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SUTHERLAND/CRONULLA STEAM TRAMS:

Last Passenger Service August 3, 1931.

Around the turn of the century the beach areas of Cronulla became popular with tourists. Opening up of the area, which came with Government subdivisions of land, created a demand for suitable transport to link with the south east railway at Sutherland. Horse-drawn omnibuses began plying between Sutherland Railway Station and Cronulla, but they failed when it came to meeting the needs of the weekend trippers and fishermen.

When the main Sydney tramway system (previously steam) was electrified there was much surplus equipment, and about 1908 the idea of a steam tramway was proposed, and the line was opened on June 12, 1911.

The Sutherland/Cronulla Steam Tramway commenced from the southern end of Sutherland Railway Station where there was a motor and carriage shed — this is now part of the railway goods yard, adjacent to the railway bridge. The main passenger terminal was located outside the Sutherland Railway Station in Railway Parade (now Princes Highway) where still stands the passenger/goods building. In those days the site of the railway station was approximately behind this building.

It was a single track line running parallel to the South Coast line. At that time Railway Parade rose in a steep little hill approximately opposite Woolworth's, but was levelled to the present Highway when both the road and the railway station were reconstructed. At the corner of the Grand Parade and Railway Parade, opposite the Shire Council, the line curved to its own right-of-way on the southern side, following Kingsway - after travelling the Sydney Road (Princes Highway) on the same side through the present suburbs of Gympie, Miranda and Caringbah to Cronulla, where it curved into the centre of Cronulla St. (then Curranulla St.) and past the present railway station (then was the Gunnamatta Goods Siding), and along Ewos Parade to a "balloon loop" at Shelly Park, South Cronulla.

To cope with the remunerative goods there was a siding into the Brickworks (which was demolished earlier this year); there was another siding into the Miranda Co-op Stores; a Goods siding at Caringbah, especially to serve

The last passenger steam tram ran on Aug. 3, 1931, under the charge of Andy Harvey and Charles Naughton.



Burns Timber Yard (where Waltons now stands), where the fence was conveniently close to the railway line, thus enabling the timber often to be tossed over the fence; and there was also a goods siding at Woollooware. From the Sutherland end, passing loops were provided at Acacia M. Miranda (where also was the water tank for the engines), Caringbah and Woollooware. The "balloon loop" was necessary at Shelly Park as there was no turntable for the engines.

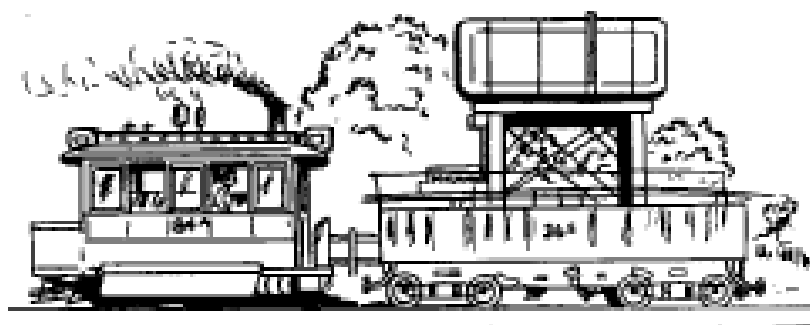
Between Kiora and Kareena Roads Miranda the line passed through a deep depression is the road, this creating a very steep gradient which was the cause of a fatal accident in Nov. 1924. The 6.37 a.m. tram from Cronulla, with the steam-motor hauling three passenger carriages, ran out of control on the Miranda downgrade and hurtled down at an excessive speed, capsizing at the bottom, the engine turning over and killing the driver.

Goods traffic over the tramway quickly developed, and shortly after the opening some 2000 tons of loading were handled each quarter. The revenues thus gained practically paid for the complete operation of the line. The passenger service, too, was lucrative. On public holidays and on other days of heavy loading, and due to the Miranda "hill", trams were often run in two divisions with each motor hauling a maximum of three cars. On really busy days additional motors and cars were borrowed from the Kogarah-Sans Souci system; and there could be up to eight motors and sixteen cars running at the one time with crossings at every loop on the line. During the summer season when services were built up to three cars, it was usual for a motor to assist the Sutherland bound trams between Woollooware loop to Miranda loop and occasionally to Acacia loop; and at times the motors had to double right through from Cronulla. Prior to the provision of the assistant motor it was not unusual for a heavily laden tram to stall on the Miranda "hill" — and all capable male passengers were expected to get out and push!

Shire Council employees had an unofficial agreement with the steam motor drivers whereby the latter would cremate all small dead victims found along the tram road (mainly dogs) — victims to the ever-increasing motor traffic and the desire for speed. On one occasion a goods motor was standing at the Sutherland coal siding, solemnly and silently digesting the remains of a large collie dog. The process was rudely disturbed when at a moment's notice the engine was called upon to replace another which had developed a mechanical failure and so could not take the outgoing tram to Cronulla. The abort steep climb from the Sutherland terminus drew forth great billowing clouds of steam and smoke from the funnel. Unfortunately there was also a distinct smell of burnt hair and bones, this wafting into the adjoining shops, creating both amazement and rude remarks.irate passengers closed

Miranda Water tank was connected by a 6 inch pipe with the metropolitan supply at Penshurst.

It was a godsend to local residents in times of drought.



the sliding tramcar doors forcefully and with extremely impolite remarks asserting the engine's fireman; and the conductor became most diplomatic in stressing the abominable coal supplied to run the engine-motors

As motor traffic increased on the roads and the first private local motorbuses entered into competition, passenger support began to decrease. With the opening of Georges River Bridge in 1929 through motorbuses from Sydney to Cronulla added more competition, as also did a service between: Hurstville and Cronulla.

It was soon found however, that private motorbus services could not provide the quick and speedy service given by the little steam trams lightly patronised bus runs were cut when they did not pay; in holiday periods the buses were quite unable to cope with sudden loading demands. People began to forsake the beaches, and the Cronulla shopkeepers complained of heavy financial losses.



An American White bus was one of a fleet operated between Cronulla, Sutherland and Sydney in competition with the trams.

And so, with the last passenger run of the 20-year-old steam tram service, began the agitation for an electric railway. The good service ceased in 1932.

It should be added that, when needed in peak periods, the Kogarah - Sans Souci rolling stock were interchangeable with the Sutherland-Cronulla Trams, being suitable for travelling on the steam railway lines. The Arncliffe-Bexley tram, although of similar design, could not be used on the steam train railway-lines.

--M. Hutton Neve

Sources Sutherland Shire Studies No. 6, by Peter Neve:
Bygone Days of Sutherland Shire (M.H.N.).

Burraneer Bay Primary School is one of the earliest in the Shire, although not continuous from its foundation. It was opened in 1893, first as an Infants School, with Miss Rachel Reid as its sole teacher, to serve the families living in the scattered areas of Burraneer Bay, Lilli Pilli and Highfield (Caringbah). It closed in July 1908 when the Miranda Central School was opened, the children being transported to and from Miranda by Government-subsidised horse-buses. The school was re-opened in 1952 as an Infants' School, becoming a full primary school in 1960.

'WASHING DAY' IN THE 1900s

On Saturday, prior to "washing day", all soiled clothes and linen were changed, in preparation for the Sabbath, and were put aside in the laundry. In strict Sabbath-observing families these were not put to soak until after sunset (when the ban on Sabbath work ended), ready for Monday morning's rinsing and boiling.

Monday was always wash day and one started EARLY in the morning.

Standard equipment was a set of two or three wooden tubs on legs; in later years these were replaced with twin concrete tubs. A That coppers a copper or pot-stink, a piece of clean smooth wood 2½ to 3 ft. long and approximately 1½ inch diameter, to lift the boiling clothes from copper to the first rinsing tubs and a "wash board"; this could be a flat piece of wood, iron or heavy glass with corrugated ridges for the rubbing up and down of heavily soiled spots on the clothes before they were soaked and later boiled.

The fuel copper was heated by woods light wood ("chips") and newspaper were used to get the fire started; the heavier wood was added —and as it burnt away the copper had to be restoked. Clothes were usually boiled for about one hour, linen and lighter clothing taking less time. The same water was used for the whole boiling wash; and often the copper water was used later to scrub the floors (after which lino could be polished) — and often the front verandah.

The heavy old mangles of previous years were being replaced with a small type of hand-wringer; this was usually screwed between the last rinsing water and the blue-water tubs— if only two tubs, blueing could be done after all rinsing. Some of the wringers had a narrow ledge underneath the rollers, complete with a plug, which could be used in such a way that the last rinsing water did not flow into the final blue water tub.

Whites were always boiled — sheets and pillowslips first; then the towels, tablecloths, serviettes, doyleys and tray cloths, shirts and petticoats-- all these were white. Underclothing, if not white, was usually washed by hand. Special care needed to be taken of the stiff white collars favoured by men in those days.

Starch for the whites had to be made before use; the whitish clay pellets were mixed in a basin with a little cold water until all lumps were broken; then hot water was stirred in, the quantity of hot water depending on the density of starch required — the "creamier" the starch the stiffer the final result.

After boiling, the clothes were lifted into the first tub of cold water to cool and partially rinse; then into the second tub to complete the rinse, and finally into the "blue" tub. A knob of blue (about 1½ inches cubed) and wrapped in paper was tied into a small piece of clean white rag and it was then "swished" around in the water to the desired blue colour, this helping to add whiteness. After this the articles for starching would be wrung out by hand after having been immersed in the starch.

The firm of Recketts made both the starch and the blue knobs; some soap powders were also used; Presereve & Uptons and Hudson were imported into

Australia about 1889; Rinse was known about 1914, but Persil not until the 1930s.

A kitchen or laundry soap would often be shaved straight into the copper with handfuls of washing soda added for bleaching purposes; sometimes several half-squeezed lemons and eggshells tied into the inevitable small ragbag would also be used for bleaching purposes. There were Preservene and Sunlight soaps on the market, and Siren and Sapolene soaps were used later.

The wash-basket was of one or wicker, and had to be carried out to the clothes line. This usually consisted of two strong tall posts with stranded wire threaded through holes in the top — the lines sagged sufficiently to bring them within reach of pegging out; the line was then "propped". The "clothes props" were wood poles, usually from 6 ft. to 8 ft. long, forked at one end to support the wire; the bottom end was roughly pointed to be embed in the ground. The lines were wiped with a damp cloth, and the wooden "dolly" pegs checked for cleanliness — otherwise they would mark the washing; any dirty pegs were put aside to be boiled in the final wash of all cleaning rags. After raising the props (and so elevating the lines) they had to be carefully checked to see that they were firmly fixed in the ground — or a sudden gust of wind could dislodge them, and then the whole wash would have to be redone!

