

*E. Carmichael*

# SUTHERLAND SHIRE HISTORICAL SOCIETY

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# Miranda linked with sailing ship

**RESEARCH PAYS OFF**

A theory that the suburb of Miranda was named after a British sailing ship which destroyed the capital of Russian Lapland last century has been advanced by local real estate agent Mr. Leon Aitken.

From a copy of *The Illustrated London News*, part of two bound volumes, he has unearthed an article dealing with the exploits of HMS *Miranda*.

Dated October 7, 1954, the article describes the part the *Miranda* played in the Crimean War.

Discovery of the article has led Mr Aitken to suggest that memories of the vessel's achievements could have prompted the naming of the suburb.

"At the time, Britain was in the throes of the Crimean War," Mr Aitken said.

"England, France, Sardinia and Turkey were allies, opposed to the huge Russian Empire.

"Repercussions of fighting in the Crimea and other parts of the world were felt, even in remote Sydney. Here coastal defences were hastily strengthened in anticipation and fear of a Russian invasion.

"The British Admiralty sent HMS *Miranda* to challenge the Czar's supremacy in the Arctic Circle, by disrupting trade routes and blockading ports in the White Sea.

## Theories

"Over a period of three months, the lone British raider bombarded shore installations, completely destroyed Kola the capital of Russian Lapland and captured two Russian schooners and four jiggers."

Mr John Walker, author of numerous books and articles on local history, said that Mr Aitken's theory could be correct.

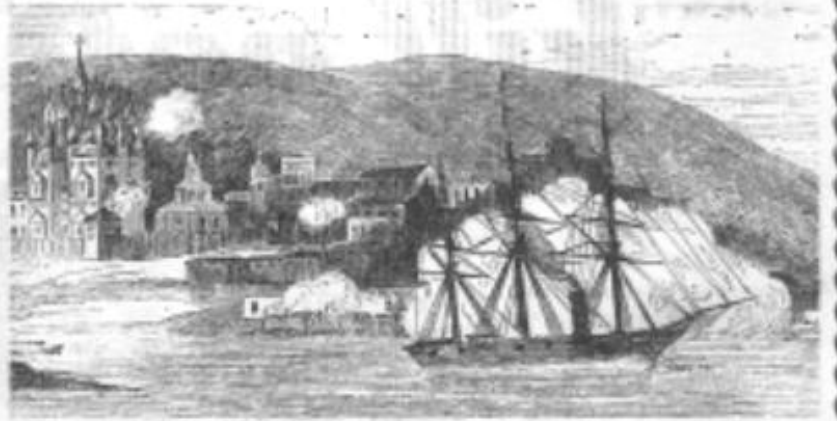
A local historian has put forward a satisfactory answer as to how *Miranda* came to be named.

"Whilst it is conceded that the name was bestowed by the secretary/manager and shareholder of the Holt/Sutherland Land Estate Company (James Murphy), no logical reason has been given for his choice," Mr Walker said.

"Suppositions vary from a small town in Spain to a Portuguese adventurer who was involved in the financial life of the colony in the gold rush days.

"He was a contemporary of Thomas Holt (of the Holt/Sutherland Land Estate Company), but it is doubtful that the financier would want to honor the disparate individual whose dealings with him were, to say the least, complicated.

"Perhaps the choice of name was simply influenced by Murphy's reading of Shakespeare, or



As an artist of the period saw the destruction of Kola, the capital of Russian Lapland, by HMS *Miranda*. The picture was reproduced from the *London Illustrated News*.

## CRIMEAN WAR TALE



even by the christian name of a female relative of field.

"However, the gallant HMS *Miranda* could be the clue to the origin of the thriving suburb's peevish name," Mr Walker said.

"The suburb grew from the best agricultural land on the Holt/Sutherland Estate and the numerous small farmlets carved from it and were gradually sub-divided into smaller blocks until *Miranda* assumed its present status."

Mr Walker went on to outline some of *Miranda*'s history.

One of the pioneers, John Lehane, was employed by Thomas Holt as one of two overseers when he came to the district in 1883.

On Holt's retirement, and the formation of the Holt/Sutherland Land Estate Co., John Lehane stayed on as a tenant farmer.

Eventually he purchased the land he had been farming as well as other property.

"It is as a horse breeder that this pioneer is best remembered," Mr Walker said.

## Pit ponies

"In those days, when horses provided the only means of transport, Lehane's job pony stud was widely known.

"The pony was keenly sought for both equestrian and harness purposes.

poses. The Lebane ponies were also used extensively as pit ponies in the Hlawarra collieries.

"Thomas Lebane, son of the original John and a shire councillor from 1888 to 1920, was a pastoralist and sometimes grazed cattle at Kurrali.

"Ten acres of Lebane estate were purchased by the Hospitals Commission to provide part of the site for the Sutherland and District Hospital, built in 1958."

"Whatever the origin of the name, *Miranda* will always occupy an important place in local history."

27-4-78 Observer

## PLACE NAME ORIGIN – MIRANDA

(1) Named after a local farm which is thought to have drawn its name from a town in Spain; Said to be the oldest settled district in the Shire -- part of a grant of land to Gregory Blaxland, but he sold it to John Connell, jnr.

(2) Said to have been named after either wife or daughter of early tenant farmer of the Holt period - no proof. period -- no proof

### Authentic Origin of the name MIRANDA

It was recently suggested by a local resident that the suburb of Miranda "may have been named after a British sailing ship", HMS Miranda of Crimean War fame. This conflict spanned 1853-56, when all the Shire was still Crown Land.

settlement around the site of Miranda did not begin-until approximately 1885-90 when the Holt-Sutherland Estate Land Coy. made small farmlet subdivisions available. James Murphy, Holt's onetime manager, named the township.

"No logical reason has been given for Murphy's choice", it was stated. This is quite incorrect.

It is essential that in the recording of local history research be accurate and substantiated by proof.

The late Mr. Chiplin, principal of Miranda School in 1921, was advised by Mr Murphy in a letter dated "31 October 1921":-

"The name Miranda was given to the locality by me as manager of the Holt Sutherland Company which I formed in 1881. It is the name of one of the female characters in Shakespeare's play 'The Tempest', She is the daughter of Prospero, so it 'has a high aristocratic and literary origin. I thought it a soft, euphonious, musical and appropriate name for a beautiful place, a name easily pronounced and remembered, and above all, with a pleasurable and understandable meaning the name of a good and sweet woman".

The original of this letter is with my historical records. -- Geo, Heavens

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NEW HOLLAND - AUSTRALIA: Macquarie, in a despatch to Under Secretary Goulburn (London) : "21st Dec., 1817, Sunday Big.", advising that H. M. Cutter Memorial, Commander Lieut. P.P. King, sailed early that morning "on her destined Voyage of Discovery ... I trust (he) ... will be able to make very important additions to the Geographical knowledge ... of the Coasts of the Continent of Australia, which I hope will be the Name given to this Country in future, instead of the 'very erroneous and inapplicable name, hitherto given it, of 'New Holland', which, properly speaking, only applies to a part\*\*\* of this immense Continent".

