

SUTHERLAND SHIRE HISTORICAL SOCIETY

QUARTERLY BULLETIN



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PRESIDENT'S NOTES

Activity has continued along encouraging lines since the issue of the July Bulletin. In particular I wish to express my gratitude to the President of Sutherland Shire Council for giving the Society the opportunity of taking a leading part in the recent unveiling of the "17 Miles" milepost of the old Kogarah-Port Hacking mail run, in the Forby Sutherland Memorial Park.

This function, which provided the Society with valued publicity, was honoured by the presence of the Shire President. Other guests included two Councillors representing neighbouring Historical Societies, as well as the Kogarah Postmaster; and very importantly, two of the pioneer residents of the Shire, Mr. W.A. Nelson and his sister Miss Clarice Nelson of Caringbah.

The Society hopes to participate in similar events in the future.

It is further gratifying to experience renewed co-operation with the Sutherland Shire Council, whose many facilities make for efficient operation.

New members are joining the Society and I welcome them and wish to encourage them to attend our monthly gatherings so that we may meet. I am also looking forward to meeting the Society's numerous members who have not been attending our functions in recent years.

Unfortunately, our honorary secretary has not been able to work with us over recent months. An acting honorary secretary has been appointed.

-- H. Ivers, B.E.: President.

OUR NEW BULLETIN

I was very pleased to hear of the many appreciative expressions concerning the "new look" of the July Bulletin and the interesting contents therein, and the Bulletin Board hopes this will continue.

I would like to thank Mr. Fred Midgley for his attractive cover design, and also for the inside illustrations.

We consider that the main objective of the Bulletin should be to provide factual and authentic recording of all aspects of Local History -- as affecting persons, places and events. However, other items of general historical interest, especially with an Australian background, will also be included. I shall look forward to receiving contributions from members on any suitable topic. Contributions should not fill more than two typed pages of the Bulletin -- this will allow a variation of material. Material submitted may be much less of course, as this issue indicates.

Because of the Christmas holidays, material for the issue of January 1973 must be in the hands of the Bulletin Board not later than the end of November. This may be handed to me or to Mrs. Hutton Neve; or left at the Sutherland Library addressed to me c/o Mr. B. Sargeant.

--- Geo. Heavens, Convenor

THE. PIONEERS

Adventurous Trip -- Blazing the Trail to Bundeena

The little house at Bundeena resembles Enoch Arden's modest home on the Downs. It nestles behind the cliffs of the Pacific and calls to Cronulla and Burraneer across the bomboras of Port Hacking,

But so far the roar of the bomboras has drowned the feeble voice of Bundeena, and the-hundreds of people who flock to Cronulla during the weekend don't know that it is Bundeena that appears silhouetted against the green trees of Port Hacking,

They have never been there. They don't know how to get there. A launch makes periodical trips across the bay to the isolated house which is so near to Cronulla and yet so far away when it comes to transport.

Motorists often ask-how you would get to Bundeena, but nobody seems to know nobody has found out. Bundeena has never seen a motor car. It only knows the chugging launch which has pulled into the bay for many years-- and the ceaseless roar of the bomboras.

And now after all these years Bundeena threatens to come into its own. With the onward march of civilisation -- it has been extremely tardy with its blessings out Port Hacking way -- Bundeena hopes yet to enjoy the same hectic delights as Cronulla.

Yesterday was a red letter day in the history of Bundeena. Three motor cars from Sydney actually arrived. at the portals of the house after an adventurous trip and thereby opened up a new road -- a feat which considering that the party had to get through with their cars almost ranks alongside the hazardous attempts of Blaxland, Wentworth and Lawson to cross the Mountains.

Troubles Start

The cars were driven by C. Murphy, C.A. Harry and the Mayor of Petersham (D.R. Cooper), Each one had its full complement of passengers, and after arriving at National Park the cars struck out across country from Artillery Hill.

They were soon 'in virgin country where no motor vehicles had been previously. Then the troubles started in earnest. First one car got bogged, and as soon as all hands had finished digging it out another one would get tangled up in a tree. This went on all the time, and if one car happened to gain an advantage on the others it would wait until they hove in sight before going any further.

Huge trees and thick undergrowth blocked the passage of the cars; but with willing hands ready to tackle the forest giants the obstacles were quickly reduced to heaps of leaves and broken twigs.

Mr. Hilton Parnell, who acted as guide, took the cars through dense, forest until the Pacific Ocean stretched away in the distance. Gradually working towards the coast the cars- finally arrived on the brink of the cliffs, thousands of feet above the sea. The trip along the coast line was particularly thrilling. Big boulders. had to be moved and the earth filled in where chasms had been torn through the rush of water.

The fact that the country was unexplored often meant that the cars, after proceeding for some distance, found that it was impossible to get through.