Clothes were always hung in order — sheets together, pillowslips and so on; shirts together, petticoats, aprons, handkerchiefs, socks: and the cleaning rags were laid on the grass to bleach in the sun.

The wash was taken off the line when bone-dry; all which required ironing was then dampened by hand sprinkling with cold water, then rolled tightly and placed back into the basket for ironing the next day. Sheets and towels were put through the big mangle (if one), or otherwise folded in long lengths and run through the hand-wringer (after it had been thoroughly wiped clean and dried).

Ironing Day: this was nearly always the next day (Tuesday) of the same week. There were flat-irons, "Mrs. Potts" irons and charcoal irons; later, petrol and gas irons. The hot flat-irons had to be used with a potholder. "Mrs. Potts" irons were popular. This was a heavy iron about 5 inches long and 3 inches wide at the base, tapering to a point at each end; to speed up ironing at least two (preferably three or four if able to afford them) were used. First, the top of the stove was thoroughly rubbed over with newspaper to ensure cleanliness; the fire was stoked to a good heat and the irons put on the top. To remove an iron, the wooden "Mrs. Potts" handle was clipped on and then placed on a "trivet" or iron-stand. Its heat was tested by a "test iron" of a piece of brown paper; if it scorched the paper it was too hot. An easier — but less ladylike way-- was to spit on the iron; if it hissed-- it was too hot!

Starched articles were usually ironed first. Prior to this, the kitchen table had been covered with two or three thicknesses of old blanket and old sheeting placed over this... And ironing was an involved matter. Great care had to be taken with men's stiffly starched shirt collars (these were separate to the garment, and were clipped on with studs) and cuffs, being gently ironed until a glossy finish was obtained. Embroidered articles were first ironed on the right side over a specially padded cloth, and then ironed on

the wrong side, this giving a professional-looking raised effect to the embroidery. Laces had to be carefully ironed "in and out" with the point of the iron, and then pulled by hand to the desired shape to show up the pattern.

Bed linen and clothes were then laid out in a sunny spot to air, after which they were folded and put into storage ready for use again.

Of course, on both washing and ironing days one had to find sufficient spare time (?) to wash the breakfast dishes and clean the porridge saucepan, make the beds, sweep and tidy all rooms; plus attending to small children-- and don't forget that all non-carpeted floors had to be washed over and scrubbed.... And then there was the evening cooked meal to be prepared.

-- M. Taplin

(Merrill Taplin signed this "Exhusted!" -- who wouldn't be after this step by step of domestic duties! — Editor).

Aboriginal Bones Found at Gymea: some 2-3 years ago some children, while playing in a small rock-cave at Gymea Bay, unearthed a number of bones. I was able to arrange for them to be handed to the Australian Museum in Sydney, and at a later stage they were sent to Canberra so that they could be scientifically examined. Mr. D. R. Moore, Curator of Anthropology at the Museum, reported:

"They were looked at by an expert who considered that they were definitely Aboriginal, and from the skull he estimated that the burial was of a young woman possibly in the late teens or early 20's. There is a rather unusual lesion on the centre front of the skull, but this doesn't appear to be the cause of death since the bone has completely sealed over it. It is more likely a blow received in childhood.

"Burials of females are fairly common in rock-shelter and in midden sites along the east coast. It appears that the Aborigines were fairly indiscriminate in burials of females, but took a good deal more trouble and ceremonial in the case of male burials.

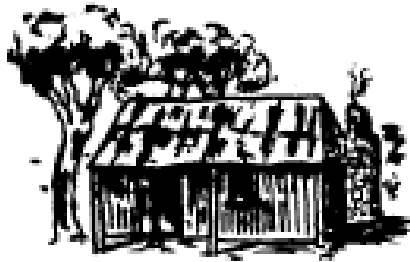
"This specimen has now been placed in our study collections."

In a further discussion, by telephone, Mr. Moore advised me that proof of the age of the bones could not be ascertained as they had been removed from the burial site. If they had been examined where found, this could probably have been learnt. Mr. Moore was of the general opinion that the burial had probably taken place after the 1788 settlement.

Under the National Parks & Wildlife Act 1974 it is an offence:-

- (1) to interfere in any way with any Aboriginal site or to remove any relics of my kind, whether they be on private property or Crown Land
- (2) any such findings must be reported to the Director of the Service immediately, with details of location, etc..

— M. Hutton Neve

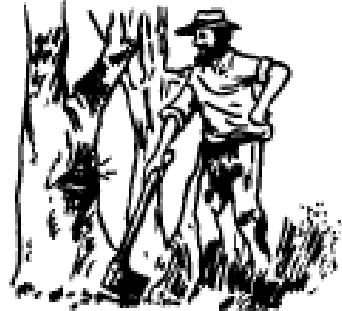


BARK ROOF DWELLING

TIMBER
CUTTERS

* * *

In Menai Pioneer
Days



A WOODCUTTER

The axe rang out in the wooded hills,
And the sang of the saw rang clear ...:

"Useful timber of ironbark, stringy, mahogany, bloodwood, gum and oak, is abundant", wrote a correspondent in "The St. George Advocate" in March 1902, whilst penning a picture of Menai (then called Bangor).

Indeed, the abundant supply of trees in the district attracted men with axes and cross-cut saws for more than a hundred years, exchanging sweat and toil for scant monetary reward.

Men like John Connell (jun.) and Joshua Thorpe held large tracts of land in the Woronora River valley, chiefly for the purpose of removing timber and the legality to mineral rights.

David Duncombe acquired 700 acres a "Promised Grant" from Governor Brisbane in August 1823, in what is (known as Little Forest (an area westward of the Atomic Energy Commission complex at Lucas Heights), where magnificent timber stood. Duncombe also had a grant of 70 acres in 1829 in what is now the heart of Menai, but in 1834 Joshua Thorpe acquired possession. J.L. Spencer obtained 60 acres adjoining Thorpe in 1838, and there is evidence that much timber was removed from the belts of stately trees in these areas.

During the 1860s two men riding horses and camping their way from Wollongong recorded impart their journeys

"On the road back, after traversing six or seven miles through uninteresting country with scant signs of use or activity, e again met timber at Little Forest. The prospects brightened and the different tracks of timber cutters from Little Forest came into view. Soil in the locality was of the first order , and cannot remember seeing such ironbark, blackbutt and forest mahogany. From information from the timber getters we directed our steps in an easterly direction towards what is known as Thorpe's Forest. Gauged our arrival at this spot discover relics of fencing, evidences of cleared land and remains of a homestead".

A man and his two sons recorded in the Sydney Mail of May 1869, their "Gypsying on the Woronora": "On the way up the Woronora we had seen a small sloop at her moorings, and hailing her people who were on shore, enquired as to the probability of our getting over the flats".

During the 1890s many tons of timber were removed by a man named Bland and his timber cutters, from Thorpe's Forest and nearby areas. The logs were dragged by bullocks to a point overlooking the Woronora River and slid

down a chute to the river bank. "Chute Hills was the name given the area by pioneer river settler Jack Price. The logs were rafted together and floated downstream.

When the permanent settlers came on the footsteps of Owen Jones, pioneer of Menai, in May 1896, the trees provided the timber for their sheds, and the trimming by adze shaped the timber for their homesteads, and the bark of the bloodwood and stringy cut into sheets provided adequate roofing. In addition to providing fencing for selections, other trees were hewn down and stumps burnt to provide cultivation areas. The tree was a universal provider for both open hearth fires and wood stoves.

Enterprising woodmen cut timber from spotted gums in areas overlooking Woronora River, providing at the time a ready sale for axe handles. Stacks of these were found over forty years ago, badly rotted, having escaped the ravages of bush fires.

The largest percentage of sleepers for the Sutherland-Cronulla tramway were hewn from the timbers of Little Forest in 1910. Gilmour, the contractor, employed three men in cutting and trimming the sleepers. They comprised Ronald MacDonald, Australia's one-time champion axeman, members of the Dwyer family and their cousin 'Milky' Jack. The men camped in a hut, supplies being brought out from Sutherland. Gilmour employed two horse and dray men, Thornton and Mepsted, who transported the sleepers to Lugarno, where they were loaded onto a punt and rowed downstream to Sylvania, when they were off-loaded and then transported to their positions as the tramway construction progressed.

About this time two families lived in huts in Little Forest, where they worked on a belt of ironbark trees which they cut to appropriate sizes, from which a wheelwright made spokes, hubs and follies (the outer circle —or one piece of it — of the wheel, attached by spokes) for dray and cart wheels. These were taken by horse-drawn vans over Lugarno ferry to their destination..

Woodcutters invaded the lush bush in the ranges, wielding their axes on oaks for bakers' wood; turpentine, blackbutt, stringy bark and bloodwood for fence posts and various other purposes. They were professional timbermen. Some were driven to the occupation during the years of the Great Depression. During the height of the Depression the Government sent a slow-moving two-ton grey-coloured tabletop truck equipped with hard tyres, often with a dozen men aboard, into Menai from "Happy Valley" at La Perouse, where timber of any size was hewn down and taken back to provide fuel for unemployed camps. These men made devastation amongst the timber in a wide area of Crown lands.

The Pickering family were cutting and carting bakers' wood in the area approaching Lugarno ferry at the turn of the century. About this time, and for many years a woodcutter named MacFarlane came from Hurstville, operating in the northern end of the district to Alfords Point, the bush track he made being known as "Mac's track". He drove a two-horse four-wheeled flat top waggon for transporting his bakers' wood to Hurstville bakeries.

Local men engaged in timber-cutting, chiefly for Muston's bakery at Sutherland. Others sold loads of "winter firewood", whilst some sold clothes props.** Sutherland men worked in the bush for years cutting bakers' wood.

** see next page

Personalities like the Booker brothers-- George, well-built and pleasant-natured; Bob, slightly built and morose: and Ted Woods with his small pony, pulling large bags of bakers' wood, encouraging his horse with a barrage of softly spoken words.

In 1921 Sutherland Council contracted with Menai settler A. Batchelor to cut 128 posts of turpentine, stringy and bloodwood for threepence (4c) spout, for other Menai men who were employed by the Council to fence a road out through Thorpes Forest.

--Alf Midgley

Sources: Public Library: "St. George Call": Mr. Cass Dwyer; Mr. Ern. Webb, Mr. Tom Price; Diary of Arthur Midgley; Kogarah Historical Society; Author' a notes.

