

# SUTHERLAND SHIRE HISTORICAL SOCIETY

## QUARTERLY BULLETIN



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REGISTERED AT THE G.P.O. FOR TRANSMISSION THROUGH THE POST AS A  
PERIODICAL (CATEGORY B)

WATTLE-AND-DAUB  
HOUSE CONSTRUCTION



The Bentley home in 1904

The pioneer settlers of Australia devised many types of structures for homes, such as timber, slab, Pise (mud and sticks), mud and stone, lathe and plaster (wattle and daub). Others were covered with sheets of stringy bark on the

roofs in addition to the walls. These harboured a tremendous population of assorted tarantulas (spiders).

The method of making lathe and plaster walls, commonly called "wattle and daub", was quite common in the pioneer years of Menai's settlement. Several homes were constructed, others partly by this method, economy being the predominant reason apart from remoteness of the area to Sutherland and Hurstville (the nearest building material suppliers).

Midgley's built a home of handmade baked bricks in 1897, later adding two rooms of wattle and daub with iron roof. Dawson's large sandstone building of one room, erected 1898, had two rooms of wattle and daub added. Other settlers built one small dwelling on their land, using this material, while some others erected their outhouses in this way. The Congregational Church, erected in 1906 by voluntary labour, although built on wooden piers, had the walls constructed of wattle and daub, but termites had eroded the walls some ten years later.

Perhaps the finest example of a homestead built entirely by wattle and daub was Charles Bentley's, which remained a sound construction for 70 years until demolished in 1971. The whole building was of bush timber, adzed -- even the roof, which was covered with iron.

Charles Bentley and a son, Fred, demonstrated the art in the addition of a room a number of years ago. Firstly, a quantity of clay was dug, then "puddled" and activated into a stiff consistency, while "Kangaroo" grass --a coarse variety growing to about fifteen inches tall and common to the central area of Menai and also vast tracts of N.S.W. --- was mixed in from a nearby pile. This was to bind the clay as it was placed in the wattle slats and rammed in from the ground level to the roof, bush poles adzed, these having been placed in the ground usually 24 inches to 30 inches apart forming the uprights. When near dry the walls were rendered over inside and outside by a mixture of lime and a small amount of cement being mixed with skim-milk--which performed the task of waterproofing the walls.

-- Alf Midgley.

Source: Author's Notes.

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June, 1837: Queen Victoria ascended the British Throne. When the southern part of the Colony of New South Wales seceded in 1855 it was named after the young Queen.

### THE SHIRE'S WORST STORM

We may feel that the cyclonic storms of the past few weeks have been devastating, but one which occurred over the weekend of January 21-22, 1933 caused both appalling damage and loss of several lives. The S.C.A.M. of Jan.28 1933 reported it in detail:-

One of the worst flood disasters in the history of Illawarra occurred early last weekend, when a man, his wife and children and two young visitors to their camp, were swept to death. One daughter, a girl of 16, was saved by the heroic efforts of three rescuers, who brought her to safety. Graphic details Have been obtained of the overwhelming of the family by flood waters at Stanwell Park camping ground... Six of the bodies of this party were carried out into the boiling surf.

At Sutherland and Cronulla and other parts of the Shire considerable damage was done to the roads, and a bridge in President Avenue was carried away. At Sylvania the market gardens were under water and the owners have sustained heavy losses.

Extensive damage was done along the banks of the Woronora River. Campers were Flooded out and boats were torn from their moorings, swept down the river and smashed against the bridge. Many landslides occurred along the river bank. holiday parties, and scores of unemployed living in shacks along Georges River had to beat a hasty retreat. The Sutherland - Liverpool road is impassable, as the washaways in some parts are from 6 to 10 ft. deep.

More than 10 inches of rain fell during the weekend over a watershed 10 miles square in National Park, resulting in the biggest flood in the Hacking River for 30 years, and damage done to the property amounts to more than £5000 (\$10,000). The water flowed 10 feet deep over the causeway at Audley, and carried silt and debris to the picnic areas. The Trust launch and the big pontoon which formed the landing place for the Cronulla ferry were carried free their moorings. The pontoon was wrecked, and a shed just recently built for the Trust launch was smashed. Debris, uprooted trees and logs of wood were scattered over a wide area. Considerable damage was done in Lady Jarring-ton Drive, where landslides and falling trees blocked the roadway , which will not be open for traffic for several weeks.

At Waterfall Sanatorium 24 inches of rain fell during the weekend, the gauge overflowed at 951 points when the storm was not half over, and a kerosene tin (= 4 gals.) overflowed after an hour's rain.

A portion of a hill collapsed on to a hut in which the Burns family of 10 were asleep at Bulgo Beach, several miles from Helensburgh.. The land-slide completely engulfed the roughly built hut. Roy Burns, 15, and three other children, who occupied one room, were buried. The remainder of the family, in another room, escaped injury the three children were extricated unharmed. Roy, who was discovered last, had been smothered in his bed by mud.

The train service on the Illawarra Line was completely disorganised. There was a large fall of rock between Sutherland and Como, and from Sutherland to the coast the lines were obstructed with earth and fallen timber caused by landslides. Buses had to be requisitioned to convey passengers to various points.

To make good the storm damage on Lady Carrington Drive through the National Park, the Park Trustees have approached the Government for £10,000.

According to the Engineer's Report, the recent storm is responsible for the damage to the roads of the Shire to the extent of between £7000 and £8000 (\$14,000 and \$16,000.00).

From:- Shire Records kept by Geo. Heavens.

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### THE "CRONULLA OBSERVER"

In 1926, although the whole Shire population was scarcely past the 10,000 mark, the first Shire newspaper made its appearance.

This was the "Cronulla-Sutherland Advocate", published by the late Mr. F.E. Williams sen. from his premises in Curranulla Street (as it was then called). After twelve years it was sold to Clr. F.K. Bardsley, continuing under the name of "The Advocate", the editor being Mr. A. E. Kearney, until 1939.

In that year Messrs. G. Cridland, C.E. Weekes and W. Hardy Morphett produced a new paper named the "Cronulla-Sutherland Observer". This was printed by Mr. F.E. Williams sen. at Curranulla Street, and shortly after this the "Advocate" ceased publication.