-- Historical Records of Australia, Series I, Vol. IX

\*\*\* Governor Phillips' Commission 1788 gave him authority' only as far westward as 130 deg, Long, -- beyond which was the Dutch territory of "Nieu Holland".

\*\*\*\*\*

Some Outstanding Dates Oct./Nov./Dec:

Oct. 14, 1066: Battle of Hastings

Oct. 12, 1492: "Columbus Discovery Day" (U.S.A.)

Nov. 5, 1605: Gunpowder Plot Parliament House London, (Guy Fawkes Day - United Kingdom and New Zealand)

Dec. 12, 1901: Marconi transmitted the first radio signals across the Atlantic.

### STEAM PADDLE-WHEELERS ON GEORGES RIVER

Sanbrook Brothers who operated the Paddle-wheelers from Como to Parkes-vale on Georges River were a partnership of three brothers who were also building contractors mainly in the Camperdown (Sydney) area, The ferry headquarters were there, and enquiries and bookings could be made by telephoning 232.

The paddle-wheelers commenced running on Georges River from the western side of the Como Railway Station in the 1890s, from a wharf and boatshed complex, A long flight of steps connected the station to the wharf (see drawing), the remains of which were standing until the commencement of work on the new railway bridge.

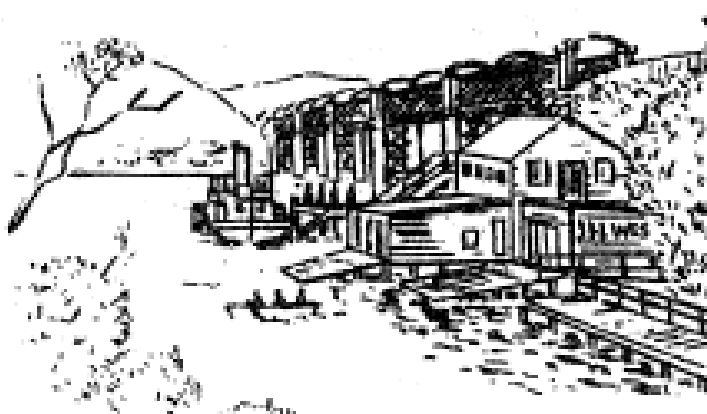
The picnic area known as Parkesvale (almost opposite Picnic Point) where the vessels had previously called, was developed by the enterprising, brothers and named after the statesman Sir Henry Parkes' son Varney, then Member for the Canterbury District, In 1900 Varney Parkes was the guest of honour at the opening of the Park.

The Excursions were extremely popular, an advertisement by the Government Railways in "The Daily Telegraph" and the "Sydney Morning Herald" of Wednesday January 2, 1901, showed a good liaison between Government and private enterprise with cheap excursion fares.

"On the 2nd and 3rd of January through tickets to Como thence per river trip to Parkesvale and back to Como by steamer, returning by rail to Sydney will be issued at Sydney, Sydenham and intermediate stations at two shillings and sixpence (= 25 cents) first class, and one shilling and six pence second class by trains leaving Sydney 2.10 p.m. available on day of issue only". It was certainly cheap travel from Sydney -- 40 miles for one shilling and six pence (= 15 cents).

The steamers called at the Lugarno wharf to unload or take on passengers. Early settlers of Bangor (Menai) frequently used this means of transport. The Dawson family who lived at Bellevue Road Hurstville had taken up a homestead selection of 23 acres at Bangor in 1897 and, having alighted from the steamer, walked the three miles to their selection.

On October 12,1907 Sanbrook Bros., owners of the Parkesvale Pleasure Grounds pointed out to Sutherland Council the necessity of a punt across Georges River near their property to connect East Hills and Belmore with Parkesvale. Sutherland Council rejected the suggestion, considering that it would be many years before this was done.



A large hall had been erected on the Pleasure Grounds by the Sanbrooks, and was used for dances and other entertainments for the benefit of the paddle wheeler excursions of an evening. Menai residents attended these functions, travelling by horse conveyances. Some of them would go to Sellers' selection at Little Forest, stay for tea, and then board their vehicles and head along a track which led down from the Old Liverpool Road to Parkesvale. After the evening's entertainment the tired but happy Menai people wandered homewards. On many occasions it was 2.0 a.m. so that they proceeded home towards daylight,

Popularity for these excursions remained until the outbreak of World War I. One of the paddle-wheelers which had given pleasure to so many ran aground near Parkesvale where it remained. Its once proud lines gradually were reduced to a waterlogged hull which slowly disappeared in the 1950s.

One of the Sanbrook brothers, Frederick John, who was always interested in the future of Como, built the large sandstone home "Cranbrook" on the headland at Illawong. On his death in 1917 the property passed to a son and was used as a family holiday home until about 1930 when it was sold.

-- A. Midgley.

(Sources: "St. George Call": F. Midgley, K. Bray, G.D. Sanbrook).

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"COBB & CO.": much has been written about this famous coaching firm - both accurate and inaccurate. Contrary to some persons' belief, Cobb & Co. did not come into Sydney; the firm never penetrated further than the Nepean. The firm stated its famous transport system in Melbourne 1853, but it was not until 1862 that it crossed into NSW. There were then several coaching firms covering the various western routes, with HQ at Bathurst, and it was here that Cobb & Co. also had their HQ. Some of these firms were later bought out. In the early days of coaching they provided the only means of transport for both the public and the Royal Mail, building a huge network during the Victorian and NSW gold rush periods. The advent of the railway was "the beginning of the end", although some coaches, principally as Mail carriers, continued to feed into railway termini at Penrith, Campbelltown and Parramatta for a few years in the 1860s to connect with trains for Sydney. However, by the time the famous Coy. had entered into NSW the "Golden days of Cobb & Co". faded as the railway pushed westward, The Victorian business closed at Ballarat in 1888, but Cobb & Co. were then still running from Bathurst to isolated places as Bourke, Hay and Deniliquin. There is no apparent record of when the last Cobb & Co. horse-coaches ceased in NSW -- certainly before the end of the century. Although there were some "long-distance" coaching services passing through the Shire in the late 19th C. none of them was in any way connected with Cobb & Co. -- as has sometimes been suggested.

-- M.H.N.

(Source: The Lights of Cobb & Co.; K.A. Austin: Rigby Ltd., Adelaide 1967)

## "LET THERE BE LIGHT"



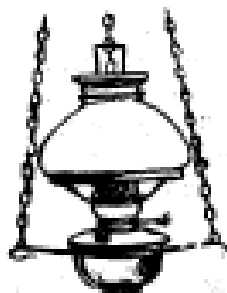
Ornate Table Lamp

In 1847 a Scot discovered a refining process for kerosene (Paraffin oil), which allowed oil-bearing shales to be separated by distillation from the crude petroleum content. As deposits of these shales were found in several localities in NSW -- Wolgan Valley, Glen Davis, Capertee, Hartley, Torbane, Joadja, American Creek -- this discovery created a new industry. Mining settlements were formed and large refining complexes were constructed. The commercialisation of these oil-shales soon displaced the usage of whale-oil for illumination, although candle making continued from tallow.

