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SUTHERLAND SHIRE HISTORICAL SOCIETY QUARTERLY BULLETIN

No. 15:

January: 1976

SHIRE PRESIDENT'S MESSAGE

Then the first Council of the Sutherland Shire met in 1906 it could hardly have envisaged the amazing development which would take place in the shire over the following 70 years.

At the time of the first meeting of nominated Councillors of the Sutherland Shire on June 18, 1906, and when the elected Councillors first met on December 5 in the same year, the population of the shire was 1500.

The early Councils had to use initiative and hard work in the then rural shire to provide basics such as roads, bridges and water.

But since those days the shire's population has soared to an estimated 163,000 in 1976, with continued rapid growth forecast, particularly with the development of a new city at Menai.

Another indication of our progress is the huge increase in Council's' s total income and expenditure -- £1,784 in 1907; and \$18,452,157 in 1975.

Two big milestones in the development of the shire was the opening Tom Uglys Bridge across Georges River in 1929, and the opening of the Sutherland-Cronulla electric railway ten years later.

Another important step was made in the late 1960s when Council rallied public support to protest against a proposal to locate Sydney's second airport at Towra Point. As a result of this protest the proposal was abandoned.

I would like to take this opportunity to congratulate the Sutherland Shire Historical Society for its enthusiasm in promoting interest in the history of our shire, and for its dedication in preserving and recording details of the shire's development.

-- Michael Tynan,

Shire President

* * * * *

(Published in Government Gazette No. 121 of 7th March 1906) PROCLAMATION

PROCLAMATION

<p>New South Wales, to wit. (L.S.) Harry H. Rawson, Governor.</p>	<p>) By His Excellency Sir Harry Holdsworth Rawson, Admiral) in the Royal Navy, Knight Commander of the Most Honourable Order of the Bath, Governor of the State of New South Wales and its Dependencis, in the Commonwealth of Australia.</p>
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Whereas the Local Government (Shires) Act, 1905, provide that the Governor, by Proclamation shall, within six months after the passing of the said Act, divide the whole of the State (exclusive of the City of Sydney or of any existing Municipality, or of any area added in pursuance of the said Act to any such Municipality, or proposed to be so added, and exclusive of the Western Division and exclusive of Lord Howe Island and the I Island in Port Jackson, and ,such other islands as the Governor may, in his discretion, consider should be excluded, and exclusive of the Quarantine Station on the North Head of Port Jackson) into shires, and shall constitute under the said Act, and define the boundaries of, each shire and shall give names to shires: Now, therefore, I, Sir Harry Holdsworth Rawson the Governor aforesaid, in pursuance of the provisions of the said Act, and with the advice of the Executive Council, do by this my Proclamation, make the division as aforesaid, and declare that the Enthal areas the boundaries of which are defined in the Schedule hereto shall be and the same are hereby constituted Shires under the said Act, and shall bear the names by which they are each respectively preceded in the said Schedule, and that in such Schedule, wherever a road, creek or river is named as a boundary in any description or in the description of any land district boundary therein mentioned, the centre of such road, creek, or river, shall be the boundary unless otherwise stated in such description.

Given under my Hand and the Seal of the State, this sixth day of
March in the year of our Lord one thousand nine hundred and six,
and in the sixth year of His Majesty's Reign.

By His Excellency's Command,

Charles A. Lee.

GOD SAVE THE KING

Sutherland. No. 133.

Commencing on the shore of the South Pacific Ocean, at the northeast corner of portion 14, parish of Bulge, county of Cumberland; and bounded thence by southern boundaries of National Park generally westerly to Port Hacking River; by that river downwards to the north-east corner of portion 12, parish of Heathcote; again by southerly boundaries of the National Park aforesaid generally westward to the Illawarra road; by a line north-westerly to Westmacott trigonometrical station; by a line west to the metropolitan land district boundary on the Woronora River; by that land district boundary generally northerly to the confluence of Deadman's Creek with Georges River;

by that river downwards to a western boundary of the municipality of Hurstville; by western and southernmost boundaries of that municipality generally southerly and easterly, a line east and the centres of Woronora and George's Rivers downwards and by western and southern shores of Botany Bay generally easterly, and by the shore of the South Pacific Ocean generally south-westerly, to the point of commencement, -- to include Carter's Island.

Note: In later years the western boundary was moved westward, taking in a portion of Williams Creek, which flows into Georges River; and the "Georges River area of Hurstville Municipality was transferred to the Sutherland Shire in 1922 --- now Illawong.

* * * * *

We go back to the Anglo-Saxon period of the English forefathers of the founders of Australia, both free and. convict, for the origin of divisional nomenclature.

The Hundred, (1835) was a union of small townships for the purpose of judicial administration (as well as local, defence), and also formed a rateable division for the basis of levy. In medieval England each major town had several small villages attached to it, the village being the least of organised settlement.

The Parish was a subdivision of a county: the Civil Parish had its. own local council to administer local affairs; an Ecclesiastical Parish was one having its own church and parish priest. Until after the Reformation of Henry VIII the two were to some extent interlocked, and the parish clerk performed duties in both spheres.

The Riding was originally a third part ("thirding") of a shire, also for administrative purposes. When the Sutherland Shire was inaugurated in 1906 it was divided into "thirdings" A, B and C.

The Shire was originally a county (as in Devon-shire), but as such it was not used in Australia. The original "Nineteen Counties" covered all of eastern Australia, and the settled areas were at first divided into six Districts. The English shire had its own "moot" or general assembly of the "folk" as distinct from the "landed gentry", ie. the feudal landowners of the earls, alights, etc., who had their own "national parliament", concerned generally with affairs of State. In Australia, the Shire was a rural district as opposed to the municipality of a prominent town or city.

M.H.N.

The first income received from Shire Rates amounted to £916 (\$1832). The income received from Rates for 1975 is estimated at little over 12 millions \$. (\$12,000,000). In 1906 the estimated population was 1500 in 1975 the estimated population was about 170,000.

.....

At the time of the Proclamation of the Shire Sir Harry Holdsworth Rawson was Governor of the State of New South Wales, serving from 1902 to 1909.

FOUNDATION OF PRE-SHIRE

The district proclaimed as the Shire of Sutherland was founded in 1835, but under another name.

In 1817 Governor Macquarie ordered a complete survey of the whole penal colony -- wherein were a number of "Districts"; this was continued under Governor Brisbane, and the next Governor, Darling, had the work completed by Surveyor-General Major Sir Thomas Mitchell, there being only the southern part of the nineteenth County, Cumberland, to be surveyed. This was the area south of Georges River which, until Mitchell took command, had defied the efforts of previous surveyors. The survey of this area completed the survey of the whole Nineteen Counties, and Mitchell presented this to the Legislative Council in April 1835, and it was accepted by Government Proclamation.

In naming the four Parishes Mitchell selected two aboriginal names, Bulgo and Wattamolla; Heathcote was doubtless named after one of two brother officers of that name (but unrelated) who served with him in the Peninsula Wars.

The area south of Georges River was named by Mitchell the "Hundred of Woronora", which he divided into four civil Parishes and named them. The first Parish south of Georges River he named the "Parish of Southerland", spelling it correctly with the "o": the title of "Hundred" appears to have been dropped at 1840 and "Heathcote" substituted. The original spelling of the Parish of Southerland continued to be used on maps until 1881, when it was changed to "Sutherland", thus destroying the historical significance of the origin of the name -- and therefore causing confusion with the suggestion that the whole Shire was named after Farley Sutherland, the seaman who had been buried at Kurnell in 1770.

The first map of the "Hundred of Woronora" or "Heathcote" was produced by W.H. Wells in 1840 he being a surveyor in the Surveyor General's Dept., but as it was not published by the Department it was not accepted as an "official" map.

It is interesting to note that on Wells' map (and on Mitchell's maps) there is no indication of any grave at Kurnell - such an unusual piece of information would undoubtedly have been indicated if known. A small wooden cross or marker had been placed over the grave, but had apparently disappeared by the time that Birnie received his grant in 1815; the site of the burial was not located until the early 1860s when Thomas Holt's labourers disturbed the grave. Holt, an admirer of Captain Conk and his voyagings, named his Estate after Forby Sutherland - not after the Parish of Southerland. As the Parish of Sutherland covered the major part of the pro-Shire at 1905/6 and the inaugural Council had selected the infant township of Sutherland as its centre of local government, it seems only reasonable to presume that the Governor named "Shire No. 133" after the Parish.

M. Hutton Neve

* * * * *

THE FIRST SHIRE PRESIDENT

He was William George Judd who, before becoming the first Shire President, had already served in local government as Mayor of St. Peters - where he had been a storekeeper; and on moving to Arncliffe he later became Mayor of Rockdale. Here at Arncliffe he built the famous old home "Athelstane", naming it after the family's ancestral seat in Warwickshire England. He was a cricketing enthusiast, and at "Athelstane" had the only private cricket ground in Australia. In 1885, he represented the district of Canterbury in the Legislative Assembly of New South Wales.



He occupied the Presidential Chair for the first five years of the life of the young Council, and then continued as a Councillor for the next three years, retiring in 1913. He died December 6, 1929, and is interred in the Woronora Cemetery.

He was a sound, keen and honest administrator, endowed with great foresight and excellent judgment. His wide commercial interests enabled him to bring to bear a wealth of knowledge which he freely gave when serving as a Councillor.

During his time as President the population of the Shire (1500 in 1906) doubled by 1910 (actually, 3400-odd); Miranda (which then included Caringbah - or Highfield -- as the locality was then known) to Cronulla was slowly developing, but lack of adequate transport was inhibiting growth.

Clr. Judd was one of the men responsible for the construction of the Sutherland to Cronulla Steam Tramway; and was one who guaranteed to make up my deficiency in its operation. It began in 1911, continuing to operate 'with profit until about the early 1920s, when motorised transport was beginning to become increasingly popular: Mr. Judd's guarantees were thus not called upon.

M. Hutton Neve



John William Macfarlane was the first Shire Clerk. He came to the pre-Shire in 1892, settling at Miranda, where he became the first Postmaster. With the formation of the Shire and the election of the first Council, he was appointed Shire Clerk, (1906) at a salary of £2-10-0 per week: -- quite a reasonable income at that time. continued as Shire Clerk until his retirement, When David Kirkby was appointed. Mr. Macfarlane died in May 1947.