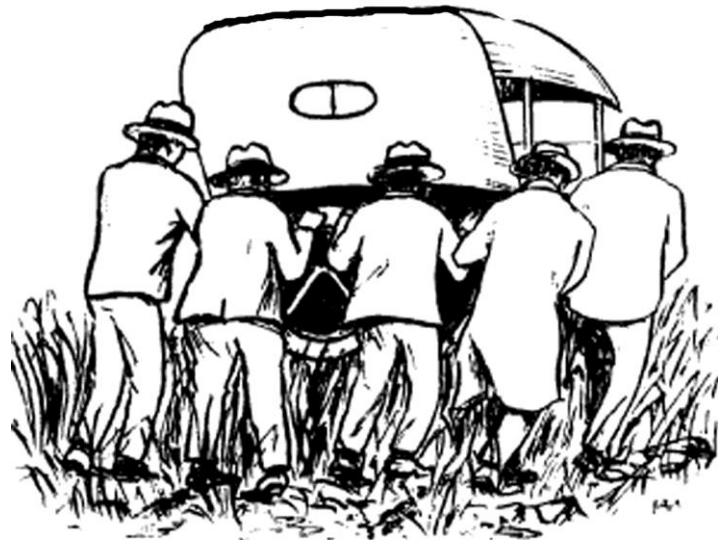
Then they would have to retrace their tracks and set out on a different route. All this meant chopping down trees, filling in holes, digging cars out of ruts, mending punctures -- and using bad language.

This distance to Bundeena from Sydney as the crow flies is only 15 miles, but by the new trail it is 45 miles. And the 45 miles to the little party who left Sydney seemed like hundreds of miles. In fact, some of the members of the party had grave doubts of ever reaching civilisation again.

Old man kangaroos as big as some of H.G. Wells' "Food of the Gods" rats were encountered, but they didn't wait. They scampered off into the bush after glancing at the motors.

Inland Lake

Bird life was fairly plentiful, but the most picturesque discovery of the lot was an inland lake surmounted by clean white sand. When the explorers came upon it they frightened thousands of small birds that rose in a dense mass like a huge cloud.



HOW THEY BLAZED THE TRAIL

After traversing the coast line for five miles the party commenced the descent on Port Hacking in the direction of Bundeena. This was the most dangerous part of the journey and called for exceptional skill in handling the cars, Logs, rocks, ravines and more undergrowth had to be cleared thoroughly as the party had to return to Sydney by the same route. Finally after a morning's hard work the party arrived, and shortly after lunch set out on the return journey.

And so the first track to Bundeena has now been carved out.

-- submitted by: A. Griffiths.

Aboriginal Drawings in Woronora River Caves: about a year ago a colour - and - sound film was made by the Metropolitan Water Sewage & Drainage Board in co-operation with Mr. John Clegg of the Department of Anthropology of Sydney University. This unique film will be included in the December programme, and runs for about 10 minutes,

Cronulla & Port Hacking Coy. Ltd.: a notice appeared in the Sydney Morning Herald of Nov. 2, 1912, advising that this Coy. had been registered "with a capital of £1800 in £1 shares, to acquire the business of the Cronulla and National Park Ferry, now carried on by Walter J.A. Hodgkinson and Reginald W.S Harris, The signatures to the registration are those of W.J.A.Hodgkinson , R.W.S.Harris, A.M.Harris, J.A.Thompson, W.F.Harding, F.Caldwell, and M. Loweberg. The first directors are W.J.Hodgkinson and R.W.S. Harris."

THE COMO RAILWAY BRIDGE

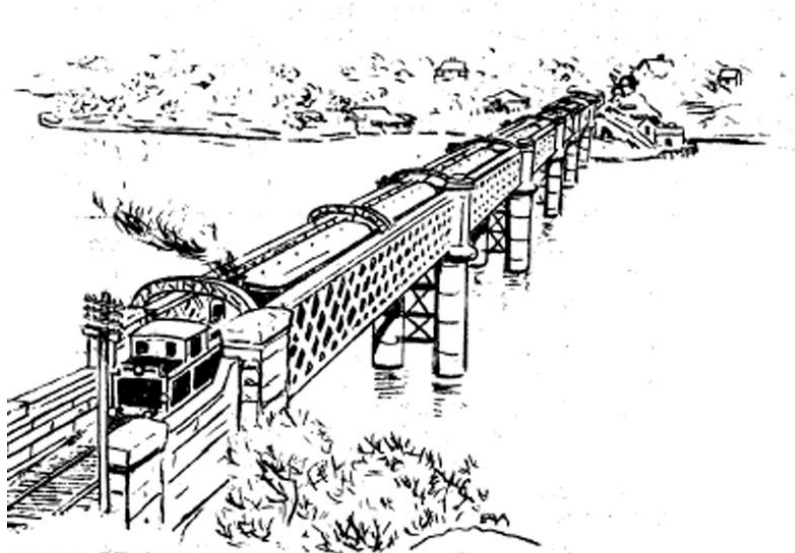
The opening of the new double-track Railway Bridge over Georges River will write a further page in Shire railway history.

