

# SUTHERLAND SHIRE HISTORICAL SOCIETY

## QUARTERLY BULLETIN



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PRESIDENT' S NOTES

Once again a year is drawing to a close, this being Issue 4 of the new series Bulletin, I am happy to say that the Bulletin is continuing to provide interesting reading, and I wish to express my gratitude to the-Bulletin Board members and contributors who continue to provide. both enthusiasm and material.

The past year has been eventful for the Society, assistance by the-Shire Council being much appreciated in the provision of printing facilities and valued publicity.

It is gratifying to note that Australia's history is so well respected in the more spacious areas of our country, for in these-areas there seems to be no difficulty in obtaining space and material for showplaces. During my recent hurried tour-along the route of the old. North-South Telegraph Line and return-through Western Queensland I noted-the most comprehensive historical museums of pioneering material. Every district has its source material, and it is hoped that as our Shire progresses a spot will be found for our accumulating relics.

As this Bulletin goes ahead my term as President for the 1972 year draws to a close, and as this is my first occasion in this position I wish to express my sincere thanks to the Society's Council to members for attendance at meetings and excursions; to the ladies who provided refreshments at the general meetings; and to the Sydney County Council for its kind provision of the Demonstration Theatre each month for our general meetings.

-- H. Ivers: President.

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OUR "NEW SERIES" BULLETIN

This 4th issue is the last before the Annual General Meeting. I hope that our efforts to improve the physical appearance of our Society's publication and our emphasis on the provision of informative research material have all found favour with Society members. I am pleased to say that several non-members, who have read various copies have passed complimentary remarks concerning both the interest of the material and the standard of research.

This, to my mind, is as it should be an Historical Society's magazine should be the medium for the publication of local research -- after all, the recording of local history is one of this Society's basic objectives.

The Shire was relatively late in being settled as compared with many other metropolitan districts; and this has helped to preserve most of our early records. By the 1880's when settlement began here, authoritative sources were firmly established, as were some local publications in neighbouring areas

The illustrations of Fred Midgley, and his cover design, have done much to assist our "new look" Bulletin, and to him I express my appreciation.

Finally, may I say, I hope you have enjoyed the past four issues of the Bulletin as much as we of the Bulletin Board have done in producing them.

-- George Heavens, Convenor.

## GAZING INTO SPACE

### Wunderlich's Telescope, and its Connection with Sutherland Shire

On the evening of December 14th last year, when the latest of the American Astronauts were up on the Moon; I was invited with my family to the home of Mr Roger Giller of Engadine, to have a look at the moon, the stars and planets; through a telescope which he has on loan from the British Astronomical Association, of which body he is a member, and for whom he is doing observations and research on the brightness of certain stars, in co-operation with a fellow astronomer in New Zealand.

At first the sky was hazy and we thought we were going to be unlucky, but as darkness fell it cleared and became perfect for viewing. Mr. Giller, through long practice and notes he has kept over the last few years, was able to direct the long brass instrument onto the most interesting spots in the sky. We were able to see the general area of the moon-landing and the high mountains near-by; then Jupiter; complete with moons, and Saturn with his rings;" and" in places -- which to 'the naked eye seemed quite empty or light - whole forests of twinkling stars. To telescope is mounted on a concrete stand and so is easily-detached and stored away when not in use.

As we awaited our turn to look through the eyepiece, Mr. Gilley remarked "This was Wunderlich's telescope". My curiosity was aroused, and on inquiry I was very surprised to find that it was Ernest Wunderlich, founder of the firm of manufacturers of tiles and building materials, who had once owned it. On looking up the Australian Encyclopaedia, imagine my interest to read that his "little observatory of wood and canvas" had stood on the shores of Gunnamatta Bay; The Encyclopaedia mentioned an autobiography "All My Yesterdays", and I was delighted to be able to borrow it from the Sutherland Library.

Ernest Wunderlich, the, oldest of three brothers, emerges from its book an energetic extrovert with wide interests. Music was a life-long love, and no less a noted expert and critic in that field than Neville Cardus, who wrote the foreword to "All My Yesterdays". Wunderlich composed and published an album or music and many pianoforte pieces. He was closely associated with the formation of the N.S.W. Conservatorium of Music and the Sydney Symphony Orchestra. Later in life he became interested in Archaeology through meeting Sir Flinders Petrie, the noted excavator of ancient Egyptian towns and artefacts and, eventually, he gave a large library of books on the subject to the Australian Museum.

Born in-London in 1859, he was educated first there and later in Switzerland. Before setting out in the world, at his father's suggestion he spent a year as an apprentice in a large factory to gain practical experience. After being a clerk in London where he married a fine pianist, he eventually came to Australia in 1885. In Sydney he founded the successful business which still flourishes today and in which he was joined by his two brothers.

