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ODE TO YESTERYEAR,

Historic sites and dwellings of yesterday's long ago –
 If only we could keep them just as they were on show;
 Today's modern dwellings of plastic and cement
 Stand stark, bare and barren - the times for which we're bent.

The cobbled roads and pathways run winding in and out,
 Sounds of maddened cattle and drovers' hailing shout;
 Roars of modern engines and trailers rumbling by,
 All smog and soot and ashes fill our once clear sky.

The story of old churches, of spires and ringing bells,
 Broken-down cathedrals- where convicts marched from cells;
 We have our modern churches, a pity to behold --
 If only we could worship as in the days of old.

Stately ships arriving from the open sea,
 Sails all a billowing heading for our Quay,
 Dark men watch and listen, eyes show untold fear;
 Grey docks and ships metallic; dark men no longer here.

Oh for the anxious faces of miners young and old,
 The pubs are overflowing with men intent on gold,
 Huts of mud and tents abound the diggings of the age;
 Today it's nought but empty shells and ghosts on history's page.

Alas, to keep our history and cherish all our past,
 The men who fought to make us and build our city vast,
 Today they are forgotten, their deeds and works are done;
 Let's start to bring attention to a history they've begun.

-- Athalie Ivers

Menai Aboriginal Sites

Dr. Bryan Woodward, who was a member of this Society until he returned with his family to England in August 1975, was very interested in Aboriginal associations with the Shire in general and North Menai in particular. He was on the research staff of the Atomic Energy Commission, and spent most of his lunch hours in exploring the wild bushland terrain of the Crown Lands at North Menai, in order to locate Aboriginal sites. He recently completed a comprehensive Report of two sites - carvings ("peckings") of a giant kangaroo and of two human figures, as well as locating a large number of artefact grooves (for the sharpening of stone implements) along an unnamed creek. This Report, together with sketches, maps and some colour photographs, was forwarded to the Society and has now been placed in the Shire Archives; and will form a valuable addition to our growing record of Aboriginal life in the Shire. Incidentally, members who knew Bryan and his wife will be interested to hear that a son, James, was born last April.

FITZROY IRON WORKS Mittagong

Although from bridges had been introduced into England in 1776, iron was not used in bridge construction in NSW until 1865 at Gundagai.

The wealth of strong durable Australian hardwood timbers were admirably suited for Australian construction; added to which the distance of Australia from overseas markets, and the delay and expense involved, mitigated against the importation of iron. As early as 1835 Governor Bourke had suggested an iron bridge at Parramatta, the material to be sent out in convict Ships; but instead, David Lennox was commissioned to build a stone bridge in 1839.

1833 was a significant year in the industrial history of the Colony for it was then that Surveyor Jacques discovered a deposit of iron in the Mittagong district. This was to be the pioneer of iron industry in this country and the first place in Australia where iron was smelted.

The discovery was not exploited until 1848. The settlements of Nattai, New Sheffield, Fitzroy and later Mittagong itself grew up around the Fitzroy Iron Works, named after Governor Sir Charles Augustus Fitzroy. The fortunes of the venture fluctuated under different companies until operations ceased in 1857.

The ore at Mittagong was rich in comparison with British ore, and in 1859 a further attempt at its exploitation was made with the launching of the Fitzroy Iron Works Co.. However, little was done until the opening of the Great Southern Railway reawakened interest in the Company, which received orders for the rails.

In December 1863 bar iron, the first product of the new Company, arrived in Sydney. In August 1864 it was announced that a contract had been secured by the Company for the casting of cylinders and other iron works for a bridge to be built at Gundagai.

Success, however, seemed not to smile upon the Fitzroy mine. Imported pig iron at this time was selling for £5 (\$10) less per ton and the Fitzroy



FITZROY IRON WORKS.

Iron Works could not stand this competition. On April 22, 1866, the works closed down and were never reopened.

An obelisk erected by the Royal Australian Historical Society on the outskirts of Mittagong, and unveiled by Lieut.-Gen. Sir John Northcroft, Governor of New South Wales, in October 1948, marks the site of this, Australia's first iron foundry -- now a recreation reserve.

In the vicinity of the obelisk may still be seen the stonework outlines of some of the bases of long-gone buildings.

Extracts "Main Roads" Bridge-Building in NSW: Dec. 1950s
Department of Main Roads, Sydney.

* * * * *

"Stories in Stone"

RECORDS OF 19th CENTURY INFANT MORTALITY

During last June members of the Society had an interesting tour of St. Stephen's Church Newtown and the Camperdown Cemetery, wherein is engraved in stone much of the early history of Old Sydney.

Because of the lack of adequate medical and public health care and supervision, infant deaths were of tragic common occurrence. The area of "The Infants' Memorial" commemorates the death of seven infant children of Thomas and Hannah May, the eldest being 22 months. In another area are interred six infant children of James and Susannah Barnett, their ages ranging from twins of 7 months to 6½ years.

In the Woronora Cemetery is the Seaton family Memorial stone. Here is interred "Mary,, wife of Jacob,- died 3/8/1915, aged 70 years". The tall white gravestone, however, records a tragic family history, listing "In. Memory of" no less than twelve infant deaths. Mary had her first child some time before 27 years of age, and her 12th and last child at 43 years and every one of them died shortly after birth. As it would have been most unlikely_for all of than to have died of illnesses common a hundred years ago - bronchial ailments diphtheria, scarlet fever and the like - it seems more than probable that there was an inherited blood deficiency, as RH Negative.

Emmeline died in January 1872; Alice 1875; Louisa 1877; Florence 1879; Ernest, January 1881; Hilda, December 1881; Cecil 1883; Edgar 1884 Gertrude 1885; Clarence 1886; Grace 1887; and Percy 1888.

As Woronora Cemetery was not opened until 1895, probably all the infants were buried in the "Sydney Necropolis" (Rockwood),, opened in the 1860s. There is no indication of Jacob's death; but if he had predeceased his wife, presumably it would have been inscribed on the gravestone; so it is possible that Jacob may have erected this tall white marble Memorial to "The beloved children of Jacob and Mary Seaton".

-- M.H.N.

"I Remember"In the "STILL" of the Night

It would never have happened if man who lived in Sutherland, who. Ken knew, hadn't decided to cut down his fig tree so that he could add a room to his house.

Ken Oils was badly crippled, and owned a bleak motorcycle with a side car or "flying coffin". Ken couldn't walk far but he could get around quite well on his outfit, and also convey Molly his wife up to Sutherland to do the shopping.

This particular day Ken didn't have Molly with him. The tree had been cut down, and as it was loaded with ripe figs Ken filled the "coffin" with beautiful fat ripe fruit. Now, a sidecar holds a lot of fruit, and that meant Holly was due to make a bit of fig jam.

The road from Sutherland to Woronora wasn't tar-sealed in those days, so by the time Ken got home there was a lot more room in the coffin than when he started out, and a lot of squashed figs at the bottom - quite a sticky mess. We all ate figs until our mouths were sore; and Molly selected plenty for jam.

On consulting Mrs. Beeton's Cookbook we discovered Fig Wine; this sounded good - until someone of superior intelligence suggested the adding of sugar, some raisins (with seeds), plus a few other secret ingredients.

The figs were put into a 20-gallon drum with the additives, then covered with a piece of old lino with two pieces of garden hose fitted in the top and sealed with chewing-gum; and we left it standing in the sun laden down with bricks as per instructions.

I had almost completely forgotten about the episode, and about six months had gone by when one day Ken called to me across the river to come over, so my brother and I rowed across to see what he wanted. Ken proudly displayed eight bottles of a greenish-brown-looking stuff all corked and tied down and sealed with chewed gum -- Ken was a gum-chewer. He said the brew had to lie on its side for about six months to mature.

It was getting close to Christmas when Ken decided a tasting should take place. Holly had gone to town (Sydney) to see her mother for the week-end, so we all gathered in Ken's lounge room.

Alf Conning, who owned the boatshed next door, donated six bottles of dry ginger ale, and the Kennedys had brought a lot of cheese and biscuits. We didn't have any ice -- it was pre-fridge days.

The room was full of smoke and excitement when we arrived; we all had a cup for sampling the unholy brew. I recall it tasted like neat varnish smells, but with dry ginger ale added it seemed more like bad plums: -- but it had a kick like a mule and after a few sips you soon acquired the taste for it and felt most happy.

The crowd of us -- about twenty altogether -- had gathered at about 6 p.m., just after tea. The time passed very quickly; it was a happy

brew. I remember Alf Coiling with his arm around "Chilla" Rasmussen, sitting in the corner singing "Sweet Adeline" in parts. My brother Roy and a chap named Gentle were extremely friendly, and as they now as full as boats (intoxicated) decided to go for a swim -- it was a very hot night The night went on: it was really one to remember; we sang and drank.

Roy and Gentle came back from their swim; both had feet like black boots-- the river bank was very muddy on Ken's side, and it was low tide: they both wore woollen costumes and the water dripped on the floor, but Ken didn't mind - everyone was so happy. Roy sat on the floor near us and Gentle went off outside.

It must have been well after midnight, and we were all carefree and happy - when suddenly the front door opened.

We were completely unaware that Ken was supposed to meet Molly at Sutherland station off the last train Ken was busy; I suppose he was the host after all and had to look after his guests. Anyhow, how could a man with a bad leg drive around those bends on the Woronora road after drinking home-brew fig whiskey?

Holly stood in the doorway; she had walked a mile down the hill and through the cemetery in the pitch dark at midnight, her only thought being that Ken was ill and couldn't come to meet her.