** For the information of the "young generation", "clothes props" were long thin saplings from about 8' to 10', with a V at the top end, used to elevate or prop up the middle of the wire clothesline strung between two strong posts. The bottom of the prop was securely wedged into the ground at an angle. "Closes props:" was a familiar suburban street call some 40/50 years ago, usually selling at 6d or 1/- each (5c to 10c).
(Editor)

Official Guide to The National Park: published "By Authority of the Trustees": 1893. This was the first-published description of the Park, 18,000 acres having been set aside by the then Premier in April 1879. On August 3, 1880 the boundaries were extended to a total area of 36,000 ac..

"Deep glens and gorges divide the high table-lands, and these valleys, scooped out by natural forces during ages in the distant past, possess a wealth of picturesque and quiet beauty.... For situation, the National Park is so highly favoured that in the not far distant future it will stand a beautiful reserve, possessing undisturbed the best of its natural grandeur in the midst of a dense population settled on both sides of the railway line, extending from the Metropolis to the furthestmost limits of the famed Illawarra district...."

When this was written some 80 years ago, there was only very brief and scattered settlement between Georges River and the small settlement of Wollongong: today, there is a strong and continuous growth of population right along the railway line from Georges River to Heathcote - although on the western side only is there space for further growth, on the steep spurs of North Engadine, and northwards to Menai. Eighty years ago much of these areas were still Crown Lands--some still are....

"In coming decades the National Park will remain much in the same condition as it now stands.... The whole heritage is safe beyond the reach of plunder, safe from the machinations of ambitious schemers, and secured to the people of this country on express terms fixed and made final by Act of Parliament...."

Lugarno: is said to have been named after Lake Lugarno in Switzerland, the scenery being similar.

SHIRE ELECTRICITY SUPPLY

The Shire-wide supply of electricity became a reality when the Shire President, Clr. "Joe" Mono, officially switched on lights in Lobb's Hall (now Opitt's Pharmacy & Bookshop) in East Parade Sutherland at 6.0 pm on July 10, 1926.

Restricted electricity first came to the Shire when Mr. A. T. Robinson installed a small generating plant to service Cronulla houses and streets, power being switched on towards the end of 1917, the Shire Council having entered into an agreement with Mr. Robinson.

Mr. Ray Paton of Sutherland, stated that that the generating plant was sited near the southern end of the present railway station; and that as a youth he helped to erect power poles and wiring across the head of Gunnamatta Bay (where Tonkin Park now is) to light Woolooware Road and also to service homes there. Despite legal vigilance in framing the contract the service was not satisfactory, although continuing for several more years.



The Badge of the Sydney County Council. The traditional symbol of the sun depicts heat, the classical torch depicts light, and the figure of the horse depicts power. The Latin motto translated is: "Let the future excel the past".

A public competition was held to select a suitable design, approximately 150 entries being received. The winning design was from Miss M. Whitmore of West Ryde (subject to some minor alterations, which she willingly made: and in 1936 it was incorporated in the Common Seal of the Council, and used on all stationery.

With the proposal in the early 1920s to extend the Sydney electric train service across Georges River to terminate at Sutherland railway station, the question arose of an electric reticulation service for the Shire generally.

In March 1926 the first electric trains ran between Sydney and Oatley; and by August of that year the service had reached Sutherland township, and The National Park (old Military branch line) in the following December.

The Sutherland-Cronulla steam trams were then operating, providing both a passenger and goods service to varied points along the route via Kingsway.

They had begun in 1911, providing a much-needed and cheap public transport service, but increasing motorised traffic during the 1920s created serious and detrimental competition, and the steam trams ceased in 1932. The bus services were unable to cope, and Clr. "Joe" Monro quickly realised there was only one way in which to provide an adequate transport service, and that was by the extension of the electric train from Sutherland to Cronulla.

With electricity available throughout the Shire from July 1926, there seemed to be no problem — except finance. Discussion, support and objection continued for several years before adequate financial negotiations provided the funding. Finally, the "Sutherland to Cronulla Railway Act" was passed by Parliament on July 21, 1936, by the narrow margin of 25 to 23 votes. Incidentally, it was one of the few Bills passed during the brief reign of Edward VIII. On December 16, 1939 the State Governor Lord Wakehurst, sitting triumphantly at the controls, brought the official train in to Cronulla Station.

The first public supply system of electricity in Britain was introduced by Siemen Bros. when they lit up the main streets in Goldalming England in 1881. The first public sale of electricity in the U.S.A. was provided by the California Electric Light Co. in 1879.

That Australia made no contribution to the early development in the field of electricity is not surprising. Whilst the scientists and engineers of England, Europe and America were working to bring about the public supply of electricity, the people of Australia were still struggling in a strange land to establish a nation out of what was yet a penal colony — although transportation had ceased in N.S.W. in 1849,

The lighting of the streets of Sydney was a matter of concern, but the citizen of the day thought in terms of oil lamps.

In 1842 the Sydney Municipal Council came into being; the "city" was described as "roughly speaking, bounded by Woolloomooloo, Surry Hills, Redfern and Darling Harbour". Scattered dwellings lay on the outskirts of the city; creaking bullock waggons crept along George Street; and "a few gas and oil lamps made darkness visible".

Street lighting was a first consideration of the new Council, but great argument revolved around two types — gas versus oil, the Sydney Gas Coy. having provided the first street lights in 1841.

Electricity for lighting was first used commercially in Sydney in 1878. The Government had decided to hold an international exhibition and to build an "International Exhibition Garden Palace" in the Botanic Gardens. Following that innovation, for some years the Municipal City Council carried out several investigations concerning the use of electricity, but continued dithering in the implementation of any definite decision. While the City Fathers went on seeking advice — but did nothing practical about the increasing demand — a number of Councils in N.S.W. installed electric systems for lighting their streets.

To Tamworth goes the distinction of being the first town in the Southern Hemisphere to light its streets with electricity, light being switched on Nov. 9, 1888. Tamworth was soon followed by Young, Penrith, Moss Vale, Broken Hill and Redfern, by 1891 each of these locations having its own electricity supply system.

It was not until October 16, 1896, that the Municipal Council of Sydney Electric Lighting Bill was finally passed, being "An Act to enable the Municipal Council of Sydney to light the streets, also public and private places of the City of Sydney with the Electric Light, and also places outside the said City, and to exercise all powers necessary for such purposes, and for the generating and supply of electric power

And so at long last "modern" discovery brought to Sydney Town the benefits of the brilliancy of electric lighting — an Act that was the foundation stone on which was built the Electricity Undertaking of the Municipal Council of Sydney — later to be transferred to The Sydney County Council, from whom the Shire draws its power.

But this "modern" discovery of electrical power had been known for over 2000 years to the Greeks — and possibly to earlier civilisations. In 600 B.C. Greek scientists were aware that amber, when rubbed with a cloth, had the power to attract light bodies-- the effect of static electricity. The name "electricity" is derived from the Greek work "elektron", meaning sober.

The first occasion on which the citizens of Sydney saw "electric light" was when the city was illuminated in honour of the marriage of the Prince of Wales (Edward VII) on June 11, 1863, the lighting being possible by the use of numerous batteries. It was described as the "most brilliant part of the illumination of the night" And no doubt, when Clr. Joe Monro switched on the Shire's electricity in 1926 the local residents considered it as "most brilliant" --leaping from the era of scattered kerosene street lighting to the instant modernity of electrical brightness.

—M.H.N.

Sources: "Fifty Years of Electrical Supply": The Sydney County Council (1976): From Sails to Atoms: D. Kirkby.

TO ALL MEMBERS

I want to draw your attention to the Cover Page listing the Contents. You will note that the names of four contributors were given— Alf Midgley, Fred Midgley, M. Hutton Neve, Geo. Heavens - FOUR members out of a total membership of a little over 200 persons!

While the above four, all members of the Publications Committee, find much pleasure and satisfaction in researching and writing local history, this does not, and can not, provide sufficient variation. Each one of us has our own style of writing; and to some extent each of us is interested in differing facts of local history.

The Publications Committee again appeals for contributions from other members. We do not ask for material of several pages in length. A half page of the Bulletin contains approximately 200/220 words; and a full page 400/420 words. Material may be hand-written; please note paragraph headed 'Contributors' on inside back page.

We again appeal to members to help with varied material; items of just a half-page or so are always welcome. We would greatly appreciate having a for more contributors — what about you ??

— Geo. Heavens: Convener.

EARLY SUTHERLAND SHIRE TELEPHONES



Only two years after the telephone was invented by Dr. Alexander Graham Bell, a Scotsman living in the United States of America, it was in use in Australia.

By 1901, when the administration of Australia's postal and telecommunication services were transferred to the Commonwealth, nearly 33,000 'phones were in use in Australia. Thereafter, rapid expansion occurred, and the total had reached 100,000 by the end of the decade.

A St. George newspaper reported in its edition of March 10, 1906, that "the new metallic line and Ericson Telephone instruments at the Sutherland Post Office are up-to-date and a great improvement on the old system. The promised silent cabinet when erected will be an additional improvement". The same newspaper in a small paragraph of its issue of April 14, 1906, stated that the new telephone line to Miranda would be commenced shortly.

In 1906, during October, it was reported that Mr. Matson of Yowie Bay was to have the telephone connected to his up-to-date boatshed and would be a service much appreciated by visitors to the Bay, a growing holiday resort.

In April 1903 public telephones were installed at Como railway station with the promise of one at Sylvania. This service to the public was through the instigation and work of Mr. W.E. Johnson M.P..

By June 1908 public telephones had been placed at Sutherland, Miranda, Port Hacking, Cronulla and Helensburgh. These services were through the Kogarah Exchange, established in 1898. In the same month Mr. Johnson lost no time in advocating a public telephone in the vicinity of Dover Point (Tom Uglys), this to consist of a "coin-in-slot" twopence fee (3c) at the eastern end of the ferry waiting shed.

Not all applications were successful, however, for when Sutherland Council requested an extra telephone line from Cronulla to the Kogarah Exchange in December 1908, it was refused.

A Post Office was installed in Hill's boatshed at Burraneer Bay following the petition of 24 residents in August 1911, and the P.M.G. agreed to the installation, but it was not until February 1912 that a telephone service was connected. However, the P.M.G. decided that the increased population of Yowie Bay warranted a public telephone in October 1911, advising that one would be installed as soon as possible.

In May 1908 Shire Councillor Robert Cook was unanimously supported in his representations to advocate to the Police Department the necessity of having Sutherland Police Station connected by 'phone to the central district exchange at Kogarah.

Sutherland Shire Council entered into a party line in September 1911 with Messrs. Boyle, publican; Carrick, baker; and Cole, timber merchant; and hoped it would not be very long before Council were connected direct.