It was a love of fishing which first draw him to Cronulla, he and his wife buying a waterfront block at Gunnamatta Bay from "the Holt - Sutherland Estate. There they built a house "Wyone" (believed to be a Maori word for Water and Sky) \*\*; baths and a boatshed for their launch. "Their weekend-fishing expeditions kept their friends supplied with fresh fish for 30 years."

( \*\* The Maori spelling would have been "Wai-one")

Becoming interested in Astronomy, he built his Observatory and bought quite a number of pieces of equipment, including the telescope (a 4½ Cook refractor). From this hobby he gained great enjoyment for a long time.

When he eventually gave up the Observatory he gave all his equipment to the Public Trustee of N.S.W. This is available to members of the British Astronomical Association who may wish to undertake research, such as is being done, at the present time in Engadine.

Ernest Wunderlich died in Waverley in 1945 at the age of 86, but it is intriguing that the telescope with which he scanned the skies in the early years of this century is still doing useful scientific work and, once more, in the Shire of Sutherland.

- M. Booth.

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### JANE DUFF MEMORIAL

Beside the Melbourne/Adelaide highway about 6 miles along the Goroke Rd. NW of Horsham is a Memorial Obelisk to two Australian "Babes in the Wood". The inscription reads:

"In memory of Jane Duff who in August 1864 succoured her brothers Isaac and Frank for 9 days, when lost in the bush near this spot. The Memorial was erected by the School Children and Citizens of Victoria March 1935".

We went to Jane Duff's grave in Horsham General Cemetery, where the head-stone records:

"In Sacred Memory of Jane Duff, Bush Heroine, who succoured her brothers Isaac and Frank nine days and eight nights in winter scrub of the Mallee in August 1864".

Jane died on the 20th January 1932 aged 75 years.

(For more information see Bill Beatty's publication "Along the Great Divide", pp. 175-6).

-- Eric Jehan.

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South Cronulla Progress Assn. this was formed April 3, 1915, with Mr C.E. Furley as president, Messrs. C. Butcher and A. Gillespie vice presidents, Mr. C. W.-Hey-de secretary, Mr. E. Thorne treasurer. The Committee members were Messrs. J. Bouchier, I.V. Doust, W.B. Joy and A. Rogers; Mr. M. Dwyer was the auditor. Two of their immediate objectives-were to have the "Gunnamatta Bay channel dredged, and a wharf built at Salmon Haul Beach "for ocean going steamers and motorboats for trippers".

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Fairy Meadow (nr. Wollongong) was originally a grant to a Mr. Connor Bowlen "three hundred acres at a place called Ferrah Meadow", Feb. 13, 1824.

Kiama: the first reference was of "Kiarmy Boat Harbour" in July 1826. Five months later, in reporting on the cedar industry there, Surveyor Oxley spelt the name as "Kiarmi".

### LUGARNO FERRY SERVICE



It is now 130 years since a ferry service began at Lugarno, and it seems that this service will continue for an indefinite period.

In March 1842 a Mr. Buddybanks made an application by letter to Governor Gipps stressing the need for a punt across the Georges River (now Lugarno), as vast tracts of land had become available some 900 acres in Holdsworthy Parish and 600 acres in Sutherland Parish.

Access to this land across the river was essential, and a punt was necessary for the transport of horses and carriages. Offering to place an old punt from Cooks River into service, Buddybanks suggested a lease of 14 years, at the same time undertaking to run the punt and carry out repairs.

His application was refused, and twelve months elapsed before an advertisement appeared in the "Sydney Gazette" 6th February 1843, by the Colonial Office, inviting tenders for hire of the punt and the lease of one acre each side of the punt approaches for the punt man.

In the same newspaper on 1st March an advertisement stipulated that tenders must execute heir-own repairs and the hire to be for three years. In May 1843 Charles Rowan successfully applied on a £20 (\$40) rent per annum from the Government. On 12th August of that year the Colonial Secretary confirmed Rowan as the-successful tender and advised collection of tolls, .

While these events were transpiring Major Thomas Mitchell, as surveyor, commenced operations to construct the Great South Road; and it is noted that Charles Rowan was leased one acre of land north and south of the punt approaches on 12th June 1843. Mitchell had previously contacted Governor Gipps relative to Rowan's delay in getting his punt into operation, as Mitchell wanted to convey men; tools and material across the river. It appears that Rowan-was able to get the punt functioning in time so as not to impede the progress of the survey.

During late 1844 and early 1845 complaints were numerous against Charles Rowan and his punt service. The punt was often "on shore" and travellers in particular on the opposite side-were caused some distress. Dangerous approaches on the northern side resulted in several horses being injured. Agitation against Rowan suggested his lease should not be renewed.



