

# SUTHERLAND SHIRE HISTORICAL SOCIETY

## QUARTERLY BULLETIN



No. 19

JANUARY 1977

Price: 10 cents

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'I Remember....'

THE "ROPAJI"

Undoubtedly the largest boat to sail the waters of the Woronora River was the 'Ropagi' --built and fitted out by my brother Roy. It was 40 feet long, 12 feet wide, had a draught of 5 feet, and was powered by a 45 H.P. Thornycroft engine with a propeller 29 inches in diameter.

It took him 2 years to complete, for during the course of construction my brother had a nasty accident, and as a result is totally blind.

However, although seriously handicapped he kept on, and with the aid of his wife completed this major task in the summer of 1947. The mast of this vessel was of stainless steel and was 40 feet high. The boat was painted white with matching trim — a pure delight for all to see.

The launching was done with great ceremony-- speeches, and a bottle of champagne smashed over her bow. she was launched on the top of a spring tide, and for her maiden voyage sailed down the Woronora River towards the bridge. We knew she couldn't go past the bridge without letting the mast down, but we sailed in that direction as the river is its widest at that spot. There were between 30 and 40 people aboard, and all were excited at the prospect of a trip on the new vessel. As she sailed gracefully past Jackeroo Point, all of a sudden the engine cut out and the lights failed; there was a spluttering at the masthead and a large puff of smoke — we had fouled the Council's power wires which swing across the Valley from The Grand Parade (Sutherland) to the top of Menai hill. Fortunately no one was touching the mast at the time — for when we examined it later the electricity had chewed into it like an arc weld.

All power in the area failed -- and shortly Council trucks arrived and ran around like mad ants on a nest. A few days later the height of the wires was raised by several feet.

After a few months the "Ropagi" was sold to a team of tuna-fishing men, and passed from the Woronora scene, for she was too big to be of practical use on the river.

My brother had intended to sail it up and down the coast when he was on holidays, but the loss of his sight altered all those ideas. But as my brother has often said: "I didn't get much use out of her, but it was a lot of fun building here.

-- Geo. Heavens

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Bangor: the original name for Menai: it is also a town in Tasmania: and "Bangor Park" is a small recreation ground in Randwick.

## WHEELS ACROSS THE SANDHILLS



Most of the population of Kurnell up to World War II had been a varying one, particularly on summer weekends when tourists and fishermen flocked from the city and inner suburbs to leave their cares behind. From the beach at Kurnell they could on a lazy summer day look to the north and to the west to the rooftops, the chimneys and the towering buildings shrouded in the smoke and haze of a city and its suburbs of more than a million souls.

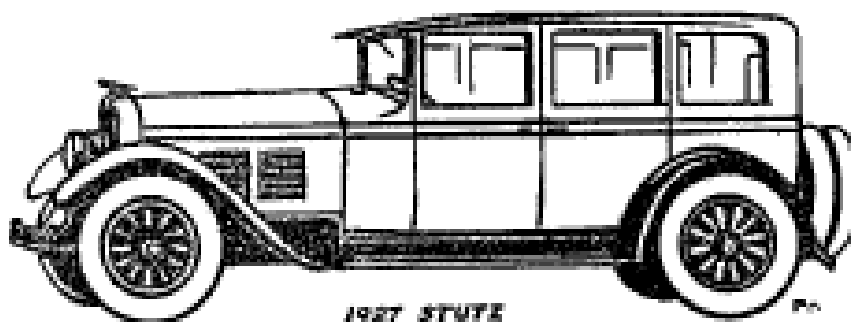
Communication by wheeled transport with Cronulla was extremely difficult due to the barrier of the sandhills, although there was a track of a sort along Quibray Bay through the swamps and sands. The main access with the city was of course across Botany Bay to La Perouse with the ferry service – inaugurated on "Eight Hour Day" 1912 by Mr. C. Fisher in the "Kurnell".

Attempts to drive a motor vehicle to Kurnell was quite a hazardous undertaking and something of an adventure. Who drove the first motor vehicle to Kurnell and when is a matter for conjecture.

In his book "Port Hacking, Cronulla and the Sutherland Shire", published in 1924, Frank Cridland mentioned the old Kurnell-Cronulla cart-track and how the shifting sandhills in recent years (presumably after World War I) moved right across into Quibray Bay and blotted out for half a mile this old cart track. Possibly destruction of scrub near the ocean was responsible for the faster movement of the sand, accelerated by strong southerly and westerly winds. Such was the barrier created by man and helped by Nature.