Tele phone facilities were made available on June 18, 1913 at the Postal Receiving Office of Mr. W. Mansfield at Caringbah.

In February 1915 Mr. G. Burns M.P. notified Sutherland Shire Council that the request for a telephone exchange came under the category of an "isolated Country Exchange", and subscribers thereto would have to pay a trunkline call of threepence (4c) for three minutes. This also applied to the Exchange established at Cronulla. A local Exchange could be established at Sutherland for a fee of £3 (\$6) per year flat rate and ½ pence per call for local calls within a radius of two miles. Trunkline calls charges would be added over two miles distant. The Sutherland Telephone Exchange was established on February 16, 1916,

Dawes Carey, now of Como, as a lad worked in Sutherland Post Office and recalled the installation of the first telephone. It was at this time that a line as connected from the Post Office to the residence of the sexton Mr. Thomas Smith, at Woronora Cemetery. Mr. Brigden, Sutherland's Postmaster, handed the receiver to Carey and said, "Tom Smith's on from the cemetery, and he's going to sing for you"! Mr. Smith had a fine voice.

A private subscriber in 1916 was the Bev. Isaac Armitage, the Anglican minister, whose Parish comprised the districts of Sutherland Cronulla, Miranda, Sylvania and Audley. The Rectory, with "Telephone Cronulla 45", was at Cronulla Beach.

— Fred Midgley.

Sources: "St. George Call"; Mr. D. Carey; Australian Post Office; "Historical Firsts", Tucker & Co..

* * * * *

"The Parish of Heathcote": in 1817 Governor Macquarie began the serious survey of the Colony, but it was not completed until 1835, Governor Bourke then proclaimed the "Nineteen Counties", of which Cumberland was one; this was variously subdivided, the area between Georges and Woronora Rivers becoming the 'Hundred of Woronora', with the Parishes of Bulgo, Wattamolla, Heathcote and Sutherland; these all being named by Surveyor-General Sir Thomas Mitchell, who took over the survey of this area in 1828. The name "Woronora" was dropped about 1840, when the whole area became simply "Heathcote'. Mitchell's name of Sutherland was correctly spelt by him, he having named it thus as it was the first Parish south of Georges River (as he noted in one of his field notebooks); this the "Parish of Southerland" was not - and could not have been -- named after Forby Sutherland, as the late Frank Cridland suggested in his book.

Heathcote National Park: according to a recent notice, the Geographical Names Board, Department of Lands, has changed the name of the "Heathcote Primitive Area" as above, all similar State reserves now becoming known as "National Parks".

"O'BRIEN'S SUBSCRIPTION ROAD" DOWN TO THE ILLAWARRA

Timberworkers' tracks leading from small ports up the streams and into the forests formed the first means of road communication in the Illawarra district. With the expansion of settlement, the scattered centre of habitation became linked by similar tracks, which gradually developed into the first rough roads.

Because of the steep intervening coastal escarpment, overland communication between Sydney and the Illawarra district was at first considered impracticable, but reports of the fertility of the district, and Dr. Throsby's cutting of the cattle track down the mountain at Bulli in 1815, directed the attention of landholders about Appin to the previously inaccessible Illawarra area. In the same year Surveyor James Meehan marked a line from Appin to the top of Bulli mountain.

Throsby's track remained the only route to Illawarra until 1821 then Cornelius O'Brien, a settler of the district, was pleased to inform the Proprietors of Land in the District of Illawarra that a Track much shorter and of far less and more gradual declivity is discovered. Should the Proprietors think proper to subscribe towards the Expense of cutting away the Brush, etc., to make a passage for cattle, Mr. O'Brien will be happy to point out the track to those who may be employed on the work. It is estimated that £10 sterling from each Proprietor, supposing than to be seven in number, would be sufficient to make a Cattle Road from Illawarra to the District of Appin by the new track'.

Response to O'Brien's advertisement amounted to £60, and with this sum he employed six men to make the road, which descended to the coast near Mount Keira.

Throsby's cattle road was supplanted by O'Brien's Subscription Road, as it was called, and this route was chosen by the official party when Governor Macquarie visited Illawarra in 1822.

Over the next few years there was continued dissatisfaction with the lack of adequate road-communication into the Illawarra, landholders complaining of trespass of their properties and settlers demanding Government action for access. Surveyor-General Mitchell was instructed to investigate the position, but he was not in favour of a new road from Appin to the coast. Instead, he came up with a revolutionary proposal -- a direct road from Sydney to the Illawarra.

"This would cross the lowest ford on Cook's River, and Georges River by a ferry, across a breadth of 250 yards, to a point where a continuous ridge leads in a very good direction to the heights over O'Brien's land a descent down the coast mountain might be made...."

After much delay, Mitchell's surveyed route finally began, and by 1845 the 'Illawarra Road' was in operation, with a regular tow-rope punt service at the Lugarno crossing. However, the road — long and lonely — was not well patronised, and when settlement in the Kogarah/Rockdale districts began to increase the punt crossing was moved to Tom Ugly's, to connect with a new road which crossed the Holt-Sutherland Estate to Bottle Forest.

-- M.H.N.

Source: "Main Roads": Dept. of Main Roads: March 1951.

"I Remember"

McQUILLAN'S CHRISTMAS DINNER (Mid-winter 1934)

I had walked to work as usual from Prices Avenue at Woronora River -- up River Road towards Sutherland, across the railway line, then along the bush cart-track — which was eventually to be Waratah Street, down to Sydney Road (Princes Highway) and along what is now The Boulevard, to Manchester Road where the works shed was situated. It was a very cold winter morning.

Manchester Road-to-be was a pine forest, where all the trees had to be out down and a trench dug to take the quarry stone (for the foundations). The district was poultry farming, and I remember the farm on the south-eastern corner had white-painted fence posts with stranded wire. It was now about 20 past 7, and some of the men had a little fire burning and had made a billy of tea: I can still smell the pine smoke from that fire.

Two men were looking at a .22 rifle which was for sale and were giving it "the once over". They had only three bullets, and were debating how to test the gun; one was named McQuillan and the other Cooper. They loaded the gun and — as by Divine Providence — a large white rooster flew up on to the fence about 75 yards away, flapped his wings and began to crow.

Cooper took aims McQuillan said: "Do you think you could hit him?".

Cooper was considering, when an old bloke who had been watching the episode chipped in and said: "You'd be a mug shot if you couldn't! Not only could I hit him but I'd guarantee to knock his b-- head off at that distance!

Cooper took up the challenge as an affront to himself and replied: 'O K, Old 'Un, if you're so b --- smart, prove it!"

The "Old one" took the gun, leant on the white post fence, took aim --and bang! Everyone immediately became busy minding their own business and selecting picks, mattocks, shovels , whilst others walked to where they were to start work. Cooper wrapped the gun in newspaper and buried it in the sand, and McQuillan vanished into the pine trees; Old 'Un drank some tea.

We all expected the farmer to arrive at high speed; however, the ganger (foreman) arrived instead, and we all began work digging trenches and cutting trees. No one knew anything, and the farmer didn't show up. Gunshots were not unusual at this period for there were a lot of rabbits living in the pine forest.

Work continued until lunchtime, when we all gathered around the fire to eat our sandwiches. We made our tea out of a standard sanitary-pan full of boiling water — thoroughly clean inside, but as black as tar on the out-side — with a stick across the top to keep the water from getting smoked.

To our surprise McQuillan produced the rooster's neck and the smashed head and observed: "Old 'Un, you're a beaut!"

The Old 'Un replied: 'I was a sniper at the war, so I had no doubts at all at such short range" (It looked a long way to me).

When we were leaving to go home at 5 p.m. McQuillan, with a big grin, gleefully displayed the plucked and cleaned rooster. The rascal had retrieved and attended to it during the day, burying the evidence. So the

McQuillan family had Christmas dinner in mid-winter, an unexpected luxury for an unemployed family. The gum changed hands for 7/6d (75 cents) complete with the two remaining bullets: and so everyone was satisfied.

— Geo. Heavens

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ABORIGINAL SITES

From time to time I have been asked by people —not only members — about Aboriginal carvings ("peckings") and "work sites" in the Shire. There are a large number in The Royal National Park, and a few of those may be pointed out by the Rangers.

Last year the Midgley brothers and I were shown a site on Crown Land in the Menai area, consisting of two life-sized outlines of men and one of a large kangaroo. We duly photographed these. On revisiting the site some weeks later we found that our tracks had been discovered, and that "bikies" had deliberately driven over the male carvings and also further damaged tin by rock-scratching "improvements". Fortunately these young vandals (school boys) were unable to get at the nearby "creek workshop" where long-gone aborigines had shaped and sharpened their varied stone tools.

I have recently located I rock-overhang containing some 10 - 12 Black hand imprints, with probably an ancient midden in front of it. In a near-by area is an old cave obviously used for many years by camping parties of local fishermen; and in front of this appears to be another old midden, but this has in the past been dug into by curiosity-seekers; and so its value has to some extent been destroyed.

To quote a report in the Sun of May 19th 1976: "Vandals have destroyed Aboriginal rock carvings in Queensland. The 1,000-year-old carvings and paintings were in the Painted Rock Reserve of Mount Isa, about 800 miles NW at Brisbane. Government rangers said the paintings had been daubed with paint and pockmarked by rifle fire. It would be impossible to restore them

The "black hand" rock overhang is in a built-up area at The Bonnett, but is extremely difficult to locate: but once talked about, even its present inaccessibility would be within the scope of rock-climbing vandals. I am arranging to have the rock overhang photographed, and then, hopefully, to have it examined by archaeological experts; but it seems to be only a matter of time before local young vandals discover it and mutilate it.

-- M..H.N.

* * * * *

June 14, 1902: Pigeon-shooting was popular in the early pre-Shire days; and in a local match Wallace Higgerson (Heathcote) and William Simpson (Port Hacking), tied to divide the prize of £10 (\$20.00).

On June 20, 1902, the watertank at the Sutherland rail goods yard was locked up, and the scarcity of water was felt by horses in the carrying trade, it being a dry winter.

"B A I L U P!"

The dreaded cry was the common hazard for the coaches travelling lonely country roads in the earlier days of last century, especially during the 1850s and 1860s of the gold rush period. Not only were most of the coach passengers worth robbing for their golden sovereigns, watches and jewellery, but far more so were the vehicles transporting the raw gold to the banks of Melbourne and Sydney.

The first bushrangers were escaped convicts or "bolters", vicious and desperate men, raiding isolated settlers' homes, looting, burning and often murdering. Governor Brisbane is recorded as having hanged thirty four convict bushrangers in New South Wales during the one year of 1822.