I think she was a bit cranky when she reached the gate and heard a noise like Bullen's Circus coming out of the house -- I don't think that really helped; but on opening the door and seeing the happy throng was really a bit too much. Holly opened her mouth like a little bird in its nest waiting for a worm; a funny noise came out, but no one knew what she was saying. Ken got out of his chair and fell on the floor, spilling his drink --he tried to be friendly and to explain, but only garbled.

Holly seemed to be very unreasonable --- I think perhaps her mother may have upset her at home. She kept opening her little round mouth and making a noise like an opera singer -- she really looked funny to me. She threw her hat and bag on the table and went outside, only to return yelling and complaining, something about "the seat", and said she was going to bed and we could all get out; she didn't appear to be at all nice to Ken's friends!

There wasn't much drink left, so we decided to finish it and call it a night. Ken didn't seem too put out, so we felt reasonably safe and were preparing to stay on for a while, when Holly suddenly appeared, screaming her head off. She had been about to get into bed when she discovered that Gentle had beaten her to it -- there he was, out like a light, wet costume and all, with stinking muddy feet, in the double bed between the clean sheets!

Ken's party had been a riot, but it had been marred by his wife. Ken slept for three days; Holly went back to her mother; and I never saw Gentle again: I felt the friendship had definitely ended.

And, as I look back now and ponder, I'm sure this would never have happened if the man whom Ken knew in Sutherland hadn't cut down that figtree.

-- Geo. Heavens

"OLD HENRY"

A one ton 1919 Ford truck was purchased by my parents in 1938, for £8 (\$16) from Vallance's garage in Sutherland where the previous owner, Lockhart, had placed it for sale.

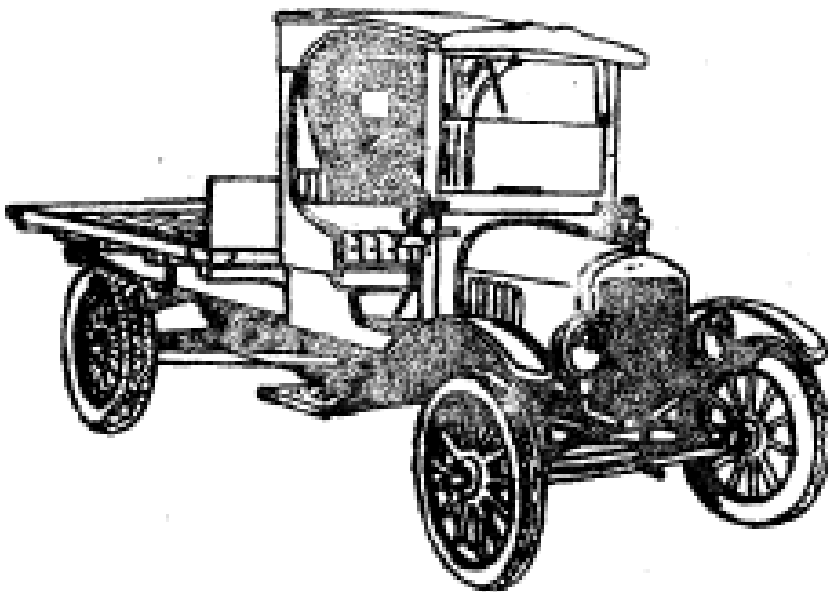
Lockhart conducted a poultry farm at the northern end of Linden St. in Sutherland, for many years, and is believed to have bought the truck second-hand in 1923.

"Old Henry", as I called the truck, was the transport for our poultry farm and orchard, until it was deregistered in 1961 to make way for a shiny new two ton Austin. "Henry" then became the farm hack and was left in the open to the varied weather patterns until retired to a shed.

Henry seemed to have several human characteristics and could be very stubborn, even angry; particularly when using the crank-handle the engine would "kick back", sing happily along the highway, or endeavour to carers you. This occurred when the engine and transmission were cold. The engine would start and pull against the hand brake, the radiator nudging against me as I endeavoured to push back and jump out of the way. I remember well the occasion when I started the engine in this way-- and Henry raced off in fine style with my niece in the passenger seat. When I recovered my wits I gave chase and, feeling like a hero, jumped on the running-board and stopped Henry in his tracks. My niece just looked at me; she was too astonished to say anything. After that I put a chock of wood under a wheel.

Henry looked frail and spindly. That may have been so but Henry was tough and whirey. My brother Alf and I drove down and up a good many gullies and ravines in Menai to haul out logs of wood. In dry times when tanks were low and wells dry, drums of water were hauled from a standpipe at the Woronora River. A ton-and-a-half of produce for the poultry called for strong muscles in the left leg when climbing

the winding hill of 3/4 mile out of the Woronora Valley. Low gear was engaged by holding a pedal down firmly with the foot. Over the halfway mark the radiator would boil but the engine still kept going seemingly without loss of power, something modern



counterparts cannot do. Sometimes the right foot gave the left a spell. It was hot on the foot, too, and I remember on one occasion with a big load of stock feed, I had just got inside the front gate when the floorboard just over the exhaust caught alight. Henry carried all kind.; of loads — even cricket players and their importers.

With petrol rationing during the war and sometime afterwards, the engine ran on a mixture of lighting kerosene and petrol; with a pair of "blackout" lamps fitted to comply with wartime regulations; I still have them.

I obtained my driving licence in "Old Henry"; and I recall that during the driving test on a steep hill in Kogarah, the driving examiner asking me to stop and then start off again without running back. I stalled the motor and had to get out and wind the crank handle. Examiners go through all sorts of experiences and I wondered if he had visions of going backwards, but the hand brakes held. He wasn't a bad sort of chap after all, and he closed the throttle on the steering column for me when the engine roared to life — the throttle was the accelerator; you didn't have it on the floor.

Henry was just like the other 15,007,032 Ford relatives who appeared on this earth between 1908 and 1927, plain and simple. An ammeter told you if the battery was charging — the earlier ones didn't have that! There was no oil or temperature gauges, no petrol gauge, no water pump, no speedometer and no dip-stick for the oil. There were two petcocks on the flywheel housing; if oil ran out of the top one all was well. Despite all this Henry was as dependable as a pack-mule if you carried a tool kit and checked your petrol regularly.

Seldom did I overtake another vehicle unless they were slowing down. With four forward speeds and two reverses, Henry was flat out at 35 m.p.h..

A small rectangular brass plate mounted in the cab shows that the vehicle was originally purchased from Ford dealer Frank Delandro of Crows Nest NSW. I have often wondered how many owners the truck had had before coming into my possession.

Because the petrol tank was under the seat the driver and passenger perched high behind the steering wheel, while the wind whistled through the open cab; and when it rained you operated the windscreen wiper by hand.

Remarks like "What makes it go?" "Won't the thing ever die?" "Get a decent truck!" "How much do you want for it?" I didn't know how to take this latter. The best compliment, I think, was on a day 30 years ago when I drove past a group of Water Board navvies near the site of the Sutherland Brick Works. Some of the older men stood up and removed their hats:

Several 'years of standing in the weather added to the destruction of the woodwork and rusted mudguards. Henry is now restored and only needs to be painted. I have had many offers for Henry but would not sell at any price.

Oh, well, maybe there's a great deal of sentiment, and that's probably true. Henry has a link spanning over 50 years in the Shire and a link in transport history between the demise of horse transport and the powerful modern motor vehicle.

-- Fred Midgley

"Stories in Stone"

ROBERT RITCHIE:

Died 1849 at Nepean Rivers re-interred Woronora:

Although the Woronora Cemetery was not opened until 1895 there are some much earlier interments, these being removals from the Devonshire St. ("Sandhills) Cemetery in 1901 prior to the construction of Sydney Terminus Railway Station (Central).

The earliest grave is that of Robert Ritchie in the Old Presbyterian Section.

Robert Ritchie arrived on the convict transport Hercules on June 26 1802, having embarked at Ireland (the port is not named) on Nov. 29, 1801; the Hercules called at both Rio de Janeiro and Capetown to renew stores of water and fresh food, taking in all 209 days to complete the voyage. The ship's manifest does not indicate either his crime or his sentence. If he was apolitical transportee from the Irish Rebellion of 1798 -- and this seems likely- such details were often omitted. The Rev. Henry Fulton, an Anglican minister who had been transported for his part in the Irish Rebellion, arrived by the convict ship Minerva in 1800 -- and there is a connection between the two men.

Ritchie's gravestone is of massive size -- about 7 feet by 4 feet and about 6 inches thick, of black Nepean stone, mounted in short supporting legs. The incised inscription,, now faint with the passage of time, reads:

"Sacred to the memory of Robert Ritchie, who departed this life at the Nepean River 19th November 1849 aged 89 years". And below that is added: "Sacred to the memory of Ann Ritchie, who departed this life 1st January 1865 aged 68 years".

Only very sketchy information can be traced about him. According to the 1828 Census Ritchie was then a farmer living in the District of Evan (between Penrith and South Creek), had apparently received a "Conditional Pardon", and was farming a grant of 170 acres. The Census gave his age as 50 years -- which doubtless Ritchie himself advised- and named his wife as Ann; no dependent children were listed.

In many cases prior to 1856 (when it became compulsory to register the date of births marriages and deaths) the age of a deceased was often simply guessed at by the neat-of-kin; and Ritchie's seems an obvious case. If he was aged 89 at death, he was born 1760/61. His wife Ann would have been born 1796 or 1797, thus making him 37 years younger than her husband--which is most unlikely. However, if Ritchie was 50 in 1828, then he was born 1778/1779 his age at death being 71 (or in his 72nd year), and so Ann would have been approximately 2) years younger, which is far more likely.