-- MHN

Sutherland School's Parents & Citizens Association was formed July 1912. Hr. Carrick was elected President, and Mr. F. Milner, Secretary-Treasurer.

Sutherland Choral Society was formed in October 1907 at the instigation of the Rev. Mr. Hillhouse Taylor, Methodist Minister. Mr. Thos. Smith, Secty..



C.O.J. Monro —

THEY SERVED THE SHIRE WELL

The names of three men stand out prominently in the development of the Shire and its transition from a scattered rural community to a pulsating and progressive modern society-- C.O.J. ("Joe") Monro, E. Seymour Shaw, O.B.E., and David R. Kirkby, M.B.E.

Each man left his own individualistic imprint upon Shire history; their service to the Shire totalled some 95 years-- David Kirkby, 35 years; "Joe" Morro, 33 yrs. 11 mths.; and Seymour Shaw, 26 years.

"Joe", as he was affectionately known, had foremost in his heart the interests and developments of the Shire.

"He became a Councillor in 1914 when the population of the Shire was 5,300. He retired from Council in 1941, but his love for Local Government work: his such that in 1948 he again stood for office, was re-elected, and continued until the end of 1953. Of the twenty-two Presidents since 1906 "Joe" Monro held this office for a total of twelve years. This is a record unlikely to be equalled and shows the esteem in which this man was held.

His capacity for public service knew no bounds. He was a member of the NSW Legislative Assembly for a total of twelve years.

He may best be remembered by most for his efforts in obtaining the Georges River Bridge and the extension of the railway to Cronulla These achievements, fitting monuments to his public service, were but part of the service rendered to the Shire by this man. The amenities enjoyed today as electricity and water supplies are the results of his efforts. Throughout the Shire there are baths, pools and buildings for which he obtained Government assistance. An all-round sportsman, he championed the Surf Life Saving Club movement.

Both in an out of office he was involved in the advancement and development of the Shire. He was held in respect by all: he had great vision, dynamic energy, courage and unbounding faith in the future of our Shire. He had e remarkable personality; his energy and drive, coupled with his wit, cheerfulness any enthusiasm -- which could not be dampened -- allowed b--to achieve a meritorious place in the history of the Shire ... The Shire has lost great leader.

-- Extract Presidential Minute No. 12/66



The Shire Hospital was opened 1958

Seymour Shaw., as he was popularly known, was born In 1895 at Marulan the son of the Rev. A.R. Shaw, a minister of the Church of England. After three or four years as a junior Insurance clerk he en-listed in the Army Service Corps in World War I.

For 26 years he was a member of this Council; and on nine occasions was elected Shire President, 1906, only the late Since the First Council in 1906, C.O.J. Monro has been elected President on more occasions.



For 12 years Seymour Shaw was a member of the executive committee of the Local Government Association of NSW and was for 2 years President of that Association. He was a member of the Library Board of NSW for 20 years; and was also associated with the free library action.

His other interests included holding the position of President of the Australian Indonesian Association and in 1950/51 was District Governor of Rotary International 29th District. As well, he was a member of the Royal National Park Trust. In the latter part of his life Seymour Shaw devoted much of his time to benefit the Y.M.C.A. movement. In private life he was Chairman of Directors of Hunt Bros When Her Majesty Queen Elizabeth II visited Australia in 1954 he was invested as a member of the Civil Division of the Order of the British Empire.

-- Extract Presidential Minute No. 4/68.

* * * * *

David Randolph Kirkby: no man left a greater mark on the history and development of the Shire.

His whole life was devoted to Local Government work as a junior with the Sydney City Council, Town Clerk of Wilcannia Municipal Council, Shire Clerk first of Berrigan and then of Crookwell.

He came to the Shire in February 1928 as Deputy Shire Clerk, becoming Shire Clerk on January 1, 1929, a position he held until his retirement on the 1st November 1963 - a total of 35 years service to the Shire.



In spite of the long hours worked as Shire Clerk, he found sufficient time to show an interest in such activities as music, fishing surf surfing, tennis, local community service organisations, and Lodge. During the war years of 1939-45 he was treasurer of the Shire's Patriotic Fund. He was also a regular churchgoer, and as well as being a member of the congregation he often gave his services as a member of the choir.

During his time as Shire Clerk David Kirkby was adviser, confidant and friend to no less than 17 Shire Presidents and numerous Councillors. That period of 35 years saw the Shire grow in population from some 11,000 in 1929 to 120,600 at his retirement in 1963: this covering a general change of character of the area from a series of scattered farms and weekenders to a thriving centre of suburban homes, commerce and industry.

David Kirkby's Credentials, apart from the wisdom gained over the years, included Fellow of Local Government Clerks Association, Associate Member of Federal Institute

of Accountants, Qualified Local Government Auditor, Associate Member of Australian Institute of Secretaries.

Since his retirement, David Kirkby's relentless interest in local Government drove him to compile, over a period of five years, a history of the Sutherland Shire Council. From his massive manuscript, now lodged in the National Library, was produced his book 'From Sails to Atoms', published by Sutherland Shire Council to coincide with the Captain Cook Bi-Centenary Celebrations.

-- Extract: A Tribute to David Kirkby: by A.T. Gietzelt, President of Sutherland Shire Council: September 1970.

* * * * *

Mr, David Kirkby was one of the original organising founders of this Society in 1966, and remained a Vice President until his death on the 31st July 1970.- Editor

* * * * *

Mr Charles McAlister was Engadine's first settler in the early 1890s. he built a small wooden home, with stone kitchen (corner of Woronora Road and Fairfield Av.) and named it "Sunbeam Cottage"; in later years it was enlarged and renamed as "Homlea". The two-storey stone stables/coach house, erected at the back of the home has long since been demolished. After a world tour with his wife, on his return he named his estate "Engadine" after a locality Switzerland, for the Swiss landscape reminded him of his own property. In 1900 McAlister divided subdivided most of his estate, and this encouraged settlers to the district which, at this time, was part of Heathcote. He agitated unsuccessfully for some years for a railway station without success. The residents finally formed an "Engadine Platform League" and raised the cash themselves to finance a wooden station platform. Mrs McAllister, by then a widow, donated £200 the residents contributing £180 and the station built. It was officially opened by Mrs. W.R. Ainsworth, wife of the Shire President, on November 20, 1920, Mrs . McAllister being asked to name the "stopping place" - which she called "Engadine" after her husband's estate. It is interesting to note that Waratah Road, now in the centre of the township of Engadine was so named by Mr. McAlister because of the great profusion of native waratahs growing in the area. Mr, McAlister was one of the six elected to the first Council in 1906, serving for a period of 8 years.

-- F. Midgley

"SERVANTS OF THE COUNCIL"

There were others besides the Councillors who also served the Council with loyalty and dedication.

Mr. Fred Dwyer was an employee for 22 years, the greater portion being as overseer, during which time he carried out many of the duties which today are undertaken by a Shire Engineer - a full-time engineer was not employed until 1928. Mr. Dwyer was a skilled road builder who worked to his own planning; although he did not have an academic education in road building he had a genius for the work, and was able to obtain the utmost co-operation from those under him.

Until 1922 he travelled from job to job throughout the Shire with a horse and sulky; it was not until that year that the Council daringly spent £244, (\$488) on a Model-T Ford for him.

He retired early in 1929 owing to failing health and died in the following July.

Mr. Arthur Midgley, also on the outside staff, was employed with Council for a little over 36 years: note article "Early Sutherland Shire Council Road Construction" by his son Fred.

Walter ("Wally") Cooper served the Council in the Health Department, laying the foundations of both Health and Building sections and becoming Chief Health Inspector. He retired in 1964 - a year after David Kirkby, and died also in 1970, after 34 years' service.

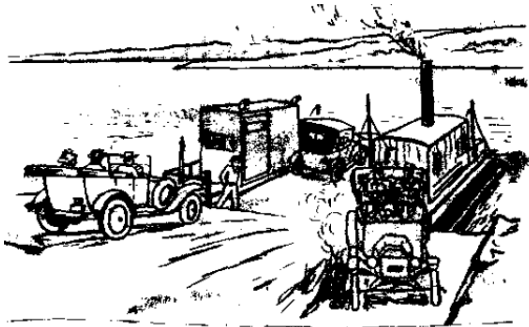
"In the years in which Mr. Cooper was with the Council the Shire had a fine health record", commented President Gietzelt. "Mr. Cooper, with Mr. Kirkby, set standards of service in local government which were unique in their dedication".

Mr. Charles Wegg is another who has spent practically the whole of his working life with Council -- 30 years in all. After serving in the 7th Div. Engineers for nearly 5 years in World War 2 he joined the staff after demobilisation, and about 1950 became Deputy Shire Engineer. He retired in July 1975 owing to ill-health.

Miss Henrietta Martinek so far holds a Council record for continuous service --- 41 years. She joined the staff in 1933 as a junior typiste clerk, entering the accounts and costing section. With the advent of World War 2 and the consequent absence of male staff, Miss Martinek took over the responsibilities of sales Recovery Clerk. With the return of the men she became secretary to the late Mr. Wally Cooper; another promotion, to supervisor of Council's secretarial services section, responsible for the collation of all the Council business papers and minutes, holding this responsible position for 15 years until her retirement last year.

Miss Martinek, who has lived in her Loftus home since 1921, is now able to give most of her time to her main interest was voluntary community work amongst the aged and the sick; with her brief "spare time" taken up in trying to keep her garden in order.

- M.H.N.



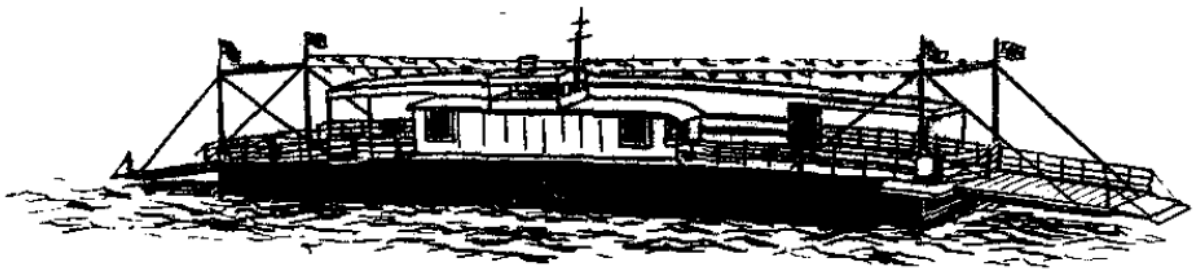
Small steam ferries carried traffic across Georges River from the 1880s prior to the opening of the Georges River Bridge in 1929.