In 1941, "The Observer" was sold to its printer Mr. F.E. Williams sen.. Its publication has been continuous since then, and it is still, being printed at the same location (now called Cronulla Street). The paper is owned by the Cronulla-Sutherland Observer Pty. Ltd., with Mr. F.E. Williams, son of the former, as manager of the Company.

-- Aileen Griffiths.

In Feb. 1911 a flood washed away the Forbes Creek (Woronora River) foot-bridge. It was replaced by Edward Blake, a contractor of Kogarah, for the sum of £93-10-0 (\$187.00), the new bridge deck being constructed six feet above the bank level.

Informal location for formal function: an official ceremony was held in the Men's Dressing Pavilion at Cronulla Park on June 26th 1911 to mark the opening of the Sutherland/Cronulla Steam Tramway, the passenger service having commenced on June 12.

### AN EARLY SHIRE MOTOR VEHICLE

An interesting transport in the early days of Sutherland was a 1909 Sachact motor-buggy.

The motor-buggy was somewhat antiquated even for its year of manufacture, with its large hard rubber-tyred cart wheels. A 12 h.p. two-cylinder engine under the seat drove the rear wheels by chain. It was one of the few -- if not the only one -- brought into Australia from the Sachact Manufacturing Co. of Cincinnati, Ohio, U.S.A..

The vehicle, owned by Dr. Burchell, was brought to Sutherland on his retirement from the medical profession at Canowindra in 1923. The Doctor purchased a house which stood facing President Avenue near Belmont Street. Before it was demolished in recent years it was occupied by a Catholic teaching order. The house had been the residence of the controversial Thomas John Ley who entered politics as a member of the National-Party for Hurstville electorate, which then included Sutherland, and was elected to State Parliament in 1917 and later became N.S.W. Minister for Justice.

With the coming of "talkie" movies, the famous film "On Our Selection" highlighting "Dad and Dave", came to Sutherland Theatre in 1933; and Marshall Russack\*\* exercised some of his mechanical skills on the Sachact, getting it into good running order. Marshall caused a sensation by driving the vehicle around Sutherland as a publicity stunt for the picture.

For many years it was locked up in a shed at the rear of the store

\*\* Mrs. Russack had the local theatre; Marshall operated a garage, and also assisted his mother with the picture screenings. Mr. Marshall Russack died December 1973: see April Bulletin.



Dr Burchell's Sachact

of W. Robinson, Grocer & Produce Merchant (now Scott's Florist), in Flora St. Sutherland. When Unwins opened their Captain Cook Museum at Kurnell, the motor-buggy was placed on display there. Mr. Unwin obligingly rolled the old vehicle out of the museum on one occasion to allow the author to take photographs. At that time it was not in going order as some parts of the under-seat engine were missing.

The author is not sure of the ultimate fate of the old Sachact, but believes it was bought by an American and thus returned to the land from whence it came.

-- Fred Midgley.

Sources: J. Midgley: Encyclopaedia of Motor-cars 1885-1968: Mrs. L. Bennett: Author's Notes.

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### OYSTER BAY MYSTERY

Earlier this year I received a telephone call from a resident stating he had found two gravestones when clearing scrub from his hillside property. Investigations suggested there might also have been an interment, marked by a bedded sandstone block on which some fixture had obviously been cemented. The gravestones, unfortunately, had been moved from their original site by a previous owner of this Oyster Bay land.

The completed gravestones indicated the deaths of a wife (1877) and husband (1882). However, at this period the land belonged to the Holt-Sutherland Estate and had not been sold or leased: so here was the first puzzle.

Both stones are of solid marble, in the shape of an open book. The larger measures 21 inches across the "double page" by 1 inches deep and approximately 2 ½ inches thick. The other stone is slightly smaller. Both are engraved with the letters overlaid with copper leafing. The larger stone would weigh about sixty pounds.

Engraved on the larger stone: "Our Dear Mother Anna Samtleben. Died 2nd Decr. 1877. Aged 50 years". On the opposite side:- "Also Our Dear Father Ludwig Samtleben. Died 1st June 1882. Aged 60 years. Natives of Germany".

The smaller stone has two incomplete single names:- ".... Jhrem" and "Hernia..." The unmarked left "page" was broken.

According to one resident an old dilapidated shed had been demolished several years ago and some of the timber used to construct a small garden shed on a nearby property. One of the timbers had faintly painted on it "Rootsey & Shanks, Monumental Masons"; but a check with the Mitchell Library for commercial records c. 1900/1920 (on the off-chance of a clue) gave no result.

I obtained a copy of Ludwig Samtleben's Death Certificate from the Registrar General's Department. This showed that both husband and wife had been interred in a double grave in the old Church of England Section at the "Sydney Necropolis" (Rookwood), Grave No. 1064.

The Death Certificate, however, is in the name of Louis Samtleben", and described him as a "Joiner", living and dying in Francis Street, Glebe. Death was notified and signed by "William Samtleben, son" and by "Francis Sturt", both apparently of Glebe. There were issue of 3 male and 3 female, one son having predeceased-his father. ("Louis" was probably used locally as a corruption of Ludwig). The mother's maiden name was given as Hannah Horace ("Anna" would be the obvious spelling if the H was not pronounced): they had been married in Germany in 1851, migrating to NSW in 1865.

Church of England records at Rockwood also revealed the strange fact that on 27/6/1906 a stonemason named Smith was granted a permit to kerb Grave No. 1064 and to erect a headstone. A check of the burial ground located the grave, but no work had been done on it.

There is no Samtleben listed in the Sydney telephone book; the name is unknown to elderly German settlers -- who might have heard it from their parents; a quick check of the Sydney electoral rolls was negative. (No individual names have been kept by Census records for over a hundred years).

With the consent of the owner of the property and through the kind co-operation of the Shire Clerk, Council workmen removed the two heavy gravestones and they are now in my possession on behalf of the Society.

But how they came to be at Oyster Bay remains an unsolved mystery.

-- M. Hutton Neve

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An inquisition was lately taken at Elford (Eng.) on the body of a youth who was killed in a manner rather extraordinary. The verdict was..... "Death occasioned by the bite of an ass"; in consequence the animal was forfeited as a deodand.