A direct connection between Cronulla and Kurnell was essential. There were plenty of natural barriers in between the two points to daunt most men in such an undertaking, but there has always been someone to take up a challenge — the spirit of the pioneers such a man was Stan Latta.

In January 1947 Stan Latta commenced Route 64 with M/0. 063, a 1928 model seven-seater Stutz car. With an 8-cylinder in-line engine it was a large and powerful American car, which was to take a severe testing as it churned its way through swamps and sand. However, despite the hazards, all went well, and by August 1947 Stan Latta had purchased from the Kogarah Bus Company a 1929 Reo 21 seater bus and put into service on the route.



During passages through the sand the bus, registered as M/0 305, had to be dug out of drifts and swamps with shovels, and chains and planks were carried as a necessary part of the equipment. Passengers left the bus to help as well as to lighten its weight. The next bus on the route was a Bedford, which was to encounter its share of hazards in exactly the same way as its predecessor. Stan Latta continuously pleaded with the different authorities for some improvement to the track but to no avail. He decorated the Reo bus with flags and bunting and displayed a canvas sign on the side of the bus reading, "A road to Kurnell is necessary", and drove around in demonstration.

While Mr. Latta's pleas apparently went unheeded, the prospect of a road loomed from another quarter, for the Australian Oil Refinery Pty. Ltd. planned to set up operations at Kurnell. On Saturday, February 28, 1963, the Premier of N.S.W. the Hon. J.J. Cahill, used a bulldozer to turn the first sod of the new road. The combined efforts of the Sutherland Shire Council and the Oil Company in construction of the road cost \$360,000, most of which was met by the Company. No wonder Mr. Latta was like a voice crying in the wilderness!

With the opening of the new road was gone the excitement, the spirit of adventure and the "get out and under" experiences. Stan Latta had thus triumphed, and the business is today carried on by the family as the Kurnell Passenger & Transport Services Pty. Ltd..

— Fred Midgley.

Sources: Historical Commercial Vehicles Assn. of Australia: Frank Cridland:  
Shire Newspapers.

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(I well remember travelling from Cronulla to Kurnell with Stan Latta about 1949; spring tides would flood across the "road"; near the junction of the present Captain Cook Drive with Joseph Banks Drive was the famous -- or infamous — "Cudgery Hole". When the depression became too deep for the bus to negotiate, the Shire Council would send out a truckload of large boulders with which to fill it; male passengers were expected to get out and help to push the bus clear. One never-to-be-forgotten day while on the "road" a little north of North Cronulla the six-foot high dry scrub on either side suddenly burst into flames, and Stan simply "stepped on the gas" and drove the bus through the flames and the densely swirling smoke, to deliver us all safely into Cronulla — somewhat ahead of the timetable!)

-- M.H.N.

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#### PRESENTATION TO MR. BERNARD SARGEANT:

Mr. Sargeant, the Shire's Chief Librarian and Hon. Archivist for the Society, attended the November Executive Council meeting in order that the President (Mr. Ivers) might express the thanks of all members for Mr. Sargeant's interest and support of the Society, prior to his returning to England. Mr. Sargeant was presented with the Society's badge and his Foundation Member bar, together with a paper-knife and spoon with the Society's crest thereon.

## THE WORONORA CEMETERY

When The National Park was proclaimed in 1879 the Park included all of "West Sutherland" as far northwards as The Grand Parade, this being the SW boundary of the Holt-Sutherland Estate. "West Sutherland" today embraces Loftus and Sutherland from the railway westward to the Woronora River. By 1886 the Illawarra Railway had passed through Sutherland Railway Station (there was no settlement here as yet) to terminate at Waterfall. At the same time settlement in the St. George and Hurstville districts was expanding rapidly .... And this suggested a profitable ;commercial development of the large area of land westward of Sutherland Railway Station.

In 1888 Mr.. David Davies of Sutherland, and Messrs. I. H. Want (one of the Park Trustees) and I. McLaughlin of Sydney, applied to the Park Trustees to lease this area for the construction of a racecourse — the adjacent railway station being a prime consideration. The Trustees readily agreed to consider the proposal, but no further action developed.

About the same time all local churchyards were being closed for burials, and Botany Cemetery would obviously soon be unable to cope with the natural rate of decease, especially in the St. George area. Therefore, under the Public Purposes Act the National Park Trustees agreed in January 1892 to the formal transfer of 102 acres of the "West Sutherland Parklands" "for a cemetery site for suburbs along the Illawarra Railway Line". In return, the Crown Lands Department transferred their Jibbon Reserve at the mouth of Fort Hacking to the Park Trustees.