SEVENTY YEARS' ACHIEVEMENT

When the Shire was inaugurated on March 6, 1906, the whole population -- men, women and children was estimated at 1500; in the following seventy years it has increased to about 170,000. In the early years of the century it was then a little-known area, although the advent of the steam train through Sutherland Township (to Waterfall) had popularised the beaches; and, with steam rail services to The National Park Railway Station on the onetime an increasingly popular holiday, military branch line the Park was becoming location.

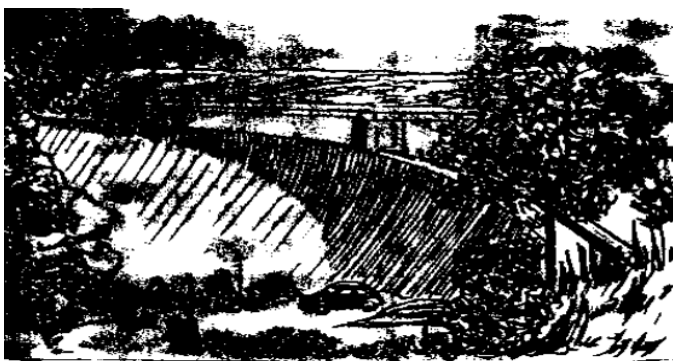
Over the past 70 years the Shire Council has had the responsibility of the development of the Shire and of its transition from a scattered rural community to one of interlocking industrial, commercial and residential interests this involving major land subdivisions.

Over this period the Council was, either directly or indirectly, involved with the establishment of the Sutherland-Cronulla Steam Tram Railway (1911-1932); the completion of the Woronora Dam in 1941 provided a water supply for some 23,000 residents; electricity had come to the Shire when the electric train service was extended across Georges River to Sutherland in 1926, and to Cronulla in 1939; the building of Georges River Bridge ("Tom Uglys") saw the cessation of the ferries in 1929; the Shire Hospital, open in 1958; the huge industrial development at Kurnell began in the 1950s, with Captain Cook Drive completed in 1954; the Australian Atomic Energy complex was erected in 1958 at Lucas Heights this involving the re-aligning of parts of the Old Illawarra Road.



The last vehicular ferry crossed Georges River, in May 1929

The post-war boom development required the provision of modern roads to replace the old horse and cart routes; and new parks and recreation areas were established. Many of these works were carried out by State Departments in greater or lesser degree with the co-operation of Council many other modernisations of the once rural area were Council's responsibility alone.

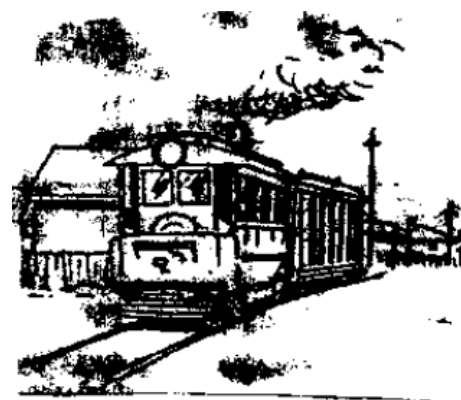


Woronora Dam, completed 1941

Within a few years after inauguration the Council had formulated building codes for both residential and commercial construction, as far as possible harmonising the two; and the new recreation area catered for the leisure hours of a quickly increasing population. However, it must be admitted (and, too late, it was realised) that during the "boom" period following World War 2. in the later 1950s and early '60s the mushrooming of high-rise residential building the Cronulla waterfront was subject to little control to the financial benefit of the developers.

During the last 25 years residential development has shown a meteoric increase; the old bush areas around Gymea Bay, Yowie Bay, Loftus, Engadine, Heathcote and Woronora River are becoming increasingly popular, with Menai – our last rural area (from 1840 to about 10 years ago) now opening up for modern homes.

Overall, it is a tremendous achievement in 70 years; at first, much of the local government was by trial and error, but the inexperienced rural Councillors learnt; and modern Council, backed by a professional administration staff, now conducts the Shire's wellbeing along lines of applied business standards.



Steam Trams 1911-1932

M. Hutton Neve

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Georges River Bridge was opened in 1929. A toll was charged for all traffic -. the only bridge toll in Australian history; ceasing on May 31, 1952.



ST GEORGE/SUTHERLAND SHIRE AMBULANCE TRANSPORT SERVICE: 1928-1930

The St. George/Sutherland Shire District Ambulance Service had its first Station in, the Shire at an old motor repair garage on the corner of Princes Highway and the Kingsway Sutherland in 1928. An ambulance was stationed there on weekends and holidays.

On August 18, 1929, Dr. Arthur the Minister for Health officially opened the Sutherland sub-station on the Princes Highway at the northern end of Merton Street. From the official opening date the sub-station commenced operating on a full-time basis, with residence for a full-time officer provided above the ambulance room, The telephone number was LY 2311.

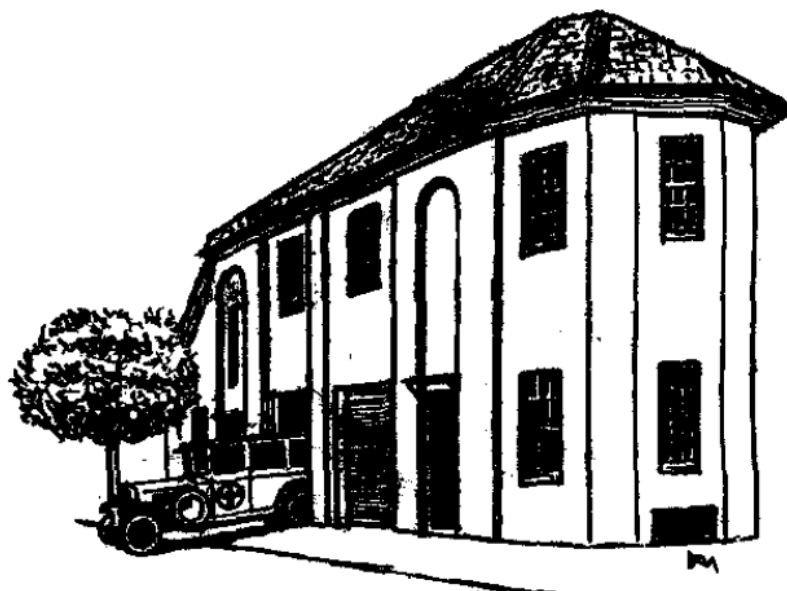
The first two officers were Sidney Crispo and Richard Bryant, who gave many years' service to the amenity with their fellow members. From August 18, 1929 to June 30, 1930 the station rendered First Aid to, and transported 533 patients and casualties, whilst travelling a total of 10,000 miles.

An energetic Committee was responsible for raising a considerable sum towards liquidating a Bank overdraft which stood at £850 (\$1700) .Great assistance was afforded the Committee in the raising of funds by the Sutherland Auxiliary under the President Clr. J.W.H. Lawrence; the Hon. Sec. Mr. H. Beach (son of Bill Beach the World Champion Australian sculler), and Mr. E.W. Boyle, Patron of the Committee. Mr. C. Brown of Sutherland generously placed his car at the disposal of the Sutherland Collector each month to collect subscriptions at Waterfall. Heathcote and Engadine.

The Sutherland Shire Committee proposed to erect a First Aid Station at Gunnamatta for service during the 1929..1930 swimming seasons The building was to be of brick and erected by voluntary labour from the Sutherland Shire Committee The whole of

the material for t h e erection of the Station was donated, and the thanks of the Committee were extended to the business community and the Sutherland Shire Council for their help in this way.

The increased calls on the service necessitated the constant supervision and overhauling of the ambulances, which were kept in as near perfect order as possible. It was found necessary, in order to cope adequately with the work, that another Master Six Buick



Sutherland Ambulance Station 1929

be purchased, costing over £570 (\$1140). This ambulance was capable of transporting three stretcher cases and six sitting patients. It was fitted with the most moderns equipment and with the latest type of sedan body. The money for the purchase of this ambulance was raised through the efforts organised for the Ambulance Queen Miss Beryl Pickering.

In June 1930 the staff consisted of a Superintendent, Deputy Superintendent, Secretary, Station Officer, eight permanent attendant drivers, two Recording Clerks and Stenographers and twenty volunteers. The fleet consisted of seven wagons. One ambulance placed in a commission in 1924 was on the third time round the clock (odometer). Mileage travelled in 12 months by the ambulances is shown by the followings- Hudson (No.1) 10,892 miles Hudson No. 2, 13,042 Essex, 5,002; Fiat, 2,431; Austin, 257; Buick Number 1, 12,093 (this was the ambulance permanently attached to the new Sutherland sub-station and eventually covered 250,000 miles); Buick No. 2, 22,226. In 12 months from July 1 to June 30, 1930, 4,303 cases were carried over journeys totalling 45,990 miles, showing an increase of 544 cases and 2,269 miles over the previous year.

- Fred Midgley.

Sources: Mr. J.W.H. Laurence; Mr. W.Barnidge; 14th Annual Report of St. George/Sutherland Ambulance Service.

The first St. George District "Casualty service" began at Kogarah in the 1880s when a "hand litter" was used --- a stretcher on wheels, pushed by an attendant.. In 1918 the first motorised Ambulance Service began operating from Rockdale; and when required to transport patients from the Shire to the Kogarah District Hospital would cross Georges River by vehicular punt.

(Information from Mr. R.A. Dermott, retired Supt, St. George/Sutherland Ambulance Services: Ed.).

The First Shire Band formed in 1921 and its first two official appearances were both on May 28, when in the morning it played at the unveiling of the War Memorial (opposite the Council Chambers); and in the afternoon attended the opening of the Sutherland School of Arts by the State Governor Sir Walter Davidson. However, shortly after this the Band ceased to exist as a local organisation; members were unable to afford to purchase their uniforms and instruments, the Shire Council could not afford to do so.

The First Medical Practitioner in Sutherland (and probably the only one in the Shire) was Dr. Rooke, who commenced practice in East Parade in his "villa": this house was built about 1890 and is still in existence just past the S.C.A.M. office.

Formation of Cronulla Life Saving Club: an informal meeting of swimmers was convened by Neville Cayley held in the rock caves at the southern end of Cronulla Beach in March 1906. A small wooden building for a Clubhouse and Casualty Room was jointly financed by members and the Council, and was officially opened on Easter Monday 1909.