-- Sydney Gazette 19/3/1803

(Under old English law "deodand" was a thing forfeited to the Crown as being the cause of human death, to be used for the provision of alms for the poor. In this case, the donkey could either have been sold or used for charity transport).

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Owing to the excellent soil around Miranda, horticultural development was flourishing in the early days. In 1911 there was a large and prosperous nursery of 30 acres from which flowers were forwarded daily to Sydney and other parts of the State.

ST. BARNABAS .... Gymea Bay

The first Anglican service to be held at Gymea Bay was on Jan. 16th , 1927, under a tree on land owned by Mrs. V. H. Jarvis, and was conducted by the Rev. A.R. Shaw, Rector of St. John the Baptist of Sutherland. In 1973 St. Barnabas ceased to exist as a Parish Church.

Following this first service, a Sunday School was organised and held at the home of Mrs. D. Swift. After several following outdoor services it was decided to transfer these to Mrs. Swift's home, where they were held at monthly intervals for about two years.

A block of land was purchased for £50 (\$100), and Mr. Swift organised a band of volunteers to build a Church Hall, costing £150, this being opened free of debt in March 1929. Two years later the Church Porch was built and presented by Mrs. J.D. Dunbar, she also performing the official opening. The Church Hall was extended in 1952, when St. Barnabas was part of the Parish of Miranda with the Rev. K. Roughly as Rector. In 1958 the parishioners were mainly responsible for the purchase of the Rectory a few years later. St. Barnabas' Hall was erected in 1961.

In the next few years attendances at St. Barnabas declined as the new Church of St. Paul in the recently created Parish of Gymea grew, and in 1965 consideration was given to the closing of St. Barnabas, but it was decided to delay action for the time being.

With the planning for the new Parish Church of St. Paul reaching an advanced stage early in 1973 and the decline at St. Barnabas continuing , the Annual Vestry Meeting of March 13, 1973 recorded that:-

"It be recommended to the incoming Church Committee that, due to all activities other than Sunday worship and Sunday School having been channelled away from St. Barnabas, the age of the worshippers of the Congregation now attending St. Barnabas provides insufficient manpower to maintain the buildings and grounds, and notwithstanding that the financial position of St. Barnabas is sound and sufficient to meet commitments action now be taken to close St. Barnabas Church and Sunday School at the discretion of the Church Committee".

In October 1973 the Foundation Stone of the new Church was laid, and the closure of St. Barnabas was agreed to, together with the amalgamation of the two congregations, the new Parish Church being known as "St. Paul and St. Barnabas" of Gymea. Thus the pioneer work of the first Anglicans of the Gymea district will still be honoured and remembered in the new Parish Church -- erected for "worship, witness and service to God and Man".

From: A Brief History of St. Barnabas, Gymea Bay: presented at the Final Service 24th March 1974.

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WANTED: by a very keen member of the Society... Bulletin April. 1971; also Bulletins Nos. 1 to 8 inclusive (first series), all or in part. Please contact Editor (521.2578) if you can help.



SYLVANIA IN 1897

Mr. A.R. Johnson came to Sylvania in 1897 at the age of 14, and being an orphan, was befriended by Mr. and Mrs. Samways of Sylvania. He became a member of the family, working on the dairy and farm until his marriage. He left the Shire in 1973 soon after the death of his wife. In 1965 he recorded a picture of early Sylvania, dwelling chiefly on the locality and inhabitants as it was in 1897. He commenced with observations of the punts.

One hand punt was attached to a wire cable going through the side of the punt around large grooved driving wheels turned by man power. This punt carried four horse-drawn vehicles. There was a small steam punt at the same time which, I think, carried six vehicles.

The ferry master at that time was Mr. McClelland, his home being close to the old ramp where the punt pulled in. There was another home close by where one of the pioneer families lived.

Another home, a large stone building above the southern end of the bridge, was known as the "old toll house". In 1897, it was occupied by a punt driver by the name of Dunn. (This was demolished last April -- Ed.).

In those days a horse bus came from Kogarah with mail and passengers, leaving the mail at 9.0 a.m. at Sylvania, then going on to Lilli Pilli Post Office, and did not return until 4.0 p.m.. Incidentally, the land where the Sutherland District Hospital is situated was for many years where Mr. and Mrs. Lehane and family had their homes. This large area of land was used for a cattle ranch.

In Belgrave [Street] Avenue was a family named Rice -- Captain and Mrs. Rice who had the first Post Office and General Store. Along Belgrave Avenue you came to large double gates and a seven-foot stone wall. Just inside was a small weatherboard cottage which had been built by Mr. Thomas Holt for some of his workmen, but when I came in 1897 it was being used for religious (Congregational) services and Sunday School classes. (The building is still there, much renovated).

Continuing on, and remembering you were on private property, you went to what is now the beginning of the Sylvania Waters, but in 1897, and many years before, it was the large home of the Holt family, numbering 39 rooms and some long corridors and large outbuildings. It was the home of the late Thomas Samuel Holt. (It was built by Thomas Holt 1881 for his eldest son Frederick -- Ed.).