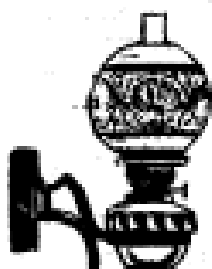
Paraffin or kerosene -- was to provide illumination of every description for many years. Gaslight, a by-product of coal, came to the City of Sydney in 1841, but only those buildings (homes and shops) which were adjacent to the gas mains and could afford to be connected, were lighted. The kerosene lamp was still the most common form of lighting, and in the Shire was the only form until after the First War, both in the home and in the street.

As soon as kerosene came do the market as an illuminant, research was quickly aimed at producing greater light. A wick held in a burner penetrated into a fount or reservoir-bowl of kerosene. To create an efficient light the glass chimney was an important essential in producing a maximum luminosity. The wick (in its burner) could be adjusted so that the flame was clear and-did not smoke the chimney -- if too high a flame it would also overheat and crack the glass chimney,

Because of the limited radius of light from any one lamp, all households had lamps for varying purposes, usually at least one for each room. The "parlour" or sitting-room had the best both in size; material and design, according to the household status; and the lamps were graduated according to domestic usage. The kitchen would have one or more small plain utilitarian lamps. Bedroom lamps were also small, so that they could be easily carried in the hand.



Chain Suspension



Swing Bracket



Piano Lamp



Marine Hand Morse

In the large and wealthy households there could be three or four dozen lamps -- or more. All lamps had to be attended to daily; The reservoir bowls filled, glass chimneys carefully removed and washed, wicks trimmed when required. Many of the lamps would have ornate shades of etched or painted glass or painted china; the bowl and stem might be the same, or of silverware, copper, brass, wrought iron -- all needed polishing or cleaning. In such homes this daily chore would often be the responsibility of one servant.

Thus, lamp-cleaning was another daily job for the Shire housewife of 40 or 50 years ago --- as well as attending to the kitchen fuel stove, open fire places and the wood-fuel laundry copper. Some few were fortunate in being able to afford kerosene stoves and radiators.

There were table lamps of every description, ceiling-suspension lamps , wall brackets, even some sturdy "standard" lamps -- their construction and decoration were limited only by artistic design and cost, Not to be forgot-ten is the humble "hurricane lantern" -- still in use today, especially for camping.

The kerosene lamp initially provided every form of lighting for commerce and industry, schools and churches and streets, ships and lighthouses, and all forms of road and rail transport -- even bicycles.

In later years an incandescent mantle of chemically treated silk or cot-ton material was placed over the flame to increase luminosity. Later still, the pressure lamp was developed -- amongst the best known were the Veritas, Tilley and Aladdin (British) and the Primus (Swedish). Modernised forms of these are still available today.

The local production of shale-kerosene was often plagued with industrial troubles, creating not only loss of local markets but also increasing production costs. Eventually it was found cheaper and more reliable to import English and American "Paraffin oil", so that the local industries gradually closed down, leaving today only "ghost towns".

It was not until 1926 that electricity was reticulated throughout the Shire (private enterprise provided a limited supply around Cronulla from 1917). As Mr. Alf Midgley pointed out in his story "Sutherland Shire Lamp-lighters" in the Bulletin of April 1973, even at 1922 the Shire Council employed Lamplighters to attend to the kerosene street lamps.

With continuous threats of electric power restrictions and possible "blackouts", the old-time kerosene lamp is again making is appearance; but the kerosene heater and more especially the kerosene stove are w becoming rarities,

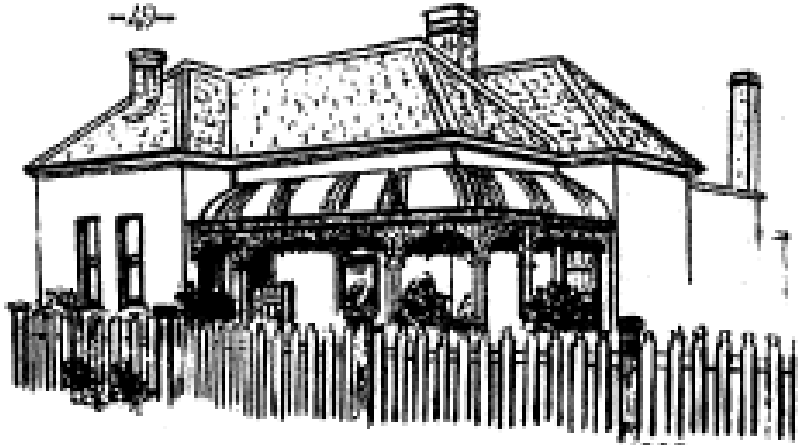
-- M. Hutton Neve

(Sources: Annual Reports Dept. of Mines NSW, 1907, 1921.

"Discovering Oil Lapps": C.A.Meadows: Shire Publ., Bucks., Eng.)

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CUMMINS POINT was an earlier name for Taren Point. There was also a variation of spelling as "Comyns".



Dr. Rooke's home from a photograph of 1895

SUTHERLAND'S  
FIRST RESIDENT  
DOCTOR

Dr. Rooke, the first doctor to take up resident practice in Sutherland, commenced his profession in a house in East Parade in September 1906.

The house, termed a "villa", was erected by a man named Johnson round about 1890 for one Thomas Tate, this being clearly marked on a map of 1890 produced by the

Intercolonial Investment Land & Building Coy. Ltd., who purchased 54 acres from Gray --the area then divided by the new railway line which came to Sutherland in 1885 -- and subdivided the land.

Thomas Tate's villa home, which still stands in East Parade near the United Services Club, was the first house to be erected between Oxford St. and Flora St. West (then named Illawarra Rd.). Mr. Marsden, Sutherland's second-in-line chemist (Turnbull being the first) resided in the villa from the mid-twenties, he predeceasing his wife who remained in the home to 1972.

Dr. Rooke was an elderly well-built man being favourably recommended by a lifetime of experience, having left a lucrative and busy practice in Sydney. He employed a man, Wilfred Meredith, whose duties included harnessing and looking after the Doctor's horses and four-wheeled carriage and driving the Doctor to visit his patients, In addition he tended to the property needs, A Scotsman named Morgan, who had worked for Wilfred Nicholson at Menai (the property known as Thorpe's Forest), carried out the same duties as Meredith, although not at the same time. A woman was employed in domestic service in the home, her duties including house cleaning, cooking and assisting the Doctor when required.

Mrs. Lily Midgley, now in her 90th year, recalls, as Lily Dawson, working at Dr. Rooke's for six months prior to her marriage in October 1909 and being granted only one day off a month. The Doctor was a very fussy man about his food, and bacon was a standard menu for breakfast every morning. A procedure was always to boil the bacon in water "to remove the fat" before cooking.