The first interment was in the Methodist Section in April 1895, but unfortunately the grave is not marked.

In 1900 the "Woronora Mortuary Train" began its service from Redfern to Sutherland, branching off the Illawarra Railway line about halfway between Sutherland St. and First Av., just near the present Signal Box. It served the Cemetery for approximately 30 years — until the opening of the George's River Traffic Bridge ("Tom Ugly's"), when motorised funerals came into use, and the Mortuary line was closed a few years later.

Any old cemetery is a place of history, with "stories in stone" cut into many of the older gravestones. Sane of the most interesting of these are removals from the old Devonshire Street Cemetery, removed by descendants in 1901 prior to construction of the Sydney Railway Terminus ("Central"). There would be at least a dozen of these, if not more, for all are not listed in the Cemetery Register as "Removed from Devonshire St.". Most of these are easily discernible as they were carved from Sydney sandstone — which in many cases has weathered to a soft pinkish shade; all, too, are hand-carved, and the touches of individual workmanship are easily discernible.

Prominent settlers in both Sydney and the St. George district 1ast century were the McCall family. John McCall sen. was born in Scotland i n 1788; his wife, Jane, was 11 years older than her husband — rather unusual for those times. They had a son, John jun., born at Dalkeith. In December 1820 the family arrived in Sydney, where the parents in time died and were interred in the Devonshire Street Cemetery. John jun. married Betsy Skene (who had been born in Scotland in 1838), and they settled at Redfern, where for children were born: but Margaret, Jane and Thomas all died in infancy,

leaving one surviving daughter, Agnes. John moved his family to Sans Souci, where he purchased a beautiful sandstone home standing in large grounds overlooking Kogarah Bay — this was "Torwood". In the fullness of time John died at "Torwood" in 1907; his wife Betsy died there in 1913; and Agnes, who did not marry, died there in 1926.

All this family history is engraved on two headstones; the earlier one, of John sen. and his wife Jane, was removed from Devonshire Street Cemetery; and on it was engraved the details of John sea.; alongside it is the later headstone recording the "Torwood" deaths And so one is able to trace the history of the family from the time they left Scotland. In Sans Souci Torwood and Dalkeith Streets are named in memory of the McCall family.

Many of the Sutherland pioneers are interred here: John Lehane, who "was a Native of County Cork", and "died at Miranda" in 1905 at 65; William Burns sen. — the founder of Burns' Timber Yard at Caringbah (where Waltons Store now is) died in 1923; William G. Judd, the first Shire President in 1906, is interred here with some of his family: and, sadly, a rather unkempt plot holds the remains of Frederick Samuel Ellis Holt (eldest son of the Hon. Thomas Holt), "Lord of the Manor of Sutherland House" from 1881 until his death in 1902.

One of the most prominent Sylvania pioneer families was that of Captain William Rice and his wife Honoria, who came from Newark on Trent, England. The elder brother, Captain Samuel Rice, was drowned at sea in 1875 — where, it is not stated. The other brother, Captain William, settled with his family at Sylvania on the Port Hacking Road adjacent to Belgrave Parade, in a large wooden home with verandahs around three sides. Mrs. Rice kept a small post-office store opposite her home; the Captain was mostly at sea, becoming one of the most prominent of South Coast maritime traders. There were four daughters, only one of whom married --- Elizabeth, the eldest, became the wife of a German migrant Carl Weber. Carl's grandson Eric Weber, enlisted with the 2nd AIF and died in England in 1940.

Clara Sophia, the third daughter, was active in Sylvania's early history. In the beginning of 1883 she started a "Dames' School" at the family home; but when a Government school was opened in 1884 she closed her school and joined the Education Department. With her death at Sylvania in 1940 at the age of 81 the last link of early Sylvania days was broken — her sister Mysie having died the year before at 82 years Again, much of the Rice family history is inscribed on the gravestone.

Today, the headstone -- if one — is usually just a small slab of marble or cement, or a metal plaque; each recording merely the name, age and date of death-- sometimes the name of the spouse (whether it be interment or cremation). Thus, it is only in the old cemeteries, and in the Denominational Old Sections of Woronora that any "history in stone" will be found.

M. Hutton Neve

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APRIL MONTHLY MEETING: Attention is drawn to the Secretary's notation that the meeting for April 1977 will be held on the third Friday in the month, as the usual second Friday is Good Friday.