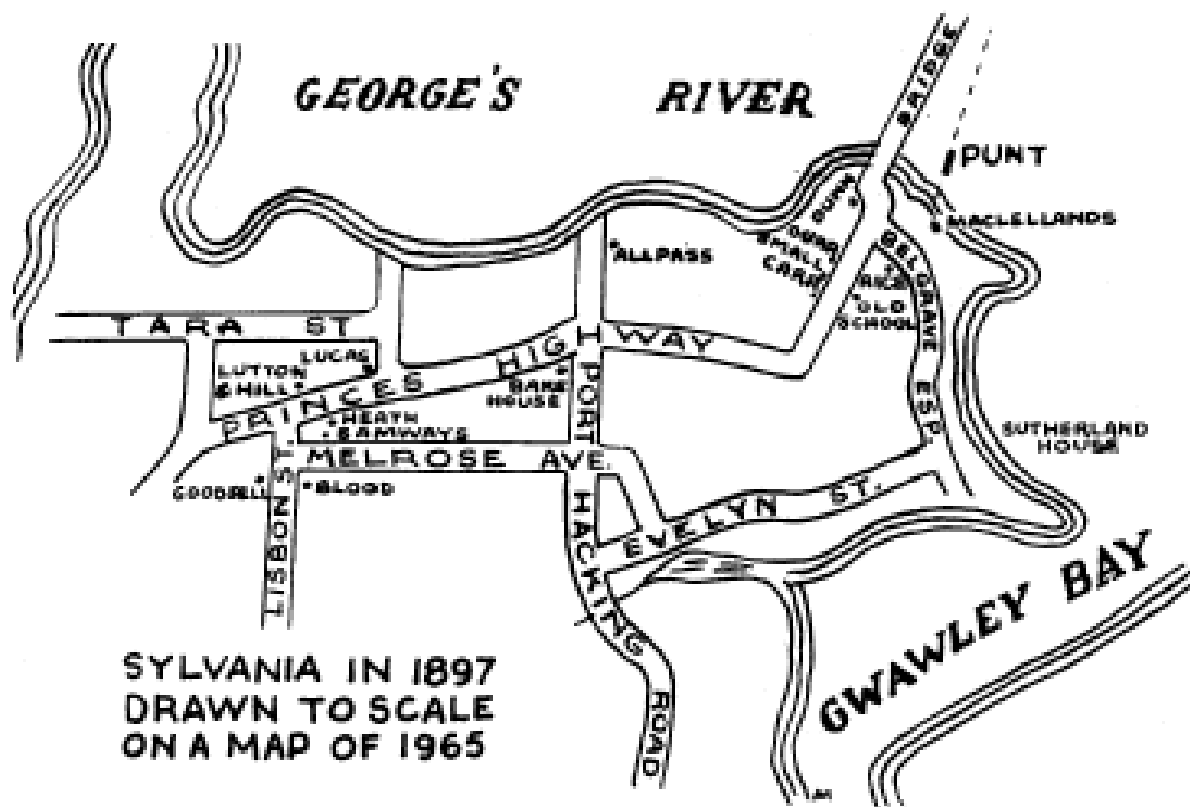
The home had a double front facing the river and a very nice long beach; the other fronted the entrance from the roadway. A short distance along Evelyn Street where it joins Belgrave Avenue on the eastern side was a very large building which housed, of all things, a well. Right inside was a large wooden covering over the well and a hand-forced pump. I myself drove a four-wheel Sociable (horse carriage) right around the centre platform.

All outdoor buildings were well built -- the feed room, hayracks for cows and horses, milking bails, also a stable-harness room, sociable shed, men's quarters, etc.. Quite a number of the beams across this building were 15 inches square. The home itself was of beautiful stonework, the dividing walls being of rubble stone, flat and of nice appearance.

It is understood one of the English Princes stayed in the Mansion at one time. Also our first Prime Minister, Sir Edmund Barton, lodged there when it was turned into the "Lodge House". In the early days it was known as "Sutherland House".

The grounds were laid out in park style, ideal for picnicking. Ornamental trees of various kinds and summer houses with thatched roofs halfway and walls on three sides with round tables and round seats in each were there. The ground was covered with Buffalo grass. I believe Thomas Holt introduced this grass to Sylvania.

This private property did not cross over Port Hacking Road, but went down along the eastern side to the southern side of The Boulevarde, then around to Taren Point. It must be remembered there was no Taren Point road for many years after 1897. The Holt family had a footbridge across Gwawley Bay to connect up with the House and Taren Point.



On the main road on the southern side not far from the punt was the home of a family named Gurr. Mr. Gurr earned his living as a fisherman. Next home close by lived Mrs. Small, who had the first newsagency, sweets, etc.. A few yards on was a small home and family named Carr. Mr. Carr conducted a blacksmith and wheelwright shop. Where the Boomerang Hall now is Mr. Carr conducted his business. Mr. Carr in later years lived in New Zealand and in 1965 was 97 years of age.

Before the home on the eastern side of the Highway there was the closed school building (once conducted by Miss Clara Rice), where the present school building is now, but it was in a bad state of disrepair. Eventually Mr. Carr, who lived opposite the school, bought the old building and took it to the Six Ways Miranda, to build a Blacksmith's shop.

On Madeira Street, opposite the corner of the Highway and Port Hacking Road and towards the river, stood a small cottage belonging to Mr. Allpass, a Public School Inspector, who was very much respected. Where the hotel now stands was the premises of Mr. Rogerson who set up a baking-house; he made bread and delivered it through a large part of the Shire.

Another small cottage in Port Hacking Road belonged to the Police Inspector of those days. Going back to the Highway and on the corner of the Highway and Tara Street stood another cottage where lived Mr. and Mrs. Lucas. On the southern side of the Highway in Melrose Avenue lived the family of Mr. and Mrs. Samways. At the foot of the big hill on the northern side were the homes of the Lutton and Hill families. Almost opposite on the southern side of the Highway lived the Heath family.

Turning into Lisbon Street on the exact site of the Present Public School at Sylvania Heights was a family with the uncommon name of Mr. and Mrs. Blood. Several of their descendants still live in the area. Just across the road from the school lived the family of Goodsell.

There you have Sylvania in a square mile from the Georges River at the punt in 1397.

(Source: Notes of Mr. A.R. Johnson, 1965)

Alf Midgley.

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Times do not change! "The inhabitants of Hawkesbury feelingly observe that although they generally have to lament a rise in the Sydney markets, yet they never experience much change from their fall".

— Sydney Gazette 13/4/1803

Inflation 1803: "The price of sugar has of late experienced a considerable and in one instance an unwarrantable rise. The extraordinary and indeed exorbitant demand of 3/- (30 cents) was made for a single Pound".

-- Sydney Gazette 31/7/1803.

### EARLY SYDNEY BURIAL VAULT DISCOVERED

During excavation on April 2nd for preparatory constructional work for an arcade between St. Andrew's Cathedral and the Town Hall in George Street a bulldozer tipped a small protrusion -- and revealed an unknown burial vault.

This location was the site of the Old Burial Ground, opened in 1793 and closed in 1820. The original, area bordered George Street (previously "Sergeant Major's Row"), but in 1812 the cemetery was extended westwards to-wards Kent St.. When the Sandhills Cemetery (Central Railway Station) was opened in 1820, some of the interments were transferred there (some of these were later removed to Bunnerong in 1901. Most of the others did not survive the clearance in 1868/9 to prepare for the erection of the Town Hall.