Hand driven ferry

An interesting article concerning the ferry was published in the

"Sydney "Echo" of 23rd October 1890, which stated: "From the Undercliffe bridge the Old Illawarra Road ran through Canterbury and Hurstville to Soily Bottom (Lugarno) where a punt was placed across the Georges River about fifty years ago. The road was scooped out of the cliffs for a distance of about 12 miles and descends gradually winding round the hill to the river. When the Rocky Point and Kogarah Roads were opened and a punt placed at Tom Ugly' s Point the Soily Bottom punt fell into disuse. The road was neglected and became blocked-up by falls of earth in several places from the cliffs which overlook it but some two years ago a number of unemployed were sent to" work to clear the old track and to make a new road to Liverpool on the southern side of the Georges River, while on the northern bank is hung a huge bell so that persons wishing to cross from Hurstville can signal the punt without straining their lungs. The river at this place is about 500 yards across, and a little lower down is fully half a mile wide. Mr. J. Hanson is the puntman and lives on the Southern side of the river".

On 5th April 1902 the unemployed commenced work from the ferry to Bangor (Menai), repairing the road and spending £200 (\$400).

It would seem that the weather rather than traffic kept the roads in poor condition for in November 1907 the newly formed Sutherland Shire Council through the efforts of Clr; R. Cook who resided at Woronora River, endeavoured to give Menai settlers proper means of access when £10 (\$20) was passed for expenditure on the road to the ferry. During the same year on December 7 the tolls were removed from the ferry.

Complaints about the services, approaches being inadequate, undersized ferry, arid even the ferryman, have persisted since the days when Chas. Rowan had his share.

In April 1911 a ratepayer made a claim to Hurstville Council for a sum of £3-10-6 -6 for the breakage of an axle and expenses alleged -o have been caused on the road to the punt. Another complaint received stated that the ferryman "Dad" Saunders; was over 70 years and unable to perform his duties correctly. Passengers complained of having to help turn the winch handle of the ferry. Records show that not all passengers complained, however, and many willingly assisted the toiling ferryman, Apparently "Dad" Saunders" weathered the complaints for on 4th October 1913 a long-drawn-out approval of the extension of his contract at £2 per week wan granted until June 30, 1914.

A blow fell on the residents and travellers in July 1916 when the ferry sank at its moorings. It was refloated and taken to Tom Ugly's where it was repaired. It was declared that the timber structure was as good as when put in 50 years previously, which speaks well for the lasting qualities of Australian hardwood even when submerged.

Residents apparently had had enough of the old ferry for in September 1917 a deputation waited on the Acting Minister for Local Government, Mr. Ley M.L.A. urging the nationalisation of the ferry and that it be driven by steam power instead of by hand.

The authorities however were stubborn, The residents continued to protest but to no avail. The year 1919 was one of war and peace. It gave no peace of mind to the travellers as far as the ferry was concerned; for early in March the wire cable on which the ferry was propelled snapped one Tuesday

morning, which resulted in the ferry drifting towards the "Moons" (a place upstream), with carts and horses on it. It wasn't until late in the evening before the punt was towed back into position; The punt was then tied up to await permission of the authorities of the Government to purchase a new cable. The Government refused to supply a new cable, resulting in the ferry remaining idle while debate was held with Hurstville Council.

The Council didn't want the punt. The Council lost the debate, and it was then decided to purchase a cable for £60 (\$120), at the same time stating it cost £100 a year for punt cables. The punt on this occasion was idle for two weeks.

On 28th November 1919 the punt broke down for a week; while from December 12 it was tied up for more than two weeks which resulted in Hurstville Council's Aldermen casting the responsibility on the State Government. This caused great inconvenience to the Menai market gardeners, who were compelled to go through Sutherland and then across Tom Ugly's ferry; On 16th January 1920 the ferry commenced running again after being idle for six weeks.

Lugarno ferry had long been the "bug-bear" of Hurstville Council, and early in June 1921 it was on the verge of being passed over to the Sutherland Shire Council. Before any such-action Hurstville Council had to pay a tender of £310 to put the "old tub in order".

On 6th April 1923 Sutherland Council decided to call tenders to work the ferry continuously. Earlier in the year -- January -- a record of traffic using the ferry was commenced and by September 7 of the same year 4427 vehicles of all sorts had been carried, including motor bikes, in addition to 12,106 pedestrians. Despite these impressive figures another five years were to pass before a six-car ferry, powered by a diesel engine, was placed in service. In November 1938 a complaint typical of many from disgruntled citizens was received by Sutherland Council" from Hurstville Council (who were again paying half the cost of running the ferry asking that a continuous service be maintained on weekends and holidays. Mr. Edwards, the ferry master, said he was already doing so. At peak hours in these periods he had made as many



Engine driven six car ferry

as 40 trips in four hours, but if he had kept to the 20 minutes timetable there would have been only 24 trips in the same time. He said the only way to speed up the service would be to employ a deckhand.

By the 'fifties the ferry was becoming inadequate in meeting the increasing demands of modern traffic, and an order was placed for the construction of a new ferry to be built at Newcastle. The ferry costing £43000 (\$86,000) was towed to Botany Bay in 22 hours, It commenced operation on 12th July 1961 at Lugarno, and carried sixteen average cars. The cost was shared by Sutherland Council (¼), Hurstville Council (¼), and the. Main Roads Department (½).