In an extract from an unrecorded source held by the Registrar General's Department,, it states that on 17/4/1816 Robert "Ritchie" was married to Ann Kennedy by the Rev. Henry Fulton, after "the banns had been called". The witnesses were Morgan and Elizabeth Jones who, together with the wedded couple, signed with an X, none of them being able to write.

In 1809 the Rev. Henry Fulton was granted a Royal Pardon, and in May

1810 Governor Macquarie appointed him Assistant Colonial Chaplain. In this year also the site of a town the District of Evan was marked out and named Castlereagh -- one of the "Five Macquarie towns"; and the sites for a church and cemetery were marked out. In 1814 Macquarie appointed Fulton as Chaplain at Castlereagh, his parish including all the District of Evan together with Penrith.

The first Christ Church was a wooden building licensed in June 1825, but before that services were held in the Parsonage, where in 1818 the Rev. Fulton had opened a small school. Thus Robert and Ann Ritchie would have been married in the Parsonage at Castlereagh, seemingly not long after the Rev. Fulton had been established there. The Parsonage was adjacent to the Old Castlereagh Cemetery at the top of the hill - past the present stone-built Christ Church in Church Road.

It seems strange that the remains of Robert Ritchie, who died "At the Nepean River" in 1849, should have been transported so many miles to the Devonshire Street Cemetery taken there was the Castlereagh Cemetery. There is no record of where Ann died; nor is there any record of the person who, in 1901, regarding as "Sacred to the memory" of Robert and Ann Ritchie, gave them their final resting place under a wide-spreading leafy tree in Woronora Cemetery ... There is, however, a Ritchie Street off Rooky Point Road in Kogarah.

Note "Conditional Pardon" not only gave an ex-convict his absolute freedom but also restored to him all his rights as a citizen provided he did not leave the Colons of NSW; and this lends support to the suggestion that Ritchie was a political prisoner.

The "Calling of the Banns of Marriage" is a traditional custom of the Church of England, but has practically ceased in NSW, although it is still adhered to in England. The "Banns" were "called" on three successive Sundays by the minister of the Parish Church of each of the applicants, ending "If any of you know just cause, or just impediment, why these two persons should not be joined together in Holy Matrimony, you are to declare it...."

--- M. Hutton Neve

* * * * *

THOMAS HOLT MEMORIAL VILLAGE celebrates its 20th Anniversary of foundation with a week of activities from Nov. 17 to Nov. 23, and this Society has been invited to organise an Historical Exhibition for the period. Mr. A.B. Holt, the "guest of honour" for the occasion, will formally open the week of celebrations, to be held in the grounds of the Village. Members attending on the opening day are asked to wear historical frocking if possible. This is a last-minute "stop press" notice, and details of the official opening - whether morning or afternoon, and the time - are at this stage not yet known. More detailed advice will be given at the October and November meetings; and of course, information will be published in the local press during November.

-- N.H.N.

PIONEER POLICEMAN CONSTABLE LEWIS

Sutherland, which had its beginnings in the mid-eighties of the last century, was a small community having sprung up with the .coming of the railway in 1885 and the laying out of the town by the Intercolonial. Land and Investment Company in 1886. By 1890 it had grown sufficiently for t h e establishment of a Police Station there.

The Sutherland Police Station from its commencement was in the Eastern Police District, the headquarters being the Police Department in Sydney, after which it was transferred to the Metropolitan District, No.12 Division in 1903.

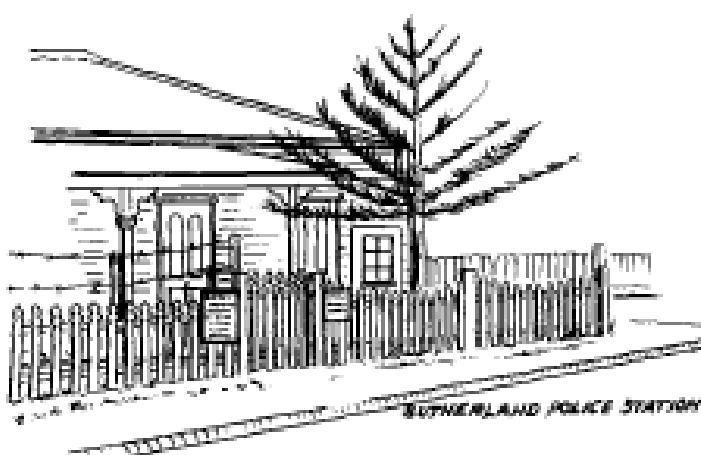
This article concerns early Police work in Sutherland during the period when Constable Lewis was in charge. As events tail, it would appear that his early work covered the whole of the area of what was to become the Sutherland Shire.

Emanuel Lewis was born in NSW on May 21, 1862, and worked as a store-man before joining the NSW Police Force on August 27, 1885. He was trained at the Police Depot until October, and was then posted to Campbelltown in the Eastern Police District. On the first day of March 1886 Lewis was made an ordinary constable, and was transferred to Granville Police Station in October 1886. During September 1887 Lewis took up duty at Parramatta Police Station, and whilst there was promoted to Constable 1st Class on Aug.1,1893.

Lewis appears to have commenced duties at Sutherland not long after this promotion. He was a tall well-built man of fair complexion, with a full face; and when he walked he had a slow rolling gait. His wife was a woman of slight build. They had five children ---- Reginald, Walter, May, Roy and Eric; Roy died at the end of the 1914-18 War, a victim of the influenza plague.

Miss Tina Derry, whose parents were early settlers in the Sutherland area, worked in the Lewis household as a maid, cleaning the house, scrubbing floors and minding the daughter, May, for 2/6d (25c) per week. The Police Station was situated at the corner of Flora and Eton Streets, and was also the residence of Lewis, who had a small orchard at the rear,

An amusing incident occurred when a boy from GyMEA climbed over the fence to sample the fruit, leaving his sister on the footpath. Constable Lewis came along and enquired what the girl was waiting for. "My brother", she replied. "Where is he" asked Lewis. Pointing, the girl said, "He's in there!":



The duties of Constable Lewis were numerous: from cautioning rowdy youths at Salvation Army meetings, to organising and fighting of bushfires, to crime. He was also traffic officer and inspector of the local abattoirs.

In February 1899 two boys aged about 14, who

said they came from Botany and were going to the dairying districts in search of work, camped two nights in Lehane's stables (now the site of Sutherland District Hospital). Travelling light, their only possession being a billy, they borrowed a cup and knife from a Mrs. Dominay. They then showed her 17 eggs they claimed to have found, together with a loaf of bread said to have been given by the benevolent baker from Lehane's. Three days after they had departed, Mr. Daniel Lobb, who operated a horse bus service from Loftus Junction to Audley, informed Constable Levis that he had lost two lovely young turkeys. He had found the turkeys' feet and heads at Lehane's with well-picked bones, the head of a fowl and eggshells. The culprits had fled, and for Lewis the trail was cold. But it was a different story about two months later in the first week of April.

Two young men drove up in a spring cart along Lady Carrington's Drive, in National Park, and entered the store of Mrs. Gambetta, situated at the eastern end of the National Park railway station. They ran up a bill of 5/- for refreshments, and then drove away towards Waterfall without paying. Incensed at the theft Mrs. Gambetta determined to get the law after them. She took a short cut through the bush and caught a train to Sutherland, where she breathlessly told Constable Levis what had happened. The constable went quickly to Mr. Lobb, commandeered a coach and, with Mrs. Gambetta scrambling on board, requested Lobb to make haste after the defaulters.

The young men had got as far as Waterfall when the coach thundered to a halt. Surprise turned to dismay when an angry Mrs. Gambetta confronted them with the Constable. She got her money, and Lewis decided to let the boys off with a caution.

The constable used a bicycle for longer trips to supervise and maintain law and order. Early in February 1902 Lewis met with a bicycle accident, resulting in a small bone in a leg being broken. Dr. McLeod of Hurstville, the nearest doctor, gave the required medical attention, placing the limb in splints.

Levis was promoted to the rank of Senior Constable on July 1, 1903. In February of the next year a number of human bones were found at Gunnamatta Bay. Senior Constable Lewis was called to the scene and decided to send them to the Coroner, who later issued a report that he was satisfied they were Aboriginal.

The work of the police was also humanitarian. On a Thursday afternoon in November 1906, Lewis brought an elderly blind lady, Bridget Gain, from Sutherland to the St. George Cottage Hospital, suffering from a broken arm.

In July 1907 Sutherland Shire Council decided to apply to the State Justice Department for a local Registrar of Births Marriages and Deaths. Mr. C. MacFarlane, Shire Clerk, had his name submitted for the office, and in January 1908 he received the assignment. Later, this duty became the responsibility of the police.

Constable Clugston had now become the assistant to Mr. Lewis, and re-sided next door to his senior, with his wife and two sons.

The work of the police was varied, but the Inspector General of

Public Works Department thought it was beyond their duty when he refused a request from Sutherland Council in April 1908 for the police to act as Sanitary Inspectors. In 1910 Lewis became inspector of the local abattoirs on Serpentine Creek, below Glencoe Street Sutherland, Stapletons, who had supplied the railway construction gangs (Como to Waterfall, 1883-86) with neat, had their ova shops and owned the abattoirs the other slaughter yard was at Gynea. Mr. Lewis carried out these duties until March 1915, when the Inspector General of Police appointed Constable Warland of Sutherland and Inspector of Slaughter Houses.

In July 1911 Senior Constable Lewis reported to cases of persons removing shell grit from Gunnamatta Bay and crossing the Reserve with carts. Sutherland Council decided to erect notices charging all grit removed at six-pence a ton when carted across Gunnamatta Bay Reserve.