Miss Judy Birmingham, a senior lecturer in Archaeology at Sydney University and Hon. Secretary of the Australian Society for Historical Archaeology, was informed that only 24 hours could be allowed for examination because of excavation deadlines, and an "emergency call" was sent to all archaeological students to help excavate. However, a meeting of the Church officials, hastily convened by the Anglican Archbishop the Most Rev. M. L. Loane, on the site, decided that attempts should be made to preserve the old vault.

On the following day from early morning students and members of the A.S.H.A. (including myself) spent the time slowly and painstakingly scraping minute quantities of solidified soil and clay from the sides and roof of the vault. Over the years (after the official closure in 1820) the vault had been buried under several feet of soil as reconstruction of George St. was carried out, as well as the building of St. Andrew's Cathedral (spasmodically from 1837 to its opening 1868), and in more recent years bituminising of Darts of the area.

Some of the workers used a geologists' type of small handpick, but others used kitchen knives and spoons, scraping slowly and carefully to expose the brickwork of the vault. Care had to be taken to prevent any sudden subsidence, especially as the bulldozer had caused one corner partly to collapse inwards. One student was inside the vault removing this with a bucket -- all this dry and crumbly material had to be carefully sieved by other students, as there might have been material or "objects" which could have indicated the date and name of the interred. The burial chamber of the solidly constructed brick vault was about 7 feet long by 5 feet wide with a vaulted roof about 6 feet high in the middle. It contained one cedar casket, which the falling rubble had dislodged and had broken, revealing fragmentary bones.

The preservation of this solemn reminder of early Sydney has been uniquely solved.... With the mutual co-operation of the Church of England Glebe Council (for the cemetery was part of the old Glebe lands), the Committee for the Erection of "Old Sydney Town", Miss Judy Birmingham and Mr. Robert Irving (senior lecturer in the History of Archaeology at the University of New South Wales), the vault has been removed brick by numbered brick to "Old Sydney Town" at Somersby (about 45 miles north of Sydney ), where a complete scale-reproduction of Sydney Cove in 1810 is being built,

and the remains will be reinterred in the "Old Burial Ground" in "Sergeant Major's Row".

Mainly by a process of combined elimination of names and deductive clues, it is believed to have been the burial vault of James Bloodworth, an emancipist master-builder responsible for the design and construction of many of Sydney Town's early buildings. When he died in 1804 he was accorded a large and ceremonial funeral.

The vault was no doubt intended also to receive the remains of his wife and sons, but they died some time after the closure in 1820 of the Old Burial Ground, thus accounting for the finding of only a single casket. Although it will never be known with absolute certainty, all evidence appears to indicate Bloodworth. There was no name associated with the vault, nor are there any Church records indicating burial sites. The records of St. Phillip's Church (the only Sydney Parish at that time) in the time following the departure of the Rev. Richard Johnston (Oct. 1800) and the arrival of the Rev. Wm. Cowper in Aug. 1809 were only intermittently kept. However, it is known that Governor King ordered a ceremonial funeral for Bloodworth.

The funeral procedure was detailed in the Sydney Gazette March 25, 1804

"On Wednesday last died, generally lamented, Mr. James Bloodworth, for many years Superintendent of Builders in the Employ of Government. His Excellency was pleased to order that the Funeral should be provided for at the Public Expense .... Four in the afternoon of Friday being as the wish of the widow appointed for the Funeral, the Relics of the deceased were at that hour removed from his house .... Opposite to his old residence a Procession was formed, which moved in the following order:-

12 of the Local Association, armes reversed  
Sergeant of the Association  
Drum muffled and Fife  
THE BIER  
Two Sons, chief Mourners followed by an Infant Daughter,  
Fourteen Female Mourners,  
Twenty-two Male ditto,  
A number of respectable Inhabitants in Rank,  
The Non-commissioned Officers of the New South Wales Corps,  
And a crowd of spectators."

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(The Local Association was a volunteer militia unit).

-- M. Hutton Neve

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Matthew Flinders died July 19, 1814.

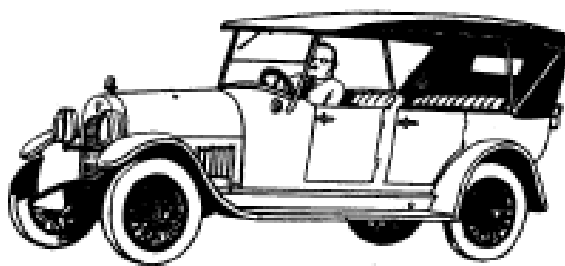
July 25, 1909: Louis Bleriot made the first crossing of the English Channel in an aeroplane.

August 13, 1910: Miss Florence Nightingale, of Crimean War nursing fame, died.

### SUTHERLAND'S PIONEER TAXI

Driving taxi-cabs was a way of life for Mr. Cecil Cartwright of Linden Street Sutherland, who retired in 1963 after 37 years in Business.

Born in 1891, Mr. Cartwright lived at Redfern, Roseberry and Tempe before making his home with his wife in Oak Road Sutherland, in 1924. In 1926 he moved to Linden Street, Sutherland, and terminated his



The Hudson Taxi in 1926

services with the Yellow Cab Co. of Sydney, two years later commencing his own taxi in Sutherland, thus instigating the first permanent service two years ahead of Mr. Henning Olsen.

His first car was a 1923 Hudson tourer, which made additional history on May 11th 1929 when Georges River Bridge (Tom Ugly's - Sylvania ) was officially opened. Although official cars set out to cross the bridge first the Hudson, driven by Marshall Russack with its owner on the offside manoeuvred past the official cars and sped ahead to be the first across. The event is recorded on a photograph.

On Friday evenings the Hudson would be well overloaded in carrying up to 20 passengers plus luggage, jammed inside and clinging all over the outside of the vehicle to Woronora Riven. They chiefly comprised people with weekenders who sought a quiet retreat from Sydney's suburbia, each paying 1/- (10c) for their thrilling rides into and out of the valley.

Subsequently the Hudson was replaced by a Studebaker. Other vehicles used were a Chandler and a Chevrolet '6'. In turn followed an Essex tourer -- "a gutless wonder" as Mr. Cartwright termed it, purchased from Mr. Fred Mullins who conducted a grocery store in East Parade and served a term (1938-41) as a Sutherland Shire Councillor.