On each side of the river at the ferry a bell was placed for the use of travellers in the days of the hand-winchd punt to draw the attention of the ferryman in quieter days who could be down the river fishing. One of these bells from the Hurstville side is now at the Oti River Leprosarium in Ghana, mounted in the compounds, having been taken there by a lady missionary from Lugarno Baptist Church.

-- F. Midgley

(Historical sources: "St. George Call", "Propeller", "S.C.A.M." and Mitchell Library).

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#### Church of England, Cronulla: 1896-1973

Canon Fredk. Camroux, Rural Dean of Sutherland and Rector of St. Andrew's Anglican Church in Cronulla, retired a few weeks ago after 26 years of parish service.

The first Anglican service in the shire was held in the Miranda-Caringbah area in 1896, when the Rev. John Wilson of Helensburgh was appointed as "Mission Curate", covering from Sutherland to Cronulla. By 1910 the Rev. I.D. Armitage was in charge of the Anglican circuit, holding a fortnightly service at Cronulla, and monthly at Audley, Port Hacking (= Bundeena), and Menai. He visited this widespread area in all weathers by horse and sulky, or on horse-back (as also did the clergy of other denominations). Services were first held in private homes, but by 1910 these were being conducted in a local dance hall at Cronulla.

St. Andrew's Church of England in the Kingsway dates from the grim days of the financial recession of the early 1930s. It was built as a memorial to a pioneer settler, Nathaniel George Bull, who bequeathed about \$5000 in 1911.

In the passing years this grew with interest and \$10,000 was used in the cost of construction. The building is of Byzantine architecture, and it is claimed to be the only ecclesiastical example in Australia. Its striking domed structure and the graceful curves create an unusual departure from the traditional Gothic.

The old dance hall which first served as a church, having been modernised to some extent over the years, was moved to Kurnell after the completion of St. Andrew.

M.H.N.

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### JUST A HOUSE

Just a house? As I sit here in this-small cottage -the last of about six left in this Village of Wattle Flat on the junction of the Bathurst and Limekiln Roads -- I piece together the little of the history as I know it, and ponder on the events since it was-built in the year 1867.

It may have been one of the mine overseers who had this Four-roomed brick house. It was later used as the local Police-Station for some time, also as the centre for the-resting of the horses from the Bathurst Police Force-- in fact, the paddock at the side of the cottage is still reserved for police use.

Later yet, it was home to some of the people whose names are still well known in the district.

But age has taken toll, and repairs were needed to save the cottage from being condemned.

In the rebuilding and repairing of a house like this, one has to sacrifice a little history to preserve what is worthwhile. The roof timbers were tree branches axed at the ends to make flat joints, and wire and some handmade nails were used. The support irons above the windows and door are from the iron tyres of waggons or drays, flattened out by the local smithy. The six paned windows were made from lacking cases and one piece of moulding from around a door is stamped "Goodwin's Saw Mills Redfern St. Redfern, Sydney". The bricks are from Bathurst, and must have been brought out the 23 miles by bullock teams.

"No cement was used, only mortar made from local sand and lime, this also being used to plaster each room. The ceilings are still original of T & G redwood. Planks and 6 x 3 hardwood taken from disused mines were the flooring laid on dirt which leads me to believe that the original floors were dirt (not uncommon in the bush). We have renewed the old mantelpiece, replacing any needed parts.

The roof slopes to the back and the back door is just under six feet high. The kitchen and back bedroom ceilings are 6'4" from the floor at the low point. The water supply was held in two 200 gallon iron water tanks, cemented inside and repainted and mended many times.

The tanks were used in the old sailing ship days to bring perishable goods packed inside (the first containerisation). A lighted candle was placed inside and the lid sealed down airtight, and as the candle burnt it used the oxygen and so preserved the goods.

The work my brother and I have done -- and have yet to do will give this cottage another 100 years of life. We feel an urge to save this relic of the boom gold days, as well as enjoying a little fossicking with our families .... So to us this is not just a house but is a part of Australian history which we feel is worth our efforts to save.

-- Tom Cosgrove.

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Gold: in 1910 two men began prospecting in the Waterfall area for gold, but after 12 months found nothing to show any gold-bearing rocks.

SUTHERLAND SHIRE LAMPLIGHTERS

In the early years of Sutherland there were four kerosene-street lights. One was located near the War Memorial; another on the corner of Flora St and Eton. St, near the Public School; one near the Railway Station and the other on "Dadley's Corner" --Oxford Street and East Parade,

Frederick Dwyer, who commenced as assistant overseer on Sutherland Council in 1907, later to become overseer, was in charge of lighting the lamps

each evening. Sometimes he was assisted by his sons Bill and Fred (who be-came Sutherland's well known postman), then only small boys. Great difficulty was at times-experienced when• heavy rain was falling or in a strong wind, as man and boys struggled to get a light to the wick.