Ninety years ago the building of the Como Railway Bridge allowed the ex-tension of the railway from Hurstville into this Shire to Waterfall, a little later to link up with the northwards construction of the South Coast railway. This not only provided direct and fast transport between the growing Illawarra District and Sydney and the increased, development of the rich coalfields, but it led to the settlement of this Shire after the gradual release of the vast Holt-Sutherland Estate.

A double-track Bridge with its high-level spanning of Georges River was the original plan proposed by John Whitton, Chief Engineer for the N.S.W. Rail ways at that time. His plan called for a double track to follow the Como ridge (roughly, the route of Soldiers and Sutherland Roads just past the "14th mile"), with the Sutherland Railway Station and shopping centre located on the "Main Road South" (East Parade). This was partly Crown Land, as Holt's S. W. boundary was The Grand Parade. The township site was surveyed in 1883, when shortly afterwards Daniel Lobb bought a block and built his "Lobb's Hall" --where Opit's two shops are. The Congregational Church also bought land for a Chapel and Manse nearby in Robertson Street (built 1887).

Whitton's ambitious plan was defeated by political opposition and lack of sufficient finance to implement his proposal, and so he was, compelled to compromise with a low-level one-track bridge, driving through cuttings and deviating until the "14th mile" was reached and then passed -- which meant the relocation of the Sutherland Railway Station to the eastern side of the line.

The first official train to cross the old bridge was on December 26, 1885, but for about three or four months previously work trains had been using the bridge.



COMO BRIDGE IN 1908

realisation.

For the past 50 years the single-track Como Railway Bridge has been a traffic "bottleneck", the more so after the line was electrified to Sutherland in 1926. The cessation of the steam train did nothing to relieve the bottleneck, for traffic congestion was greatly increased when the electric railway was extended to Cronulla in 1939. And so John Whitton's original plan has at least partly come to

With the opening of the new Como Railway Bridge some of the old landmarks have passed. Until 1914 Como was a sleepy little settlement coming to life only at weekends and on public holidays. Then, the Railways ran special excursion trains to Como, and city crowds thronged in their hundreds to enjoy picnicking at "Murphy's Pleasure Grounds", hiring rowing skiffs from one of the several boatsheds adjacent to the station, patronising Murphy's "Refreshment Rooms" or enjoying the pleasures of Press's small dance hall.

In 1914 the Sydney real estate firm of Richardson & Wrench advertised the "Como Estate" for subdivision:- "The most gilt-edged proposition in the real estate market -- a tremendous future, situated on what is to be the most important railway in Australia, connecting Sydney with the Federal Port at Jervis Bay ,...Only 35 minutes by train from Sydney ... Georges River is teeming with fish ... 40 fishermen make their living by fishing in Georges River around Como 25 trains a day, with a special theatre service at night". (In 1972 it is now 33-34 minutes Como to Central by electric train).

Three Como buildings were landmarks from last century. Perched on the 'Western ridge above the railway station were two small weatherboard cottages, built in the early 1880s first as residences for the supervising engineers of the bridge; and then used as the Departmental houses of the Como Station Master and the Assistant Station Master. These were demolished in April 1969 to provide the southern approach to the new bridge.

Excluding the Como Hotel built originally as the German Club the third well known landmark was "Como House", an ornate weatherboard two-storey home built in the 1880s by James Murphy (for many years manager of the Holt- Sutherland Estate until he took up land at Como). It was opposite the cottages, on a panoramic hillside site overlooking the Woronora River. The extensively landscaped grounds were supported by solid stone buttressed walls and stone steps leading to the various garden levels (some of these may still be seen), wherein were many carefully cultivated native shrubs. After Murphy's demise the house later became a private residential for many years; but becoming vacant a few years ago it was partially destroyed by fire. The land has since been subdivided with modern residences thereon.

During the construction of the bridge and railway line about 600 persons were encamped on the hilly slopes around Scylla and Carina Bays, some 200 of these being the navvies. A small primary school was opened on the ridge between these inlets (Verona Range) in 1881, with an average attendance of

about 80 children. Nearby was the wooden "Woronora Hotel" for those who were not Germans, these frequenting their national club, The camp was closed in May 1885 and moved to Heathcote for further construction work.

It was not until 1921 that the settlement of Como had another school ---the present one, which celebrated its Jubilee in October 1971. The licence of the Woronora Hotel was transferred to Heathcote; and it would seem that some time after this the German Club became a licensed hotel. The Licensing Records 1886-1894 are lost, so the date cannot be definitely fixed. According to PMG Dept. records, a postal receiving office was opened in " detached premises" at the Woronora Hotel early in 1883, and in July 1887 it was transferred to another location where "there is now a good hotel at Como".. Many of the German navvies who would have patronised their national club were now at Heathcote; and with the advent of large weekend picnic and holiday crowds thronging to "Murphy's Pleasure Grounds", it seems probable that the German Club was taken over as a licensed public hotel in 1887,

It is only of recent months that the railway level crossing "gates" at

Warraba Street have been closed -- the old gates were replaced by barrier for a short period. In the early days local residents would open the gates when needed, but in 1926 Mrs. M. M. Hall was appointed the first permanent gate keeper, retiring in 1962 after a total attendance of 39 years. The first gates were of heavy wood, and were, padlocked at sunset until sunrise. In later years two other gatekeepers were. employed, all three on 8-hour shifts.