### REMINISCENCES of a RAILROAD MAN



Charles Cheetham was born at Campbelltown on January 4, 1890, and was to spend 43 years of his life as a railway man until his retirement in 1950.

As a youth of seventeen he commenced as a cleaner of loco-motives at Picton where his pay was 4/6d (45c) a day; but 12 months later he had advanced to acting-fireman with a pay increase of 8/- (80c) a day, increased to 9/- (90c) daily at the conclusion of his next 12 months' service. He gained his certificate when 18½ years old.

Charles recalls many experiences from the Picton Depot, and of the times when two locomotives were pulling loads with one pushing in the rear up

the line to Hill Top, from where the rear loco returned to Balmoral to await duty on the next train.

An accident occurred at Moss Vale, where his duties included checking over and cleaning the 7.30 a.m. locomotive, a P class No. 460 for its return trip to Sydney. Charles was turning the engine on the turntable, but when it got halfway around the air brake leaked off and the engine ran back and sat the tender on its rear in the street outside! A breakdown gang from Goulburn had to be despatched to return the tender to the rails.

After six years Charles became one of the Senior Acting Drivers on 11/- a day when firing, and an extra 1/- a day when used as a driver. He was then used as a shed and pilot driver on fireman's wages. While in this grade, if he took charge of an engine and was a driver on the main line he received an extra 1/- a day.

"During this period", Charles recalled, "an engine broke down and was not able to continue its journey. With the Acting Fireman I took a T F class relief engine we had prepared for pilot duty, and were despatched from Picton to change with the broken-down engine at Campbelltown. We had only just left Picton, running tender first in a deep cutting and travelling at about 30 m.p.h., when we ran into a flat-top trolley with 20 old rails on it about 50 feet in length. The rails came right through the tender -- which was full of water and coal". (The trolley should have been protected by a flagman with detonators).

"The railway sleepers were cut to pieces and no track was left for 20 yards behind us. We were lucky to be in this deep cutting, for the engine was left leaning on the side of the cutting. My mate and I were

still standing on the footplate, with the old rails through the tender and right at our shins."

Charles held his driver's certificate from 1914, but was not made permanent until the Lang Government altered the seniority when they came to power. In this regard Charles had not been given his Driver's Certificate because of his loyalty to his mates during the 1917 strike.

Charles' knowledge of locomotives and the railway system stood him in good stead. He reflects upon the colossal amount of work he put into the whole project on the new Unanderra-to-Moss Vale line. He drove the first train over the line and had the honour of driving the official train on the opening day.

"Referring to my work on the Unanderra line", Charles reminisced, " I was employed to do all the work on this track after it opened. I did the first push-up to Summit Tank with TF Class engine 5359. This engine was new and was consequently tight in all the wheel boxes; in addition, all the engine's driving wheels were flanged, which led to generally unsatisfactory results in the State.

"I had done the push-up to Summit Tank but on the return journey, tender first, she became derailed on the first bend on the downgrade. The heavy loads on the goods trains going down the hill on the 1 in 30ft. and 1 in 40 ft. grades were the cause. When the air-brake was applied on the heavy downgrades the extra pressure applied on the rails caused them to move about. Railway gangs had to cut 25 ft. of rail out of the original track before it was stopped from moving."

After inspecting the derailment and damage Charles filled out a "trouble sheet", and despite the protests of the fireman, Billy Trugett, sent him to walk to Unanderra, a distance of 24 miles. However, after about 5 miles Trugett encountered the line railway ganger on a trolley and so was transported more speedily to bring help. A breakdown gang arrived at 10 p.m. that night — just 12 hours after the derailment: Charles got to bed at 2 a.m. the next day.

In 1932 Charles and his wife Lucy and children decided to move from their home at Thirroul to live in Sutherland, from where he was to drive an S Class engine with two cars to Helensburgh. To avoid travelling from home he camped in a rail-car at Waterfall wherein were four beds — a "half-way house" for railwaymen. Later, he rode his push bike from Sutherland to Waterfall to commence either the 3 p.m. or 5 a.m, shift when he drove the rail motors. For the latter shift he left home at 3 a.m. — certainly no pleasure ride especially during winter nights and rain. Charles' opposite number on the shifts was Joe Henderson, a nuggetty man from Sutherland. When the rail motors commenced, then petrol driven, morning and . afternoon specials ran to Helensburgh for school children.