The only record of "bushrangers" in the pre-Shire was in John Connell's (jun.) time. Connell had land in the Woollooware/Kurnell area adjacent to Birnie's "Alpha Farm". Two "bolters", having previously committed highway robbery in the Parramatta district, escaped to Botany Bay and raided Connell's house, then sought shelter in the surrounding bush. A search party caught the camping in nearby bush with the stolen goods.

The era the "Wild Colonial Boys" belongs to the gold rush period. They were Australian-born and free; practically all were bushmen, living their own lives in defiance of any law and order. For the most part the police, or troopers, were city-dwelling men trained along military lines, and often ignorant of the terrain of the bushrangers-- who despised the police rather than feared them. Many of them took to bushranging not only for the lucrative returns but also for the excitement and adventure it provided: to bait and challenge the police troopers and to outwit them—it was all part of "the fun" — with the risk of death in a running fight, or hanging if care-less enough to be captured. Most of them were neither vicious nor murderous, as had been the early "bolters"; they had their own "code of the road", as had in earlier years the highwaymen of England. In general they respect women; rarely was a male passenger assaulted, although the escorts of the bullion waggons were considered fair game.



For food, they either raided the large grazing estates of wealthy landowners, or relied on the small settles to provide than. Many of course were the sons or relatives of the settlers, and so their 'bush telegraph" provided regular and reliable intelligence of the police-troopers' movements.

The Clarke brothers, Tom and John, sons of a convict and related to a dozen or more horse and cattle thieves, had what was said to be the best 'bush telegraph' in New South Wales, and boasted they always know where the police were and when the gold coaches were running. A black-tracker finally led the police to them and they were eventually hanged.

Frank ('darkie') Gardiner was active in the early 1860s, particularly in the Lambing Flat (Young) area. It was claimed that in 1862 Gardiner had held up every coach, horseman and foot traveller between Burragorang and the Lachlan and between Weddin Mountains and Lambing Flat.

It is stated that in a bush cave near "Mary's Mount" on the Fish River N.S.W. is cached a large quantity of gold taken from a gold escort at Eugowra Rocks. Gardiner was later captured and imprisoned, and on release went to America. He is said to have sent a friend back to NSW with a rough sketch-map of the hidden gold but it could not be found.

Ben Hall, who at one time had a small farm near Wheogo not far from Lambing Flat, was regarded as a law-abiding settler until domestic troubles and police harassment drove him to bushranging. It is believed that in a cave at Bungonia, near Goulburn, is a large amount of gold hidden by him. It, too, has been searched for over the years but not found.

Nearer to Sydney were the depredations of bushranger Fred Ward, known either as 'Captain Thunderbolt' or just "Thunderbolt". He was born in 1836 and lived quietly until sentenced to a long term of imprisonment on Cockatoo Island (Sydney Harbour) for horse stealing. Embittered by the harshness of prison life, on his release he "took to the road", robbing travellers and coaching inns in the Hawkesbury district. As with some of the other bushrangers Thunderbolt was betrayed to the police and was shot near Uralla in 1870, where he is buried. The gravestone, erected by 'New England Residents' has, like Ben Hall's grave, become very much a tourist attraction.

Thunderbolt is another who is reputed to have left a hidden hoard of varied plunder. It is known he used to hide in the Timor Caves, about 25 miles from Murrurundi; and some 20 years ago local men exploring the caves discovered an inscription written in red chalk on one of the walls, 'Fred Ward 1864,': but they, too, had no luck in locating the plunder which, reasonably reliably, is believed to be there.

In the Sydney area is a valuable stolen hoard believed to have been buried not far from the water's edge in one of the tiny bays of the North Shore. On Sept. 14, 1828 the Sydney branch of the Bank of Australia was robbed; a tunnel was driven through the bricks lining a drain which ran



close to the foundations of the bank, and then into the nine foot-thick wall of the strongroom, and a hole made big enough to admit a man's body. The loot was valuable stem for those times — 1500 Spanish dollars and £700 (\$1400) in Georgian silver coins. The robbers are said to have carried the boats across the Harbour in a skiff and buried them; for some unknown and unrecorded reason they did not return. Perhaps some future waterfront construction may reveal the hoard! (The Bank of Australia was established in 1826, but following some years of involved litigation, it failed in 1843).

Yesterday's bushranger bailed up his victims riding spirited thoroughbred horses (usually stolen), and held up his victims on the road: their modern counterpart is the "bank-ranger", in a high-powered "get-away cars (usually stolen): and their plunder in one hold-up would be undreamt wealth to the bushrangers of last century.

— M. Hutton Neve

Sources: "A Pictorial History of Bushrangers": Prior/Wannan/Nunn: Paul Hamlyn Publ., Sydney 1966: and Author's Notes.

"GINGERBREAD MAN": Probably only the older generation will remember this childhood delight, usually bought from bakers' shops — when such shops existed in every township and village to sell their own locally baked bread. The "gingerbread man" was a delectable iced confection in the shape of a light brown human figure, the icing sometimes outlining only the features; with others, white or lemon icing covered one side of the "manikin", usually about 3 or 4 inches long. Their origin, however, is anything but delightful: In ancient Oriental times an institution, the "Meriah", flourished. The "Meriah" was a young maiden or a youth, selected for beauty and purity, created a god — and set apart for sacrifice. On the appointed day the body was anointed with oil and covered thickly with gold dust. Then, amidst religious celebrations the deified victim was ceremoniously slain — and then cooked and eaten at a great festival! This Oriental sweetmeat was introduced into England in early times, selling at Market Day Fairs and suchlike: but by then the origin of human sacrifice had long since been forgotten, but the custom of the act remained in the shape of the brown manikin cake covered with golden-yellow icing, to be "ceremoniously eaten". They may have been on sale at Easter — perhaps as a symbolical gesture of the destruction of human sin; or as a Eucharistic symbol. As a very small child in New Zealand over 50 years ago, I can well remember them.

-- M.H.N.

The "Old Cemetery at Heathcote" is actually the cemetery which was attached to the Waterfall T.B. Sanitorium; the cemetery was opened in 1911 and closed in 1946, the hospital itself closing as such about the same time.

The cemetery is now completely derelict and uncared-for — and the occasion-location for hoodlum beer-parties and vandalism.

“TAKE THREE LARGE LEAVES OF THE PRICKLY PEAR ...”

"I just thought you'd like to know that the old Gargoyle is abed with the 'flu', telephoned little sister, "and big brother has a touch of bronchitis, although he's still on his feet". I wondered what dear little virus had enough nerve to attach itself onto GRANDPA. It is a fact that none of us can recall him ever going to bed with any complaint, mostly out of sheer obstinacy. "Thanks for letting me know", says I, but a day had passed before I could get down home to be of any assistance.

The two star patients appeared to have sufficiently survived their infections and the administrations of little sister, and were up and watching the telly when I arrived. The oil heater was softly glowing, and with the aid of the contents of bottles of suspect black stuff and little jars of oversized capsules, it was a safe bet they'd be out to watch the footie by the following weekend. It was my turn to play the ministering angel, and I was handing out the inevitable cuppa all round when little sister herself appeared in the doorway. "Good heavens!" says I: "You look like the Vision of Doom'. In she staggered. "Be a good spirit and have these scripts made up for me, she croaked. "I'm going to bed".

Her scripts, plus one repeat each for Grandpa and big brother, I handed to the old local chemist and prepared for the long wait. I was not disappointed: the old chemist works to the tick of his old local clock. It was during my vigil that I began to wonder just how our old pioneers coped with the vagaries of colds and 'flu. There was no old local chemist to fill scripts for them (no matter how long they would wait). Even doctors were few and miles between.

As soon as I arrived home and could take off my "ministering angel" hat, I headed towards the "junk room". My fossicking proved fruitful. Halfway through an old jam-carton of musty books I found this little gem:

"The housewife's Guide' by Mrs. T. Winning; printed in 1902s just what the with-it pioneer wife kept within easy reach. Besides recipes for sauces, soups, puddings pastries, jams and preserves, hints for the household (including advice on the selection of the "right class" of servant girl), and after the bit on Poultry Notes and Diseases, there is a much worn section on Domestic Remedies and Home Treatment.

This section is rather curious and includes cures for just about everything from Gumboils and Phosphorus Poisoning to Warts and Smallpox and even instructions for the making of several types of Poultices. But as it is influenza time around this here Shire, perhaps this extract might well be of interest

INFLUENZA: The disease is prostrating, and the after-effects more to be dreaded than the complaint itself; therefore a patient cannot have too much care and attention, and bed, even for slight cases, is imperative.

Every 4 hours give 1 teaspoonful of Ammoniated Tincture of Quinine, and give 10 grains of Bayer's Salicylate of Soda the last thing at night. Give simple nourishing diet, but avoid meat and even tea during the first stages, Gruel, milk foods, eggs, fish, and stewed fruit may be given. Attend to the bowels and keep them well opened. At the commencement of the attack a hot bath with about a tablespoonful of ammonia in it relieves pain and induces sleep. 10 to 20 drops of chlorodyne may also be given.

If there is severe pain in the lungs apply hot fomentations. Give hot lemonade to drink. When the convalescent stage is reached the diet should be as nourishing as possible, but always light and easy of digestion. Beef tea, made by author's recipe, raw beef sandwiches, raw eggs, rum-and-milk, fish soup, are all very strengthening, and something of the kind should be given every day between the ordinary meals until the patient regains his strength.

COLD IN THE HEAD AND CONGEALED NOSTRILS: drop warm olive oil into the nostrils and plug with cotton wool. Inhale Menthol or Eucalyptus extract. A little lanoline applied to the nostrils at night prevents redness and soreness.

A QUICK WAY TO CURE A COLD: dissolve a tablespoonful of Mustard in a pail of very hot water, and sit with the feet in it for 20 minutes, covering well over with a blanket to keep in the steam, then get into bed and take the following dose --drop 12 to 15 drops of Spirits of Camphor on lump sugar and pour on just sufficient boiling water to dissolve it thoroughly; drink hot.

SORE THROAT: buy sixpence worth of pure Chlorate of Potash, and dissolve 1 teaspoonful of it in ½ pint hot water; cool, strain through muslin, and gargle the throat frequently. This will cure almost any form of sore throat. Other good gargles are Condly's Fluid in water, powdered Alum dissolved in sage tea, or 6 grains of Salicylate of Soda in 1 oz. of water. A cold compress of linen rung out of mustard and water, applied to the throat and covered with warm flannel bandage always gives relief.