On May 21, 1912, when Lewis was on duty about 12.45 p.m. in Railway Parade (Princes Highway) Sutherland, a large number of people were waiting for a tram when a taxi passed so quickly that the Senior Constable declared that all he could do was to get the number of the vehicle. The taxi overtook two cars and was doing over 20 miles per hour! There were notices erected warning motorists that the speed was 15 miles per hour. The taxi driver must have ruefully thought about the alert officer when paying for his speeding.

The need for a local lockup was becoming apparent, the police having recommended it in November 1912. By April 1913 Sutherland Council had been advised by the Police Department that representations had already been made for the need for two portable cells at Sutherland, and hoped for one to be installed during the financial year.

On September 13, 1913, the Country Towns Shopping Law was gazetted, and it became the duty of Senior Constable Lewis to see that it was carried out in Cronulla.

After slightly more than twenty-two years' duty as a police officer in Sutherland, Lewis was discharged on a pension on February 29, 1916. He built a stone house in Acacia Road, between President Avenue and Flora St. and lived there until his death on August 2, 1938.

Fred Midgley

Sources: "St. George Call": Public Library of NSW: NSW Police Department Public Relations: Mr. M. Darryl Mrs. L. Midgley.

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Coaching out of Dubbo 1870: "We had our first experience of camping out last night, and a miserable time it was. After going 7 miles through bog and water, in some places up to the body of the coach, we got stuck in a hole, One of the horses fell, they couldn't pull us out, so there we had to stay for 18 hours with water for miles around us. The coach is very small There are six grownup people besides the girl and baby. We could hardly move all night, and were eaten alive by mosquitoes. The poor baby cried most of the time".

Extract from the diary of an unknown lady. "Main Roads", June 1970,

75th -- FOUNDATION OF THE CHURCH OF ST. MARK SYLVANIA

On Sunday Sept. 26 St. Mark's Church of England celebrated its 75th anniversary of foundation -- the first Anglican Church built in the Shire.

The first religions services in the pre-Shire were held by the Congregationalists, sponsored by the Hon. Thomas Holt and his son Frederick at Sutherland House in the beginning of 1883. In the same year Congregational services were inaugurated in the infant settlement around the Sutherland Railway Station.

The first Anglican services began here in 1896, when the Rev. John Wilson, as a "Mission Curate operating from Helensburgh, held occasional services in private homes in Sutherland and Cronulla.

The small Anglican community in and around the "Village of Sylvania banded together to raise £30 (\$60) for the purchase of a block of land on the rising slope facing Port Hacking Road (now Princes Highway), overlooking the vehicular ferry landing.

The Foundation Stone was laid by the Rev. Dr. Manning on Sept. 25, 1901; and two months later, through the devoted efforts of the pioneer settlers, timber had been purchased and the building erected by voluntary labour.

The small wooden church served the community until it became obvious that it could no longer cater for the spreading residential suburb of Sylvania. After several years of active fund-raising the "new" Church of St. Mark, an imposing brick building designed along semi-modern lines, was opened on April 7, 1963 by the Rev. H.H. Gough, OBE, MA, DD, Archbishop of Sydney and Primate of Australia.

A. long carriageway swept tip the hill to level ground beside the old church, where horse-drawn vehicles could be tethered for the services. To-day, the new Church has been built in the foreground, the original wooden Church being retained as a Sunday School and other ancillary usages.

A small illustrated booklet dealing with the history of the Church of St. Mark has been published by the Church authorities; and it is hoped to have some copies on sale at the Society's October meeting.

-- M.H.N.

* * * * *

Oct. 12 Columbus Discovery Day - U.S.A. (1492)

Oct. 16. 1813: Napoleon defeated at Waterloo by the Duke of Wellington.

Nov. 5. 1605: "The Gunpowder Plot", when Guy Fawkes attempted to blow up the House of Parliament (London). Nov. 5 is celebrated by English children as "Guy Fawkes" Night" with fireworks. For many years "Guy Fawkes Day" was celebrated in Victoria (and possibly Tasmania and South Australia), but was not popular here owing to religious feelings (Guy Fawkes was a dissident Catholic).

Cook's River this name first appeared on a map c 1796, but there is no name of the surveyor or of the man who drew the map, or even the actual date.

THE PAST AWAKENS

Although many priceless historical buildings dating back to the early Colonial days have been demolished, those which remain (all too few) are a heritage to be preserved for the sore part of the foundation of this old Colony and State of New South Wales.

“ADDINGTON”, regarded as Australia's oldest settlers' complete cottage, has been opened as an historical museum.

The original settler was a Scots convict James Stewart, who built a three-roomed cottage on the site between 1794 and 1804. In 1820 school-master Thomas Boyden built the home that stands today, encasing the original cottage in brick veneer to form a rear wing.

The building is being restored by the Addington Trust, assisted by grants under the Federal Government's National Estate Programme.

"Addington" is in the western Sydney suburb of Ryde at 813 Victoria Road (opposite the Wallumetta Businessmen's Club). It is open to visitors every Sunday between 2.0 pm. and 5.0 p.m.. There is no admission charge, although a Donation Box is provided. Inspections by groups may be arranged at other times by telephoning 80.2565.

- Lyn Thorson.

Sources N.R.M.A. "The Open Road" May 1976.

“BRONTE HOUSE” overlooking Nelson Bay Waverley. It was designed by the colonial a3. architect Mortimer Lewis, and sold to Robert Lowe in 1842. It was then only a small cottage, but Lowe is said to have added to it. The house was named after Lord Nelson, Duke of Bronte, as also was the bay. For some years now it has been owned by the Waverley Council, and while the Council cannot decide what to do with it, it is falling into disrepair. Members of the Bronte & Tamarama Advancement Society are actively campaigning to have the historic stone building set aside both as a memorial to Lord Nelson and as a centre for exhibitions to honour famous Australian artists and poets both past and present. Backed by the National Trust, the Society hopes to have the home and its once lovely gardens restored and open to the public.

“HOBARTVILLE” Richmond: on the western outskirts of Richmond. It was built in 1828 on two grants of land made in 1804 to William Cox jun., who had arrived in the Colony in the latter year. The design and workmanship at the house are attributed to the convict architect Francis Greenway. The present owners, Mr. and Mrs. J.S. Lindsay, in an effort to meet increasing financial costs for the preservation of the house, recently decided to open a portion of the building, and the grounds, for public inspection, while retain a small section for their personal living. The building and its surrounds have a major National. Trust classification.

“THROSBY PARK”, HISTORIC SITE: Dr. Charles Throsby arrived in 1802 as a surgeon on the transport Coromandel, later becoming both an explorer and a settler in the Southern Tablelands region. Governor Macquarie granted him some 400 acres in the new district, later adding another 200 acres when he visited the estate in 1820 and named it "Throsby. Park". In 1828, through financial strain and worries caused by drought and falling wool. prices, he committed suicide, and his nephew,- also Charles, inherited. Charles June built the present homestead in 1834 - a large colonial building of stone quarried from the property, with cedar from the Meryla Valley. The homestead is the "historic sites", and later will be open for public inspection.

Extract “Parks & Wildlife"s Vol. 1, No. 5.

STEAM AT THE ZIG-ZAG: the viaducts of the central western region of the NSW Zig-Zag railway have long been disused, remaining mute memorials both to the departed steam train service over the Blue Mountains as well as to the skill of its builders. The Zig-Zag was built in 1866-69 as a series of tunnels, cuttings and viaducts to ease the steep climb for the heavy steam train crossing the Mountains. Seven years ago a group of steams train enthusiasts registered a non-profit community advancement society as the Zig-Zag Rail-way Co-op. Ltd. and obtained permission to re-open the line. Steam train trips now operate regularly on a portion of the Zig-Zag every weekend.

"lemma Chissett", ("How Much Is It?") : an unusual name for a cottage, to say the least: Built a little over a hundred years ago, it stands on the corner of Camerson and Thorn Streets Edgecliff. It is said that it was originally a hotel; in later years, several kinds of shop; and finally vacant and derelict. It was recently bought by Mr. Richard Winston, an architectural tutor at the University of NSW, and he is now completing restoration. When completed, it will again display all the quaint charm of a hundred years ago. It is timber-built, of sound hardwood, and well constructed. It is two-storeyed, and from the balcony (which will be restored) the view would sweep over the harbour to the Bridge and the city and south-east to Paddington. A "pocket-handkerchief" backyard will allow the addition of a kitchen and dining space at the rear.

Sources condensed Sydney Morning Herald 5/9/'76.

"Mamre", St. Mary's: the typical two-storey farmhouse in Georgian style was built about 1830 for the Rev. Samuel Marsden. The house is constructed of sandstone, plaster stuccoed, with shuttered windows, timber verandahs with bell-cast roof, sandstone flagging and hipped iron roofs. The building is rectangular with a central stair hall and eleven rooms, with a kitchen single-storey wing on the southern side. Although the original windows have been replaced the house is virtually intact and in fair condition. Marsden left the property to his son Charles, who sold it to Richard Rouse in 1840. The National Trust has recently included Mamre as a building of historic interest for preservation. It is privately owned.

Extract: Penrith Press: 1-9-'76

A WOODCUTTER'S ADVENTURE

Daring the year 1931 of the Great Depression I was offered a job cutting bakers' wood some two miles on the Sydney side of Glenfield. I was offered 9d. (10 cents) a cord of wood, which comprised 128 cubic feet. I asked my mate Lee Bourke to share in the enterprise.

Bourke was a returned soldier from World War I who suffered effects from the war where he had been gassed. He lived with his wife and three children in a bag humpy on the corner of Forest Road and Gray's Point Road (Kirrawee South), which was only a cart track.