Each driving rail car was equipped with a 50 gallon petrol tank. Re-fuelling was at Sutherland, where a hand-pumped bowser, pumping 5 gallons a time, required five "pump-ups" to fill the rotor's tank. The petrol motors, Leylands, had four gear changes and were, Charles emphasised, much harder to drive than the diesel motors which later replaced them. Original rail



motors No. 18 and No. 13, petrol driven, still run between Sutherland and Helensburgh under diesel power.

The last rail motor out of Sutherland at night was 11.35, after the picture show came out. One trip was made to National Park from Sutherland at 10 a.m. each day, standing until 10.40 a.m. before returning to Sutherland to pick up passengers from a city train for the run to Waterfall. After covering a regulation number of miles cars were sent to Eveleigh Workshops for overhaul. A fitter, who came from Sydney, was stationed at Sutherland from 10 a.m. to 5 p.m. for minor repairs.

On several trips from Waterfall, stopping at Heathcote, Engadine and Loftus, the one driving car (no trailer car) with capacity load of an allowed 52 passengers, would carry over a hundred, "sardined and hanging out of the doors"! This required careful driving on Charles' part, because the excess weight brought the "cow-catcher" in frequent contact with the rails sending out showers of sparks.

At Loftus the railway gates \*\* were operated by Mrs. Rouse and her daughter Jessie. Motor traffic was scarce in the 'thirties; so, too, were the trains. Mr. Rouse was a railway fitter, the family living near to the station.

When Charles was on the 3 p.m. shift, a hot dinner was prepared in the stove of his home in Clio Street by his wife. Covered over to keep hot, the meal was rushed by members of the family to meet him as the rail motor arrived from Waterfall at 7 p.m.. At the end of each shift a Report & Work-sheet had to be filled in.

Some of the men who shared the driving through the years were George Garret, Jack Kelly, Joe Henderson and Penfold. Guards were Bill Smith, Frank LeeQure — a Frenchman, who was nicknamed "Froggie", and Cliff Try of Jannali. Smith and LecQure were Waterfall men, and were also guards on the S Class trains.

Charles was a very popular man, and his willingness to help people was manifested by his actions while driving the rail motors. Life was much slower in those days, transport was chiefly by rail, and isolated settlements were dependent upon it. Men late for work would emerge from the bush by the tracks, and Charles would obligingly stop for them. Many of these men and their families were forced into a new environment by the Depression, living in makeshift homes in the Engadine area. Guard Bill Smith sent along with the pick-up routine, but Frank LecQure often remarked, "You'll get yourself into trouble and me too".

Sick people were helped, as instanced by the occasion when Mr. Lumb (who lived between Heathcote and Engadine), a very ill man, was placed in the rail motor at Sutherland following a visit to a doctor. As Lumb's home was about a mile north of Heathcote station and adjacent to the railway line, Charles stopped "out front" while the sick man was taken off to his home.

\*\* In 1971 the railway gates across the tracks were closed, blocking off access via Pitt Street; an overhead bridge now provides a pedestrian crossing.

Charles was a "general messenger" for the inhabitants of the then sparsely populated areas of Engadine, Heathcote and Waterfall. Their prescriptions were placed with Sutherland chemists, and picked up together with seat orders from the butchers. Often along the railroad thoughtful and appreciative people would be waiting on a cold winter's day with hot coffee — sometimes spiced with a spot of rum.

After years of suggestions to the appropriate authorities Charles was responsible for the installation of an additional signal (a "dolly signal") at Sutherland — which became known as "Charlie's signal". A one-disc signal had been in operation for years, and the additional signal minimised any chances of an accident.

Charles, an active man, still lives in Sutherland with Lucy in a neat cottage in Clio Street; and he talks enthusiastically of his railway service and trains, so much a part of his life, blended with good humour.

In summing up, Charles concluded: "I must have been considered in many ways a responsible and reliable servant of the Railways, because I was often approached by railway superiors of both traffic and locomotive for my opinion on subjects in my working career for the Government Railways in Picton and Thirroul Depots. While in Picton Depot I was chosen as a fire-man to test engines that were not giving good results and not performing as they should have been for other firemen.

"I honestly believe that the N.S.W. Railway system at the present time is absolutely foolproof, and there is not much left to be desired for the safety of the travelling public".

— Alf Midgley

Interview with Mr. Charles Cheetham.

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#### Historical Exhibition

The Society was invited to take part in the 20th anniversary of the foundation of the Thomas Holt Memorial Village at Kirrawee during a week of celebrations.

