not built until 1931.

East side of Railway line:

Railway Parade was the road alongside the railway line, terminating at the junction with Lady Rawson Av.; both these are now part of Prince's Highway.

Sutherland P.O. was adjacent to the Railway Station.

Flora St. commenced at the P.O. and terminated at Acacia Rd..

Hawthorne Rd. began at Acacia Rd. and terminated at Bath Rd.. This is now all Flora St..

The Kingsway began at the corner of Toronto Parade and Eton St., continuing through to Caringbah where it terminated at Cronulla Beach Rd. opposite Port Hacking Rd.. Cronulla Beach Rd. is now part of The Kingsway.

Miranda area began at Kiora Rd.; Miranda P.O. was on The Kingsway between Central Rd. and Kiora Rd..

Milford was a small area bounded by Pt. Hacking Rd., Kareena Rd. and The Boulevard -- which formed the northern boundary.

CRONULLA AREA:

Elouera Rd. terminated at Hume Rd..

Towra Point Rd. went from Hume Rd. to Bate Bay Rd., which skirted Woollooware Bay to Kurnell. This road is now part of Elouera Rd.. These roads were rough and unsurfaced, full of potholes, and in parts covered by spring tides.

Kurnell Rd. (off Kingsway), so called because it linked with Bate Bay Rd. and Towra Point Rd. to Kurnell (the only route).

Hume Road led from Bate Bay Rd. west into Kurnell Rd.; this area is now the Cronulla Golf Club ground.

Ulster Rd led north off Carabella Rd. (nearly opposite Gannon's Rd.); to the south of this road was Fore Rd. also facing north; but these were dead-end "bush roads" and have been absorbed by Captain Cook Drive.

(contd.)

Gunnamatta Lane is now Beach Park Av. to Cronulla Beach.

Post Office Lane -- now Laycock Av..

Beach Rd., from Kingsway to Burraneer Bay Rd.; now Connell's Rd..

Denman Av.; was from Green St. to Woolooware Rd.. Today, Denman Av. has absorbed Fay St. (a dead-end street off the west side of Woolooware Rd.) and continues to The Kingsway at Caringbah.  
----- M.H.N.

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OUR OWN LOCAL HISTORY MUSEUM ??

The Society is delighted with the allocation by the Shire Council of a site in Waratah Park (S'land) for the erection of a Local History Museum. Enquiries are now in hand as to the economic and structural possibility of moving the "Punt House", the 100-year-old stone cottage at the approach to Tom Ugly's Bridge. The "Punt House" was built between 1862 and 1864 on Holt land to house the puntman operating the Government hand-punt between Tom Uglys Point and Horse Rock Point, thus providing a line of overland travel to Wollongong via the Great South Road.

A number of localities, both in NSW and other States, now have their own Local History Museums, some being more pretentious than others, depending on local co-operation. In those areas where municipal or shire councils have realised the local publicity-value, the museum is a strong tourist attraction -- e.g., Port Macquarie, Parramatta and Randwick's museum at Bare Island. Parramatta & District Historical Society are responsible for lovely "Hambledon Cottage", and the Lancer Barracks have established an unique "Military Museum". Jindera Pioneer Museum (10 miles from Albury) was opened during their October centenary celebrations. A general store has been restored as it was in the early 1800s: in Walcha an early settler's slab cottage is maintained by the local Historical Society, complete with period utensils: the Manning Valley Historical Society opened a museum at Wingham at the end of November.

Individual members of our Society are holding quite a number of interesting items for display, and the Society has been promised various donations of all types,-- including a wide collection of old photographs -- once we have a museum for them. Many Shire records of historical value have already been destroyed -- old publications (books, newspapers, land-auction brochures), pioneer furnishings (who today has a laundry scrubbing-board, flat-irons, doorstep boot-scrapers, butter and cheese churners, skillets, kerosene lamps? --all everyday items in the pioneer cottage).