After working for some time in the heavily timbered country we accumulated a large amount of wood, at which juncture we expected the cartage contractor. While cutting timber our camp was pitched on a couple of light poles supporting a sheet of canvas propped up by four sticks, through which the wind whistled, We had a back and front entrance. Our beds consisted of chaff bags filled with leaves, stretched onto saplings resting in forked sticks embedded in the ground; our cover was a blanket each.

As we had camped on an Army practice range, shells sailed overhead from howitzers. One day a Sergeant came out of the bush and told us that some bigger stuff would be going over. Our hazards in this regard were further heightened while in the bush cutting down trees when showers of leaves kept falling as they were ripped off by machine-gun bullets. My mate and I dropped our axes and deemed it safer to, take refuge behind a stump.

The contractor, Wiginton, duly arrived with his waggon, which was loaded with the results of our toil. He promised to return for another load as soon as possible; so, as we were almost out of tucker we asked him to buy some supplies and bring them on his next trip, giving him all the money we had 4/3d (44c). We waited for nearly three days without food but Wiginton failed to show up.

I said to my mate that we should try to find some cigarette butts, so we searched the bush where we had been working for the past month. Most had been wet by previous rains, but we collected nearly a jam tin full. We broke them up, which left us with half a tin of the best tobacco we had ever smoked - the first for three days.

After a discussion relative to our plight it was resolved to walk to Liverpool. As we set out a heavy storm was brewing in the west, and we observed the "Southern Cloud" on its flight from Sydney to Melbourne. This was about 9 a.m. on March 21, and the ill-fated aeroplane's last flight for it disappeared until its wreckage was discovered in the Snowy Mountains twenty-seven years later.

After going one mile we came across another woodcutter and asked him if he had seen anything of Wiginton, but he replied that he hadn't. I asked him if he had anything to eat: he said that he had only a couple of dried crusts and some treacle, to which we exclaimed, "Let's have it:"

One of the woodcutters working in another section of the bush was noted for a scar on his face. I was to remember him afresh when his photo appeared

-

in newspapers in 1932 as William Moxley, on his arrest and conviction of the murder of Dorothy Denzil and Frank Wilkinson in the regions where we were cutting wood.

Soon after leaving the woodcutter I suggested to Bourke that we abandon our trek to Liverpool and head for Sutherland. Bourke protested that the distance was too great but finally relented. We had not gone a great distance when the storm broke. In a short time we were saturated, and as we struggled on Bourke's shoes fell to pieces. From this mishap he suffered bruised feet and was unable to walk any further.

I assisted him as best I was able, and eventually carried him on my back until our arrival at Sutherland, estimating that I had supported and carried waste for ten miles. My shoulders and back were out and chafed through Bourke gripping my saturated clothes. As we had no money and presented a sorry plight on our arrival at Sutherland, and having refrained from continuing our ordeal to Gympie on foot, we sought transport on a steam tram. I asked "Bluey" Johnson, the conductor, if under the circumstances we could travel on the tram. He agreed, and said that if an inspector appeared he would think of something.

A fortnight later my mate, Les Bourke, was dead,

-- Mick Derrey

(This contribution, both personal and moving, from a new member, is most welcome).

* * * * *

Captain Cook Museum at Kurnell, housing assorted data relating to Cook's voyages, was opened in April 1967; and is controlled by the National Parks and Wildlife Service.

Macquarie Roads When Macquarie became Governor in 1810 he undertook, on a comprehensive scale, not only the construction of new roads but also the maintenance of existing roads, and made a positive attempt to put the planning of roads and streets on an organised basis. For the first time in the history of the colony, specifications were used in the construction and re-construction of roads. They were required to be 33 feet wide, to have side drains 3 ft. wide and 2 ft. deep, and to be provided with an elevated pavement made of "lasting materials", Timber was also required to be cleared for a distance of 66 ft. on each side of the road. Parramatta Road was reconstructed and opened for traffic on April 10, 1811; but by 1817 it had to be largely reconstructed. All tree-stumps were removed, and it was roughly paved with stone and given a top dressing of earth and gravel, the work being completed at the end of 1819.

Macquarie was responsible also for the mile-posting of roads and the erection of an obelisk in Macquarie Place in 1818, from which all road mileages were then measured. During his term of office, 276 miles of public roads were built.

Sources "Main Roads", June 1970.

M.H.N.

“ DOING THE BLOCK ”

I've just returned from the city, doing the block- no; not "doing any block"; just "doing the block". The reference is to be found in the book 'Model Wife' by Rose Lindsay, companion and wife of the famous Norman.

Leaving Wynyard Station and walking along George Street - oh, dear; Palings is no longer to be seen: then up King Street to Pitt Street -- yes, the G.P.O. still standing, as we stroll along to Martin Place, along to Hunter Street and back to George Street. So many of the old stores and restaurants no longer as we used to know them: Martin Place, now a very picturesque plaza -- the tall, imposing buildings and eye-catching sculpture, decor and pebble gardens. So much change, even since 1950, when I came to reside in Australia: we are all familiar with it.

But let me quote for you from Rose Lindsay's book, describing these same streets at the turn of the century

"Doing the Block was a ritual. About three o'clock the gay parade commenced; of ladies in their finery of feathers, laces and silks, daintily holding up befrilled and beribboned skirts to display high French heels and rustling taffeta petticoats of bright colours, as they bowed under shady hats perched on rolls of padded hair, to passing friends. The bow was slight and studied, for to bow in any reckless manner was unladylike and almost sure to burst a button on the high lace collars, boned to stab beneath each ear at any jaunty movement.

"The gentlemen raised their hats with a flourish, be they toppers or felts, for an indifferent raising of the hat might easily be mistaken as a slight, and was often meant as such.

"The holding of the skirt was also a studied art. Gloved hand, palm up, thrust out behind, tightly drawing back the skirt to accentuate the padded hips, and daintily held with a small finger extended.

"To carry a parcel was beyond the pale; a purse, certainly, in a hand numbed beyond feeling in its gloves so tight that a glove buttonhook was always carried in the purse. Gloves that could be fastened without one were considered a bad fit.

"A woman walked in beauty in those days -- and in pain. A choking, boned neckband, padded hair, padded hips, squeezing high-heeled shoes, hour-glass corsets that capped the breasts and viced on in their steel; and garters --wide elastic, ribbon-frilled -- which burnt into one's legs.

"But I must get back to The Block. People strolled in those days. The same faces passed and re-passed during the afternoon, the ladies going to the Civil Service Stores, while gracious shopwalkers in frock coats bowed them to the counter where they could be seated, drop their trains on the spotless floor, order the goods to be sent, and then take afternoon-tea up-stairs on Doulton china; or if accompanied by a swain, go to the Winter garden down at the Australia.

"The 'sports' hugged the corner of Pitt and King Streets, outside Maymn's Hotel, ogling the girls and following for a possible 'mash'. Actors, artists and musicians did The Block.

“I have seen Nelson Illingworth with his great mane of hair flowing out and black slouch hat on the back of his head, strutting and beaming on the girls.

"There was Rivers Allpress with his rat-tail strand of hair and Violin streaking in his slim black suit once around the Block on his way to Palings. Armand Jerome, husband of Helen, did his daily debonair march to the Poet Office pillars, where he stood to view the ladies.

"Harley MacKenzie, a solicitor, did a round or two in a black cummerbund, flashing dark eyes at the girls. A sporting gent was Harley, who frequently drove his dogcart from Macleay Street into the City or down Macquarie Street to the horse-punt on Sundays, on pleasure bent.

On Saturday mornings The Block would be alive with sporting gents hastening in all directions with field-glasses thrown over their shoulders, to Tattersalls to place a bet, and eat a grilled steak before going out to the course".

What a different picture Rose Lindsay conjures up from what we know of our city today!

Perhaps some more knowledgeable members will correct me if my definition of "The Block" is incorrect. Perhaps it took in Castlereagh Street too, and even that lovely old church St. James. But what a lively mace it was in those days!

-- Dorothy R. Smith

* * * * *

Strike -- 1831 Henry Sloman, Bootmaker, Pitt Street, takes , this opportunity to inform the Ladies and Gentlemen of Sydney and the Colony in general, that all the Workmen have struck for an advance on the present extortionately high rate of wages.... (Sydney Herald, Oct. 10, 1831). From the long advertisement, it would appear that he decided to confine himself to the making of Gentlemen's Boots only, and ceasing all repairs. It would also seem that he sacked his striking workmen and took on several more apprentices for training.

.....

To Let: (with natural water supply): A newly built brick Cottage, with an excellent garden of nearly three acres: Situated at the Surry Hills, and only 10 minutes walk from Hyde Park. The Cottage is pleasantly built on a rise in the centre of the allotment, and contains four good rooms with an oven and other conveniences detached. There is a pond of excellent water in front, and a rivulet at the back, never dry; and firewood can be procured with very little trouble, the land being bounded by the Sydney Common. The growing crop of vegetables must be taken at a low valuation, which for convenience may be added to the rent. S(Sydney Herald, Nov. 19, 1831).

.....

Several convicts had their Ticket-of-Leave cancelled during 1831 for failing to attend Church Musters, and also for Drunkenness on the Sabbath.