SALVATION ARMY AT SUTHERLAND

The Salvation Army commenced an outpost in the latter years of the 1890s at Sutherland when the township boasted two pubs, a railway station, a few shops of assorted types, a post office and three churches -- Anglican, Congregational and Catholic -- in a population of only a few hundred.

The Army held their meetings where Woolworth's now stands, where there was a lane known as 'Leather Lane', because of the quantity of pieces of leather which someone had dumped there. In the lane was a "slab hut" which had been used as a blacksmith's shop. The late Norman Price, of Woronora River, wrote in his reminiscences, "I used to go sometimes of a night with my mates, the Bray boys".

Of Easter Sunday, April 2, 1899, a local news columnist noted: On Sunday the three churches were filled while the pubs were empty. A sobering comment; while at the same time the Salvationists proclaimed the Gospel both in the open air and in the slab hut.

At the end of April 1901 Mr. John Brooks and Cadet Glendenning conducted an open air service. It was a lovely night and the Salvationists' "Excellent utterances" could be distinctly heard a long way off. Singing was particularly good, and Mr. Brooks' address on "The rich young lawyer" was regarded as above the average heard from many a pulpit.

The Army held musical entertainments on occasions in Lob's Hall Sutherland, when a crowded hall would appreciate their efforts. These occasions were booed by members of Hurstville Army. Assistance was also given by Hurstville Army at special services like Home Harvest in February 1902, led by Captain Mueller, Secretary Salisbury, Brothers Jones and Stanley, and Sisters Robinson, Duncan, Allan, Jones and Stanley. A reporter of the day noted that "They had the best Phonograph I have ever heard".

Interesting and varied services were held in the Barracks (the slab hut) often with visiting musical talent, and with Mr. Brooks' proclaiming the call to repentance. Meetings were sometimes the subject of much annoyance. In one particular spat of some youths at the Barracks in 1901, several young fellows came up from the inner suburbs by train and played "unpleasant antics". During a meeting at the end of May of that year, Constable Lewis was called and acted promptly in nabbing a culprit who was "nicely handled that will deter him against the folly in the future".

Salvation Army Cadet Glendenning was an attractive young lady who preached the Word, assisted in Army duties and taught children. A columnist noted in May 1901: "The service in the Congregational Church (Jubilee Evangelical) in Robertson Street was notable by the timorous attempt by a very young man to expound a text. He would benefit by attending the Salvation Army 'for one night only' and listening to the excellent speech and song of our young Cadet Glendenning.

The young lady organised her Army pupils and took them by train to Como for a picnic in January 1902 --- of course, there were other like outings. A contingent came from Hurstville and joined in a very pleasant day.

As this community was but a small one the Hurstville Salvation Army Headquarters kept a "shepherding eye" on their southern outpost at Sutherland

-- Alf Midgley.

Sources: Norman Price; Public Library of New South Wales: Author's notes.

***** ** *

IN THE DEPRESSION YEARS

During the Depression years there was no such thing as unemployment Benefits" as we know them now. The unmarried man was given a week's rations and told "to move on at least a distance of thirty miles^o to the next town to look for work, this distance to be covered during the week. Married men were given food grants according to the number of dependants. I had not long been married and, unemployed, we received between us 19d worth of food each week, enough to keep us alive with bare necessities. This was "the dole".

However, the rant of the tiny weekend shack in which we were living was 4/- weekly, and I had to find that amount each week - an everlasting headache. When one day I heard of a job my worries seemed to be over. The work was digging a trench up the hill between Jannali and Sutherland to lay water pipes, it being a Water Board contract, and paid 2/- per hour.

I arrived on the site at 7.15 a.m. to find men already at work, wearing only trousers and boots -- about 12 of them, all glistening with sweat, even though it was a very cold morning. The trench was about 4 feet deep, and the men, all big and muscular, were getting the earth out with picks, gads, and his, for it was very rocky.

The "boss" walked along the cut, saying in loud voices "Out with the muck - or out yourself!" He rattled a handful of 2/- pieces, and as a man became exhausted he would toss him what he was due, saying, "Out -- you" then turn his head to the row of men sitting on an old sleeper and say to the strongest looking one, "You --- in".

A kerosene tin of water stood by the side of the trench; a jam tin nailed to a stick made a cup ladle for drinking. Four bush poles and a strip of hessian made a pan toilet.

And so the work proceeded. I saw about 40 men change jobs that day while I sat on the sleeper. As I am a little bloke I didn't seem to impress the foreman, so I went home that night no richer but perhaps wiser.

I will never forget the hardships of the Depression years --or the line of men working feverishly in t h a t pipe trench in order to earn a few shillings.

- Geo. Heavens

* * * * *

When the Shire Council was inaugurated in 1906, Miranda was suggested as the centre of local govt, but on a vote it went to Sutherland.

EARLY SUTHERLAND SHIRE COUNCIL ROAD CONSTRUCTION

In November 1901 the "St. George Advocate" reported that an extra gang of unemployed were working on the Port Hacking Road; and in January 1902, the same newspaper informed its readers that a gang of unemployed were forming roads in Cronulla under Mr. Irving, superintendent, who was an experienced road maker. Visitors to the area would then be able to walk, ride, or drive or drive around the beach and return by the main road skirting Gunnamatta Bay.

When Sutherland Shire Council was formed in 1906, it was faced with the mammoth task of developing the vast area although some work had been carried out by the Public Works Department, including road work under Overseer Sparkes.



Arthur Midgley

Long before the days of earth-moving machinery Council employees formed and made the roads with mattocks, picks and shovels; and when required, the horse and dray; and plough for water tables.

How these men worked and the jobs entailed is shown in the following ex-tract of two pages from the daily work records of the late Arthur Midgley of a period from October 12, 1908 --- the day he commenced working for the Council - to March 5, 1909. Arthur Midgley was employed by the Shire Council for over 36 years.

A name in brackets has been added by the author beside roads and places which have since been changed from those in the Work Records. A name like "Perrim's Hill" refers to the locality where a resident of that name lived.

1908: October 12:	Station yard finished (Sutherland Railway).
" 13-28:	Clearing and forming road from Loftus Station
29:	Forming Glencoe Street, Sutherland
October 30	Gravelling Linden Street, Sutherland to Nov. 5:
Nov. 6 to 11	Repairing water table (gutter), Illawarra Rd. (Princes Hy) between Auburn Street and Belmont Street, Sutherland
Nov. 12:	Taking up culvert in Illawarra Road (Princes Highway)
Nov. 13- 171	Forming Glencoe Street Sutherland
Nov. 18 to Dec. 1	Clearing and forming road at Como
December 2:	Clearing Marshall Road, North Sutherland
Dec. 3 & 4	Clearing and forming Ethel Street, North Sutherland
Dec. 5 to 7	Cutting water table, Marshall Road
Dec. 8 0 10	Forming Ethel Street (Road
Dec11	Clearing Oak Road, Sutherland
Dec. 1214	Clearing Waratah Road (Street

December 15 to 19s	Forming Oak Road
"20 " 23: ..	Forming Waratah Road (Street) Oak Road
31:	Forming Waratah Road (Street)
1909: Jan.4 -13	Clearing and forming Glencoe Street South of Woronora Road (President Avenue) to Slaughter Yards
14 to 25:	Gravelling Perrims Hill, Heathcote
27 to 29	Repairing old. water table (gutter), East Parade, Suth.
Feb, 2:	Forming footpath to Cook's boatshed, Woronora River
3 to 12	Ironstone ballast on Malvern Road from Sylvania Road to Manchester Road (Malvern Road ran from Illawarra Road (Princes Highway to the junction with Port Hacking Road at its present location near the Sutherland Hospital. The Port Hacking Road that became part of the main artery until it turned right into Caringbah: from there the road was known as Kurranulla Road to Cronulla. All three names have now been absorbed into the Kingsway).
Feb.12 to 18:	Grubbing up the trees and -scrub in East Parade,, Suth.
19:	Clearing watertable (gutter) in East Parade
22 to 24	Grubbing up trees and scrub in at Parade
"26:	Clearing watertable (gutter) at Peters' (Royal Hotel in East Parade)
March 1	Clearing out watertable (gutter) Station Street (Boyle Street, Sutherland) & Cleaning out watertables, Railway Parade (ran parallel to the railway line in Sutherland shopping centre; now Princes Highway)
" 4:	Clearing out watertables (gutters) in Belmont St.,Suth.
5	Gravelling Illawarra Road (Princes Highway) .

- Fred Midgley

Sources: Introductory (1st) paragraph - Public Library NSW Work Books and Diary of, late Arthur Midgley.

* * * * *

Prince Edward Park. Woronora., was officially named by the Shire Council in June 1920, on the suggestion of the Woronora Progress Association. It had been proclaimed a public reserve eleven years before and had been named Boyle Park in June 1909 after Councillor Boyle, then in office. The new name was in honour of the then Prince of Wales, later Edward VIII (who abdicated in 1938)

NATIONAL PARK A RIGHT ROYAL DAY

Hey! have you ever driven across the weir at Audley. and notice those happy souls roving about the dam in their little boats? and as the kids in the back seat flatten their noses against; the rear window in envy, have you also made idol promises about "one day..."?

Well, one day we actually did and not just your common everyday lunch or teatime barbeque for us. I mean, if you're bent on adventure you really must be up with the sun (which is no mean feat if you've four little a Sleepy-heads to dress and lead into the car along with breakfast provisions)

But what a day we had! The sun was just rising as we parked, and only the tops of the tallest trees caught it's early light. The grass was still glistening with dew and the morning air still misty as Dad lit our breakfast fire amid the screechings of squadrons of white cockatoos. But the nicest thing of all was that we had this wonderland to ourselves -- n o t another human in sight. The boys were wide-eyed with wonder was they would stand, head to one side, listening for the next call from a whipbird in the bush. Then they'd dash off to the riverbank to greet cheeky little brown ducks looking for a handout. It was beaut just to sit there under the trees, to listen to the voiced of the bush and to b-r-e-a-t-h-e -- it smelt so good. When we thought the rest of the word was about, we hired our own little wooden boat and Dad had no end of volunteers to help row. The boys' efforts weren't too successful, as those of us in the stern received a soaking. But nothing was going to daunt this little band of wet, intrepid adventurers and, pointing the bow in the right direction, up the creek we headed.