The "mystery fish" in the cutting between Jannali and Como is neither fossil nor aboriginal, and cannot be more than 60 years old. In 1910 the "up" or western side of the cutting was widened to cope with increased rail traffic so that it was after this that the fish, about 18" long, was carved into- the rock by same unknown person. It gradually became almost obscured by moss and overhanging ferns, until rediscovered by railway workmen in 1969. They tried to remove the sandstone block but the stone broke and crumbled. "Someone" has now carved another fish into the new cutting, approximately the same in shape; size and design, and painted it in silver (as was the original).

Until the 1914 subdivision Como was a landlocked paradise of bushland and panoramic views, a quiet backwater (except for the steam trains) for holiday-makers and fishermen. Then, the tide came up. to Mimosa Bay, with a footbridge from Cremona Road to Verona Range. Although Murphy had named the location "Como", the few local residents in the early days of this century had dubbed it "Frog Hollow". Scylla Bay, as a pretty little inlet, disappeared in the "depression years" of the 1930s,. when unemployment funds were. made available to the Shire Council to supervise the building of a retaining wall across the bay and then filling in the bay and levelling it for football fields.

The fate of the "old" railway bridge is at present undecided, even though the Water Board's mains cross. On it: it is too narrow to be of use as a traffic way -- anyhow, there is no road access at either end. It is understood that various suggestions have-for some time been under consideration but so far no definite decision is known.

-- M..Hutton Neve

First Christian Services: the. first religious services were Congregational, arranged by the Hon. Thos. Holt and held at "Sutherland House", the Sylvania residence of his son Frederick, 1882. Later, services were held in the Gate-keeper's cottage at the entrance of the long drive (Belgrave Parade). In 1887 a Congregational Chapel and manse were built in Robertson Street, West Sutherland; the buildings are still standing although altered in appearance. The first Methodist services began at Waterfall under the aegis of" the Wollongong Circuit, conducted by the Revs. J. Gardiner and W.G. Willard in 1900. However,, services had probably been held much earlier, for the Minutes of a 1903 Quarterly Meeting commented: "Waterfall was once very strong". It is likely there was a fairly solid Methodist following amongst the navvies and the other workers connected with the construction of the Illawarra Railway between 1885 to about 1896,

One of the first patients in Sydney to be operated upon with the "new anaesthetic, chloroform", was "a poor woman named Brandon, labouring under severe suffering from a malignant disease of the breast , the breast was removed with little or no pain and Mrs. Brandon was sufficiently recovered to proceed home on the 4th day after the operation".

-- Sydney Morning Herald: April 1850.

SHIRE PHOTOGRAPHIC RECORD

The following interesting circular has been made available by Mrs. E. Carmichael, daughter of the late Cllr. R.N. Dallimore (d. 1965). The appeal was written in 1947. Strangely, the present Shire-Council has just recently decided to establish Shire Archives along these lines. The appeal, sent out to Shire residents at that time, is just as applicable today. -- G.H.

.....

"Council recently adopted a plan to establish an historical photographic record of the Shire

"WE WANT PHOTOS. OR PICTURES, etc., of any part of the Shire or any event, also of well known people who have built up or have had a special connection with any part of the Shire. The older the photos, the better as the older they are the more we need to preserve them.

"Each picture will be given a description in the record, together with an acknowledgment of the name of the person sending it along.

"The important thing is to have pictures of important places or events affecting the Shire so that they may be copied and preserved for all time,

"Most people have photos. of their locality, and many of them are very old and all semblance of such places has disappeared today. And as many of our old-residents are passing on and the chances of recording the past are fast disappearing, I feel we must move quickly. You might know, too, of people who have old photos. So if you send me their names and addresses I will write to them".

– R.N. Dallimore, Councillor.

.....

Cllr. Dallimore's plan came into being to some extent, but all enquiries to locate these photos have so far failed; the Shire Council cannot trace them, and they were not amongst Mr. Dallimore's property at his death. Can members assist in locating old photographs, old Real Estate posters and maps of early subdivisions, etc.? Arrangements will be made to have these copied and returned in good order and condition, I know that three of our members have been doing this for several years. --G.H.

Banking Museum: The Commercial Banking Coy, of Australia has just opened an unusual type of folk museum -- depicting banking history of a bygone era. It is located on the 2nd floor of C.B.A. Head Office at 273 Gorge St., and is open for public inspection on weekdays from 12.0 to 2.0 p.m. The hon. Curator is Mr. Reginald Macdonald (manager of Bankstown C.B.A.). who has cherished this idea for twenty years -- and collected and arranged the material.

Veno Street, Bottle Forest (Heathcote East) was named after a famous racehorse of about a hundred years ago by his jockey John Higgison, who had retired to live in that area.