Dr. Rooke often complained about a number of his patients not paying for professional services rendered, which liability eventually led to his departure from Sutherland. A son by the Doctor's first marriage was also a medical practitioner.

~ A. Midgley (Sources: Mrs. Lily Midgley and Mr. Fred Smith).

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"History is a pageant, not a philosophy". -- Augustine Birrell (19th C.)



### THE POWER STATION THAT NEVER WAS

In the beginning of this century Sydney's Rocks area was developing to such an extent that plans were drawn up for the erection of an electric power station at the end of George Street and construction was begun.

The power station was built on the site of an old quarry, to the design of the Government Architect for the Department of Public Works. The lower floor of the building was to contain the necessary machinery, while the upper floor was to be used as a workshop. Provision was made for four Boilers and three direct-current generators, with additional equipment to be installed later.

The facade of the power station was of rough-hewn sandstone, with tall narrow windows and arched doorways. The upper storey was built in brick. This style of architecture was commonly used for public buildings of the period and was regarded by the Government Architect as "well suited to the climate".

At the same time as the power station was being erected, a 200 ft. chimney was rising beside it. This chimney was 15 ft. across the base and its walls at this point were 3i ft. thick. The stack was for many years the tallest structure in the area, and travellers coming from the north side of the harbour regarded it as a landmark.

But while the power station was still unfinished and roofless, the work was stopped. The emphasis had switched from direct current to alternating current as being best suited for the City's electricity needs. A new and much larger power station was opened at Pymont in 1904 and supplied the city with electricity. Furthermore, drastic cuts had been made on expenditure on public works.

The generating equipment was never installed in the power station at the end of George Street, and the big chimney never belched smoke. In 1908 a further three floors were added and the building was handed over to the Mines Department. This Department installed chemical laboratories and a museum.

An Art School has occupied the first floor of the building (what was to have been the original workshop of the power station) since 1930. Under the Sydney Cove Redevelopment Scheme, the building is to be preserved as being one of historical interest. The chimney is still unused and shows little sign of deteriorating. But it is now overshadowed by the pylons of the Harbour Bridge.

(The above article, unabridged, was published in the Sydney County Council's "The Contractor", June 1973, adapted from "Network", the staff newspaper of The Electricity Commission of NSW).

We should all recognise the chimney -- it is the one with the large neon sign "Metters", on the west side of the Quay.

-- Elva Carmichael.

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Old Tram/Bus Shelter to Loftus: the Sydney City Council has begun to reconstruct Railway Square at the southern end of the city, and in doing- so has presented the old, wooden shelter and Signal Box to the Pacific Tramway Museum at Loftus.

WHERE HISTORY BEGAN

Merriman Street Millers Point, is often overlooked by the historically minded and the tourist parties who visit. The Rocks/Millers Point area.

The past three years have seen half this small historical street suffer at the hands of progress. Both Dalgety's great Wool Store built in 1900 and the old Skin Store next door (built of sandstock bricks about 1855) have gone as well as a fine row of four-story houses which were said to have once housed doctors from the first Sydney Eye Hospital. On the nearby corner of Bettington Street was the old Stag Hotel where the Louder family lived for many years. All this destruction has been a great loss.

At the Merriman Street end was the park with the old stone wells, being part of the original Soldiers' Barracks (the northern boundary of the old George Street Barracks was here). The site was later a stable, then the first Sydney Eye Hospital; and later still, a nice quiet park.

I remember talking to old Mrs. Pearce some 25 years ago -- one of the "locals" then in her eighties, who told me that as a little girl she used to wave to the soldiers marching down Merriman Street to Holy Trinity-- the Garrison Church -- on Sunday mornings. Opposite these Barracks stood the Officers' Quarters, a three-story building, with the kitchens in a row in the backyard. These Quarters were many years ago converted into flats, and the old kitchens became laundries. Behind these up to fifteen years ago, stood a huge old house called by the locals "The Captain's House" ; the ceilings were fourteen feet high, and one room was thirty foot long; all the doors and much of the woodwork were of red cedar. It is now demolished.

Here too stood the famous Millers Point Windmill, from which the area took its name, while the street leading to it is still known as Windmill Street today. By some twist of Fate the new Maritime Services Board Harbour Control Tower now stands almost on the spot where the old Flour Mill was --as far as I can ascertain from my research.

The east side of Merriman Street still remaining; has two very old-style terraces of houses. The little cottage second from the end is where old Mrs. Pearce once lived the last stone cottage, where her son still lives. It is an old-fashioned "dream house", built off the square, with two attic rooms overlooking the old smithy in Rhoden Lane.

As I have worked in all the houses and other buildings on Millers Point I have come to count many of the older people as friends, and have over the years enjoyed listening to their tolling me of the history of the area.

Old David McDonald the blacksmith, now 85 years of age,, was born here and has lived here all his life; and he told me of a legend which he believes is true of Merriman Street:

"A little foundling infant was left on a doorstep in the 1880s, and was jointly taken care of by three of the street's inhabitants. He was such a happy and merry little chap that they decided to call him 'George Merriman' and in later years this street was named after him".

(The old man added that George later became 'Lord Mayor of Sydney' : but in this he is confused; James Merriman MLA was an Alderman and Mayor of Sydney in 1877... There was no "Lord Mayor" until 1902).

-- Tom Cosgrove

MENAI CENTENARIAN



An early resident of Menai, Mrs. Florence Archer, recently celebrated her 100<sup>th</sup> birthday.

She was born in the sub-district of Cannock in the County of Staffordshire England, on May 14<sup>th</sup> 1873, to John Breeze a blacksmith, and his wife Jane.

As she grew up she developed a good voice and found an outlet for her talent by joining a Philharmonic Choir.

In 1899 she married Arthur Howard Archer at the Wesleyan Methodist Chapel at Walsall in Staffordshire. At the age of 36, in 1909, she decided to migrate to Australia and a warmer climate, because of ill-health.

In 1918 she came to Menai with her husband and family, taking over Portion 246 of 26 acres previously occupied by Robert Smith, opposite the site of the present Post Office. Mr. Archer erected a fine concrete and stone house which still stands. Florence Archer was a staunch supporter of the Menai Congregational Church until she left the district with her husband in 1943 to live with a daughter, Mrs. Collier, at Lane Cove.

Arthur Archer, who was interested in community affairs, drew up the plans for the Menai School of Arts (which opened in 1922) and was a trustee. He died two years after leaving Menai.

Mr. and Mrs. Archer were the first in Menai to have a privately owned motor car when they bought a two-seater 7 hp Citroen in the early 'twenties. They had four children, two sons and two daughters, two of whom are deceased.

In recent years Mrs. Archer has been a patient in a nursing home at Longueville. The last members of the Archer family, a daughter-in-law and a grandson, moved to Engadine from Menai in 1969.

-- F. Midgley

(Sources: Archer family: "North Shore Times"; author's notes)

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OBSOLETE LAWS: The NSW Government recently passed legislation to repeal some

800 obsolete laws, many of them ineffective since the granting of Federation; others have simply outgrown the "horse and buggy days" --literally -- and are not applicable to highly modernised motor transport.