It wasn't too long before we had, an escort of brown ducks paddling alongside, and the sight of a mother duck leading her own fluffy little convoy amongst the water-plants caused great excitement on board. Further upstream we startled a rather large goanna naffing on a fallen tree-trunk--and you should have seen him move through the water! Every now and then we'd catch a use of a flash of brilliant blue and gold shimmering across smooth water as we progressed deeper upstream; we saw many more of these striking little birds, which our No. 1 son (aged all of 8 informed us was the Azure Kingfisher.

It was a day our family will never forget, so it was with more than idle interest that we read an account of another's visit many, many years before ours. Dad had been making a long overdue clean-up of his bookcase, and, as is his habit when amongst his books, he was having a little read here and there when he came across this entry in an old book... From "The Web of the Empire, a Diary of the Imperial Tour of Their Royal Highnesses the Duke and Duchess of Cornwall & York in 1901 by Sir D.M. Wallace, we read.... Wednesday, 29th May,

"Whilst the Duke is holding the levee and receiving addresses, the Duchess and Lady Hopetoun, accompanied by a few members of the suite, go by special train to the National Park, a reserve of 36,000 acres, situated on the sea-coast about twenty miles to the south of Sydney. It is very like the valley of the Hawkesbury River which we visited on Sunday, only an a smaller scale.

"On arriving at one of the five railway stations within the reserve, we drive down by anew zigzag road to the bank of the Port Hacking River, at a point where a dam separates the salt-water inlet free the higher reaches . From this point to the sea the river winds about among low hills covered with gumtrees and thick undergrowth. On the rocks below high-water mark cluster myriads of baby-oysters,, but we do not find any of an edible size. After going down in a steam launch to within sight of the sea, we return to the dam and make a little excursion up-stream in a rowing-boat. It is suggested to us that if we climb to one of the higher points of the Park we may see the moment on the shore of Botany Bay, marking the spot where Captain Cook landed; but the glimpse of the monument which we had f r o m the window of the railway carriage on the way down satisfies our ambition in that direction, and we prefer to remain in the bed of the river. The stream narrows and becomes more tortuous as we ascend, but the banks retain the same character.

"Our amiable cicerone, Mr. Critchett Walker, who is one of the trustees explains that what he and his colleagues mean to do is merely to make roads and otherwise to leave the Park in a state of nature, so that future generations may see with their own eyes what the country was like when the first settlers arrived.

In the part visited by us the only things which break the monotony of the primitive bush are one or two ranger& cottages, and an enormous wooden shed in which were feasted the mixed contingent who were sent out from England for the Commonwealth festivities at the beginning of the year, and who passed us on their way home in the Suez Canals

(Upon their arrival home in England in November of the same year, the Duke and Duchess became the Prince and Princess of Wales).

Well, we thought the intentions of the early trustees have been kept very well, and we count it amongst our treasures that we live in the Shire and have such a backyard. National Park offers a day's adventure to t h e spirit and rewards the patient observer with glimpses of the wildlife it was conceived to protect.

Have YOU been there lately!

- Danna Vale

"Five railway stations within the reserve" ?? There were five in or on the boundary of the National Park in 1901: the northern boundary of the Park came practically to Sutherland Railway Station (situated where the Signal Box is); there was Loftus Junction (now Tramway Museum); National Park Railway Station; Heathcote and Waterfall Stations.

-- Ed.

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The steam tram leaving Cronulla for Sutherland was held up for three hours one Sunday evening in April 1920 when it ran over a straying horse.

FARM SITES on the newly opened CRONULLA TRAMLINE

In no other part of the State do better conditions exist for Pig and Poultry Farming, Fruit Growing, Market Gardening, etc., than in the Cronulla District. The best of soil - an hour or so from the city markets --- cheap and rapid transit --- a mile from Cronulla's magnificent beach -- the seclusion -- the seclusion of the country -- the pleasures of a popular seaside resort.

£1 down and 10/- per month

St. Mervyn's Estate: A magnificent farming or residential property, with an extensive frontage to the tramline. On the penny section from Cronulla Beach. Half-acre lots can be obtained on this property from £28 each. Torrens Title.

Tramway Estate: A splendid residential property, facing St. Mervyns Estate, and fronting the tramline. A fine site for tourist boarding or accommodation house. Late averaging 1/4 acre each from £25.

Cronulla Acres Estate: This property lies directly back of Tramway Estate, fronting Carabella road. The blocks average an acre each, and a good living can be name from the splendid soil of this estate. Commands fine views of Georges River and Woollooware Bay. A few minutes from the tramline. Secluded yet accessible. Blocks from £40 each. Terms, £2 down and 1/- per month.

Key of Cronulla Estate: 'Well, it is the "Key of Cronulla that is the best description we can give. A valuable property right in the heart of the township, on the tramline, and practically at the terminus. Within a minute of the surf and the splendid beach. This is undoubtedly THE business site of suburb. Late 40 x 100 feet from 44a par foot. Terms 5 per cent deposit, balance over 5 years.

ARTHUR RICKARD & CO, LTD.

Realty Specialists 84b Pitt St.

Also, Residential and Week-end Lots at Port Hacking, Como, etc..

The above advertisement appeared in various metropolitan publications and leaflets etc. early in 1912. The steam tram line from Sutherland went long the present Kingsway into Kurranulla (Cronulla) Street to terminate in a balloon loop at Shelly Park.

St. Mervyns and Tramway Estates covered the centre of Caringbah to Woollooware, on both sides of Cronulla. Beach Road to Cronulla Acres Estate.

"Key of Cronulla" Estate would have been approximately Cronulla Street East and Richmount Street -- perhaps a little to the north of Cronulla St. East. At that time it was envisaged that the coming business centre of the settlement would be more southward than it is today.

(A reminder: .. £1 = \$2: one penny (Id) was approximately 1 cent).

-- M Hutton Neve

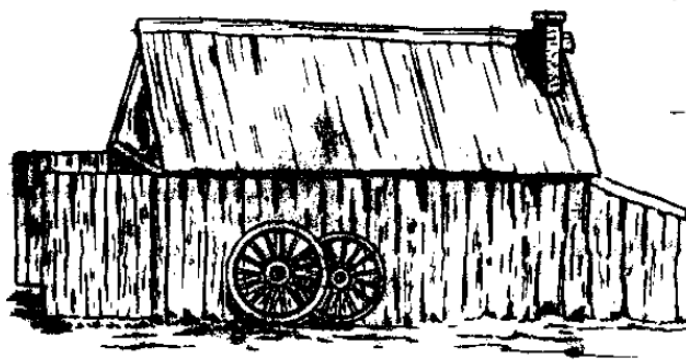


*MIRANDA CO-OP TRADING SOCIETY
IN THE TWENTIES.*

The old stores were demolished early in 1973 to make way for a new high-rise complex. Unexpected financial difficulties were encountered, and only the unit embracing the motel, theatre and restaurant have been completed.



*CRONULLA SCHOOL OF ARTS IN
CRONULLA STREET. 1908.*



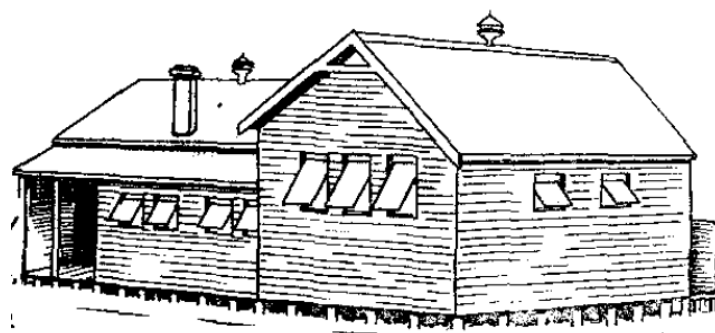
*BENNET'S BLACKSMITH SHOP IN
1908. FOR NEARLY HALF A CENTURY
IT SERVED THE PEOPLE OF SUTH-
ERLAND AND SURROUNDING AREAS.*

The Schools of Art were the meeting centres of the community; and also generally were the forerunners of today's local libraries.

The lane where the smithy stood was known from the 1890s as "Blacksmith's Lane; and elderly locals called it by that

name until the smithy was closed. about 20 years ago. A few years ago it was renamed "Boyle Lane --- although there is no historical connection.

Many folk will recall the old wooden building on the corner of Kingsway & Kiora Rds. built in the first years of this century.



MIRANDA PUBLIC SCHOOL IN 1909. THIS BUILDING STOOD UNTIL DEMOLISHED IN 1966, ON THE CORNER OF THE KINGSWAY AND KIA-ORA RD

FIRE !!

Black Saturday", January 14, 1939, will be remembered by all elder residents. The previous Saturday evening all Sydney had sweltered as an oven-like westerly wind blew from the parched interior of the inland. On Saturday the temperature soared to 113.6F, the highest ever recorded From Palm Beach to Port Hacking and inland to Penrith a great pall of smoke and dust almost blotted out the red sun. Halfway across the Tasman ships reported a grey-blue smoke haze drifting towards New Zealand.

Inland, it was far worse than in the coastal areas: Ivanhoe recorded 123F --- the thirtieth successive day on which the temperature had risen over 110F Hillston and Bourke, 120F; Wilcannia 115F and over and the police reported that there was no further danger of bushfires in the area --there was nothing left to burn, In country areas stock were incinerated by the thousand -- if they hadn't already died of thirst and starvation: every-where birds dropped dead out of the trees; and domestic pets collapsed.

Before Saturday there were four big fires raging between Georges River and Port Hacking, with more than 1000 firemen and volunteers trying in the searing heat to control the holocaust. At Sylvania 8 houses were gutted in an hour. Fire-fighters, hampered by lack of water, had been forced to flee from the flames roaring through the surrounding dense patches of scrub. In the Miranda area 3 houses were burnt to the ground, but 20 more were saved from certain destruction when a change of wind turned the flames backward.

Another fire raged down through the scrub towards Burraneer Bay, destroying boatsheds and weekend cottages and sending a huge pall of smoke and ashes rolling over Cronulla. At the height of the fury volunteer firemen found a 70-year-old pensioner groping his way blindly down Saunders Bay Road with his clothing scorched and the hair burnt from his head. Despite his injuries he survived to reach hospital and recovered.