At the official opening on Nov. 17, at which the President represented the Society, Mesdames A. Ivers, M. Taplin, myself and Jenesse Ivers all wore early 20th century period costumes.

The "mini exhibition" was organised from Nov. 17 to 20 inclusive; assisting me were Mr. and Mrs. Tom Crosgrove, the Midgley brothers and the Ivers family, all of us also exhibiting varied items covering approximately the first 50 years of this century.

The elderly folk greatly appreciated the Exhibition, for as they said, it brought back memories of 50/60 years ago — especially such items as the heavy black iron cooking pots, laundry rubbing board, butter churner and pats; its. Potts'" irons; the white embroidered and starched pillow shams and other starched linens; and early photographs of the Shire.

One evening during the week I gave an illustrated Address dealing with the history of the Shire, with special reference to the Hon. T. Holt.

— M.H.N.

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## THE MIRANDA ABATTOIRS

Stapletons of Sutherland were the butchers who supplied meat to the workers on the railway construction to the South Coast when it was being built between Como and Waterfall 1884-1886: and they also had a number of acres around Manchester Road, Sylvania Road and Whyralla Road Miranda.

This property they sold to Mr. Aaron Walker, who cultivated a large orchard and vineyard. There was a gate across Sylvania Road — then only a cart track - facing President Avenue: down either side of Sylvania Rd. were rows of pine trees so large that their spreading branches almost formed an archway. Some seedlings from these trees are growing there today.

Pine trees also grew on either side of the driveway leading to a stately weatherboard residence on the property a man named Mortlock lived near President Av.; Mortlock had a white horse which had the disturbing habit of chasing people.

Extensive orchards ran back to Forest Road and in a westerly direction. Easterly from the residence there was a large vineyard; on the eastern side of Sylvania Rd. there was another large orchard, and on the southern side of this orchard was the slaughter yard.

Bullocks for slaughter were driven from the Sutherland railway goads yard down Woronora Road (now President Av.) to the property, where they were yarded. There was a wooden bridge over Dent's Creek, which had its head in a pocket above President Av., near Hotham Rd.. Children, attracted by the drovers and their barking dogs, were scared by the bellowing bullocks with their long horns. In obedience to the yells of the drovers to get out of the way the children would hide under the bridge, a roughly constructed affair; but the bullocks, on coming to the bridge, refused to cross it until the children crept out from underneath.

There was a forested area towards the rear of today's GyMEA shopping centre on the eastern side of GyMEA Bay Road, and where GyMEA station now stands the bullocks were yarded. There was a creek nearby, the road descending into it, where a culvert of rough timber straddled the creek edged on either side by blackberry bushes. Stock kept in the yard were about 20 sheep and 10 bullocks. From here they were taken as required to the abattoir. Here the bullocks were passed through a narrow path between two fences, where a man stood on a platform above armed with a pole with a spear-like appliance attached to it, which he plunged behind the animal's ear, a vital spot, rendering it unconscious; then another man cut its throat. A large tank or drum placed on a sled was used for the catchment of the blood, which was run into a trench in the orchard and ploughed in.

Around the orchard and slaughter yard in different humpies lived three of the employees, all bachelors: Jim Evans, the slaughterman; Bob Wheatley the caretaker; and New, a general hand. Another employee, Little, who was also a general hand, lived away from the premises.

Aaron Walker also had a boiling-down works. Two wooden barrels of tallow were transported at a time by New in a heavy spring cart to the Sutherland railway goods siding. New once suffered an injury when his head accidentally became jammed between the casks of tallow.

Later, the yard was moved across Sylvania Road to the southern side of the vineyard.