WHOOPING COUGH: a simple cure: cut up three large leaves of the prickly pear, put on in a quart of cold water and simmer slowly for ½hour; strain very carefully through muslin, add 2 oz. white sugar, and boil again for 15 minutes. Dose for a child, 1 to 3 teaspoonfuls; for an adult, 1 to 2 table-spoonfuls. This is also very good for coughs and sore throats.

.... Well, there you have it. No wonder pioneer folk died of the 'flu. If the ailment did not get 'em then the cure surely would I suppose one could live through the rum-and-milk bit, but raw beef sandwiches; Really!

-- Danna Vale

Early Australian Films: "The Sentimental Bloke", produced in 1919, was the first feature-picture shot against real city streets and houses. It was directed by Raymond Langford, who was responsible for a number of good films during this period. Though few realise it, Australia was, over fifty years ago, an active picture-producing country, and between 1910 and 1928, twelve pictures a year were made. The Salvation Army, with its production of "The Soldiers of the Cross" in 1899, is believed to be the first story-film ever made; it was screened in conjunction with a number of "lantern slides" and a musical score, the film lasting just under an hour.

When the Japanese Squadron visited Sydney in 1903, a special train was provided to convey a number of the officers to National Park on Sunday June 13.

THE FIRST TOURIST GUIDE AND MAPS IN N.S.W.

Tourist maps and guides of N.S.W. were compiled by Joseph Pearson. His first publication "Road Guide to N.S.W.", which appeared in 1896, was an immediate success and an encouragement for the originator whose foresight and energy made it possible by riding a bicycle.

Joseph Pearson was born in July 1849, about a 100 yards from where the Sydney Town Hall now stands. His parents lived in Clarence Street, then a residential area of the city where, as he recorded in his small book of reminiscences, 'there were many blocks of vacant land'.

From boyhood to youth Joseph was interested in outdoor sports, chiefly cycling. In 1865 he rode in contests on an iron-tired velocipede or 'bone-shaker' on the Albert Ground on the outskirts of Redfern.

His next bike was the Ordinary, but was popularly known as the 'Penny-farthing' because it had a large wheel in the front and a small one behind.** They were used mostly in the late 1870s and 1880s. It was at this stage that Joe Pearson started to gain information about the roads of N.S.W. and to measure the distances from town to town.

To measure distances an excellent contrivance was arranged on the hub of the front wheel. It was so worked that every revolution of the wheel started the mechanism, and at the conclusion of each mile a bell would ring and the dial would record the distance covered. One of the first trips to be taken about 1882 on the 'Penny-farthing' was to Melbourne via Goulburn, Yass, Gundagai, Albury etc., a distance of 576 miles, the odometer giving an accurate measurement. In 1888 came the 'safety bicycle', similar to the cycle of today.

In 1893 Pearson toured England and Scotland on a bicycle, having purchased for guidance a road map, and although not a very pretentious production it was most useful and answered Pearson's purpose admirably.

On his return to Australia Joe Pearson, by then no mean cyclist, rode around N.S.W. gathering information about towns, accommodation, distance and condition of roads, with the odometer firmly fixed on the front wheel of his bicycle.

A 'Pearson's Road Map' of 1906, (in the writer's possession) was the turn of this century.

** The old Penny was about the size of a 20-cent piece; the Farthing was 1/4 of a penny, and about the size of a 1-cent piece. The farthing, as cash, had probably ceased to be used shortly after



Joe Pearson & Penny-farthing, 1882

published by H.E.C. Robinson and varies little in its presentation to a tourist map of today.

The distances ridden by Joe Pearson whilst gathering information for "Pearson's Road Maps" from 1882 to 1922 was a total distance of 162,000 miles, during the last 24 years averaging 5000 miles a year. At 63 years of age, while on a ride to Melbourne he covered 120 miles in one day — after heavy rain which had made the road a "glue--pot".

Joseph Pearson was a lover of his country, and it was mainly for this reason that he produced his road maps, so that people could travel and see for themselves the Australian scenery — which, he declared, had no equal in the world.

— Fred Midgley

Sources: "Reminiscences" by J. Pearson (1932): Author's Notes.

THE PRESIDENT COMMENTS ...

Members have from time to time commented on the authors of articles in the Bulletin — "Always the same three names: Heavens, Hutton Neve and Midgley".

This is the natural result of other members not contributing. One does not need to be an early resident of the Shire to be able to contribute an historical article; everyone has been somewhere in the past, and a half-page of reminiscences of one's own could be of considerable interest to other members.... So please become a part-time contributor — or even a casual contributor — to this worthwhile Bulletin.

It is pleasing to note a continual increase in membership. Tours have also been well attended, the bus on recent tours being barely sufficient to carry the number of passengers. A tour each month is planned until November if support continues to remain enthusiastic. As with most commodities, transport has succumbed to inflation, and bus fares rise accordingly: full bus attendances help in keeping costs down for all.

This year has brought the opening of the Sutherland Shire Civic Centre after much determined effort by the Shire Council. A heavy building of dark brick and bare concrete cuts a hard line against the sky, along with the rectangular pattern of the Council buildings. I am grateful to the Council for the opportunity of attending the opening ceremonies, and appreciate the intention of the Council of serving the community with the groups of various sizes; and I am therefore looking forward to the day when meeting places, for token rental, will be made available for non-profit, educational groups of this Shire.

— Harold Ivers: President.

PRAISE, CURSE AND LAMENT

Petitions for a tramway linking Sutherland and Cronulla commenced at the turn of the century; and as early as 1902 the Government promised a tramway "within a year". When the Hon. Secretary of the 'Tramway League' died, the League died as well. It wasn't until 1911 that the dream became a reality when trams puffed to and fro between Sutherland and Cronulla.



For several years residents were exultant with praise; visitors were delighted with the conveniences of travel. During the Easter holidays of 1912, 12,340 people travelled by the steam trams; and revenue for the four days was £340 (\$680).

But over the years rumbles of discontent began to grow. The Government argued that the line wasn't a paying proposition: a local newspaper pointed out in 1924, "Thousands of people, including hundreds of mothers with young children, visited Cronulla on New Year's Day, and many are not likely to forget it! -- they peaked three deep into grimy out-of-date steam trams— the Commissioners' New Year clients were crowded like stock in transit to Homebush".

"Replace them with buses!" became the catch-cry. The trams continued

THE SUTHERLAND-CRONULLA TRAMS.



as targets of antiquity, but the service was now poor and chaotic. In July 1931 a cartoonist of the "Hurstville Propellor" let his imagination run riot a few weeks before the passenger service ended in August: it is reproduced here.

After the double-deck buses had been running only a few months the fickle public complained that they were inadequate and that the trams should be restored: and the tram lovers maintained they should never have been taken off.

-- ALf Midgley

Sources: "Hurstville Propellor"; "St. George Call": Author's notes.

* * * * *

"POTTED HISTORY"

Early Methodism in the Shire: Methodism appears to have been the only practical religious movement in the sparsely settled areas between Georges River and Wollongong from 1846 (the date of the first Census) to about 1900. Settlement at the "Five Islands" (Wollongong) had begun about 1822. Methodism had been a strong minority force since the beginnings of settlement, especially so in the Hawkesbury area. It is known that Methodism had a following in the Wollongong and Helensburgh districts from about the 1880s, if not earlier; it is also known that there were small groups in isolated settlements — "Waterfall was once very strong", is an early Methodist record, unfortunately with no dates Heathcote was another early area — and this may have been the earliest organised, for there is, a record that land was bought in the "Parish of Heathcote" in 1900 for a chapel, this indicating that there must have been a fairly strong following to enable this purchase. All information prior to 1900 is very sketchy; but various undated references refer to local or itinerant laymen "preachers".

* * * * *

"Holt's Bridge": in 1866 Thos. Holt purchased 180 acres of Crown Land at Gwawley Bay with the intention of commencing oyster-farming on a large scale on the European principle; and long canals were dug at the head of Gwawley Bay. The mouth of the bay was closed with a bridge, the small wooden bridge giving access from "Sutherland House" to the Woollooware farmlands. All this is now Sylvania Waters. About this same period Holt also had Weeney Bay fenced in to prevent maritime trespassing.

* * * * *

Bottle Forest Road. Heathcote: Bottle Forest is the old name for Heathcote. Sir Thomas Mitchell recorded that, when exploring the forest around the Heathcote area about 1840, he was amazed to discover a bottle growing out of a tree; and the only conclusion he could come to was that Asst. Surveyor Robert Dixon and his party had thrown away the bottle when kangaroo hunting sometime in 1827-28, when Dixon had begun surveying the coastal and Port Hacking areas.

'I ___ Remember"

THE NIGHT OF THE GREAT WORONORA FLOOD

One Sunday night about 1933 it started to rain; heavy rain in such quantity that had ever been known since that historical flood in which Mr. Noah and his Ark took off.

I had spent the Sunday in painting my 12-foot canoe, the job taking all day; as it had looked like rain I had used the large room in our house as a workshop, as it had double doors opening on to the verandah — which in turn opened onto the Woronora River about 10 feet below. I went to bed about 9.0 p.m. and slept soundly, being disturbed only by the noise of the rain pelting down on the iron roof and the noise from the tank discharging from the overflow onto the wet ground below. But later, about 4 a.m. there was a new noise, sounding like hundreds of bottles sinking and blowing bubbles. I decided to get up to investigate — and as I put my feet to the floor, to my horror the lino belched and went back to the boards --there was water a foot deep in the house, and the strange noise was the air coming through the floorboards. I switched on the light — and received a beaut electric shock and blew all the fuses. I felt about for some clothes; they were on the floor soaking wet. I then felt for my swimming costae banging on a wall hook and pulled than over my pyjamas and then walked into the main living-room.

I couldn't see anything, but I ran into my canoe floating around: as I moved to one corner of the room I felt the floor go down onto the piers, and realised that the house was almost afloat! — and I quickly decided to leave home. I found the canoe and paddles, opened the double doors and pushed off to verandah. I was immediately in the raging stream and had to paddle madly to get around to the back of the house. I sailed easily over the side fence, passing the "House of Parliament" on the right — it had only the roof showing. I bumped bottles, tins, logs and timber as I sailed down the yard, over the back fence, and then up the centre of the road, passing a sunken car and a dead cow caught in a fence.

I knew I was heading for higher ground, for I could hear people calling for help from various homes, and could we flickering candles and lamps burning in isolated cottages; but I was in no position to help any-one. I was cold and soaked; my hands were covered with wet paint; the canoe was a sticky soggy mess, and I was stuck to the bottom with half-dry paint. At last I ran onto solid ground, and pulled the canoe well up out of the water.