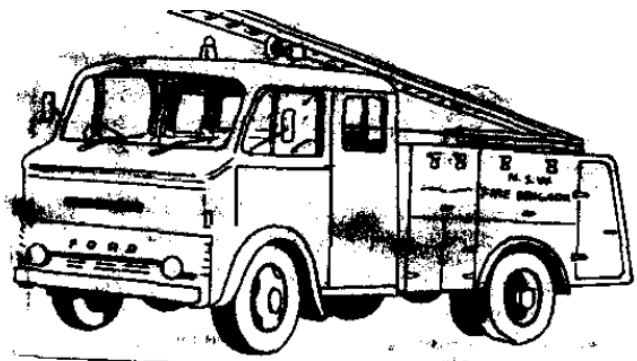
By early afternoon fires were eating their way into the outskirts of Cronulla and 200 weary, smoke-blackened volunteers were fighting a losing battle to hold the flames at bay. In North Cronulla alone 13 houses were lost, and only the arrival of a southerly buster late in the day prevented what seemed inevitable wholesale devastation.

All over the then thinly settled area of Sutherland Shire weatherboard cottages were left in ashes, poultry and Market gardens were destroyed and stock incinerated.

Again in 1952 another devastating bushfire swept through the Shire, destroying 12 homes and farmlets in the Engadine area. In 1968 another raging fire occurred. In 1939 the population was a little over 30,000 and fairly well scattered: in 1968 it was a little over 130,000. This fire began in the Liverpool area and, fanned by a strong hot westerly, swept Quickly eastward through Menai and Woronora, jumped the river, raced up the Loftus bushclad hills, destroying most of the bush; jumped over Woronora Cemetery and swept towards Sutherland township; and then, linking with a southerly fanning the fiercely burning bush of the Royal National Park it

threatened the town, only a change of wind saving it. Not only was all the bush alongside the railway for several miles burning, but the sleepers were also on fire and signals were damaged, delaying train services.

That day proved the capabilities not only of the professional firemen but it also proved the worth both of the Volunteer Fire Service and the Bush Fire Brigades.



In 1939 the Cronulla Fire Station was opened with one permanent officer and 10 volunteers. This station was closed in 1959 and all members transferred to a modern station in Caringbah

In 1936 the Sutherland Volunteer Fire Brigade was forced, being composed of self-employed men who could respond at a moment's notice when called upon, amongst the original ten being Mr. Ray Paton who retired at the end of 1969 after 33 years' continuous service -- including Brigade Captain for the last 29 years. In 1969 he was awarded the Queen's Fire Service Medal in recognition of his services, known as the Q.F.S.M. (civil),

For the first couple of years the fire engine was housed with the Shire Council, but it had to be moved in 1933 because of building extensions; and it remained in Ray Paton's factory in Flora Street West for the next 23 years, until the Sutherland Fire Station was completed in 1961.

In 1942 Mr George Heavens joined the Brigade, chalking up a record of 32 years as a volunteer fireman before having to retire at the required statutory age. In the war years the Brigade was very much a two man job". He and Ray Paton, they having to carry on unassisted because wartime regulations forbade other firemen from leaving their work during daylight hours. The two men were responsible for the fire-protection of the Shire covering all the area from Georges River to Sutherland during these war years: In those days the Shire was largely bush, so that scrub fires called for most of their attention.

In the early 1950s Mr. Heavens recalled a fire at Simpson's Hotel at Bundeena; they had to traverse 17 miles of bush track, rough in places, and it took an hour to get there, by which time the building had been destroyed. Water had to be pumped from the Hacking River inlet, and the tide came in and went out again before the fire was finally checked.

In 1970 George Heavens was awarded the Queen's Medal for Exemplary Fire Service (Q.M.E.F.S. - Civil).

Mr. Ray Watchorn, the Shire's Fire Control Officer, became one of four foundation Members of the Heathcote Bush Fire Brigade shortly after he moved to Heathcote in 1943, serving first as secretary and then as captain. Following the 1952 Engadine bushfire, Mr. Watchorn was appointed by Council to

organise a complete bush fire organisation through the Shire, including the co-ordination of seven other voluntary brigades. Between 1959 and 1972 he trained several hundreds of scouts in fire fighting at weekend camps at Heathcote. Amongst other innovations he was also responsible in persuading the Bush Fire Council (which he helped to set up) to accept walkie- talkie radio and to provide all bushfire fighters with safety helmets. In 1957 he built the first Heathcote Bush Fire Station, this being the beginning of a Shire Council policy of erecting similar stations of suitable design in the developing outer residential areas.

Loftus Bush Fire Station was opened in May 1975, making it the 13th to be erected . and "unlucky 13" it was, for hardly had the official ceremony begun than the first alarm was sounded; a firebug having lit two fires in the Royal National Park; a third fire was found burning in roadside scrub in Loftus Parade, so that the Brigade personnel missed most of the function.

The Woronora Bush Fire Brigade does much of its fire-fighting from the river, where many homes not only front Woronora River but also Georges River -- and some are accessible only by water. For some years a 16-foot punt powered by a conventional engine was need, but in 1972 delivery was taken of a 22-foot water jet boat powered by a six-cylinder engine, carrying a high pressure pump, several thousand feet of canvas hoses and rescue equipment , and able to carry 10 fire-fighters. As the boat draws just under 9 inches it is able to go into shallow water -- a great advantage in the tidal flats.

--- M. Hutton Neve

Sources: "Firebreak" (Aust. Bushfire Control Assn. 1975) : Daily Mirror Aug. 1971: St. George/Sutherland Leader, Jan . 1970 and March 1973.

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Councillor Hand (Aug. 1923) reported to Council in shocked tones that he had seen people dancing on the Cronulla promenade outside the kiosk Clr. Harris dryly observed that "worse things" took place in Shire parks.

Street Lamplighters: electricity was not fully reticulated through the Shire until the extension of the electric railway to Sutherland in 1926, so prior to hen a few flickering kerosene imps provided a glimmer of light. Lamplighter men were hired by Council to keep the lamps in order and to do the rounds each night to light them.

The "Village of Bottle Forest" (Heathcote East) was the first official settlement in the pre-Shire, when Surveyor Major Sir Thomas Mitchell laid out "14 Town Allotments". Owing to lack of adequate communication, the settlement disintegrated within 20 years.

The first permanent settlement was around Miranda from the 1880s, it then becoming a central, settlement for some years. The "Township of Sutherland" was laid out on the eastern side of the present railway line in June 1886.

BUSHFIRES OF DECEMBER 1901

The latter months of 1901 were of very high temperatures and dry, the same conditions ushering in the year 1902 as one of the driest in the history of New South Wales as well as for much of the Australian continent. By the early months of 1902 the seriousness of the drought was felt when a local news report stated, "The drought is creating a very serious outlook for winter crops, all of which would have been above the ground by this time. Water for house and stock has given out in many cases and the creeks are very low".

At Bangor (Menai), then a homestead selection of ten settlers and their families, creeks and wells dried up and crops failed. Men turned to grass-tree gum cutting on February 21st for resin, in order to eke out a livelihood, camping out for weeks in the Holsworthy and Eckersley ranges,

On Monday December 16, 1901, disastrous bushfires commenced and raged almost unchecked for three days, being fanned by strong northeast to northwest winds until the Wednesday night, causing danger, loss and alarm to many settlers. Mr. Dolph's house was surrounded by flames and saved only by the exertions of Messrs. Woolf, Loveday and Frank Nicholson in the northern Bath Road/Boulevard area of Sutherland. Mr. Wiggins, whose property adjoined the northern section of Acacia, lost several chain of fencing, and many fruit trees in his splendid orchard were scorched. His neighbour lost much fencing and his fowl houses had a narrow escape. Mr. Woolf lost an acre of beans and half a dozen fruit trees. The fine property of Mr. Charles Wigzell, of Linden Street, known as "Oxford Retreat", was saved only by the efforts of Sutherland's lone policeman Constable Lewis, and a number of men under his direction, the blaze devastating everything in its path down to Woronora River. Great damage was done throughout the district by the fire and heat.

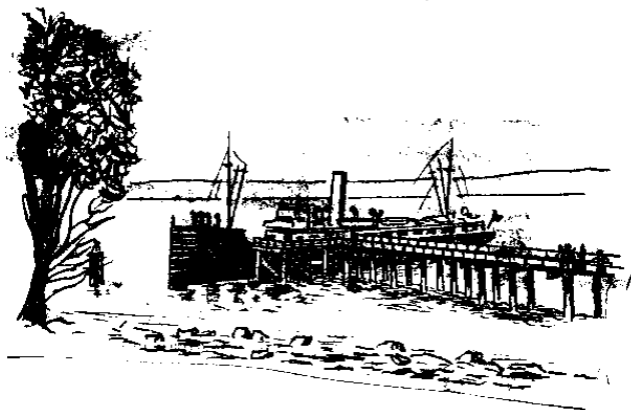
On Tuesday December 16th, a fire began in the Little Forest area and quickly swept on to the isolated settlement of Bangor, driven by a hot westerly wind. It raged through the properties of Webbs, Midgleys and Thorpe's Forest where Jones and Staff had their farms. The fire devoured everything in its path as settlers fought desperately to save their homesteads, burning out the tops of the tall trees, destroying fencing fruit trees and a few out-sheds. Batchelor's selection on the eastern side of Thorpe's Forest and directly in the path of the fire, had a frantic time saving their bark hut and possessions as the blaze advanced, fanning out on a wide south-easterly direction to burn itself out on reaching the banks of the Woronora River.

Thus for three days and nights a vast area of Sutherland, Woronora River and Bangor districts was devastated and destroyed as anxious and fearful settlers fought the terror of the flames in billowing palls of smoke and blistering heat.

-- Alf Midgley

Sources: Public Library of New South Wales: Diary of late Arthur Midgley Author's notes.

"POTTED HISTORY"



For some years a great attraction for people in Sydney were the ocean cruises to Port Hacking, terminating at the Salmon Haul Wharf at South Cronulla; but with the opening of Tom Ugly's Bridge in 1929 and the consequent increase of motorised traffic, The North coast steam Navigation Company advised the Shire Council in January 1933 that they were unable to continue these excursions, they being no longer an

attractive and profitable venture. There are now no signs of the old wharf, it being demolished any years ago.

Gunnamatta Bay 1910: It was then considered to be. one of the features of Cronulla. A contemporary tourist guide stated: "For the lady bather and for children the wide stretches of clear shallow water offer an absolute immunity from the sharks and undertow; while the overhanging caves and foliated knolls along its margin are more than ordinarily picturesque.