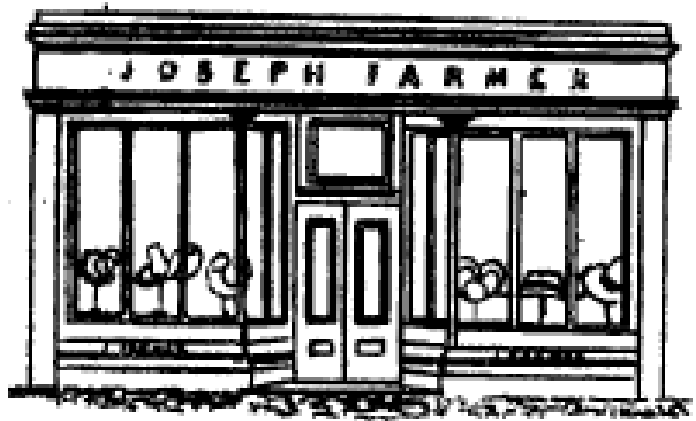
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A FEW "AYES" and HISTORY IS VOTED OUT

Vale Farmer's They wiped out

a name yesterday* those men who believe that 136 years of history be accounted for with a boardroom vote and a stroke of a pen.

* May 6, 1976.



.....

The name: Farmer's: seven letters synonymous of the nation's senior State, for a long time as much the pulse of Sydney as the Town Hall.

They tell you there was a time when foreigners, asked about Australia would shake their heads in puzzlement and then exclaims "Ah, Farmer's".

It was, they also tell you, for a time one of the world's twenty most exclusive stores.

For years Farmer's Catalogue was as much a part of Australian life as raindrops on a galvanised iron roof.

Yesterday (May 6) the store's parent company, Myer Emporium Ltd., decided it was time to change the name from Farmer's to Myer Sydney. In effect it was the final stroke in a 15-year-old takeover by the Melbourne based retail group.

Back in 1839 Joseph Farmer, 25 years of age, filled out his application to settle in Australia. His calling in England was that of a farmer and agriculturist. His wife, Caroline, was able proudly to pen her own descriptions "Able to read and write".

A year after their arrival the couple established a small draper's shop in Pitt Street. The business prospered, and 10 years later Joseph and Caroline were able to retire and hand the running of the business over to a nephew, William Farmer.

In the early days the Company claimed some creditable "firsts"-- the first plate-glass windows in Australia, and the introduction of Saturday afternoon closing. Years later Farmer's was to establish the first radio station in Australia, 2 FC, which was to become the foundation for the Australian Broadcasting Commission.

Never in its early history did Farmer's claim to be an "Everyman's" store. The store was more commodious than practical. The prices were well out of the reach of the average workingman.

The Directors decreed the store so exclusive that every Saturday at 1 p.m. the blinds on the display windows were drawn and not pulled back until 9 a.m. on Monday.

William Farmer, later Sir William, was the last Farmer to have any effective control over management. He returned to England to settle in 1910, and the running of the store fell to a John Pope.... But the name was never changed --- it had become too important.

The management- was paternal, dictatorial and benevolent. It encouraged an employees' social club, choir and sports groups.

Today Farmer's employ some 3400, with 1700 in the main city store. The saleswomen still wear black and white, and the men must "always be correct-My attired in a suit".

Mr. Harry Woodward, who joined Farmer's in 1922, has for some years been the firm's Archivist; and now, at 75 years of age, is writing a history of the firm -- there is so much that should not be forgotten.

.... And so, from November, "Farmer's Miranda" is no more.

*everywhere and on everything", said a Miranda employee, "the name of Farmer's will disappear; it is sad -- after 136 years. I think the name should have been left - 'Farmer's' Impart of Sydney's history".

Condensed from an article in the Daily Mirror, May 7, 1976.

* * * * *

THE ORIGIN OF THE CHRISTMAS CARD

The first Christmas Card as we know it was produced in 1843. John Calcott Horsley (later a Royal Academician) designed it from a suggestion by Henry Cole, who was a very colourful character in the Victorian era. It was printed in lithography by Jobbins of Warwick Court, Holborn, London, and hand-coloured by a professional colourer named Mason.

The edition was published by a friend and associate Joseph Cundall. Approximately 1000 copies were sold at one shilling per copy.

Henry Cole, afterwards Sir Henry, was closely associated with the Great Exhibition, which was the foundation of the Victoria & Albert Museum. Sir Henry Cole was also responsible for many reforms, including the penny post, perforated postage stamps and postcards.

This man's enterprise was Summerly's Home Treasury, which was to publish children's illustrated books of a higher tone than had been published to date.

Another novelty from this firm was a box of terracotta playing bricks geometrically made 1/8th the size of real bricks, with plans for building ; a colour-box for little painters; also sets of small mosaics complete with books of patterns - with the idea of helping with child-education and recreation.

Extract: "The History of the Christmas Card", by George Buday: published by Spring Books London 1964.

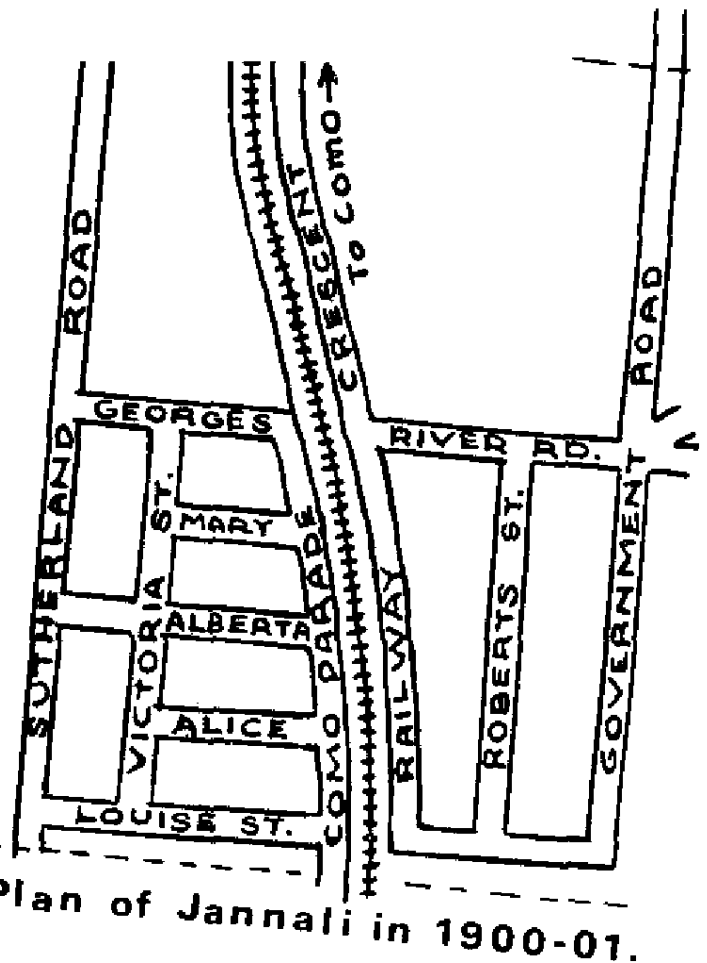
--- M. Taplin

A HISTORY OF JANNALI

When the railway survey was made to Illawarra its course climbed the highlands from Como to Sutherland, being influenced by the Government by the fact that the Thomas Holt Estate demanded high payment for transgressing of the railway through any part of the Estates whereas 75% of the land through which the survey ran was owned by S.W. Gray, who was willing to sell.

Subsequently, the Intercolonial Investment Land Co. purchased a large area of what is now Jannali, and sub-divided it as they did with Sutherland township in 1886.

The first land sales in the area took place in 1901, when the Company acquired the area bounded by Sutherland Road (in the west), north of the Boulevards (in the south), Government Road (now Wattle St., in the north), and a direct line from Sutherland Rd. just south of Jannali Signal Box to Government Rd. (see Map). The Land Company in purchasing the area named it "Queen's Jubilee" in honour of Queen Victoria's Golden Jubilee of her reign in 1887.



Original maps of the area when subdivided bore the title of 'Woronora-Como Estate'. The Company also made roads in the area. Streets honouring the Royal family consisted of Victoria, Alice, Louise, Alberta and Mary, A temporary platform was erected by the Company near the site of the present railway station for the convenience of prospective land buyers. Terms of purchase were 1/10th deposit and 5% interest over 12 months. All land was Torrens Title.

First sale of land was registered No. 1, purchased by W.H. Gray, two blocks totalling 66 ft. by 234 ft. facing Alberta St., on December 27, 1901, for £16-10--0 (\$33). The second purchaser, F.W. Robey, obtained two blocks, each 33 ft. by 120 ft. on Sutherland Rd. near Alberta St., on Feb. 7, 1902, for £22 (\$44).

Despite the formation of reasonable roads in the subdivision and the improvement of Sutherland Rd., the roads leading to the new settlement from Sutherland and on to Como were only cart tracks.

On Thursday Sept. 21, 1905, Mr. Downes M.L.A. introduced the NSW Minister for Works

to a deputation of residents from Sutherland and Como, who asked for construction of a road between the two centres. The Minister said the estimated cost was between £500 and £600 (to \$1200). The deputation thought the large landowners, Holt and Gray, should give £200 each if the Government would do likewise; but the suggestion failed to materialise.

In November 1907 Sutherland Shire Councillors Hyndman and Lehane re-ported they had traversed the tracks from Sutherland to Como via the new Woronora Estate (Jannali) on both western and eastern sides of the railway line, concluding that the western side was the better and would be a cheaper road. Clr. Cook had previously carried out an inspection. The Shire Council said a road would cost £1 (12) per chain. Georges River Road in this early period commenced at Sutherland Road all the way to Oyster Bay; but later the part on the western side of the railway was renamed Mitchell Av..

It wasn't until after World War I that settlers began to move into the scattered settlement on a more permanent basis. Money was scarce and families roughed it in difficult situations. When Charles Parsons selected three blocks on Mitchell Av. in 1922 for £155 (\$310) he erected a humpy covered by sheets of stringy bark and supported by a large tree. He grew vegetables and hawked them around Sutherland; and is reported to have grown several good crops of peanuts.