"Parramatta Water Protection Act 1860": this Act forbade "bathing, washing animals or skins, or throwing dead animals or refuse" into the two water - courses servicing Parramatta, "the Toongabbie and Governor's Arms Creeks."

"Wanton and Furious Driving" (of horses) in the 1890s carried a fine of £5 (\$10.00). The modern term is "negligent driving". In the early days of the Shire Council, President Judd drew attention to the "new-fangled motor car", one of which had travelled through the Township of Sutherland at "an excessive speed of twenty-five miles an hour".

Future Local History: "The fashion for people to change jobs and make transfers demanded by our modern society will make (historical) documentation more difficult in the future, and we must be aware of this ...."

-- Auckland/Waikato Historical Society Journal: April 1973.

"HOTHAM FARM" and Duck Breeding

The late Mr. Joe King (who died in 1972) was well known in this Society for his interest in Australian history, the documentation of which he collected over a long span of years. He was, however, less known to members as being prominent in quite a different field -- an authority on the breeding of white and khaki Campbell ducks.

Before the last war Mr. King had been engaged in tobacco culture in Queensland and in goldmining in New Guinea. Here, following the Japanese invasion, he escaped capture by literally walking across New Guinea from Wau to Port Moresby along forest tracks seldom before used by white men.

After the war Mr. King looked about for a new avenue of employment. "Hotham Farm" of nine acres on the corner of Hotham Road and President Av. Gynea, was then for sale, and so he ventured into the breeding of ducks, which had been commenced many years earlier by the late Mr. F.T. Turner.

Prior to Mr. Turner's ownership, "Hotham Poultry Farm" had then been Australia's largest, owned by Mr. A.H. Tyldesley. Electricity was not yet available, so that the incubators were run by kerosene, it being found that "a very uniform and constant heat, and a decided absence of smoke and smell" were salient features.

Mr. Turner had always been interested in ducks, so that when he took over "Hotham Farm" he gradually reduced poultry breeding to concentrate on ducks; and through genetic experimentation he developed the unique white Campbell duck (as apart from the English "khaki" Campbell).

Mr. King soon found that little authoritative information was available (there was plenty about poultry), so his first consideration was the problem of the high mortality rate in artificially brooded ducklings. He finally traced this to contaminated feeding, the ducklings have previously picked food from soured ground -- caused by their splashing water around the adjacent feed troughs, together with a lack of running or dripping water for drinking.

He noted that "ducks always move together, at times acting like well--trained soldiers carrying out movements simultaneously. If a duckling wishes



"Hotham Farm" in 1922, when owned by Mr. Tyldesley

to eat, and the remainder move away from the food troughs, it will go with the rest - even to the point of starving to death". This was speedily over-come by providing a number of small food basins around the weaner pens.(Members who live adjacent to The Royal National Park sometimes in the early evenings may have noticed the "line of flight" of wild ducks returning from distant locations to their "home ground", They fly in a perfect V formation, with a leader at the apex, "scouts" on either end of the formation keeping any stragglers in line. Geese fly similarly. This "follow my leader" is a peculiarity of these birds). Mr. Kings; realisation of this natural grouping was to reduce brooding losses dramatically.

Mr. King brought to duck farming many innovations, and his study and experimentation resulted in increasing both production and generally raising the standard of brooding. Sydney Chinese were among his keenest buyers, saying that his white Campbell ducks had the most succulent flesh of any bird they had ever tasted; and this, Mr. King considered, was the result of his discriminating and hygienic breeding.

Although concentrating on Campbell ducks, Mr. King later added Leghorn and Australorp poultry for egg-production. Stock carried at the peak of farming would have been several thousand birds, all housed in hygienically built brick sheds and weed-free netted runs. A small creek on the property was slightly dammed and was kept filled by the overflow of a stream emanating from the nearby Punchbowl Brick & Tile Co. at Kirrawee. From the dam water was pumped up to a head-tank at the highest point on the farm -- about where the railway pass-over is at Clements Parade. From here, gravity fed the water to various points on the farm. Until a year or two ago a large brick storage shed stood beside this dam (or rather, the remains of one).

"Hotham Farm" was also home to about a dozen or so white Sanaan goats. The first, a young nanny, was a gift from Mr. Turner as a "grass-cutter". The goats were not selective in their diets,- grass, blackberries and Mrs. King's flowers, were all welcome meals.

"Hotham Farm" was part of the "Old arm" of Holt-Sutherland Estate days extending northwards past Durbar Avenue to the "Gymea Ridge" -- the crest of the Miranda-Caringbah area. Before this, it had been portion of the "Blaxland 1000 acre Promise"— a "promised grant" to Gregory Blaxland for the Wollongong district; but not wishing to select there, Blaxland had sold the "Promise" to John Connell jun., who selected the 1000 acres in this area. It was however, known as "Blaxland's Grant" until Title Deeds were issued some years later. The original "Old Farm" was dissected and subdivided when the Sutherland/Cronulla electric railway was built in the late 1930s (opened Dec. 1939). Part of the southern end of this "Old Farm" became "Hotham Farm", established by the late Mr. Turner as a Duck Farm. A Mr. Hyles had previously had an orchard here.

Mr. King continued duck-farming for about 12 years, but when most of the Shire was rezoned from rural to residential, all the various poultry and duck farms were gradually closed, Mr. King's being one of the last to go; and "Hotham Farm" was again subdivided into suburban building blocks.

All signs of the duck farm have now disappeared; only the large and

solidly built farmhouse remains, still occupied by Mrs. King -- who continues the interest she had with her husband in this Society.

-- ., Hutton Neve

(Sources: Mrs. L. King: the late Mr. J. King: "Poultry" (newspaper) Dec. 13, 1947).

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### THE VALUE OF MANGROVE SWAMPS

Since settlement Australians generally have not accorded mangroves the respect that they deserve. Extensive stretches have been destroyed wherever they stood in the way of development. Sometimes areas have been cleared merely because they were considered to be unsightly. Fortunately, there are now some signs that these extraordinary plants may be esteemed in future. Only within the last few years was it realised that mangrove swamps comprise some of the world's most productive areas, and scientists began to elucidate the complex life that builds up within them.

As habitat for wildlife, mangrove swamps and thickets support literally hundreds of terrestrial, marine and amphibian species. Crabs are the most common element in a diverse aquatic fauna which lives amid the mud about the roots of the mangroves. Oysters and barnacles compete for space on the prop roots. Prawn and oyster fisheries may well be dependent on the man-grove and associated wetland environments for their long-term prosperity.

The mangroves also provide shelter for a very large number of bird species, particularly herons, egrets and cormorants. Because of the almost continuous destruction of the mangroves in the Parramatta River and in the Botany Bay areas during the last 10 to 15 years the very interesting little Mangrove Heron has become exceedingly rare in the Sydney district. The Mangrove Heron is totally dependent on mangroves, although quite small patches of mangroves can sustain the species.