The First Shire Council, consisted of two Councillors from each of the Ridings A, B and C. In 1953 local representation was increased to five Ridings, these being named as Como, Sutherland, Caringbah, Miranda and Cronulla with three Councillors each. In 1968 a sixth Riding, Engadine, was formed, and representation reduced to two Councillors for each.

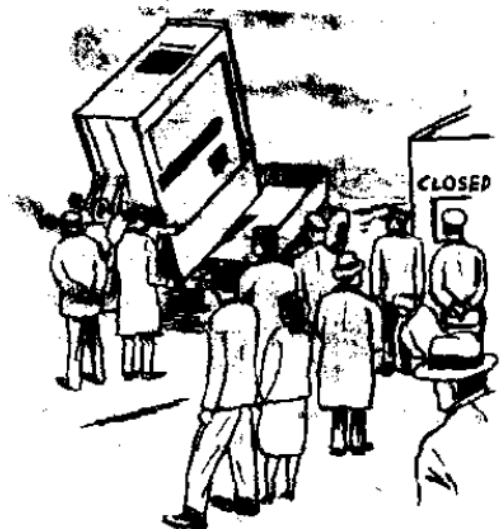
Mrs. Jean Manuel was the first woman to be elected as a Shire Councillor, in 1965.

Ladies "Dressing Shed Facilities" at Cronulla --- 1906: During a Council inspection of the surfing facilities at the beach, a suggestion was made by Clr. Cook to "alienate the sheltering cave at the southern point to the ladies' use, screening it off with wire netting for privacy, and also affording opportunity to rinse sand from the feet before dressing. as a temporary expedient the flooring of the ladies' room will also be rearranged with cross battens on the style of a hatchway, thus preventing the accumulation of sand"

Mrs. Louisa Blade was in January 1909 given permission to open a Postal Receiving Office in her grocery store at Bladesville (now Kirrawee)

Georges River Bridge opened 1929, was the only Bridge in Australia to have toll charges levied. Amongst the more unusual charges were: Single horse-drawn vehicle, 3d; with 2 horse, 6d, and each additional horse 3d: Pedal Bicycles 1d: Horses a 2 and Cattle 3d per head, with Sheep 1d: Horse and Rider 3d.

In 1952 the Toll was abolished and the Toll Houses removed. They were lifted on to lorries amidst cheers; and Clr. "Joe " Monro was allowed the honour of driving across the bridge to purchase the last toll ticket before the Toll closure, on Saturday May 31, 1952.

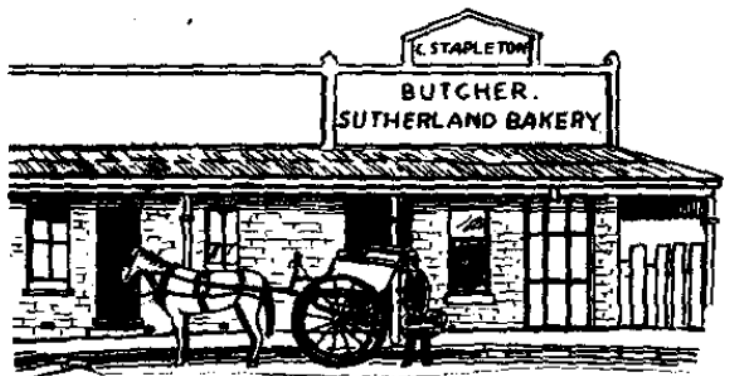


Beach Park Estate & North Cronulla: about 1910, the late Sir Arthur Rickard took up much of the land between the Cronulla Hotel and the golf links, being known as Beach Park Estate, and reclaimed a lot of the swamp land with sand taken from the dunes fronting the ocean. The southern end was later resumed by the Council, this now being Dunningham Park. The Park itself was originally a swamp, but was filled in and levelled with sand from small dunes on the ocean front in 1919. No seawall was so erosion rapidly took place along the beach towards Princes St..At this period (1919) these cliff-top allotments had depths of up to 140 ft. sloping to the beach - and in front was a public reservation - which has now disappeared.

"Traffic Congestion" 1908 It was reported that "traffic between Sutherland land rail station and waterside resorts continue to boom, and coaches were unable to cater for extra passengers on weekends and other special days".

Straying Cattle in 1911 Straying Cattle in 1911: A petition containing many names of ratepayers was presented to Council, protesting against the nuisance of a vast number of straying cattle. in cattle.

The first Butchery in the area was opened by Chas. Stapleton about 1883 when he was contractor to the Railway construction camp at Como. He opened a shop the 1890s. and his grandsons continue his grandsons continue in the business today in the old Railway Parade - now Princes Highway.



The President writes:

Our 1976 CELEBRATIONS

At the time of writing, Christmas approaches, and special efforts are being made to produce the Bulletin because of the special significance of 1976 in relation both to the Society and to Sutherland Shire.

This significance lies in the 70th Anniversary of the foundation of the Shire, and also the 10th Anniversary of the foundation of the Sutherland Shire Historical Society, both of which occur in 1976.

On behalf of the Society, congratulations are offered to the Shire on their record, and to the new President, Mr. Michael Tynan, on his election as Shire President.

Not being a Foundation Member of the Society, I feel free also to congratulate the Society on maintaining such a high standard of activity, as repeatedly shown by the attendance at all meetings and excursions.

This message introduces the approach of Christmas 1975. The Christmas message is "Glory to God on High and Peace on Earth to Men". So let it be.

Best wishes from me to you all for a happy Christmas and a Profitable New Year.

Continue to support you Society in the way you have done in 1975 and you will gain your own reward.

-- Harold Ivers

* * * * *

CONGRATULATIONS TO THE SHIRE COUNCIL

I feel it a privilege and an honour, as Convenor of the Publications Committee, to express to the Council our sincere best wishes for their 70th year of inauguration.

I first came to the Shire in 1920 when "weekending" with my parents at Woronora, and 10 years later began my married life there during the years of the Depression: so I think I may claim some 50 years' association with the Shire.

I have always been interested in everything that has happens around me -- and full of curiosity as to the why and wherefore -- so much so that I kept a full: comprehensive history of all major happenings in the Shire from 1930 to the present time. I also made the only 16 mm all-colour movie film of the Shire in 1949 (4000 ft.), from which the Shire Council compiled its Shire Historical film of 400 ft. now showing.

I offer our congratulations and Birthday Greetings to Council and Staff.

. Geo. Heavens

Convenor Publications Committee,

OLD BIDDIE OF WATERFALL

"Old Biddie may not have been anyone's idea of passing beauty, but she was a dependable old girl, known and loved by all around Waterfall and her owner --- well that is another story. "Old Biddie" was an ancient 1934 International bus, now in the Museum of Applied Arts & Sciences. Sciences.

Mrs. Sarah Mason (nee Sarah Stork) not only pioneered a transport run between Waterfall and Garrawarra (then a TB sanatorium) but at 77 years she was still driving.

She was the first woman in Australia to start her own transport business, beginning with a horse and sulky in 1907 when she was Just 17 years of age. The advent of the sanatorium in 1910 meant increased demand for her services, and she was soon operating with a five-horse 25-passenger coach, continuing thus until motorised competition forced her to follow suit. She bought a truck and had a convertible canvas body with slit windows mounted to protect the passengers. So successful was this daring venture that an opposition bus company was driven from the road.

Her transport career included haulage contracts for the Department of Public Works, timber carrying, road and gravel carting, dam filling; and as well, she ran a hire car service.

1921 was another good year for her -- she bought her second truck to help her expanding business; and she married Charles Winfall, having in time three children. Her husband died in the 1920s and in 1930 she married Mr. Mason, who died in. 1939. She continued with her passenger and carrying work until she decided to give up driving in 1967 when aged 77 years.

During her driving years Mrs. Mason held a bus, hire car and private car driver's licences. She was the only woman to run a successful transport business for over 30 years; she was the oldest woman in Australia to hold simultaneously three licences; she was the oldest woman to have driven a bus, and she drove one of the oldest buses then still in service.

In May 1970 Mrs. Mason moved from her lifelong home at Waterfall live with her son at Caringbah, where she died in November 1970 at 81 years.

Always neat and attractive in appearance, always with a cheery and friendly greeting for everyone she met, Mrs. Mason will be remembered as the "grand old lady" of 'Waterfall by all who knew her. In the days when a *woman's place is in the home" - and all the more so for the young single and the fact that a 17-year-old girl was not only able to start a transport business but to build it up into an outstandingly successful venture was in itself an unique achievement - in fact, one might truly call her the "grand old lady of the Shire".

.. M.H.N.

condensed from an article in the St.George/Sutherland Shire Leader: Nov. 7, 1970.

* * * * *

Jan. 22, 1901: Queen Victoria died, having reigned 64 years.

THE GHOST TRAIN

It was just after 4 p.m. one day in the late 1930s; no train was due for a while, so Clarrie Russell in the Sutherland Signal Box made a cup of tea and settled down to eat a scone and to see what horse would win tomorrow. After a few minutes the Box bell started to ring, warning that a train was on the track coming from the South Coast.

Clarrie hastily consulted the timetable on the wall, but nothing was scheduled at this time, so what was going on? He had signals set against traffic up the road towards Loftus, so he watched to see what train would stop there. A short time passed and to Clarrie's amazement down the track from Loftus came an invisible carriage! All that he could see were two sets of wheels rolling along towards Sutherland:

When he could at last believe his eyes he frantically telephoned the Station Master at Sutherland, who then saw the wheels gliding almost without sound but gathering speed as they passed.

By telephone he quickly arranged for sprags to be rammed under the sleepers on the line at Jannali --- where the wheels were safely jumped off the tracks and halted.

Clarrie said later "All I could think of was a train meeting two sets of wheels on the Como Bridge at 100 miles per hour:"

In his panic Clarrie had apparently forgotten that this would have been impossible, for in January 1913 runaway sidings were installed on both sides of the bridge.

At the subsequent Enquiry it was learnt that the bogey wheels had been placed on the line at Loftus by a youth who was not very bright in the head - but strong in muscle -- and who eventually finished up at Milson Island (a mental hospital).