In August 1909 Paul Bucholz of Como Hotel, wrote to Sutherland Council offering to provide and maintain a lamp on, the track midway between Murphy's Pleasure Ground and the Hotel. The Council agreed to this.

Lance Giddings, General Store & Coach Proprietor of Cronulla, requested the Council during mid-1913 to place lamps at the corner of Ewos Parade, Gerale Street, De Lawrence's Cerner and Rand's Corner. A year later the Council advertised for a Park Ranger and Lamp Lighter at Cronulla, for the sum of £2-10-0 (\$5.00) per week.

In October 1914 the Council decided to add to the street lamps around the Shire at various points by erecting Kitson Lamps by the Kitson - Empire Lighting Co. Ltd..

During the early months of 1915 Como Progress Association reminded the Shire Council of a promise to erect lamps at Como; these to be attended by members of the-Association. The Council agreed-to erect the lamps but they insisted that one Lamplighter only must be responsible.

In April 1515 Cronulla's Lamplighter, Mr. Lawless, received the commendation of the Council with a small increase in pay for the extra work he had put in with lamp lighting at Miranda over a period of time in addition to his work at the seaside resort.

During May of the same year Mr. W. Buckland became Miranda's "new Lamp-lighter, but advised Council he could not give proper attention to the lights under payment of £18-0-0 per year, to which Council agreed.

In early May 1922 a communication was presented to the Council from their Lamplighter. He drew attention to the fast that when he took on the job there were not so many lamps at that point of time -- which then took the 1 1/2 hours in the morning and the same in the evening. He used a box of matches on a windy day to light one lamp and had to replace one glass on average per month for each lamp. For cleaning and refuelling he received payment of 8/- a week, but claimed the job was worth 10/-. The Council granted their Lamplighter an increase in pay.

When-electricity came fully to the Shire with the advent of the electric trains to Sutherland in 1926, the lamps and their Lamplighters were gradually extinguished.

A.Midgley

(Research material: St. George Call, The Propeller: Mr. W. Dwyer).

### MURDER AT HEATHCOTE

In the early 1890s murder was committed at Heathcote, but the murderer was never brought to justice, although known.

In the tall bushland which then came right up to the newly constructed railway station at Heathcote a little old lady lived alone, well known and well respected by all who knew her. Neighbours were few, but those who lived within sight of her small cottage looked each night to see a light burning in her window and then they knew that all was well with her.

But one night the light was seen for the last time for in the morning it was discovered she had vanished without trace. She was known to own real estate not only around Heathcote but also along the Parramatta River -- which in due time would pass to a certain relative.

Her disappearance created a spate of rumours; some said she had wandered into the bush and become lost or injured, others were more blunt and said she had been murdered; and for some reason, now unknown, these rumours grew when a near relative offered £500 reward for the finding of her.

In those days there were many experienced Bushmen in Sutherland -- as timber-cutters and the like who knew the National Park bush, its gullies and its rock-caves; in leisure time they would take their dogs for kangaroo hunting. Amongst the Sutherland hunting dogs there was a young one., "Lad", Who was always in demand. Not only was he a good hunter, but he had a strange peculiarity; he did not bark when on a trail or when having sighted a quarry, but would "coo-ee" quite plainly in a long-drawn howl when he had "found": and this behaviour pattern never varied.

For days the bushmen combed through the rough and rocky bushland; and finally a shoe was found in an area between Loftus Junction (the Tramway Museum) and the National Park Railway Station; but no signs of any body were found. The search gradually faded over the following weeks, and the disappearance of Mrs. Nagle remained a mystery.

"In 1898 two Sutherland men, William Stanton and George Candy, decided to go 'roo-shooting, and took the aging Lad with them. Returning late in the afternoon from an unsuccessful hunt they suddenly heard Lad's peculiar coo-ing, and found him pointing to a small cave above his head. The entrance appeared to have been deliberately blocked with branches and brushwood as if forming a fence. Stanton climbed up and discovered the skeleton of Mrs. Nagle.

The two men returned to Sutherland and informed Sgt. Lewis ( he was Sutherland's first Police Sergeant), He instructed Charles Stapleton, then a youngster of about 16 (now deceased) to procure a horse and cart, and the party set out for the cave --- which apparently was south of the railway station and probably in the Kangaroo Creek area. For many years afterwards it was known as "Nagle's Cave" and "Nagle's Gully". An inquest was held in Kitt's Hotel (Boyle's); an open verdict was given, and Stanton and Candy each received £25"reward.

The entire population had from the first been quite adamant as to who the murderer was; but there was no proof to denounce him. To add fuel to the original rumours, he had left Sutherland almost immediately after Mrs.