While detailed knowledge of the relationship between mangroves and fish is still lacking, there is reason to believe that many edible marine fish depend on the mangrove vegetation, or on the related "wetlands" between shore and sea, for food and shelter at some stage of their lifecycles. Dense mangrove vegetation drops somewhere about 3 tons of dry leaves per acre per year. This detritus, together with other organic matter brought down by the streams entering the swamp, decomposes in the mud trapped around the roots of the mangroves. The nutrients released encourage the growth of algae, which are the food of various species of juvenile fish, as well as other organisms -- which in turn are a food source for other life. In addition, bacterial cultures develop on the leaf fragments and form an important protein source for mangrove feeders such as mullet.

Around Woolooware Bay and in other parts of Georges River, the mangrove growth is of vital importance. to the oyster farmer, providing both a "food chain" and weather protection for the "spat" and young oyster. A Fisheries Report of 1888 stated that fish of all kinds were "abundantly supplied" in the Georges and Woronora Rivers, for here, then; were great clumps of the valuable mangrove to provide both nutrient and shelter.

(Condensed- "Mangroves & Man": Australian Conservation Foundation: 1972)

Great-Great Grandfather HENRY HOLLINSHED....

One of the First Aldermen of the City of Sydney

On the northern side of Botany Bay not far from the entrance of the old Millstream that flowed from Lachlan Swamps, was Henry Hollinshed's "model farm" 'Frogmore Lodge'. A copy of a map of the Botany Waterworks by Edward Bell dated 1857 shows the pipeline cutting across a corner of his land, although it is difficult to pinpoint the area nowadays because of all the development that has taken place over the years. If you drive through Botany and Mascot, you are likely to see Hollinshed Street, Frogmore Street and Frogmore Lane, which were named after him and his -farm.

Henry an interesting background, being descended on his father's side from Hugh, brother of the historian of Elizabethan times (Ralph Hollinshed did not marry); and on his mother's side, from Sir Thomas Allin, a Royalist Naval Commodore in the 17th century, A relic of Ralph (or Raphael, as he was sometimes - called), is owned by a cousin of ours. It consists of a very beautiful pair of garter buckles, worn by the men of those days and made of yellow sapphires set in gold filigree.

Born in 1800, Henry became an upholsterer and did a great deal of work in Buckingham Palace and other Royal establishments, which must account for his choice of "Frogmore" for the name of his farms as Frogmore is a Royal residence about a mile from Windsor, used as a mausoleum by Queen Victoria. When he left for Australia he was given a chair from Buckingham. Palace, and strange souvenirs though they may seem to us -- candles used at George III's funeral. Members of the family still have these.

On deciding to emigrate Henry, his wife Marian and young brother Allin, inquired as to what would be the most useful thing they could take to the new Colony, and were advised to take a flour mill. They chartered half the cargo space in the ship "Duckinfield" and, with all the parts for a mill and everything they could think of needed to set up a home and business in Sydney. They set out on their long voyage, arriving in Sydney in 1832,

After purchasing land in Kent Street, the mill was erected there, and this was also their town house, The spot is now the site of Ross Bros. Printing Works, They spent a great deal of time on the farm, and there one son (who did not live) and four daughters were born; Allin Hollinshed married a widow with one son but had no children of his own.

In 1833 when the Mechanics Institute was formed Henry Hollinshed was on the first committee, and retained an interest in it throughout his life. A man of wide interests, he gave lectures on Astronomy, and also gave a demonstration of how gas could be lit by electricity. To do this, his brother Allan stood on a small glass-legged stool, holding a gas jet while Henry sent an electric spark through him which lit the gas! A cousin of mine; still has the stool (if you think this is far-fetched).

When the first Sydney Municipal Council was elected 1st November 1842 Henry was successful in becoming a Councillor for Cook Ward. The qualification of a Councillor was the possession of £1,000 (\$2000.00) worth of property, or that he was rated upon an annual value of not less than £50. (My reference is C.H. Bertie's book "The Early History of the Sydney Municipal Council). Amongst other members of this first Council were David Jones, whose descendants built up the well known department store; George

Allen, the first Colonial solicitor admitted to practice --the firm is still prospering; and Edward Flood, a successful politician in later life.

From Bertie's book we learn that simplicity in Mayoral attire was favoured by Clr. Hollinshed, who disliked the idea of blindly copying old customs. Later on, when the question of lighting the streets of Sydney came up, he was influential in persuading the Gaslight Coy. to charge less than it wanted for this service, by demonstrating that oil-lighting would be cheaper than its first tender. Agreement was reached and, until the advent of electricity, Sydney was lit by gas lamps.

Unfortunately, under the rules laid down by the Council, the person obtaining the least number of votes in each Ward had to retire at the end of the year, when another Councillor was elected. Henry, having had the smallest vote in Cook Ward, was therefore obliged to step down. He always remained deeply interested in all progressive matter both in Botany and in Sydney, but to my knowledge, did not again become a member of the Council. (I could be wrong).

In 1849 an investigation was carried out on the decline of the City Council, at which Henry gave evidence. He is said to have traced the Corporation's failure to the defeat of "respectable men" in 1842, and his efforts to unite migrant and ex-convict radicals came to nothing. ("Quest for Authority in Eastern Australia 1835-51" by Michael Roe).

He took part in projects to improve transport to Botany in 1861, in conjunction with Thomas Holt and others, but these were largely unsuccessful. Eventually, as his health failed and the mill had been leased in 1855 he retired to his farm. The property in Kent Street remained in the family until just before the last war.

Henry died in 1866 and his wife in 1877. They are buried in a vault in Camperdown Cemetery with their two unmarried daughters Lucy and Ada, who both lived to be of great age. I remember them and my Great-grandmother; who was 95 when she died at Waverley. They were tiny women, dressing in fashions of days. long gone by, but which suited them,

From what I have been able to find out from family sources and what little has been written about him by historians such as Bertie, my Great-great-grandfather Henry Hollinshed was born before his time, and would have fitted into modern days very happily. In his own day he was considered a "radical" by his contemporaries -- but might seem almost a conservative if he were alive in the 20th century.

-- Margaret Booth.

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#### NATIONAL PARK- Sidelights:

Drowned Horse: in March 1887 a man demanded compensation from the Trustees for the loss of a horse which he had attempted to take over the Dam (Causeway) when the river was in flood: responsibility declined.

Overhanging Rock: in the same month a visitor claimed medical expenses for injury received from an overhanging rock in Lady Carrington Drive: responsibility declined.

Swimming at Audley: in 1912 a man who was found swimming in the river above the Dam was warned that if he repeated the "offence" he would be prosecuted.



### CHARACTERS OF BOTTLE FOREST

Bottle Forest, the original name given to that lovely tree clad portion now Heathcote East, apart from being the earliest settlement in the Shire of Sutherland (proclaimed 1906) when in 1842 it was laid out in "fourteen town allotments", derived its name from a water bottle found growing in a tree.