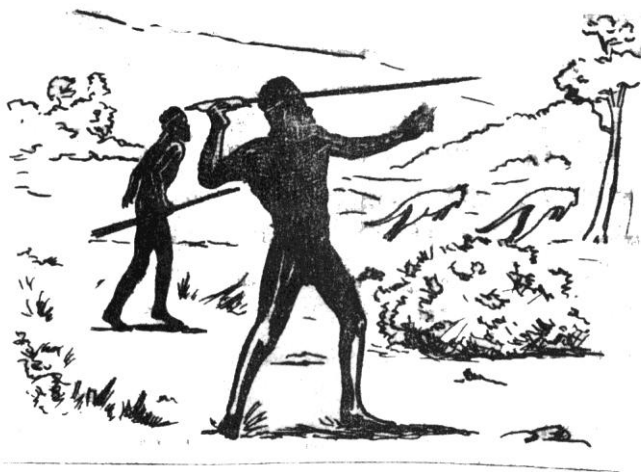
"Spraggs" are light poles about 18 inches to 2 feet long, generally insert into the wheel spokes to check speed. In this particular incident there was just time to ram three or four spraggs at an angle under the sleepers he order to "jump" the runaway wheels.

--. Geo. Heavens

Speeding Through Heathcote A Petition was received from residents of Engadine and Heathcote (to the Council) asking that the speed limit of cars be reduced to 30 miles per hour. This speeding was made more dangerous at weekends when there was heavy traffic ---pedestrians' lives were endangered as there were no footpaths. The matter was referred to the Traffic Authorities.

-SCAM 9/12/1939

INVITATION: AUSTRALIA DAY, January 26: The 1788-1820 Association is holding a gathering of descendents at Dawes' Point Park- below the south end the Harbour Bridge. Society members will be most welcome.



It has previously been reported that a site of life-size "peckings" rock carvings of two men and a kangaroo were located in bush in the north Menai area about 3 months ago, together with a large number of tool-groovings along a watercourse.

Since then, two other discoveries have been made, both in the Bonnet Bay area - where development is taking place.

One is a large cave-like rock shelter, and appears to have a lengthy and much-used midden (or shellfish scrap heap) in front of it. Facing north across a onetime shallow sandy bay it would have been an ideal place for lazing and feasting. Now, the inlet has been drained and the mangroves are gone -- it is to be "developed".

The other discovery is another rock-shelter --- and is of unique interest and historical value, for within this tall rocky overhang may still be seen signs of human use twelve black hand "stencils", some faded., a few quite distinct. In front appears to be another large midden.

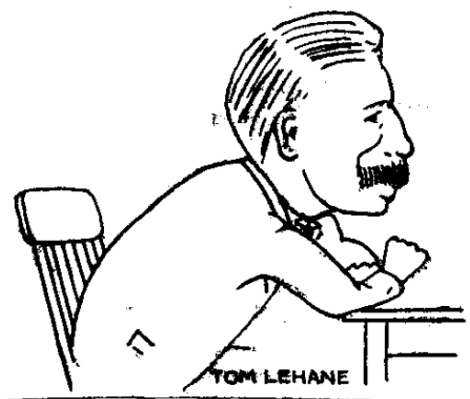
It is, fortunately, in a wildly overgrown and almost inaccessible location at present, but there are signs that this area, too, may soon be cleared for residential development in the near future.

It is obvious that, before the coming of white settlers, a small creek -- now already polluted from a new housing development nearby -- flowed down this tree lined gully to meet an inlet of the Woronora River. It is a wild place, with massive rocks and some big trees- but a bulldozer can speedily tumble ancient rocks into the floor of the gully, taking with them other aboriginal indications of a time long past.

This particular overhang was found by two local residents who are both interested in bushwalking and aboriginal history but who realise, unfortunately, that revelation of such discoveries must be ceded, not only from vandals but also from neighbours (and their children) who are completely disinterested.

Several local residents in the Bonnet Bay area have promised to contact me if other aboriginal sites are found, and we expect more. I am hopeful that the National Parks and Wildlife Service will be able to examine the sites, but they are chronically short-staffed and have large areas of field works to cover in various threatened areas. In the meantime we can but note their locations and photograph them if possible -- and keep the locations secret.

M. Hutton Neve



COUNCIL ELECTIONEERING --- 1914

The candidates' campaign organisers" decided that "ditties" or jingles might assist their nominees.

'Whether these "literary efforts" advantaged or disadvantaged the candidates is a matter of controversy

In those days only Rate Payers were allowed to vote, tenants and hired labour being ineligible.

In a house right up on Miranda Heights
Lives one of Sutherland Council lights --
The picture is perfectly plain ---
For A Riding folks he usually fights,
Sees that Miranda gets all her rights --
The amiable Tommy Lehane.

A Port Hacking bird on a very high Hill
Said "Hill-o, Hill-o, Hill-o!"
"Go into the Council and work with a will
Hill-o, John Hill-o!"
He ran for the Council and there found a seat;
His big reputation 'twould be hard to bet:
And at building fine launches he's just quite a treat --
"Hill-o, Hill-o, Hill-o!"

(John Hill represented Cronulla Riding).

This is Cook -- Captain bold and the Woronora King,
A road he can make; put on the brake; in fact do anything:
Been in the Council many a year,: knows Sutherland like a book:
Success to the Shire is his desire -- Clr. Robert Cook.

(Robert Cook lived at Woronora River represented C Riding).

Council Elections 1911: 'A large crowd gathered around the Council Chambers from 7.0pm. on the night of January 2, and waited patiently until the declaration of the Poll at 1.0 a.m.. At no time in the history of Sutherland has there been so much excitement over elections".

Source: 'St. George Call".

Alf Midgley

Please Keep This Page for reference: Fixtures Overleaf.

Publications Committee: Mr. G. Heavens (Convenor), Mrs. M. Hutton Neve (Editor), Mrs. P. Garland, Messrs. R. Hall and F. Midgley, The President (ex officio).

Contributions : members are asked to submit material for the Bulletin --- it need not be confined only to Historical interest of the Shire. Please state source if extracted or rewritten material is used. If hand-written Please print names in BLOCK (= capital) letters. Hand to President, Convenor or Editor; or post to Editor's address. Copy for the issue should be in the Editor's hands before the end of February.

Bulletin copies supplied to all branches of the Shire Library, and to the Shire President, Shire Clerk and all Councillors.

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

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Bulletin extracts: any editorial material may be reprinted in other publications provided that acknowledgment is made both to the writer and to this Society's magazine.

Publications of Local History are on sale at each monthly meeting; proceeds are paid to the Society: ... Illustrated History of Sutherland Shire, 50c (F. Midgley) : Thomas Holt, 50c: Kurnell, 50c. All these are illustrated. Martha Matilda (Mrs. Jas. Birnie), leaflet, 20c: the last three are by Mrs. M. Hutton Neve.

Monthly Meetings of the Society are held on the 2nd Friday, commencing at 8.0 pm, in the Presbyterian Church Hall, corner Glencoe & Flora Streets, Sutherland. Visitors are welcome.

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

* * * * *

President:

Mr. H.. Ivers, B.E.
620 Princes H' way,
Sutherland: 2232
Ph. 521.1407

Hon. Sec

Mrs .A. Griffiths,
"Richmount",
34 Richmount St.,
Cronulla: 2230
523.5801

Pub. Convener

Mr. Geo.. Heavens,
78 Toronto Parade,
Sutherland: 2232.
Ph. 521.6190 Ph.

Hon. Treas:

Mr. S. Stedman, 495 Kingsway, Miranda 2223. Ph.524.5389

Editor: "Weaving", 26 First Av., Loftus 2232: Ph. 521.2578.

Please keep this page for reference:

January is usually our Members Night, but unfortunately we have not had any offers from members to "read a paper" or give a talk about any specific historical event or person. However, Mrs. Hutton Neve has now offered to give an illustrated talk on the Shire. As 1976 is the seventieth anniversary of the foundation of the Shire -- and the Shire Council - an invitation has been extended to the Shire President to be our guest on that evening.

JANUARY 9: THE HISTORY OF SUTHERLAND --- Illustrated by Slides. By
M Hutton Neve

FEBRUARY 13: ABORIGINAL ART & HISTORY Illustrated. by Mr. David
Moore, Curator of Anthropology, Australian Museum.

MARCH 12: :ANNUAL GENERAL MEETING and Election of Officers.

SUBSCRIPTIONS: 1st January commences the new financial year for the Society, and members are reminded that subscriptions are due for payment. Ordinary Members Junior Members (up to 18 years if full-time Student) \$1.00.

Early payment of the subscriptions would be appreciated by the Hon, Treas., and we ask for your assistance in this direction.

BADGES: Following many requests from members a further quantity of the original Society Badge has been ordered. At the moment we cannot say definitely when they will be ready.

The smaller "pin type" may now be given as a "Friendship Pin" if you so desire -- this gesture to guests and visitors is often much appreciated.

Yours sincerely,

AILEEN GRIFFITHS, HON. SECRETARY.

* * * * *

EXCURSIONS

FEBRUARY 14: (Saturday) : "MYSTERY TOUR" of Sutherland Shire

Leave Sutherland 1.0 p.m.

" Cronulla 1.30 "

Return Sutherland ... 5.0 p.m.

Fares: Members \$1.25

visitors \$1.50

.....Children half Price.

MARCH 20 & 21: WEEKEND TO GULGONG: Cost of tour, inclusive of Lunch, Dinner and Bed on Saturday: on Sunday, Breakfast and Lunch... \$40 Some tickets are still available. Final payment must be made at the February 13th meeting.

--H. Ivers, Convenor, Tours Committee

DID YOU KNOW?

- "The Village of Bottle Forest" (now East Heathcote) was surveyed and proclaimed 1842.
- The Illawarra Railway extension (from Hurstville) reached the terminus of Waterfall 1886. The extension northward from Wollongong did not connect at Waterfall until 1888.
- The Parishes of the Hundred of Woronora were named (1835) Bulgo, Heathcote, Southerland, Wattamolla.
- -Heathcote Heil was built by Isaac Harbor not before 1886 - there being no railway before then to transport the bricks, etc. for its construction.
- The National Park of 18,000 acres was reserved and dedicated by the State Premier Sir John Robertson in 1879. The Royal National Park is now 36,700 acres.
- Waterfall Railway Station (1886) was moved twice after this in 1890 and 1905. It then became an important marshalling centre for heavy traffic from the Illawarra coalfields.
- Thirroul was originally named Chippendale.
- Bulli was known as a district as early as 1815, and for many years was the name for all the coastal area between Wollongong and Coalcliff. It was variously referred to as "Bole", "Bolye" and Bull-Eye.
- The Village of Clifton was named in 1877 - one of several mining settlements.