Surf Road Cronulla: according to an old 1908 map, this was then known as "Yowie Street".

FOR Kurnell
The Favorite S.S.
'ERINA'
Is Now Running
Every Sunday
STARTING SUNDAY, OCTOBER 1st
Sighters will leave Sans Souci, 9 a.m.
Brighton 9.30 a.m.; Botany, 10 a.m.
'St. George Call' 1908

Undoubtedly the best known vessel to enter Botany Bay at the beginning of this century was S.S. Erina,

Capt. Thos. Childs took command of the S.S. Erina on its maiden voyage from Dunn's shipyards on Erina Creek near Gosford, and for close on twenty-five years the little vessel ran a regular weekend passenger service from

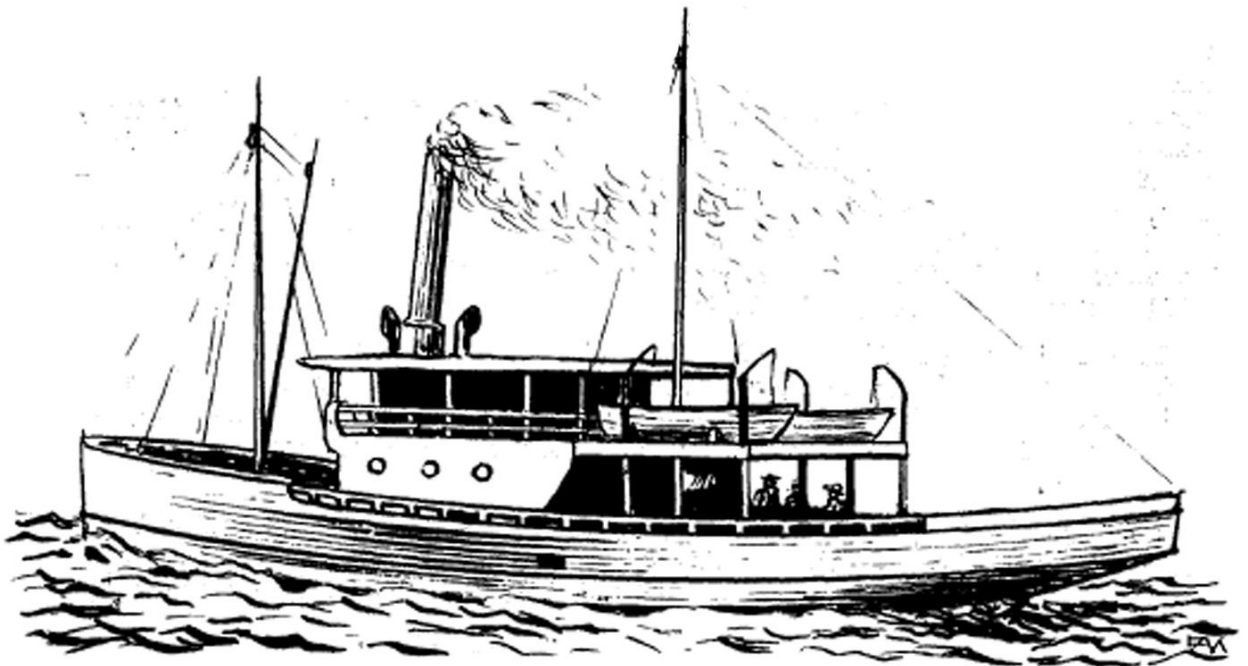
Sans Souci to Kurnell, calling at Brighton-le-Sands and Botany en route. The first trip was made on November 7, 1903, terminating on Easter Monday 1927. Tickets were one shilling return and ninepence single for the complete trip.

The Erina was also in great demand for carrying passengers to follow the yachting regattas from Botany Bay to Port Jackson. Three churches in St. George hired the little ship for their annual Sunday School picnics at Kurnell for £8 (\$16.00) per day.

Regarded as the best sea-going vessel to be built in the Gosford area the Erina plied between Darling Harbour Woy Woy and Gosford between Tuesdays and Thursdays. Most of the cargo consisted of beer in casks and bottles.

On Monday morning October 28, 1911, Captain Childs obtained a queer specimen on the run from Sydney to Botany Bay --- an "angel shark" measuring 4 ft. in length and 2 ft. 6 ins. across the wings, weighing about 70 lbs.

About 1910 the Erina was chartered to take a load of building materials for the erection of a house at Neverfail Bay on Georges River



near Oatley. The only place the vessel could unload was in deep water under the northern abutment of the Como Railway Bridge. As the cargo was unloaded the ship rose higher out of the water, and the long thin funnel of the Erina found its way between the railway sleepers of the bridge, finally projecting well above the level of the rails. An irate railway ganger, having satisfied-himself that the bridge was not on fire, had-a lot to say to Captain Childs and his crew. Trains were stopped from crossing the bridge until the tide receded for the masthead to clear the rails.

The Erina was 82 ft. from bow to stern and its greatest beam was 18 ft. A two cylinder marine engine from Glasgow of 14 H.P. provided the power from the boiler supplied by a Balmain firm, Morts Dock & Engineering Coy..