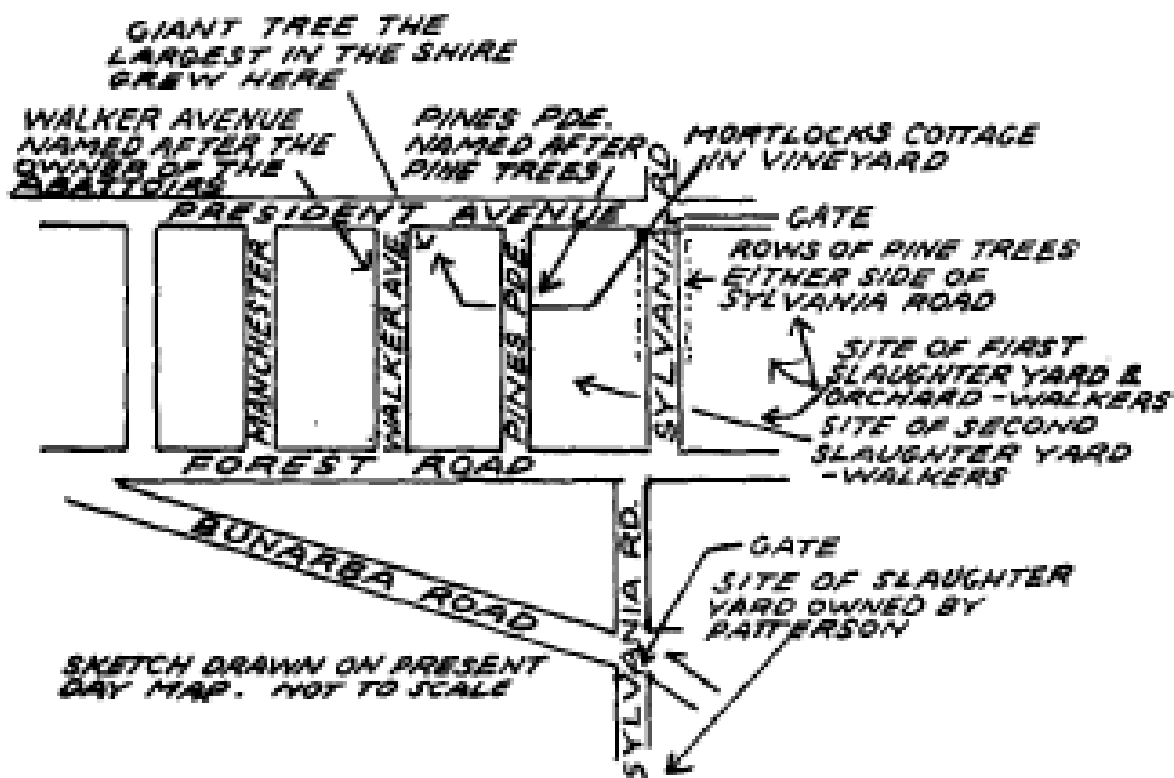
Aaron Walker, who had a butcher's shop both at Miranda and Cronulla, was the grandfather of the well-known Methodist minister the Rev. Alan Walker.

When Patterson bought the slaughter yard from Walker he moved further south across Bunarba Road and erected a gate on Sylvania Road. Patterson, a slightly built man, drove the bullocks alone from Sutherland on his horse.

Patterson bought Walker's shop in Miranda, and opened a shop in Sutherland between Flora Street and McCubbins Lane on Railway Parade (now Princes Highway). He also operated a butcher's cutting cart. This, containing sides of beef, mutton, etc., travelled to each home as required. The back of the cart dropped down to provide a cutting table, on which a block was placed for the customers' cuts of meat.

(Stapleton's had their slaughter yard at the bottom of Glencoe Street in Sutherland, where Saville's Creek ran through the bush. Here, too, the local urchins would watch the slaughtering in fascinated horror if not chased away).

— Mick Derrey



### SUTHERLAND ....Dating Back to 1912

These reminiscences were written by the late Robert Milner in 1966, at the age of 78; he died about the middle of 1976. This, together with some other interviews, was found just recently in a unrecorded folder presumably placed in the Society's archives by the late hon. secretary.

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Near-Sydney dwellers classed Sutherland as being "in the bush", as there was only tank or well water, there was no street lighting, and kerosene lamps were used in homes and on the railway stations. Workers' weekly tickets cost 2/7d (26c) to the city; the tram fare from Market Street to Central Railway was 1d.

We did not have a local doctor, and in cases of sickness Dr McLeod of Hurstville would attend by request .... Regular Picture Shows were held in Boyle's Hall .... In 1919 Mr. McFarlane (a Scot) was the Shire Clerk, and the Council Offices were in an old butcher's shop where the Commonwealth Bank is now. Banking in 1912 was confined to the Savings Bank in the Post Office; later The Commercial Bank of Australia opened three half-days weekly.

Numerous poultry farms were scattered throughout the Shire; horse-drawn vehicles were in general use for delivery work by grocers, butchers, milk, bread-carters.

In 1912 gold was the currency; taxation was not a problem, prospects were gradually improving, and naturally gold had more purchasing power.... Capstan cigarettes were £1 (\$2.00) per 1,000; beer 10d a bottle, whiskey 5/6d.