Nagle's disappearance, and had withdrawn the £500 reward after 12 months of the bushmen's fruitless searching-- which fact, it was said, proved that he thought the body would never be found. Strangely, however, many years later he returned to Sutherland and is said to have died here.

-- M. Hutton Neve,

The facts of the above story were related to me by an elderly third-generation Sutherland resident, Mr. William Hayes, who heard it from his late father.

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#### ORIGIN OF THE MERINO SHEEP.

The story of the merino sheep began when just before the Spanish Peninsula War (1803-1814) a homeward-bound British ship met an outward-bound Spanish vessel, and in the exchange of compliments some sheep were given to the British. Sir Joseph Banks sighted these after they had been landed, and advised HM King George III who, an ardent farmer, wanted to stock the Spanish merino. He was delighted to obtain these, but disappointed to discover they were all ewes.

The Spanish Ambassador in London was contacted he declared that not only his position would be jeopardised if he attempted to obtain any of" the carefully guarded merino rams from Spain, but also his immortal life would be imperilled as the flocks were the exclusive property of the Clergy and Church.

It was discreetly discovered that the Ambassador's lady greatly envied the Royal Coach's beautiful cream horses. She was duly presented with a pair imported from the breeding stables in Hanover; at a cost of nearly \$16000. Her vanity was more than gratified, for she now owned horses which no one else other than Royalty possessed.

It was hinted that the donors would accept a complimentary return gift - a few Spanish sheep. It was easily arranged with Spanish smugglers to include some merino rams (by quiet-night raids) amongst the presentation flock. These were driven northwards through Spain and France to Germany and shipped at Hamburg for London. Although many were lost in the overland journey, sufficient rams survived to graze happily in the Royal Gardens and Parks of London-- and to form the nucleus of merinos shipped to New South Wales.

-- NSW Magazine: January 1834.

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"Parkinson's Road": this line of road-- which is virtually Princes Highway as-far as Sutherland was surveyed and laid down by Parkinson in 1864. It was the. known as the "New Illawarra Road", but soon became known as the "Main Road South". Later, it was also known both as the "Sydney Road" and the "National Park Road". It swung southward at Sutherland, opposite the western boundary of Holt's estate (the Grand Pde.), continuing southward (East Pde. and Loftus Pde.) until it joined with Mitchell's "Old" Illawarra Rd. on the Engadine ridge (top of Woronora Rd.). In 1884 the Illawarra Railway cut the road in half at Sutherland and again on the Engadine Ridge -- about opposite the reservoir.

### 15th MILESTONE DONATED

Mrs. Juil Graham of Yowie Bay has very kindly presented to the Society the "15 Miles" stone marker belonging to the Port Hacking Mail Coach run. It was on the property when her Family bought the home in Woollooware Road some years ago. This milestone stood approximately opposite to Montgomery Av. in Port Hacking Road Miranda, probably until about 1950/55.

The history of milestones goes back to about 150 B.C. when a Roman Governor decided to "divide-all the road into miles of near eight furlongs each and set up pillars of stone to mark the divisions".

Governor Lachlan Macquarie introduced the milestone to the Colony of New South Wales, the first one being set up between 1814-1816 at the south-east corner of George and Liverpool Streets in Sydney, this being measured from the Macquarie Obelisk.

In 1846 road mileage was for the first time measured from-the Central Post Office (G.P.O.). Where these Sutherland Shire milestones began cannot now be ascertained, but by road from Sydney in those days to the; end of Port Hacking Road was approximately eighteen miles.

Shortly before the first vehicular punt was established across Georges River from Woniora Point (Tom Ugly's) to Horse Rock Point Sylvania, a Postal Receiving Office was opened at a small store at Sylvania. This punt permitted the first Mail Coach service in 1887, when William Banks contracted to run from Railway Station Kogarah, and Post Offices, Kogarah, and Sylvania, via Woniora, once a day, at the rate of £50 p.a.(\$100,00).

In 1888 the contract was extended to Port Hacking: "six times weekly , wagonette, 2 horses, for £100 p.a.,

There seems to be no record concerning who was responsible for the survey and erection of the milestones -- all placed-on the roadside on the "out-ward" run. It may have been done under the authority of the long defunct Department of Works; there is no record indicating any Postal responsibility. An elderly pioneer settler thinks they were erected shortly before 1895.

At the top of the hill in Port Hacking Road, near Junction Street, was "the waterhole", filled with clear spring water, where the horses rested and refreshed, This water hole has long since been filled in and built over.

The "16 miles" stone was adjacent to Highfield Grove, a tiny Reserve at the corner of Banksia Road and the Kingsway at Caringbah.

The "17 Miles" stone stood for Many years at the corner of Port Hacking Road and Telopea Avenue Caringbah, on the inner side of the footpath -- this in the early days was part of the road. It was through the interest of the 'Shire Council that this Milestone has been preserved as a pioneer relic. On July 1st 1972, the Society at a small ceremony placed this 17th stone in the Forby Sutherland Memorial Garden, as a tribute to the early settlers who , with their small farms (dairy; fruit, vegetables, flowers and poultry), laid the foundations of settlement which enabled this Shire to grow and develop

amidst the lovely setting of beaches, waterways and bush. For many years this Mail Coach was their only link with the outside world".