R.W. Miller bought the Erina for work on Sydney Harbour about 1934, and it is believed the gallant ship has since gone to the breakers.

-- F. Midgley.

A SHIRE PIONEER PASSES

The Shire lost one of its pioneers, and Menai its oldest inhabitant with the death of William ("Uncle Will") Meeves on August 11th in his 92nd year. The late Mr. Meeves came to Miranda from Ermington, near Ryde, at 14 years when the family moved there to farm in the mid-1890s. There were few families in Miranda and settlers sought agricultural pursuits where the major were tenant farmers under the Holt landlord tenant system. Meeves' farm was opposite Nelson's, who had the first store at Miranda between Port Hacking Rd. and The Kingsway, and nearby to Mayman's farm. William worked on the Mayman farm and when Maymans selected land at Menai in July 1899 and moved there, he went too.

Matthew and Elizabeth Mayman commenced the hard toil of clearing land for cultivation and erected a small stone cottage with, the willing aid of Meeves, then a sprightly young man of twenty. Hardships were prevalent and droughts, like that of 1902, all too common; but in between were good years.

Farmers at Menai travelled in a convey of spring carts laden with produce to Sydney markets via Lugarno Ferry, setting out late in the day to arrive at the markets early next morning. On one such occasion, Matthew Mayman died of a heart attack on his cart. Left with six young children, Elizabeth Mayman had the strong arm of assurance and help from William, who shouldered responsibility of the farm for many-years. A hardy pioneer, blessed with good health, and his pipe a constant companion, he loved the bush with its beauty and freedom-and the quiet farm life. William worked constantly in the market gardens of the Mayman families even until a few weeks before his death.

In Menai's small-knit community of 50-70 years ago, Will Meeves took part in many social activities, including tennis, and concerts in Bentley's house and on the local school verandah (the stage). He sang ballads his tenor voice blending with the accompaniment of music by some lads of the area.

A keen cricketer, he acquired beyond average skill as a slow bowler and competent batsman, playing with Miranda and Sylvania teams before becoming a prominent member of the illustrious Menai team of 60 years ago.

... A. Midgley.

KURNELL PENINSULA

Of late there has arisen a "conscience" concerning the "Original Australians" -- the Aborigines, not only regarding their existence within our European community but also relative to their racial history.

Recent studies of the Kurnell Peninsula, and continuing "on site" exploration and excavation, are revealing facts of much interest to Shire residents in particular.

Anthropological teams from Sydney and Macquarie Universities are at present engaged in sifting the evidence of aboriginal contacts on the Peninsula, especially around Boat Harbour. Mr. F.P. Dickson (University-of NSW) of Cronulla specialises in Ethnotechnology -- the study of tools and.. implements relative to their manufacture, how they were made and the materials used. This has established that there were two different periods-of aboriginal settlement around Boat Harbour, middens on the eastern side being only a few hundred years old (and were still being used in the early 1800s). The excavated middens on the western side display not only a much greater age but also quite a different type of culture.

The 1st Fleet put into Botany Bay on January 20,1788, and Lieut. William Bradley of HMS Sirius in his Journal "A Voyage to New South Wales" gave some glimpses of Kurnell. He recorded that small groups of aborigines were sighted about "a sandy beach, the shore cover'd with wood", In clearing an area in the search for water and "in digging a sawpit, the whole depth of it was little else but sand, and swamps all around". He described a group of aborigines encountered on the South side of the bay .." (Jan. 23, 1788); "The Natives we met with here were of the middle size, Men wear their beards long, their hair much clotted with dirt, they appear as though well limbed people and very active; the Weapons they had with them were either a spear or lance for striking

Fish or a Club. Most of those we had seen, have lost one of their fore teeth, apparently drawn or punch'd out, and altho' few were seen with the Bone or stick across the nose as mentioned by Capt. Cook, they had most of them the Hole through the nose". These aborigines were encamped around the Kurnell headland --where Mr. J.V.S. Megaw recently conducted midden excavations.

To quote a "private communication of preliminary results" from Mr. Dickson (Aug. 1972):

"The earliest occupation date I have is 5600 BP** for Potter Point, At that time the rocky-part of Kurnell, reaching back to Boat Harbour cove was probably an island partly covered by dunes like Botany Cone and Solander which are about 12,000 years old. There would have been a waterway from Boat Harbour to Quibray Bay with swamps and lagoons behind the beach for dunes extending as far as Connell's' Hill. The beach line was then about a quarter mile in from its present position. Along the lagoons and on patches in the swamps a few feet above water there were campsites. In due course about 5000-years ago the sand filled the water way and Kurnell became a peninsula".