In July 1843 a Mr. George Hall made application to purchase 50 acres of land, and Surveyor Darke was instructed to give his attention to the importance of the situation. "The Village of Bottle Forest", created on instructions from Major Thomas Mitchell, Surveyor General, contained numerous varieties of magnificent timber, whilst the soil was rich for cultivation.

During the midyears of last century, apart from those few who came and endured the hardships of farming, other types of livelihood were indulged in by individuals who left indelible impressions as characters of the settlement. Amongst these was Johnny Malone, an Aborigine, a mate of Jack and Bidy Giles (Bidy, an aborigine, lived at Mill Creek, off Georges River) who lived in a cave near a quarry where from nearby bullock teams hauled huge loads of timber to be taken away by vessels on Georges River. This activity denuded the forest of much of its finest timber.

Alfred Barden, whose family had associations with the early years of Arncliffe and Bangor (Menai), came to Bottle Forest in the early 1860s, and employed two well-known bullockies named, Charlie Smith and "Farmer" Jim.

Gillie Sheldon was one of the settlement's outstanding farmers, he having a brother named Hughie who lived in a lofty cave above Georges River not far from Bald Face Point, Tom Ugly's. On a small plot of ground adjoining his cave the old fellow grew a considerable number of tobacco plants with much success. He is credited with having grown the first tobacco in the district.

Jack Allwood, was an expert fisherman in addition to being a charcoal burner, while a mate "Old Bill" Hobbs, was a good amateur fisherman.

Bob Poole was an oyster gatherer of some distinction, traversing the waterways of Georges and Woronora Rivers and other areas with a sack over his shoulder.

The bushland abounded with nests of native bees and two men, Dave Baker and Ted Blake, were experts in obtaining the honey and studying the habits of the bees. This was supplementary to their self-employment as sleeper splitters.

A Spanish fellow of small stature had a camp near Bottle Forest House ; he had an experience one night when his dogs, allegedly savage, ran to him in terror at the sight - as he described it -- of a "hideous yahoo". The Spaniard seized his gun and, "scared stiff", encountered the "yahoo" moving stealthily in the gloom amongst the trees.

There are a few recorded instances of a "yahoo" in various parts of the Shire, the general consensus of opinion being that a "yahoo" was a local identity who delighted in scaring "new chums".

A, Midgley

(Source: Author's notes: "St. George Call")

ACROSS GEORGES RIVER. – ROCKDALE

In the pioneer days of Shire settlement and until the opening of Georges River ("Tom Ugly's") Bridge 1929, the only vehicular ingress was by punt and ferry across the river. The route out of Sydney at Redfern led southwards to Rockdale and through Kogarah to the hand-punt (and later steam ferry) at Woniora Point – i.e., the northern end of the Bridge.

A hundred years ago the Rockdale through which the horseback rider would travel was a thriving district of small farms. The late Mr. Joe Bowmer, a pioneer of the district, recalled it in the early days of the 1870s:

"The site on which the town's executive building stands (the Town Hall) was once adorned with numerous peach and nectarine trees. Mr. Franks was the proprietor of this beautiful orchard, and for 6d (5c) he would fill you a bushel bag of the tasty fruit ..."

The area around Bay Street, now more or less the heart of Rockdale, was once a swampy forest with mahogany and blackbutt timber, Mr. Bowmer recalled. Between Rockdale and Kogarah, on the eastern side of the railway line, was the property of a Mr. Humphries, whose residence was constructed with slabs and roofed with bark. Near St. John's Church of England (Princes H'way) a Mr. Soden. Had an orchard renowned for its delicious pears and apples.

The first shop in Rockdale was a general store run by a Mr. Moss. The next one was at Cook's River, where also was the nearest post office. There were then but two hostels in the district, "The Gardeners Arms" at Kogarah and "The Highbury Barn" at Arncliffe.

It is of interest to note that two Bowmer grandsons and their families are now old residents of the Shire.

(Source: "Illawarra Sun" 1922. From Records kept by Geo. Heavens).

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THE "DOOLAGARL": an old aboriginal myth associated with the South Coast near Tilba-Tilba, states that there lived in the nearby mountains the "Doolagarl" or "Hairy Man". He was said to have a big chest and swinging arms; his fore-head receded from the eyebrow ridge; the head was fixed on the shoulders- no neck was visible. If he caught an aborigine intruding into his forest domain he would seize him, bash him against a tree and then tear his victim limb from limb. ... A "local threat" to prevent intrusion into a secret hangout? -- or, a myth of the Dreamtime? .., or a dim remembrance of some ancient ancestral land, for "Doolagarl" is a word-picture of an enraged gorilla or orangutang of the forests of Borneo and equatorial Africa. (Similarly, some of the traditional carvings of New Zealand North Island Maori tribes depict a crocodile --- although there are none in N.Z. and Maoris have been there for almost a thousand years).

-- M.H.N.

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The Auckland Historical Society (N.Z.) has twelve country societies affiliated, embracing Northland, Auckland and Waikato. The N.Z. Historic Places Trust is similar to our National Trust, and is currently concerned with several projects, including the restoration of an "unique group of old farm buildings at Alberton" (Northland), and pre-historical Maori sites on the outskirts of Auckland City.

### A HISTORY OF ALFORDS POINT

The bridge across Georges River from Padstow Heights to Alfords Point was officially opened by Sir Robert Askin, Premier of NSW, on Friday 7th September 1973,

Built by John Holland Constructions, the 1457 ft. bridge of prestressed concrete with two miles of highway approaches cost \$2.3 million. Named the "Alford Point Bridge", the historic occasion lends itself to a survey into the past as to the origin of the name "Alford" in that area.

Several years ago, "Alford" was the name given to the particular area and Public Reserve bordering the southern bank of the river, and also to a road leading to it from Old Illawarra Road Menai. Early settlers at Menai cannot recall the road being named "Alfords Point", and for many people the naming of both road and point are obscure.

Prior to the early years of this century there was never any road there. The first semblance of vehicular entry came nearly 70 years ago when the MacFarlanes, father and son, from Hurstville, penetrated the area as wood-cutters, for many years driving a two-horse flattop waggon. The winding cart track off Old Illawarra Road became known as "Mac's Track", and in later years a road was formed on the basic trail of McFarlane's pioneering.

In 1933 a gang of local men employed under the Relief Work Scheme of Sutherland Shire Council spent some time working on the road as settlers began moving in; the first two taking up their portions of land quarter mile from Old Illawarra Road in the mid-twenties.

From records available it appears that John Alford, who married Jane Camm on March 7, 1805, at St. Phillips Sydney, was a transported convict, who received a Conditional Pardon from Governor Macquarie in 1810.

During 1806, Alford was employed in the service of Robert Campbell, a prosperous Sydney merchant, on his farm at Canterbury, becoming Superintendent of the farm in 1809. At this time Campbell had two convict stockmen and two convict labourers, one being Alford. A point worth noting is that when Campbell advertised for labour he stated "No free person need apply". At one time his family and servants, male and female, made an impressive array attending church -- although Campbell and his family, including some relatives, had selective pews.