The Tierney family who came in 1932 erected a hut and, being unable to afford a water tank, obtained water in a gully by the railway tracks. Mrs. Tierney did the family washing in a creek near the location of the present-day Jannali Inn., but a well sunk on the property helped alleviate this chore. Tierney's land was on Waterford Parade, later re-named Jannali Av..

Mr. Kerr was a clever musician, and an organ and piano tuner. He built a Pipe Organ which filled one wall of his weatherboard house in Buller St. . where he selected land in 1916, for £35. His renditions could be heard by a number of residents in the scattered settlement. His wife was a school teacher, and played the organ for some of the church services when the Congregational Church was formed in 1928.

Each district has its "characters". A local "character" named Harris lived in the bush several hundred yards west of Tierney's. He indulged frequently in his "home brew" of potent proportions; and his weird yells at any hour of the night from the environs of his bag humpy caused some youngsters in the proximity to pull the blankets over their heads.

In the early 1920s homes were not serviced by a door-to-door bread delivery. A large wooden box for several families was placed at the corner of the gravel tracks of Sutherland and Soldiers Roads, where the Sutherland baker left the bread. If residents were late in collecting, quite often added a meal of doubtful quality to their stomachs.

On October 26, 1922, W.H. and E.M. Tanner purchased a block of land 100 ft. by 466 ft., which ran from Sutherland Rd. to the railway line, for £55

). Mr. Tanner a few years later opened Jannali's first store, a mixed business at the corner of Alberta St. and Jannali Av.; and about this time Mrs. Tanner conducted the settlement's first Post Office in a corner of the store.

Jannali Progress Association was formed in 1921 and the erection of a sign adorned the proximity of the railway, stating "We want a station here". Agitation for this became a forceful issue for almost seven years. Mr. Mitchell was president of the Association and Mrs. Tanner, secretary.

During the mid-1920s members of the Progress Association and friends cleared an area on the corner of the then Soldiers Rd, and Sutherland Rd. for a picnic ground. A cricket pitch was laid and the Association won their first match, a challenge one. In addition to picnics, sports days were held, which included wood chopping championships. One year Alf Dwyer, who worked for several years on Lugarno Ferry- and was a member of a pioneer Sutherland family - was the local champion axeman. He easily defeated a local resident named Garn, an American who had boasted that he could beat anyone. A variety of stalls would be set up, and in the evenings a Fancy Dress Ball was held in a large room at the rear of Tanner's shop.

Jannali residents travelling from Sydney would throw their excess packages from trains going to Sutherland while entering Jubilee Cutting, these being picked up by family members, thus saving the carry back from Sutherland station. Some male residents, including Mr. Tierney, would jump off the "steamies" to save the walk back.

Appeals were made by Tierney and Kerr children for newspapers and coal. The fireman would kick lumps of coal from the locomotive and a scramble would then take place for the "black diamonds". This saved the children chopping wood and helped the family budget. In rainy weather the Tierney boys would pass a raincoat to their father on the end of a long stick, the coat being snatched through an open window of the carriage. This helped to keep Mr. Tierney a little dryer while walking back from Sutherland.

In 1927 six men from the Progress Association, with the help of some children planted the trees (sometimes in the evenings) which still beautify Louise St. Jannali Av. and Mitchell Av.. Mr. W.A. Mitchell, after whom the Avenue was named, was Headmaster at Haberfield Public School. He purchased twelve blocks from the Intercolonial Investment Co. eight of these faced Como Rd. (Jannali Av.) between Louise and Alice Sts.; while of the four additional blocks, two faced Louise St. and two faced Alice St., butting onto the Como Parade blocks. In August 1926 he donated a block of land to any Christian denomination who would erect a church.

The challenge was accepted when Mrs Celia Tierney met the Rev. Percy Riley, the Congregational minister at Sutherland. A subsequent meeting on the verandah of Charles Parson's home decided to erect a church building on Mitchell's block of land. With voluntary labour a small building was erected being officially opened for worship by Mr. Mitchell on July 28, 1928. Pit-falls of the Great Depression made for trying times financially, and more often than not no money was placed in the offering. When a lay preacher, Mr. Thomas Holt, grandson of the Hon. Thos. Holt MLA, contributed a £1 (\$2) note in the plate at the door, it was a blessing. In 1929, Methodist services commenced in Tanner's house, where a proportion of the worshippers from the pioneer Congregationalists attended.

A Sunday School began in 1927 on Mir. Parson's verandah, the children being attracted to the happy hour by the ringing of a cowbell by one of the teachers.

During the Depression years about a dozen men camped in the gully below the present Jannali Girls' High School, living in an assortment of humpies. They were responsible for removing hundreds of magnificent trees in the district.

The road on the western side of the railway line, now Jannali Av., was very rough, and in wet weather conditions were even worse for walking. A box was placed just inside Dalley's (a former Shire Councillor) fence, this being opposite the present United Services Club in East Parade. Jannali people left their old shoes in the box and put on their best ones before proceeding to Sutherland.

Agitation for a railway station at Jannali came to fulfilment on February 7, 1931. A handful of Shire men had worked on the construction of the station -- Barney Colman (in charge), A. Wood, Bill Newton, D. Buckle, Claude Mamas (bricklayer), Mick Derry, Jack Curry (carpenter). Other men employed were from the Railways, the Shire man being under the jurisdiction of Sutherland Shire Council. The Council and Railways Department each contributed to the cost of the station, whilst the Council was financially responsible for the road bridge over the railway and access to the station.

Mr, E.P. Kinsella M.L.A. performed the station opening ceremony, and "sold" the first ticket, Jannali to St. James, to Sutherland Shire President E.S. Shaw. The overhead bridge was opened officially when Clr. Shaw cut the ribbon. Clr. J.W. Lawrence, a member of the Progress Association for many years, was chairman of the historic occasion, and intimated that in some cases residents had waited forty-three years for the fulfilment of their hopes;

The name "Jannali" (Aboriginal for "place of moon") was named for the settlement and railway station, from the old signal box on the western side of the railway at the cutting leading to Como, it being known as the "Jannali cutting".

With the opening of the railway station the growth of the new suburb moved steadily forward, leading to the opening of Jannali's: first public School on the western side of Sutherland Road in January 1944, with Miss Gwen Rowley the first principal.

-- Fred Midgley

Sources: Mr. J. Heatable, Manager Mertantile Investment Co.(Intercolonial. Investment Land Co.), The "S.C.A.M." newspaper: Mrs. Celia Tierney, Mr. H. Tierney, Mr. M. Derry, "St. George Call", Mr. F. Smith: Author's notes.

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Dec 23; "Forefathers' Day", U.S.A.: commemorating the landing of the Pilgrim Fathers by the Mayflower in 1620

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First Governor General Visits the Shire -- or pre-shire: on Sept. 25,1903, Lord Hopetoun was received by a "Town Committee" of citizens, and entertained at the Royal Hotel (East Parade Sutherland); schoolchildren were given a day's holiday for the occasion.

.A BUSH CHRISTMAS

Christmas Day at the Bentley homestead near seventy years ago was indeed a Bush Christmas.

Menfolk had combed the bush for miles around for Christmas bosh and brought in large amounts-of native flower before Christmas. They would sit in a shed and make up attractive bunches, much of which would be sold.

The children and the womenfolk of the family used some Bash in decorating in the house. The verandah poets were attractively festooned with Cycad palms, while some of the palm leaves hung from behind wall pictures.

Christmas was a traditional one. The pudding was made a number of days previously, when all the girls had *a stir" with the mixture. After boiling for a few hours in a large iron pot the pudding, wrapped in calico, was hung up. Threepenny bits were mixed in the pudding to prove a delight for the children to find in their servings. Christmas cake was baked in the fuel (wood) stove. A special treat was the big ham, which Mrs. Bentley cooked in a large pot over an open fire, and it required meticulous attention, having to cook slowly and not be allowed to come to the boil. The resultant cooking care was evidenced on the day. Poultry was a killed and prepared for the meal, along with other traditional treats.

Gifts were simple in those days, the commercialised Christmas of today being unknown. Nothing lavish was chosen, a small gift expressing a big loving thought. Alt the girls were new frocks and hats for Christmas Day.

One Christmas in particular made a memorable impression on the children. The menfolk of the family went shopping on Saturday nights into the city at this time and on Christmas Eve. On Christmas morning, Fred Bentley, the eldest son, brought delight to his sisters and other family members when he placed an Edison gramophone on a small round table in the dining room and began to play cylinder records. The children at on a sofa awed by the wonder of the instrument. appropriately, "Tie Holy City" was played, and of the others one song which naturally became popular with their home centred on farm life --- In the evening after we've been picking peas.

Christmas some years was better than others, depending on the seasons whether good or bad, they having their effect on the household economy.

Christmas dinner in the long dining room with its homely atmosphere and aroma of the good things was a wonderful occasion, Relatives and friends had arrived mainly via Price's row-boat ferry across Woronora River. There was gaiety and spontaneous fellowship that befitted the occasion. Twenty or more people eat down around the beautiful dark wood table -- which had hidden sliding tops to extend the table to requirements; small children sat on a stool or form. Mr. Bentley sat at the head of the table, with Mrs. Bentley on his right and eldest son Fred on his left.

Christmas carols were the basis of s sing-song in the evening, when Fred. from his Moody & Sankey sacred songbook would lead while playing the mandolin or concertina. He was also proficient at playing the mouth-organ and the piano. Family sit songs were very much part of the family life.