Geological and geographical studies of Georges River indicate that at one period it flowed into the ocean through Woollooware Bay, The

** BP = "Before Present" (time): i.e., about 3700 B.C..

late Frank Cridland advanced this as an interesting theory in 1924. He arrived in the district in 1888 at the age of about sixteen, and for the next 30 years explored on foot most parts of this Shire, He wrote:-

"It is just possible that originally Georges River ran in front of the Cronulla Hotel on its way to join forces with some other river, or to empty into a more distant sea, and that it only carved a new course thro' Botany Heads at some later date Judging by the contour of the land it seems almost certain that at some period of its existence either Georges River or a branch of it ran between Woolooware Bay and Cronulla Beach. All the way from the beach at the foot of The Kingsway" round in front of the hotel, and back as far as Taren Point are the unmistakable remains of the southern bank of an ancient waterway".

Cridland's layman theory is today supported by academic evidence. "This may mean a relatively deep water channel existed at the southern end of the dunes for some time after the sand barrier began to fill up the gap between Kurnell and Cronulla". (quote: Monograph: F.P. Dickson: Syd, 1968).

-- M. Hutton Neve

FIRST VICE-REGAL VISIT

"Cronulla, a popular seaside resort not far distant south from Sydney, had the honour of a visit from-Their Excellencies Lord and Lady Chelmsford on the afternoon of November 16, This was Their Excellencies' first visit to Cronulla and Lord Chelmsford performed the ceremony of fixing a marble tablet on the outer wall of the extension to the local School of Arts.

There was a large crowd of residents and visitors at the ceremony The occasion was made one of some importance, and the township was nicely decorated, Lord Chelmsford was received at Cronulla by Mr. Downes, MLA, and presented with a handsomely bound address of welcome by Mr. E. W. Hyndman, president of the Shire Council, on behalf of the shire. He received a silver trowel from the president of the School of Arts, Mr. A.J. Hand, on behalf of that body; and Lady Chelmsford who was also present, was the recipient of a very pretty basket of flowers. The new building, which is adjoining the old weatherboard school, was erected in 1907 at a cost of £2500 (\$5000.00), towards which pound for pound subsidy is being paid by the Government. A membership roll of 200 is on the books, and the, school has a library of 1000 volumes, together with the usual -club features, and a sports room containing billiard tables. Lord Chelmsford formally placed the tablet in position, and afterwards afternoon tea was served in a large marquee on the beach".

-- Town & Country Journal 1908.

Sunday Sport: "An application was read from the Cronulla Soccer Club on behalf of the various sports clubs in Cronulla for the loan of 150 deck chairs for the use on Woolooware Oval at a Gala Day to be held on Sunday July 19th. It was decided unanimously that the Council (i.e., the Shire Council) adhere to the Minutes on Council's books that no per-mission be given for organised sport on public parks on Sunday".

-- extract from. Records kept by

G. Heavens: July 1931

CRICKETING PIONEERS

Unfortunately, many of the early records of cricket in the Shire have been lost, yet there are numerous accounts of teams playing challenge matches years before the Shire was proclaimed in 1906. Earliest of these teams were Miranda, Sutherland, Cronulla and Helensburgh; in addition a team was formed at Heathcote-Waterfall in 1904.

Playing areas in all cases were rough - any semblance to respectability being achieved by enthusiasts who cleared scrub and stumps to the best of their ability, as well as laying down concrete pitches.

Sutherland had their wicket at the rear of Lobb's Hall, off East Pde. A news report of Feb, 6, 1904, stated: "Members of Sutherland Cricket Club have been busy clearing scrub and stumps froth their cricket ground in readiness for the return match against Helensburgh. They hope to reverse the decision of an earlier match". Their endeavours succeeded for Sutherland scored 55 and 7-108, and Helensburgh 65 and 67. "There was a social spread that night".

The ground where Miranda played was situated at the corner of what is now Gynea Bay Rd. and the Kingsway, and was a popular picnic spot as well. Teams from "over the river" (St. George) would catch the steam train to Sutherland, and either walked to the ground or used a horse coach if there was room. Miranda boasted a 'brick-wall' batsman of slow scoring propensities named Jake Mondel, who sported a flowing red beard, with a bat like a club.

About this time Cronulla announced "they were open to challenge". Many answered the challenge and engaged the Cronulla team on their ground, .in those days on the fringe of the main beach where one of their players, Tom Barry is on record of "hitting a Helensburgh bowler into the Pacific," In March 1904, the seashiders won a match by four runs over the lads from the coalmining town, who as visitors were entertained at Mrs. Cayley's boarding house establishment. Neville Cayley, the illustrious bird naturalist, with his brother, was a keen member of the Cronulla team.

Sylvania played their cricket on a ground now occupied by the Public School. The ground and pitch were "donated for use" by Mr. F.S.Holt, on whose estate the ground was. A report of 1907 stated "the ground was full of stumps and holes". Holt encouraged the local team as patron, and gave a bat to the leading player each season.

The first team from the Shire to play in competitive cricket was Sylvania in 1907-08, in St. George Association. However, their team was in a sense a representative one as it comprised five players from Menai, three from Sutherland, two from Miranda and one from Heathcote. They met with some success.