The tragic Depression years left their marks and inroads on all walks of life, and Cecil Cartwright felt its effects too. Quite often he would be on the rank every day to 11.0 o'clock at night, and from Mondays to Thursdays would be fortunate to take eighteen-pence in fares.

His cab rank was situated adjacent to the rear of the Railway Station on Princes Highway, the station later being completely rebuilt when the railway was extended to Cronulla and opened in December 1939. A telephone extension was established to further the efficiency of his business from home to his cab rank.

A never to be forgotten experience occurred on a Saturday afternoon in 1936 when Mr. Cartwright was held up by armed thugs in his taxi at Gray's Point and robbed of 19/- (\$1.90). Threatened with his life he was bound up and thrust into the bush, the bandits speeding off in his taxi. Getting himself free he ran through the bush and came across picnickers in National Park who, incredulous at his story, offered him a cup of tea and drove him to Sutherland Police.

A 1938 Ford VS Mercury served a number of years in taking over from the Essex. The Ford was replaced later with a Morris Oxford -- the last car of Cecil Cartwright's taxis.

During the thirty-seven years of cab operations in Sutherland he carried thousands of passengers, never had a serious accident, and rates the late Father Thomas Dunlea, founder of Boys' Town Engadine, as his "most celebrated" client, the priest always making sure Mr. Cartwright's taxi was at his service.

Cecil Cartwright rendered a faithful service to Sutherland Shire transport and its citizens, and thus made a worthy contribution to the Shire's history.

-- Alf. Midgley

Sources: Mr. Cecil Cartwright: Mr. Jack Midgley.

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#### St Peter's Church. Cook's River

It is the third oldest church in and around Sydney, and the first church to be built in Australia by free labour. It was also the first church erected during the regime of the first and only Lord Bishop of Australia the Right Rev. W. G. Broughton.

The foundation stone was laid by Governor Sir George Gipps on July 9 1838; but the stone later went astray and was missing for many ears. It was found in 1947 when repairs were being made to the floor of the church, and was re-laid by the Governor, Sir John Northcott.

Ironbark trees, cut from the nearby bush, serve as pillars in the main body of the church, which contains fine stained glass windows, some of which feature Australian wildflowers. The baptismal font is a replica of the one used in the church where Captain Cook was baptised. A picture portrait and an obelisk commemorating the great navigator are also in the church.

The copper-sheathed spire was unfortunately removed a few years ago because of the danger of its collapse. In the small surrounding cemetery are buried many of the district's earliest pioneers.

"ACROSS THE BLUE MOUNTAINS" .... 1974

On May 25 the Society held an excursion over the Mountains-- weather-wise it could not have been a worse day, with fog and pouring rain. Visits to Evans' Lookout, Govett's Leap and Mt. York Natural History Museum were cancelled because of impassable roads -- but, shortly after passing Katoomba members had the unexpected and delightful sight of snow. The railway line appeared as a long pristine-white ribbon; the trees were hung in glistening flakes; the ground was carpeted in a soft white pile. To all those who had never seen a snowfall it resembled an English Yuletide card of a "White Christmas". Viewed from the interior of a warm bus it was all the more delightful. We even saw the finishing touches being put to a Snowman!

Through the courtesy of the Mt. Victoria & District Historical Society we had lunch in their Museum -- our picnic ground was six inches under snow. When the railway reached Mt. Victoria in 1868 this stop became the most important on the Mountains, and in 1873-4 "a handsome brick and stone building" was erected to serve as Refreshment Rooms & Bar; this closed with the cessation of steam in 1957, and is now the Society's Museum.

For the interest of members who were not on this unusual excursion, a few notes are given from the detailed Commentary provided on the tour....

When Governor Phillip sighted these formidable ranges in 1788 he recorded:

"I had a very fine view of the mountains inland, the northernmost of which I named Carmarthan Hills, and the southernmost Lansdowne Hills". The name "Blue Mountains" was soon adopted because of the peculiar blue haze, a deeper hue and more varied than in any other part of the World. It is scientifically but simply explained thus:-

"All distances are blue, due to scattered rays of light in the intervening atmosphere. The blue light, which is of short-wave length, is scattered by contact with fine dust particles and droplets of floating water vapour. However, minute droplets of oil possess the ability to scatter blue light more effectively. The Mountains are heavily timbered with Eucalypts which, being oil-bearing trees, are constantly dispersing fine droplets of oil into the surrounding atmosphere".



Geological Background of the Mountains: Australia as a whole is probably one of the most ancient land masses on Earth: and the Blue Mountains are today of unique geological interest, their "new" formation or recreation having occurred about a million years ago.

In the "Dreamtime" of countless eons ago there had been a period, known as the Silurian, when these first mountain ranges had been formed on a massive scale, only to be swept by wind and rain until they eroded into a vast featureless but luxuriant plain teeming with all manner of animal life. This Silurian Period, so geologists estimate, began building up about 450 million years ago and lasted for about 80 million years. But physical changes were to occur, and in the middle of this varying period of erosion (the Permian Period) the land began to subside, finally sinking beneath the sea, with the coastline moving west as far as Lithgow. In time lakes, swamps and vegetation became established, together with forests. As the land settled and stabilised the swamps subsided, succeeding layers of fallen trees and decayed vegetation were gradually compressed to form seams of coal.

And then there began a strange movement from the east, pressing and "squeezing" this area into "folds" and tilting the one-time plain upwards until two "peak-folds" reached nearly 4000 ft. above sea-level -- Blackheath is 3495 ft. and Mt. Victoria 3424 ft.. The finale and settlement of this last convulsive earth movement concluded, geologists estimate, about one million years ago, but underneath all this lies the ancient rock-basis of the Silurian Period of 450 million years ago. Over this last period, erosion by wind and rain has left towering hard-rock outcrops of Hawkesbury sandstone whereon plant life clings vicariously amidst thin soil coverings; with deeply cleft and sheltered gorges where plant-life flourishes in luxuriant growth as also in other geological formations, where a rich chocolate-tinted soil has been created by basaltic rock movements.

-- M. Hutton Neve

Sources: Pictorial History of the Blue Mountains (Blue Mts. City Council): Railway Guide of NSW 1886: General Notes of Author.