On exceptionally hot days the tables were set up outside, and Christmas dinner partaken of under the cover and shade of a magnificent Muscatel grape vine a few yards from the front door.

And in homesteads around the farming village of Bangor (now Menai.) the families of Ma4man, Jones, Dawson, Midgley and others would celebrate the Birth of Christ in much the same way as the Bentleys.

Nell Bentley. * *

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SALT As Exciting As An, Other Tale of Gold or Silver!,

Through the years it has been used for many things

Money in the time of jeans Salt was such an important item that the Roman soldiers were given Salt as part of their pay. This was called "Salaum", and from it we get our word "salary".

Value , and "bad luck" because of the value of Salt, to spill it meant bad luck. Leonardo da Vinci showed this in his famous painting of "The Last Super", where he had Judas sitting next to a cellar of spilt Salt.

Social Bank: in many parts of the world Salt has been used to show "who's who". In olden times people of high rank sat at the table above the Salt; and those of less position sat below the Salt.

14,000 Uses, Salt is just as important to us today as in the past. Besides its uses in food (we cannot live without it) and as a condiment, it is used in all types of preservatives, in industrial processes, in agriculture; without it, the soil would become sterile, plants would wither, and Man would soon dehydrate.

*Pass the Salt, please".

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- Midgley

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Gold Rush" at Garie, in the late 1890s Garie was the scene of a lively gold rush, a resident of Miranda having "discovered the field". He had reported that in prospecting the neighbourhood he had found at the mouth of one of the creeks emptying into the sea a wide gutter carrying fine alluvial gold. A sample submitted to the Mines Department yielded a rich assay. Following the "ruse an officer of the Mines Department visited it and inspected the location -- whereupon the "discoverer" unostentatiously departed. It was strongly respected that the proprietor of a certain hotel "situated on the lines of communication between Garie and Sydney" was the controlling factor in opening up the Garie "rush": but a very dull hotel became a hive of business while the excitement lasted.

Extracts "The Story of Port Hacking, Cronulla & Sutherland Shire", by Frank Cridland: Angus & Robertson, Sydney: 1924..

"BIG BEN" ... *London Calling*.

In July it was reported from London that the world-famous chimes of "Big Ben" were out of action, believed to have been caused by "metal fatigue". This had been rectified by the end of August, but the quarter-hour chimes are still out of action, and it is anticipated it will take some months to rectify the cause.

Throughout World War 2 thousands of beleaguered personnel within the countries of Nazi occupation risked their lives daily to time in secret radios at 9.0 p.m. to hear "Big Ben" strike, followed by the words "This is London Calling".

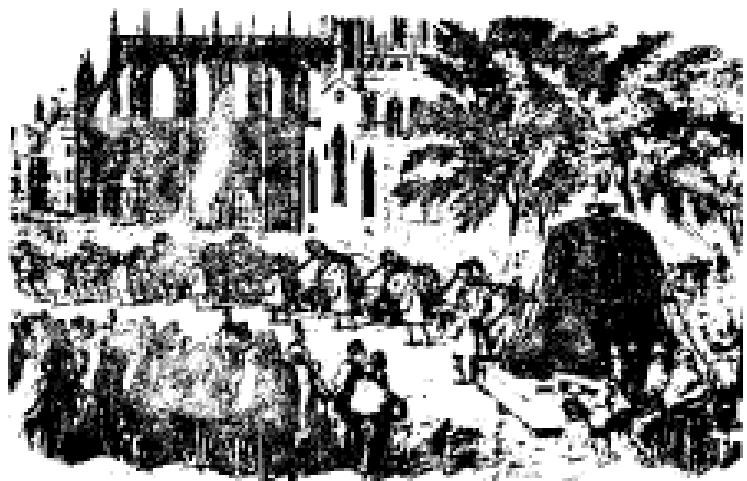
The first day of Big Ben's service as a timekeeper is reckoned to be May 31, 1859; and as a striking clock, July 11 of the same year.

In the mid-1850s there was much discussion concerning the type of bell clock proposed to be placed in the Palace of Westminster. It was a massive bell, and members of the House of Commons were tossing about ideas as to its name. One story recounts that Sir Benjamin Hall, a Welshman of vast girth, rose to speak, when a back-bencher shouted out "Let's call it 'Big Ben' !" Unfortunately, there is no documentary proof, for even Hansard failed to record the interjection. About the same period was a champion boxer named Benjamin Gaunt, who had fought some terrific prize-ring battles; he weighed on an average 17 stone and was nicknamed "Big Ben"; so whether "Big Ben" came via the boxer or Sir Benjamin is now unknown.

Big Ben, the original house bell, was cast on August 6, 1856; after casting it was first sent by rail and then by sea to the Port of London, and from there was pulled across Westminster Bridge on a specially constructed sled drawn by sixteen White horses, a huge crowd thronging the streets to watch.

Big Ben is 9ft. in diameter and 7 ft. high. On the bell is stamped the Royal Coat of Arms; a Portcullis Badge of Westminster; and an inscription: 'The Bell weighing 13 tons 10 cwt. 3 qtrs. 15 lbs. was cast by George Mears, Whitechapel, for the clock of the Houses of Parliament'.

On New Year's Eve 1923 a microphone on a nearby roof was connected to the control room of the BBC; the shortwave services which took Big Ben all over the world were inaugurated in 1932.



The bell is taken to Westminster

Intentional stoppages of the chimes and striking have occurred, apart from overhauling and the like. When Zeppelin raids were expected in 1916, all public Clocks in London were officially silenced between sunset and sunrise. In 1910 Big Ben tolled for the lying-in-state of King Edward VII and again for the funeral; on January 28, 1936 it did not chime in the morning but pounded 70 strokes at minute intervals for the funeral of King George V; and on February 15, 1952 it rang similarly 56 times in memory of King George VI.

On the outbreak of war in 1939 a time signal from Greenwich replaced the chimes on the radio; but on Nov. 10, 1940 came the "silent minute" with Big Ben allowed on the air alone to strike nine before the nightly news bulletin. Thereafter even in the heaviest air raids the chimes never failed to send the "Voice of London" abroad at the scheduled times. When flying bombs attacked London daily in 1944, transmission of the bell itself was stopped from June 16 to September 8 and a record substituted.

To conform with blackout regulations during World War 2, illumination of the clock faces ceased on Sept, 1, 1939, and throughout six winters they remained in gloom.

One of the happiest heralds of the end of World War 2 (in Europe) was the re-lighting of the clock faces on April 30, 1945, the Speaker of the House of Commons throwing a switch, the illumination being welcomed by a densely packed and wildly cheering crowd in the surrounding streets.

With the advent of television Big Ben appeared on thousands of screens for the first time when the BBC, as a "farewell" to the last minutes of 1949 flashed on TV the floodlit east face of the big clock as part of a New Year's Eve programme.

M.H.N.

Sources "The Story of Big Ben": Dept. of the Environment, London 1999.

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BIRDS - not the human kind:

The Black Swan.: all swans were once believed to be white, and in Europe the expression "black swan" meant something highly improbable, but the old saying lost its meaning when the Dutch explorer Willem de Vlamingh discovered them in Western Australia in 1697. Although found in many parts of Australia, they are especially associated with W.A. and is the State's emblem. They are often to be seen gliding on the river at Audley.

The Brolga: "the native companion" is Australia's only true crane. An aboriginal legend relates that Bralgah, a young and pretty girl, was turned in-to a bird because she was always dancing instead of working. She kept her own height and slenderness and love of dancing, which the brolgas have retained ever since.

The Rosella was known as the "Rosehill Parrot" in the early days of settlement at Rosehill (later Parramatta). The Eastern Rosella is the one most commonly seen around Sydney - scarlet head and neck, yellow breast and blue and yellow plumage.

COINS CURRENT IN THE EARLY DAYS OF AUSTRALIA

Many foreign coins as well as British issues were current in Australia during the early years of settlement, as in many other countries of about the same period; and much has been written about them and their fluctuating values.

The values varied as the metal they contained rose or fell in the world's markets, but the difficulty of retaining any coin in countries not having any Mint of their own led to the fixing of artificial prices at times; generally above that for which they were current in their country of origin. Therefore it was unprofitable to export, and possibly the local wants were occasionally better met. As an instance of this latter a Proclamation made by Governor King in New South Wales on Nov. 19, 1800, fixed the rates at which certain coins were to pass current in the Colony:-

	.....	£	s	d
An English Guinea	.....	1	2	0
A Johanna	.....	4	0	0
A Half Johanna	.....	2	0	0
A Ducat	.....	-	9	6
A Gold Mohur	.....	1	17	6
A Pagoda	.....	-	8	0
A Spanish Dollar	.....	-	5	0
A Rupee	•.....	-	2	6
A Dutch Guelder	.....	-	2	0
An English Shilling	.....	-	1	1
A Copper coin of 1 oz.	.....	-	-	2

With the exception of the last-mentioned copper coin of one ounce, which was the current penny, the value was fixed near that of the intrinsic value of the piece.

Later, English coinage -- gold, silver and copper -- came into usage, both being generally circulated through import as personal property and also by the Colonial Government. The Sydney Mint, as a branch of the Royal Mint, began the manufacture of its official coinage in 1855.

Sources "Australian Coins & Tokens": Dr. A. Andrews: Mitchell Library Foundation, Sydney, 1921.

-- G. Heavens

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Garden Island, in Port Jackson, was first used to grow vegetables for the First Fleet - hence its name. In later years it became first a New South Wales Naval Base and then a Commonwealth Naval Base. During World War 2 it was linked to Potts Point by the large Captain Cook Graving Dock.