From 1888 the Mail Coach ran regularly, to terminate at the old wharf at the bottom of Port Hacking Rd., near the entrance to Dolan's Bay, where

was the final stone of "18 Miles". Following subdivision in that area it was removed, and preserved by someone unknown, and was cemented into a rocky outcrop nearby.

The Port Hacking Mail Coach continued to run with some variation of contract until ,1909 the run from Kogarah to Port Hacking being a distance of about 11 miles. In 1910 the contract was varied, the record stating "except four miles"; this would be the distance between Sylvania Post Office and the Port Hacking Road terminus.

By 1910 there were several organised postal runs covering Sutherland-to Cronulla and Miranda; and in 1912 a "Postal Receiving Office " was opened at Highfield (Caringbah) at the store of Mr. S.E. Mansfield. It would thus appear that the "Kogarah-Port Hacking Mail Coach terminated at the end of 1909.

-- M. Hutton Neve

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### A. PIONEER MUSEUM

The rapidly developing Wimmera/Mallee (Vic.) Pioneers Museum is Jeparit District's showplace, The 10-acre Museum is beside the main road, half a mile from Jeparit and beside a billabong of the Wimmera river. Hundreds of West Victorian people scoured their paddocks for old machinery; often unique examples, to tell the story of the Wimmera farming development.

There are more than 200 old machines, all restored to run again, from a rare harvester operated by horses pushing instead of pulling;-to a giant wooden waggon which carried a pioneer German family across the dry lands of South Australia.

Allacutya Homestead will be the centrepiece of a sheep-run setting that will include a sheep-wash and the thatched, outbuildings of a farm in the 1800s.

The farmhouse kitchen is pertly equipped with 19th century cooking utensils. Bushranger Daniel Morgan held up the homestead and; after having had breakfast in the kitchen, took off with a fresh horse from the station. Nearby, an old hut shows how shepherds lived in the lonely outback areas, of Victoria.

"A typical wooden country school (where Sir Robert Menzies attended as a boy) and. an old pharmacy will be restored and equipped -- the latter with bottles and pillboxes of 100 years ago. We saw there a medicine record book with references to Sir Robert's parents, Mr. and Mrs. James Menzies, who ran furniture store in Jeparit.

There are close links with the grain farming story of the Wimmera old tractors still rumble and harvesting machines show development over the past 100 years; Visitors who believe that today is the day of gadgets will find. an old version of almost every labour-saving machine.

-- Eric Jehan

### PRESERVATION OF CRONULLA-KURNELL COASTAL DUNES

When Cook sailed up the coast in 1770 he saw rocky cliffs and tree covered hillocks, all well-wooded. No mention was made of the existence of the sandhills of today. As he roamed over the North Cronulla countryside he noted it was diversified with woods, lawns\* and marshes. The woods are free from Underwood of every kind .... "

(\*lawns = grass covered land),

When James Birnie received his grant at Kurnell in 1815 he speedily set his men to clear an area of trees for farming. In later years John Connell jn, (whose father had purchased Alpha Farm in 1828 from Birnie) cut out the rest of the Kurnell-North Cronulla timber. As was inevitable the forest-denuded hills quickly became areas of drifting sand; moving westward over the bare ground and open swamps. The beach-line of Boat Harbour altered; and the whole physical and ecological environment of the peninsula was changed. The stumps of huge gums which once covered this area may occasionally be seen to some extent; and mangrove roots are sometimes located 10 to 20 feet below the present surface during sand excavations.

It is only now that the peculiarly historical and ecological value of the coastal areas of the peninsula are being realised -- but in many cases too late. Even the famous "Botany Cone" or some 10,000 years' age is being slowly destroyed by motorcycle vandals who; scrambling to the peak, have cut a "slide" down one side -- and in doing so have reduced the top, of the cone by about 10 ft.; Ancient middens have been destroyed; and tracks cut through much of the strange botanical growth. Other persons have destroyed more of these ancient middens for their shell-grit: and industrial and Governmental department works have created more havoc.

(A "Midden" is an aboriginal "picnic site" where for generations tribal groups would gather to consume varied seafood -shellfish, snapper, sometimes local birds. An examination of the layers of discarded shells and bones thus built up over the centuries of aboriginal use establishes the period of time they were there. Shells and fish bones indicate that Boat Harbour was a favourite aboriginal haunt for over 3000 years at least).

A "527 Committee" under this section of the Local government Act has just been formed by the Shire Council for the protection of the Boat Harbour Reserve, this committee being sponsored by the "Save Kurnell committee"; and a "plan of management" is to be submitted to the Council as soon as possible. It is thus hoped to preserve for posterity what is still left of this very old area; to regenerate foliage-where possible, and to protect the fauna and flora and the strange, "hanging swamps" (these are above sea-level).