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Eucalypts: of the many species of Eucalypt, one of the most eye-catching is the "untidy" Manna or Ribbon Gum. The deciduous bark of this white gum is shed in long ribbons, giving the tree its quaint and characteristic appearance and its common name of "Ribbon Gum". The other vernacular name, Manna Gum, refers to the white sugary substances which is excreted on the leaves. The tree is widely distributed on the tablelands of New South Wales, Victoria, South Australia and Tasmania, attaining a height of sixty or more feet in the moist mountain gullies.

SPORTING PUBLICAN

Sam Langford and Ted Boyle

To E.W. "Ted" Boyle must go the honour of being the most prominent sponsor of sporting events in the early years of the Sutherland Shire.

Ted Boyle was born in London in 1868 the son of A.J. Boyle a chemist with a business in that city. At the age of 22 Ted left London and arrived in Sydney in 1890, taking a job with

George Adams (Tattersall) whose employ he remained for nine years.

i n

At the end of that period he acquired the licence of the Railway Hotel at Sutherland.

As well as having an enthusiasm for sport Ted Boyle was also interested in civic affairs, and was elected to the Sutherland Shire Council as a representative of "C" Riding in three terms -- 1911-13, 1917-19, and 1932-34.

The enterprise of Mr. Boyle was evidenced in June 1904 by the erection of a spacious hall facing the hotel at the side of Powell newsagency in Station Street (now Boyle Street). This hall was the venue of many social occasions, a picture theatre, sporting activities, and an auction mart until it was demolished in 1967.

In August 1907 Boyle's Sutherland Billiard Tournament was held. The results were:-

Rush beat T. Green, McLeod beat Ted Boyle, Pont beat Bob Cook, J. Dwyer beat A. Lobb, Mylchreest beat F. Dwyer.

On March 30th 1912 Ted Boyle announced that a Billiard Match for the Championship of Sutherland District (which carried a trophy for the winner valued at £5 = \$10) was arranged to be held in the billiard room of the Railway Hotel on Friday April 12. The contestants were W. Beach, son of the famous Australian sculler, and Bonny Boyle, son of the proprietor.

Another sport Ted Boyle was keen on promoting was boxing. One such event was staged on Saturday November 20th 1909. Boyle's National Hall, was the venue of a bout between D. McLeod of Coledale and Jack O'Brien of the Royal Artillery. McLeod and O'Brien entered the ring before a packed house with referees Mr. Macintosh and Bob Fitzimmons a well-known leading boxer of the day. The crowd got their money's worth with some good boxing, until O'Brien floored McLeod with a hook to the jaw in the ninth round.

Bob Fitzimmons, who trained at the hall, had won the world heavyweight championship at 12 stone 4 lb --- the lightest boxer to do so -- on March 17th 1897, when he defeated James Corbett in fourteen rounds at Carson City Nevada. He was light-heavyweight champion from 1903 to 1905. The popular American negro Sam Langford, known as the "Boston Tar Baby", also trained at Boyle's Hall in 1910.

Apparently local boxing had lost some of its appeal, however, for

when a resident of Oatley applied on May 6th 1921 to the Sutherland Council for permission to hold boxing exhibitions in Boyle's Hall, the Council parried the application and passed it over to the Police Department who rejected it.

Cycling was a sport in which Ted Boyle was very interested, and when the Sutherland Bicycle Club was formed in November 1908 he took an active part in the administration. Barely a month after the club was formed t h e first road race was held, commencing outside Boyles Hotel on Railway Parade (now Princes Highway), with E.W. "Ted" Boyle acting as starter and judge. The race was won by Loveday, and Fletcher a few inches away was second from a field of fourteen.

A great many of the races were held over the course to National .Park and back again to Boyle's Hotel. Races were still being started from this point in the early 1930s, the writer remembering the huge Saturday crowd which gathered to see the start of a race down the South-Coast. One rider , Jack Edwards, lost control a few yards from the start, crashing into and knocking down a policeman who, on gathering his composure, urged the embarrassed rider to get on with the race!

Ted Boyle not only presented medals to successful riders, but to en-listed soldiers from "C" Riding. At different periods he also presented medals to successful school pupils in the Riding, some students at Menai receiving them.

When the Sutherland Rifle Club was formed on March 10th 1915 Ted Boyle took an active interest, as well as being a Vice President.

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Sources: "St. George Call", Ampol Sporting Records, Author's Notes.

-- F. Midgley.

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Sutherland Shire Studies- No. 6: Railways (and Tramways) in the Sutherland Shire: by Peter Neve. This deals with the history of steam transport. To quote from the Foreword by the Shire President Clr. K. Skinner: "This story will prove to be one of absorbing interest... (Mr. Neve is a very skilful and experienced photographer, combining this hobby with railway historical research. For some fifteen years now, Mr. Neve has travelled Australia and New Zealand researching and photographing the almost defunct era of steam transport".

Copies are now available at the Central Library and all, Branches.

(Note - typographical error p. 4: Engadine (as it is now) population should read 49, not 491; the "1" was originally an exclamation mark!).

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THE NICHOLSON MUSEUM,  
School of Archaeology, University of Sydney

It is not generally known to the average person .that the University of Sydney has two outstanding historical museums, the Nicholson and the Macleay.

One June 22nd last, Society members visited this unique Nicholson Museum in the School of Archaeology, through the courtesy of Professor B. Hennessey. He not only gave permission for the Museum to be opened on this Saturday afternoon but we also had the privilege of being given a simple but illuminating address on some of the priceless treasures on display.

As our tours are limited to a busload of approximately forty members , some notes are given for the interest of those who were unable to enjoy this unique outing.

In 1860, soon after the establishment of the University of Sydney, the Museum was founded by Sir Charles Nicholson, Provost of the University from 1854 to 1862. Nicholson had studied medicine at Edinburgh, and at the invitation of his uncle came out to Australia to practise his profession in 1834. His uncle was drowned at sea in 1836, and left his fortune to his nephew; thereafter, Nicholson was able to pursue and cultivate his scholarly interests, which centred on history and the Classics. He became a leading educationalist in New South Wales, and, as a landowner, an extremely wealthy man.