Following his pardon, Alford seems to have moved to Botany in 1810, with his wife Jane and four children, Mary, Ellen, John and Jane. In 1828 the oldest daughter, Mary, left home to work as a domestic for John Clegg, mine host of the "Weavers Arms", a roadside inn on Liverpool Road. Mary later married a John Verge.

By this time John Alford (son.) had died for the Census of 1828 shows his wife, then 45, as a farmer on 50 acres, of which 8 were cleared and 6 cultivated, in the Parish of Holdsworthy -- which at that time embraced a portion of the area of what is now Sutherland Shire. It seems likely that of the 50 acres grant this comprised 20 acres for Jane Alford with 10 acres for each of the three children then aged 16, 14 and 10 years.

The grant of land, and the requirements of fresh water for household purposes, stock and cultivation, depended chiefly on the waters of Dead- man's Creek

Alford's Point, marked on Well's Map of 1842, followed the southern bank of the Creek to Georges River, embracing in fact almost the whole area known as Sandy Point. The grant was later acquired by Solomon Levy and extended to 60 acres.

The area now bearing the name Alford's Point is a couple of miles down-stream from Jane Alford's 50 acres. It would seem likely that the present Point was named in geographical error, or stock belonging to the family were grazed, or strayed, there -- although Mill Creek would provide a formidable barrier between.

The family endured pioneering fortitude as the soil was poor for cultivation, and aborigines were plentiful. Deadman's Creek (sometimes called "Tudera", being aboriginal for "place of many killed") was an aboriginal fighting area. Alford's quickest access to a more habitated area was across the river by watercraft to the Canterbury district.

-- A. Midgley.

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First Waverley Municipal Elections: in the 1850 Mrs. Elizabeth Cadman, widow of John Cadman .who was Superintendent of Government Craft for many years, moved to Waverley where she owned two blocks of land. When the Waverley-Municipality was inaugurated in 1859, the election of nine men for the first Council was held July 21, 1859. Mrs. Cadman went along to give her vote, but the presiding officer told her she could not do so. (Only male ratepayers were supposedly eligible). "Well", said the old lady, "the Act says every ratepayer is entitled to vote, and I vote or I demand a return of all the money I have paid as rates". She was allowed to vote, and therefore became the first female to vote in NSW and possibly in Australia, Women did not get parliamentary franchise in NSW until 1902, but there seems to be no record of when women, as ratepayers, first exercised the privilege.

(Extract: Cadman's Cottage: by J. Selkirk Provis & K.A.Johnson: Sydney 1972)

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Flying Foxes: in 1916 Sutherland Shire was still sparsely settled, mainly by holders of small agricultural blocks for fruit and vegetable growing. The Shire Council complained to the National Park Trustees that flying foxes from the Park were creating considerable havoc in the district, and requested that they be destroyed. The Trustees consulted the Dept. of Agriculture concerning extermination, and the Park Rangers were then instructed to locate the foxes' camp and destroy it.

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Woronora Road was the original name of President Av from Highfield (Caringbah) to Sutherland; from the western end several deviating tracks led down to the Woronora River; one was through the back of the Cemetery and. down the gully behind the Sports Oval, to Price's boatshed and the hand-ferry.

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History is the remembered past; old buildings area visible history.

-- Georgian Architecture in Australia: National Trust of Australia 1973

COMING EVENTS

SPEAKERS :

Friday, Oct. 12: Mr. N.D. Walker, M.L.A.: "Sylvania Waters"

Friday, Nov. 9: Mr. A. Goldberg: "Historical Greece"

Friday, Dec. 14: Film Evening.

EXCURSIONS:

Saturday, Oct. 27th, 1973, to Picton.

Bus leaves Cronulla 8.30 a.m., Sutherland 9.0 a.m..

We will be guided on this tour through the district by Mr. F.B. Knox of Tahmoor, and notes and map will be made avail-able to all excursionists.

SPECIAL NOTICE: 16<sup>th</sup> and 17<sup>th</sup> March 1974: weekend to Berrima District. See back page for full details.

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"Martha Matilda of Sydney Town": by M. Hutton Neve.... She was Mrs. James Birnie, whose husband was the first landowner in the Shire, at Kurnell. The story relates some of the difficulties and tragedies -- of early 19th Century; married women who had no legal rights. Published by the Society: price 20 c. Copies available at all meetings.

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Mr. H. Ivers, B.E. 620 Princes H'way, Sutherland: 2232. Ph 521,1407	Mrs. G.F.Griffiths, 34 Richmount St., Cronulla: 2230. Ph. 523.5801	Mr. Geo. Heavens, 78 Toronto Parade, Sutherland: 2232. Ph. 521.6190

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Publications Committee: Mr. Geo., Heavens (Convenor), Mrs. M. Hutton Neve (Bulletin Editor , Messrs. H. Ivers, R. Hall, F. Midgley, B. Sargeant and T. G. Moore,

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The opinions expressed in this Bulletin are not necessarily those of this Society,  
Congratulations to our foundation member Mrs. Ivey Alcott of "Fernleigh" who in July was named the 1972 recipient for the Captain Cook Citizenship Award.

Please detach this page for reference

WEEKEND EXCURSION TO BERRIMA DISTRICT

Following repeated requests for a two-day excursion, your Council is making arrangements for a trip to the Berrima District (which includes Mittagong, Berrima, Bowral and Moss Vale), on Saturday and Sunday, 16th/17th March 1974, when our guides will be members of the Berrima and District Historical Society.

Transport will be by Coach leaving the Sutherland Shire about 8.30 a.m. on the Saturday, with an overnight stop at a Bowral Motel, and we hope to re-turn no later than 5 p.m. on the Sunday. The cost of the weekend will be \$17.50 each, members or visitors.

We would take our usual Saturday picnic lunch; Saturday dinner, bed and Sunday breakfast and luncheon as well as travel costs would be included in the fare, but any extras you may require would be at your expense.

To keep charges at a minimum we have suggested accommodation be on a "n share" basis. Reluctantly, we are unable to make provision for half fares, as we cannot obtain any concession on accommodation or food for junior members.

There will be only one coach making the trip, and therefore the number to go will be limited; cancellations will not be accepted after 11th January 1974 (meeting night), unless a replacement is available, and this ruling will be strictly enforced. Should we receive more applications than available seats a waiting list will be provided.

It is important that we get some idea of the number who may attend this excursion, and we would be glad to hear from intending members and their friends as soon as possible: bookings will be taken immediately, and we ask \$5.50 each person as deposit.

Instalments will be received for the balance of the fare if you would find this more convenient; for example, if you make your booking and pay the deposit at October meeting, then pay \$3.00 each month to February, your commitment of \$17.50 will be met.

All payments for the excursion must be finalised by February meeting -I Friday, 8th February 1974,

Should you have any questions or wish to discuss the proposed trip, kindly contact the Hon. Secretary, who will endeavour to help you.

Aileen Griffiths,  
Hon. Secretary.