It is hoped to provide one access road for a certain distance for motor vehicles, but otherwise all such traffic will be banned; and to support this the Reserve boundaries will need to be fenced. As is known, the "sandhill buggies" and other four wheel drive vehicles have also done a tremendous amount of damage in this ancient area. The 527 Committee hopes that with the cooperation of both the Shire Council and the National Parks & Wildlife Service the greater part of the Boat Harbour Reserve may yet be saved for the pleasure and the environmental and archaeological studies of our future generations.

-- M.H.N.

HERE AND THERE:

Municipality of Cronulla: a largely attended public meeting for the purpose of discussing this question was held at the Masonic Hall Cronulla, on Wednesday night,-the meeting being addressed by the President of the Shire, Clr, C.O.J. Monro, MLA, and others.

Death of Nurse Lobb: many of our readers will regret to learn that Nurse Lobb Wife of Mr. Arthur Lobb, passed away suddenly on Tuesday; Nurse Lobb was an old identity of the Shire, and had been doing nursing work in the district for the past 43 years.

-- S.C.A.M. 15/7/1939

(N.B.: Nurse Lobb was the daughter-in-law of Daniel Lobb, who conducted the first hire-cabs between Sutherland, Loftus Junction and Audley for some years from 1886, She was a popular local midwife)

Hospital Wanted: Sylvania Progress Association asked Council on Monday night to initiate the movement for the establishment of a hospital in the Shire as there is no public hospital between Wollongong and Kogarah ... There is evidence of a great increase in the population of the Shire brought about by the new railway, the factories being constructed and the growth of the Shire generally. - S.C.A.M.. 9/9/1939

(extracts Shire Records kept by Geo. Heavens).

Gaslight in Sydney 1841: the first public lighting by gas was May 24, 1841. The Gaslight Co., as a patriotic gesture. for Queen Victoria's birthday, supplied the illuminations free of charge. The Sydney Morning Herald) in its editorial, said: "Little More than twenty years have elapsed since the beautiful art of gaslight was introduced into England, and now we have it in Sydney. The inhabitants can see how soft and pleasing is the light that it diffuses; with what facilities they may control its illuminating Powers, and how strikingly its cleanliness contrasts with the defilements of oil and tallow".

Sutherland: the first commercial buildings were Lobb's Hall and the National Park Hotel (now the Royal), both built shortly before 1890 on the "Main Road South" (East Pde.). A Congregational Chapel and Manse were erected in 1887 in Robertson St; (behind Lobb's). The first actual building Was the Railway Manager's barracks (e.1883), in later years to become the Station Master's residence, The bricks came from an old claypit (long since filled in) on the northern side of the Crematorium, where also was an open kiln. Lobb's Hall forms the rear section of Opit's Pharmacy in East Pde., and recent alterations have revealed the old English brick-bonding as well as the original street line.

Farewell to Steam: the last steam train to run in NSW travelled from Newcastle to Broadmeadow on March 2nd 1973. Whether it will go to the Rail Transport Museum or be scrapped is not yet decided. From now on, the only "puffpuffs" to be seen will be various locos preserved and operated by the Museum.

Whaling: it is a little-known fact that in the early 19th century a number of whaling ships working off the southern coasts sailed into Port Hacking where they careened their ships on the sheltered beaches.

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



COMING EVENTS

General Meetings: Addresses:

April 13: Mr. & Mrs. H. Ivers: Colour Slides Inland Australian Tour.

May 11: Annual General Meeting.

June 8: Mr. H. Paget, CBE, MA: British Council.

Excursions:

May 26: Venue to be confirmed: details at April & May meetings.

Excursions Officer: Mrs. G.F. Griffiths.

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Heathcote Hall: the following is an extract from a letter received from an old lady Mrs. I Drury of Toongabbie: "I was handed a cutting out of the Leader newspaper Feb. 21st about Heathcote Hall. I spent years in the Hall as Lady Help to Mr. and Mrs. Brown, from Dec. 1914 to Aug.. 1917. During that time we did have Army Officials call about the Tower, which was continuously being lit up at intervals. The reason being a flashing lighthouse revolving and the light when it flashed on to the Tower, lighted up all the Tower and then darkness until it revolved round again.... I am 82 now.... I had not been in Australia very long and I knew the Hall family in Orkney Isles. I had to go to NSW or Queensland because of a health condition, and they asked me which I preferred, and gave me a letter of introduction to Mrs. Brown at Heathcote Hall, and I came to the Hall in Dec. 1914, It was a beautiful place and the gardens and orchard wore beautiful.... But there were definitely no spies in the 19T/1-18 War".

(the articles stated that spies had been seen signalling from the Tower to the sea during World War I).  
-- M.H.N