During the 1840s and 1850s, by writing to antique dealers and booksellers abroad, Nicholson built up a collection of antiquities from all over Western Europe; in 1856, on his way to England, he toured Egypt and there acquired first hand much of the present Egyptian collection. In the enlightened belief that it would be of far greater future value in Australia than in Europe, he donated to the University his collection of some 400 Egyptian antiquities, about 100 Greek vases, and some prehistoric, Etruscan and Roman objects.

These formed a substantial basis for what became known, in commemoration of the name of its greatest benefactor, as the Nicholson Museum, now an archaeological collection unique in Australia. Since its foundation, the Egyptian, and especially the Classical, collections have been significantly increased, and the Museum has been further expanded to include archaeological material from the Near East, Cyprus, and Europe.

Both the oldest and most recent objects in the Museum are to be found in the European section, where the display commences with examples of the earliest man-made stone tools and concludes with Anglo-Saxon jewellery, glass and pottery of the 6th and 7th centuries A.D. Of special interest is one of the first hand-axes to be certainly identified as such; about 250,000 years old, it comes from collections made in the Somme Valley in France, and was presented to the Museum soon after 1860.

THE PRESIDENT COMMENTS

It is most gratifying to the Society's Executive and to myself in particular, to note the continued enthusiasm of members generally, despite the departure into history itself of the 200th Anniversary of Captain Cook's Landing. This particular event is revived annually at Kurnell by the Trust of that area, and this Society was honoured by the invitations received.

Society meetings are well attended, an average of forty being maintained. Particularly well supported. are the outings by bus, again usually forty passengers -- although not necessarily the same forty who attend meetings. Visitors, who are always welcome, also attend these outings in encouraging numbers and often are applicants for membership whilst still travelling. Our splendid record of fine weather for bus outings was given harsh treatment on our recent trip to Mount Victoria on Saturday 25th May deferred one week - to miss the Referendum etc. -- also a wet day.

However, it is an ill wind that blows nobody any good -- the day, although wet right from the beginning, had a bright though cold feature. The mountains were covered by snow from Katoomba onwards. To many of us this was a day to be remembered. Unfortunately, the evening brought a storm which must remain out of favour to Sydney dwellers for all time — making more history as the most violent storm on record for many years.

Members will be interested to learn that the second known Sydney/Port Hacking milestone ("15 Miles"), discovered by Mrs. Elva Carmichael, and brought out of hiding by willing members and friends (very reluctantly, due to its enormous weight), has been taken in charge by our Shire Council for erection in the little garden reserve at the intersection of Port Hacking Rd. and The Kingsway Caringbah. Many thanks to our Shire Council for their help.

Many members will have noticed the destruction of the old cottage at the south end of Tom Ugly's bridge. The house, attributed to the Hon. Thos. Holt in his early settler days, was too fragile to preserve and contained too much rubble to re-erect; so instead, the Shire Council is preserving the best of the facing stones for inclusion in features of a future display area.

— Harold Ivers, President.

BEWARE! Woronora River Bathers: At the last meeting of the Sutherland Shire Council a complaint was received that bathers at the Woronora River were making a nuisance by jumping off the bridge into the water when boats are passing, and thereby splashing the occupants. Apart from being an annoyance to the public there is a great risk of accident should they misjudge the leap. The Council has taken a serious view of the matter and has erected a board warning offenders that this practice must cease. We understand, also, that the police have taken the matter up. So offenders, beware!

S.C.A.M. 11/3/1933

(from Shire Records kept by Geo. Heavens).

Publications Committee (1974—5): Mr. Geo. Heavens (Convenor), Mrs.M.Hutton Neve (Editor), Messrs. R. Hall, F. Midgley, B. Sargeant, The President (ex officio).

Contributions: Members are asked to submit material for the Bulletin — any items of interest having a historical background; they need not be entirely confined to Shire material. Please state source if extracted rewritten material; interviews with elderly residents, and personal reminiscences are always welcome. If hand-written, please print names in BLOCK letters. Hand to President, Convenor or Editor. Contributions for October Bulletin wanted by September 13 (Friday meeting) at latest — preferably earlier. '

Bulletin copies are supplied to all branches of the Shire Libraries, and also to the Shire President and Shire Clerk, as well as to all Councillors.

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

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This Society is affiliated to the Royal Australian Historical Society and to the National Trust of Australia -- New South Wales Branch.

Please DETACH THIS SHEET and keep for reference. HON. SECRETARY'S REPORT

You will no doubt have seen the letter being distributed through Shire Libraries and organisations, telling about this Society and seeking historical photographs, newspaper cuttings etc.. If there is anyone to whom you would like one of these circulars sent please advise us. The response so far has been very good, and we will appreciate your help too.

SUBSCRIPTIONS: as foreshadowed in previous Bulletins, the time for increase has arrived, and following confirmation by the General Meeting, the new rates to be charged from 1st October 1974 will be: Nomination Fee \$1.00 --Adult Subscription \$2.00 per year, and Junior Members (to 18 years if full-time Student) .\$.1.00 per year.

By Constitution, any person joining between 1st October and 21st December in any year is considered financial to 31st December in the following year; hence date of change. BUT those who have already paid their fees for this year will not pay the increase until 1975 -- fees are due in January 1975.

COUNCIL APPOINTMENT: Welcome to Mrs. D. Vale who has been elected to fill a vacancy on Council.

#### GUEST SPEAKERS

June: Our thanks to Sgt. M. Taylor of Water Police Branch, who told us about the work of that Department. The subject was appreciated greatly by all present, being particularly outstanding.

JULY 5: Mr. Roberts, Annandale Society.

AUGUST 2: Clr. R. Thorburn M.H.R.: "Aboriginals",

SEPTEMBER 6: Mrs. M. Hutton Neve: "No Man's Land -- New Zealand".

OCTOBER 4: Representative from Paddington Society.

#### EXCURSIONS

JULY 20: WISEMAN'S FERRY: Bus from Cronulla at 8.0 a.m., Sutherland at 8.30 a.m.. Members ,\$.2.50, Juniors \$1.25. (Visitors 50 cents extra).

ADVANCE NOTICE: We are endeavoring to make arrangements for a Guest Speaker and Guided Tour of Balmain District during November. More details as soon as possible.

AILEEN GRIFFITHS,

Hon. Secretary.