Intervention of the first World War curtailed most sporting activities as men answered the call of King and Country, and it was not until the winter of 1922 that a Cricket Association was formed in the Shire , when eight teams competed during the summer of 1922-23 for the C.O.J. Monro Shield, which Miranda won convincingly, each player receiving a silver medal as well.

(Sources of authority: "St. George Call": & anecdotes of players of the era)

SUTHERLAND SHIRE BAND

(not to be confused with the present St.George-Sutherland Shire Band)

The first official appearance of the newly formed Band covered two functions on the same day of 28th May 1921. In the morning the Band played at the unveiling of the War Memorial in Eton St. Sutherland, and then attended the opening of the Sutherland School of Arts by the State Governor, Sir Walter Davidson. The Band Conductor was Mr. Thomas of Engadine, and the Hon. Sec. was Mr. Oscar. Matson,, a Shire Council clerk. The membership fee was 1/- (10c) per person per week.

Another function in which Master William Hayes at nine years was the youngest cornet player in the Band-- was the opening of the Gray's Point Bridge on. 2nd May 1922. Cllr. C.O.J. Monro performed the honours; but what interested the young fry more than the ceremony was the arrival of the guest-of-honour in his famous "Prince Henry" Model Vauxhall cars Mr, William Hayes, whose father came to Sutherland in 1885, also recalled the fact that he walked with his elder brother from their home in Railway Parade (Princes Highway) to the function: Mr. Bill Campion, a local carrier, had provided a horse drawn tabletop wagonette for the Bandsmen and their instruments, but there was no room for Master William -- who therefore walked carrying his cornet.

Shortly after. this, as many intending-members could not afford to buy either instruments or uniforms, the.. Band was taken over by the 34th Battalion -- as the Shire Council also could not afford this expenditure.

--M.H.N. (from Interview with Mr. W.Hayes)

SOUP KITCHEN TO BE OPENED IN SUTHERLAND:

"Arrangements have been made by the local branch of the Unemployed Workers Movement to. open a soup kitchen at Boyles Hall Sutherland, on Monday next August 3rd 1931, for the purpose. of giving school children whose parents are unemployed a bowl of hot nourishing soup at noon on each school day. Mothers are very enthusiastic, and rib trouble has been experienced in forming a ladies' committee to handle the cooking. Many thanks are due to the local trades people who have made the scheme possible by their generous donations of meat, vegetables, bread etc.. Also thanks are due' to those Council employees and others who supplied the money with which to purchase the cooking and eating utensils. Mr. Boyle will officially open the Kitchen at noon on the above date".

-- Extract from the Journal of G. Heavens. (N.B.: 1931 was one of the bad years of the Depression).

1972: Boyles Hall was Sutherland's original Picture Theatre, and is now Mort's Auction Rooms. Mr. Edgar (Ted) Boyle was licensee of Boyles Hotel from August 1901 until his death in July 1942. Ted Boyle was a large and jovial type of man -- the typical "Mine Host".
-- G.H.

COMING EVENTS

Oct. 13: Address: "The Story of Gilbert & Sullivan"; illustrated :Mr. Don Sinclair
(President St. George Historical Society)

Oct. 14: Excursion: All-day visit to St. John of God Hospital, Richmond (also known as
historic "Belmont Park").

Adults: \$2.00: Members. Children 50c. Bus leaves Cronulla pick-up 8,30 a.m. via
Kingsway to Sutherland; leaves Council Chambers at 9.0 a.m. sharp.

Nov. 10: Address: "The Romance of Steam"; illustrated: Mr. Peter Hutton Neve.

Dec. 8: Film Evening: Selected 16 mm films provided by courtesy of the Sutherland Shire
Council and the Water Board.

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clearly printed, When hand-written, please state number of words as this makes it easier to
estimate space for stencil layout. Contributions may be handed to Mrs. Hutton Neve, Mr. G.
Heavens or the President.

Mr. J.V.S. Megaw M.A., a member of this Society (and late of Gynea Bay) left Australia
in August to take up the Chair of Archaeology at Leicester University. Before coming to
Sydney Mr, Megaw was Extra-mural Lecturer in Archaeology at the University of London.
While here he took a great interest in Aboriginal studies; and last year conducted
excavations adjacent to the Landing Site at Kurnell, this indicating that the location had
been used by the Aborigines for about 500 years before the arrival of the Endeavour in
1770.

Opinions expressed in this Bulletin are not necessarily those of the Society.

President: Mr. H. Ivers
Mr.G.Heavens
620 Princes H'way,
Sutherland: 2232.
Ph. 521.1407

Acting Hon. Sec.
Mrs.A. Griffiths
34 Richmount St.,
Cronulla: 2230
Ph. 523.5801

Convenor:
78 Toronto Pde.,
Sutherland: 2232.
Ph. 521.6190

To mark the closure of the old Como Bridge the Australian Railway Historical Society
(NSW Div.) will run a special steam-hauled train over both the old and new bridges, and
will visit Cronulla and Waterfall, on Saturday Oct. 14. The excursion is confined to
Railway members only.