There were several people standing on the road, all rugged up and some with umbrellas. I now felt safe, and had a lovely hot cup of tea given me, for the houses here were not yet flooded.

This story had a sequel. We poor miserable wretches were all living on the dole; we had had our small homes flooded and we were not at all happy about anything. Along the same riverbank lived a man who, in comparison to us, was wealthy; he delighted in exploiting the unemployed men and getting them to work for next to nothing; and by this means he had built a seawall about 200 feet long and 6 feet high made of large solid squared blocks of stone — for which he had paid 10/- (\$1.00) a week to each man he employed —and of course he didn't tell the dole people. This man came

along to our shivering group, laughingly sympathetic and gloating at our discomfort. He told us loftily that we should have built our homes higher up from the river like his — he hadn't been flooded. His superior manner goaded us, but we were too miserable to reply.

Dawn came, the rain stopped, the sun shone, and we all went home to clean up as the water slowly receded. Some hours passed, with the river dropping quickly. All was quiet until about 5.0 p.m. — when a noise like a peal of thunder rolled through the valley. The water from the flood had made mud of the filling at the back of the long stone wall; and as the river dropped the pressure of the dammed water behind the wall was too great, and with a huge roar the whole of the 200-foot-long wall collapsed into the swirling muddy waters of the river. It was our turn to laugh, for it. Know-all had suffered a far greater loss than we had: and this thought cheered us as we cleaned up:

— Geo. Heavens

● * * * * *

THE GOOSE AND THE GOLDEN EGGS: in the 1860s gold was being won from the gullies of the Tuross River not far from the township of Nerrigundah (NSW) ; here, some 4000 miners, whites and Chinese, were working rich alluvial claims the bushranging Clarke brothers, leading a gang of seven all told, held up the township of Nerrigundah on April 9, 1966. A Mrs. Groves, who had an inn on the outskirts of the town, was visited by the gang, demanding food and drink. Mrs. Groves had 70 golden sovereigns in her house, and she was determined the bushrangers were not going to secure her hard-earned hoard. Wrapping them firmly into a bundle, she hid them in a capacious pocket of her kitchen apron (in those days they were long and often bulky). She also had a goose sitting on a clutch of eggs. When darkness fell she asked if she could go to see if the goose was properly nested down for the night, and the bushrangers agreed. Quickly she slipped the sovereigns under the goose and returned to the inn. In the morning, after the bushrangers had left, Mrs. Groves went down to the nesting goose, to discover her money safe but scattered in the dirt around the nest, it having all been pushed out to make more room for the eggs A woman's quick-thinking ingenuity:

Source: People Magazine, Nov. 1921.

M.H.N.

* * * * *

A city child, during a country motor tour, saw for the first time a blacksmith's shop, and recounted the amazing sight thus: We saw a man who makes horses! He'd nearly finished one when we passed -- he was just nailing on his back feet!" And a country child's description of his first sight of elephants: "Come an' look at all the india-rubber horses with a hose on their noses:"

* * * * *

July As (1776): American Independence Day; the secession of the "thirteen colonies" from British dependence, the "Declaration" being signed on this date, the 'United Colonies" later becoming the United States of America.

Sept. 22. 1918: Marconi, the discoverer/inventor of wireless or radio, sent the first radio message from England to Australia.

Sept. 26: 1907: New Zealand declared a Dominion — "Dominion Day".

CRONULLA JOY RIDE

The Cronulla man seen at the hour of a quarter to midnight gazing mistily at the platform indicator which adorns our Central Station Sydney, is a person greatly to be envied. He has had a rattling good day in the city, has completed the business — which called his to the metropolis --in a satisfactory manner, and has put in three hours on the Randwick race-course. He has dined well and is so pleased with his "call" to town on "business only", that he readily responds to the invitation to visit the theatre. Having done all this he arrives at the station and sights the indicator which directs him to platform No. 11. He steadily makes his way through all sorts and conditions of the human element gathered there, right on to the smoking-car -- which perchance to him is the first car one meets at the platform. Once in the car he is amongst genial comrades, cigars are lighted, jokes are bandied around, and in about an hour Sutherland is reached; then quickly out of the steam train and into the steam tram — for this particular tram is known to be "very quick off the mark".

"Hurry on, please:" shouts the driver to a few laggards. Then a short sharp whistle and away "she" goes. The Cronulla man is comfortably seated and prepares to accept to the full extent his "joy ride" to Cronulla.

The tram sweeps round the first bend in the road (adjacent to the present Forby Sutherland Park), and at once the driver "lets her go". He was five minutes late in starting, and to make up he knows he can do it — but he probably wants a record and the line is clear, and so the tram sails beautifully into the straight run to Cronulla. The driver swings open the furnace door and into what seems a miniature hell goes a half dozen shovels of the best steaming coal; bang goes the door, and the driver is back at the lever. He moves something — and the engine plunges as though it would burst all the bolts and screws holding it in place.

On and on speeds the tram, past the pretty American house nestling so peacefully amidst the vines and trees, the white walls showing out very clearly on the beautiful and soft radiance of the glorious moon.—But the driver has no time for this "old moon" — he has to wipe out the late five minutes start. By this time the passengers begin to realise that there is something doing in the tram business and enter into the spirit of the time. Bets are made as to what time "she" will reach Miranda, while others speculate on the chances of a

fifteen minutes
run to the
terminus.

"Miranda:"
shouts the
careful and ever
watchful



conductor, and in quick time the tram is off again and has nearly made it up the lost five minutes. More coal is shovelled into the furnace and away again down the cutting of "James Hollow" (below the site of Miranda, Forum building) flies the tram, and then up again to "Nolan's Corner" (the corner of Port Hacking Road and the Kingsway); on again past the Wine Bar (now the northern entrance to the present Caringbah shopping centre), disturbing some dairy herd which has been turned out for a midnight browse. A slight halt enables the Cronulla man to change to the next compartment in which are seated two stylishly dressed young ladies who, though somewhat past the "flapper" stage still retain the fun and frolic which characterises the junior members of light-hearted womanhood. The elder of the two young ladies wears an attractive garment known as the "tango skirt", with blouse to match, pretty shoes, and a much-feathered hat, completing in the young lady's mind a rather fetching costume. Eyeing the Cronulla man as he enters with a somewhat quizzical look, they both burst into smothered laughter, the elder of the two slyly remonstrating with her younger companion for laughing at the happy-looking gentleman.

"Tango skirt" at once attracted the attention of the Cronulla man and after a few preliminary "a-hems" he ventures to remark to her, "I think we have met before". Promptly came the reply -- "Perhaps, and I hope we shall not meet again!" As these words were uttered the tram comes to a stop and "Tango lady" and her friend bound out quickly, disappearing in the sylvan groves of Gannon's Flat (= Woollooware): and in less than two minutes we are at Woollooware Road, and here it is that the Cronulla man gets the first indication that he is nearing home. Quite a number of passengers alight at this stop — chiefly Gunnamatta and Burraneer Bay "swells" down for the weekend. This irritates the engine driver and there is much blowing of steam. At last the conductor is satisfied that all passengers are clear of the rails; he gives the signal and away "she" goes again.

A delightful sensation comes over the Cronulla man as he banishes the city air from his lungs, replacing it with Pacific air right off the ice, so to speak. Swiftly down the hill comes the tram, then right on to the hotel (= the Cronulla Hotel, near the bottom of the Kingsway) — at which building the Cronulla man looks wistfully. At this point all the passengers save our friend have disembarked.

The conductor's whistle now goes for the final run, and away again, bound for the loop at Shelly Park: in three minutes the tram is there.

"Terminus!" calls the conductor; and the "joy ride" is over.

— Alf Midgley

Acknowledgment to: "St. George Call", Kogarah, April 1914.

(this is a delightful style of "personal journalism" in favour some 50 years ago. — Editor).

* * * * *

"Orana Region": an aboriginal word meaning "welcome". This is the new name given by the Regional Advisory Council in Jan. 1974 to north-west New South Wales, and now used by the North Western Rivers Tourist Assn..

AN UNUSUAL MUSEUM

A little-known historical area is North Head Quarantine Station, proclaimed in 1832; and here a most unusual Museum is being created.

Mr. Herbert Levering, Officer in Charge, has taken a deep interest in the early years of the Quarantine Station, and since taking up his position there in 1963 he has personally spent much time in establishing a small museum in a converted stone building.

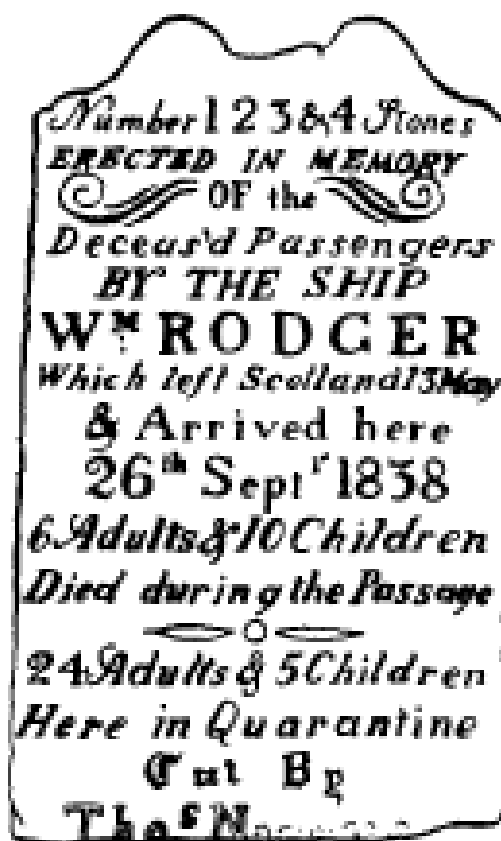
In the early years of last century an ever-increasing number of ships were entering Port Jackson -- convict transports, whalers and trading vessels. With their human cargo cooped up for months in overcrowded and insanitary conditions there were many and varied infectious illnesses. As the ships entered the Heads the dead, the dying and the sick were put ashore at North Head with a little clothing and food and left to fend for themselves — after the dead had been buried. Later, conditions were improved, but infectious cases were still left there for long periods, forced into over-crowded living conditions, thus resulting in continuous cross and re-infection. Those who survived had little to do except to roam the area, or carve the sandstone to record their stay; or, more often, to carve headstones and memorial plaques for family members or fellow passengers who had died either on the long voyage or during quarantine.

On the sandstone cliffs near the jetty at North Head Quarantine Station the names of scores of ships, passengers and crew members have been chiselled into the rock faces. These historic carvings are maintained by the staff, many having been restored, and others, badly affected by the weather, have been given protective coatings.