Have you any pioneer object which is unwanted? Do you know of any such articles stored under the house or in an outbuilding? (50 years ago the attic room was a treasure-trove of family history). Please let your Society's executive council know -- for our Local History Museum-to-be.

----- M.H.N.

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The opinions expressed in this Bulletin do not necessarily reflect those of this Society.



THE NAMING OF SUTHERLAND A. Rejoinder. N. Horwood.

Following a talk given by Mrs., Hutton-Neve in November 1967, and the article in the Bulletin in December 1967, I have carried out research into the naming of Sutherland, and perhaps the members may be interested in my findings:-

When Governor Arthur Phillip landed in Australia, he held the Commission of "Captain General and Governor in Chief in and over the territory of New South gales, extending from Cape York, to the Southern extremity and westward to 135° east longitude,"

Phillip established, and named the County of Cumberland, on the King's birthday, 4th June 1788..

By the early 1820s, five Counties had been named:- Cumberland, Westmore-land, Camden, Argyle and Northumberland.

Earl Bathurst instructed Governor Sir Thomas Brisbane in a despatch dated 1st January 1825, to complete the division of the Colony into Counties, Hundreds and Parishes, and to declare such divisions by Letters Patent.

The County of Cumberland was redefined, and its division into Hundreds and Parishes established by Letters Patent, dated 16th May 1835, and signed by Governor Bourke.

The declaration of this Letter Patent was made in Government Gazettes numbered 168 and 169, both dated 27th May, 1835,

The Letter Patent is the Official, legal, original document, and by it the Parish of Sutherland was established, spelt "SUTHERLAND." The declaration in the Gazette number 168, mistakenly spells it Southerland, However this error was corrected in Gazette 169, which declares the Parish of Sutherland, in the Hundred of Woronora.

In my research into this area, I have seen no reference to Southern lands or Southern Districts. Although "Southerland" is used on some maps and documents, it is quite incorrect, as the Letter Patent establishes the Parish as Sutherland, and this .is supported by the official map of the Hundred of Woronora, showing "Ph. Sutherland," and signed by Sir Thomas Mitchell, which was issued in support of the Letters Patent.

Captain Cook named Point Sutherland after Forby Sutherland and showed it on his map of Botany Bay.

Governor Hunter also showed Point Sutherland on his map prepared following his survey of Botany Bay. Point Sutherland was also shown on a Map prepared by John Oxley, and on a Map by John Cross, dedicated to Major Mitchell. From this it seems incorrect to say that Mitchell did not know of Forby Sutherland.

Although I have seen no documentary evidence to say that Sutherland was named after Forby Sutherland, no other conclusion fits the facts, and my conclusion is that Sutherland was indeed named after Forby Sutherland.

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Editor's Note: this is printed at the specific request of the writer, who is of course entitled to his opinions and to his own conclusions. This was also published in the "Leader" of November 20th last.

...Re the contentious spelling: In a letter to the Colonial Sec., signed by Mitchell (28th March 1835) he refers to the Ph, of Southerland (and also to Southend). As of course this file letter is an office copy, perhaps Mitchell's clerk wrote the name wrongly -- if so, Mitchell did not correct it,

...As the Shire of Sutherland did not come into being until 1906, the Letters Patent obviously could have no bearing on the naming of the Shire,

Cobham Hall in Kent is an historic building owned by the National Trust of England. Solomon Wiseman, a Thames lighterman, was sentenced to death for theft from his employers but the sentence was commuted to transportation; and he arrived on the transport "Alexander" 1806. Why he called his Wiseman's Ferry home (built about 1828) "Cobham Hall" is unknown - he certainly had no claims of county breeding or county connections. The whole of "Wiseman's "Hall" would scarcely be noticed if placed alongside Kent's "Cobham Hall"

.....

"The Hawkesbury Clock" was a nickname given to the Kookaburra by some of the early settlers, it being one of the first birds to be heard at dawn - clocks being practically unknown in that area in the early part of the 19th century.