The carvings, the earliest dating back to 1857, may be found all over the head-land and are an unique part of Australian history. Many of the carvings are the work of skilled craftsmen and must have taken weeks to execute.

There were two cemeteries at North Head, and at one time people who died in other parts of Sydney were also buried there. A number of the headstones have now been brought in out of the weather, and line the walls of the old building which is the museum. A series of four headstones which marked the graves of six adults and ten children who died aboard the "William Rogers" on its voyage from Scotland to Australia in 1838 are amongst those which have been brought in-side and restored.

When the Station was proclaimed in 1832 there were three classes for inmates of



varying social rank. The Wedgewood china, handout crystal, silver flatware, tea services and serving dishes from the first-class dining room have been set out on the tables they originally graced. There are also displays of less elaborate utensils and equipment used at the Station, such as lamps, china bowls and pitcher sets, handcuffs and the like. Along with objects of interest kept in the museum are the old record books dating back to the convict days, recording epidemics of smallpox, scarlet fever, influenza and bubonic plague.

Starting with these records and the rock carvings, Mr. Layering has begun to compile a history of the Quarantine Station, which was used as such long before it was officially proclaimed in 1832.

Some time in the future the control of North Head will doubtless be returned to the NSW Government as a recreational reserve. However, phasing out of the Station depends on many factors, especially the complete eradication of smallpox throughout the world and any resultant change in quarantine legislation. It will thus probably be at least five years before more than a selected few will be able to admire both the magnificent panoramic views, to study the sandstone carvings along the beach fronts or to visit the museum.

— M. Hutton Neve

Source: "Health": Journal of the Australian Dept. of Health; March 1975.

HISTORICAL FASHIONS: (Cavalcade of Fashion, North Shore Group): the Cronulla branch of the "Lantern Club" has arranged with the Cavalcade of Fashion Group for a display on August 20, 7.30 p.m., at the Civic Centre, Eton St. Sutherland, this being in aid of the Blind Children's Institute at The Rocks, Parramatta. Adults \$3.00: Pensioners and Students (to 18 years) \$1.00. Our member Mrs. Ivey Alcott is ticket-seller for the Cronulla "Lantern Club" (telephone her at 523.7732). This parade of Australian historical fashions from 1788 to relatively modern times was last seen in the Shire about 3 years ago, and is truly & magnificent production — it should be a "historical must" for anyone who has not already seen it. May we take this opportunity of congratulating Mrs. Alcott's husband Errol on the Queen's award of the British Empire Medal. For some 30 years he continually risked his life in stormy seas as a member of the Volunteer Coastal Rescue organisation.

An Argument Against Converting Old Cemeteries to Parks ?? An English publication told of a visitor walking through a churchyard converted to a public garden by moving the gravestones and creating lawns and flowerbeds, but it looked unkempt and generally rather scruffy. An old local character seated on a nearby bench commented: "They doesn't bother to keep this ol' bit o' ground too toidy, cos all they folk under 'ere'll make a rare ol' mess o' them fancy flower beds an' thet grass when the Day o' Ressurrection do come".

MACQUARIE RELICS

"The Federal Government paid \$7,500 for Governor Lachlan Macquarie's sword and dirk at an auction at the weekend. They had been in private collections since Governor Macquarie's death in 1824, and had been brought back to Australia in 1917.

'A spokesman for the auctioneers said that although the sword was worth only between \$1500 and \$2000, its historical value could not be gauged.

"When the private bidders had been bettered in the auction by the Government bidder, it was announced that the sword and dirk had been purchased by the Government -- which brought a rousing cheer."

— Sydney Morning Herald: 7/6/1976

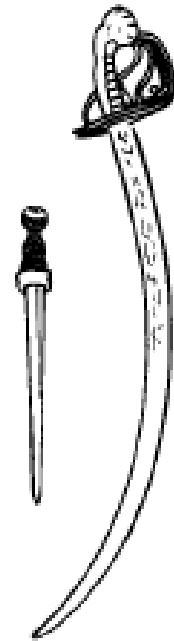
I am inclined to wonder if the National Museum at Canberra is the most appropriate resting place for the sword and dirk.

Macquarie was Governor of the Colony of New South Wales 1810-1822 — not "Governor of Australia" --with the centre of Colonial Government in Sydney Town. After the publication of Matthew Flinders' "Voyages" in 1814 the name "Australia" became generally accepted, although the Colonial Office in London was slow to accept it. It was not until 1829 that, through the efforts of Governor Darling, the whole continent, of both the Colony of New South Wales and that of New Holland, was claimed as "Australia". When Darling had been appointed as Governor, his Commission covered only to the western boundary of the 129th parallel. The first "Governor (General) of Australia" was not appointed until after Federation in 1901.

However, as the Federal Government purchased these relics it is only natural that they should be placed in the National Museum; but it seems to me that it would have been more appropriate for their final resting place to have been Macquarie's "home town" in the "Colony of New South Wales". It is not known whether the State Government bid against the Federal Government --or did not bid for these Macquarie relics.

'Macquarie names" are scattered throughout the old Colony of New South Wales. Within "Sydney Town" we have the Macquarie Lighthouse and Macquarie University; varied thoroughfares named Lachlan number 10; Macquarie roads and streets etc. number 35 — including Macquarie Street (off The Boulevard) in Gympie North.

Tasmania (Van Diemen's Land), settled in 1803, was part of the "Macquarie era", not becoming independent until 1825. In Victoria permanent settlement did not begin until 1834/5; the State as such was not created until 1850.



There were a number of private bidders both from within and without Australia, so that the successful bid of the Federal Government at least assured that these priceless relics of Australia's early history remain within Australia — even though patriotic New South Welshmen may think that the State Government and "Sydney Town" might have had at least a sentimental claim.

— M. Hutton Neve

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"POTTED HISTORY"

Mud Bay. Botany ?? Strayed, about a Month since, from the farm of Edward Redmond, at Mud Bay, Botany, a black and white Bullock ...

— Sydney Gazette: January 7, 1810.

"Mud Bay" — an unknown name today; perhaps part of the area now covered by Sydney Airport ?

* * * * *

Schoolhouse for Georges River district: Mr. Thomas Moore, a Justice of the Peace and Magistrate for the District, convened a meeting at his home to consider the proposal, and stated that "he is ready to receive all Sum a that may be voluntarily subscribed for the erecting of a Public School-house within the said District.... "(This would have been in the vicinity of the present Bankstown — which had been partly settled before 1810).

— Sydney Gazette: September 15, 1810.

* * * * *

Certain Cook Bridge was opened to traffic on May 29, 1965 by the then Governor, Lieut.-Gen. Sir Eric Woodward. The bridge replaced a vehicular ferry service which had been operating between Rocky Point and Taren Point since 1916.

* *****

The name "Cook's River" first appeared on a chart of the settlements in the Colony of New South Wales, the chart being forwarded to England by Governor Hunter in 1798.

* *****

Census — 1846s 1976: the first Census taken in the pre-Shire showed a total of 66 persons (over the age of 14 years; children were not included); the estimated population today would be probably between 170,000/180,000.

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Kyogle & District Historical Society: the Kyogle Shire Council has made the old fire station available to the Society as museum: premises; and is also assisting the Society with the compilation of a book on the district's history.

Please keep this page for reference:

Fixtures overleaf.

Publications Committee: Mr. G. Heavens (Convener) : Mrs. M.Hutton Neve (Editor):
Mrs. P. Garland, Mrs. C. Vale: Messrs. R. Hall & 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 material is extracted or re-written. If hand-written, please print names in BLOCK (= capital) letters. Hand to President, Convener or Editor: or post to Editor's address. Copy for the October issue should be in the Editor's hands by the end of August if possible, but not later than Friday Sept. 8.

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

The Society is affiliated with the Royal Australian Historical Society and 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, (by F. Midgley) 50 cents: Thos. Holt, 50 cents: Kurnell, 50 cents: Bygone Days of Sutherland Shire, \$1.00: all these are illustrated: Martha Matilda (Mrs. James Birnie), leaflet, 20 cents: the last four are by M. Hutton Neve.

Monthly Meetings of the Society are held on the 2nd Friday of each month, commencing at 8.0 p.m., in the Presbyterian Church Hall, corner Glencoe and Flora Streets Sutherland. Visitors are welcome.

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

<u>President:</u>	<u>Hon. Sec.:</u>	<u>Publ. Convener:</u>
Mr. H. Ivers, B.E. 620 Princes H'way, Sutherland: 2232. Ph. 521.1407. Ph. 523.5801.	Mrs. A. Griffiths, "Richmount", 34 Richmount St.. Cronulla: 2230.	Mr. Geo. Heavens, 78 Toronto Parade, Sutherland: 2232. Ph. 521.6190.

Hon. Treas.: Mr. S. Stedman, 4.95 Kingsway, Miranda 2228: Ph. 524.5389.

Editor.: "Mrs. M. Hutton Neve, "Weaving", 26 First Av., Loftus 2232: Ph. 521.2578.

Please detach and keep this page for reference: Dear Members,

Varied Excursions have been arranged for your interest in the coming months, and full details will be given separately, in the Excursion Report.

GUEST SPEAKERS, for the coming months, and their subjects, are listed as under:

July 9: Mr. H. Andrew, Department of Main Roads:
"Early Bridge Building and Roads of the South".

August 13: Mrs. M. Hutton Neve: "The Story of Woronora Cemetery".

Sept. ___ 10: Mr. John Bryson, Postmaster Cronulla Post Office: assisted by Mr. Frank Butt, retired Sutherland Postmaster) "Postal Communications".(Both gentlemen are Society Members.

October 8: Mr. W. A. Bayley: Illawarra Historical Society: "Helensburgh".

* * * * *

SUBSCRIPTIONS: Some members are still unfinancial for 1976. If you wish to retain your membership, may we please have your cheque immediately.

"Richmount",
34 Richmount St.,
Cronulla: 2230.

Aileen Griffiths,
Hon. Secretary.
(Phone: 523.5801),

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E X C U R S I O N S

July 18 (SUNDAY):; Parramatta district.

Depart Cronulla 8.30: Sutherland 9.0. Adults 42.50:
Children Half fare.

Sept. 25 (Sat.):; Illawarra district. Depart Cronulla 8.30: Sutherland 9.0.
Adults \$3.00: Children Half fare.

Oct, 23 (Sat.):; Wilberforce "Australiana Village".
Details advised in October Bulletin.

Visitors are welcome: add 50 cents (Adults) and 25 cents to bus fares.

-- H. Ivers, Convener,