The main highway was Kingsway — now known as Princes Highway; it was not metal surfaced, and during south-west winds the red dust was scattered in clouds. Most of the streets had plenty of trees; and sulky \*\* tracks were numerous. President Avenue was a poor road, and Acacia Road was only a bush track. I remember Hordern's dumping a ton of roof iron at the corner of President Av, and Acacia Rd. as the going was too rough for a loaded horse-drawn vehicle.

My brother was granted a 5-acre block on 99 years lease at an annual rental of £6-5-0 (\$12.50), and could be converted into Torrens Title at 25 times the annual rental, viz. £156-5-0. The block was 200 yards from President Av. --no house or other building between Acacia Rd. and the North-West Arm of the Port Hacking River.

There was no radio in 1912, and residents were very friendly and made their own amusements.

When the First World War broke out, Area Officer Kelly was in charge of the (school) cadets; Sutherland men decided on some adult training, and Mr. Kelly often came out to the Sutherland School playground to put them through their paces, using broomsticks as rifles.

\*\* A sulky was a two-seater lightweight one-horse vehicle; it was a cheap and popular means of transport.

Quite a good waterhole was situated close to Staoleton's slaughteryard,\*\* and usually dozens of the locals would enjoy a swim to cool off. Shortly after 1914 Sam Langford the boxer ("The Boston Tar Baby") arrived in Sydney for fights, and his training quarters were Boyle's Hall Sutherland (now an auction room). He brought his wife and piccaninny with him, and they were living examples of pictures straight from an old storybook.\*\*\* I suppose there would be six men in the training squad, and on hot days they would all be sitting stark naked on the creek bank smoking cigars:

-- Rbt. Milner.

\*\* This was at the bottom of Glencoe Street, adjacent to Saville's Creek.

\* \* \* \* \*

\*\*\* i.e. the negro- slave story "Uncle Tom's Cabin" (Harriet Beecher Stowe),--a popular publication mainly for children; an emotional story exposing the horrors of the American slave trade.

\* \* \* \* \*

#### New Milestone on an Old Line ....

#### THE ZIG ZAG TOURIST TRAIN

The Zig Zag Tourist Train commenced on January 1, 1976, and runs for about three miles towards Bell from the Lithgow area. The line was re-opened by an enthusiastic co-operative group of railway "buffs" who were in Lithgow to celebrate the carriage of the 50,000th passenger, which coincided with the 107th Anniversary of the opening of the line on October 10, 1869. Fans from all over N.S.W. gathered for the event. In the ten months since the line was re-opened it has become a major tourist attraction in the area.

The two steam locomotives operated by the group came from Brisbane; one was still in service in 1971j the second one was derelict and has taken some eight months to restore. Both locomotives, DD17 class tank engines, operated in the suburban network from 1950 to 1968. Mr. John Griffin, Treasurer

of the Zig Zag Tourist Railway Co-operative, said the 50,000th passenger marked a milestone in the group's activities.

When the Great Zig Zag Line was originally opened on October 18, 1869 it was hailed as one of the greatest engineering feats of the century becuse of the terrain. It includes three sandstone viaducts, and it survived until it became obsolete to the N.S.W. Railways in 1910, when it was replaced by the Mt. Victoria to Bowenfels line. It is exciting to know that it has been restored and is proving so popular.

— Enid Ford

Sources Sunday Telegraph: 18/10/'76.

(As it is hoped that during the March weekend excursion a visit will be made to the Zig Zag, these notes should be of special interest to all those members planning to take this trip.  
— Ed.).

### GYMEA BAY'S FIRST "CORNER SHOP"

Some little time ago I received a 6-page (9" x 6") hand-written letter from an old lady in her late eighties, giving a delightful account of early days in Gymea Bay, covering 30 years from 1921.

Her name is Mrs. Rosetta Jarvis, now of Kogarah. Her late husband, Victor, was an early enlistment in World War I — No. 815, 42 Batt., served at Gallipoli, and returned to Australia in ill-health, with a pension too small to support either of them. It became obvious that Mrs. Jarvis would have to become the breadwinner. A friend, having recently lost his wife, offered to transfer his leased farmlet and cottage in Gymea Bay, so Mrs. Jarvis decided to settle in the Shire, taking over the lease of 3¼ acres in Gymea Bay Road.

"The land had water running through the front part; we crossed over a bridge, and there was a lovely level block of ground. There was every kind of fruit trees, with strawberries and passionfruit. I also had fowls and ducks, and sold them. I planted a 1000 bulbs, digging the ground up myself in my spare time. My husband's brother and my brother-in-law used to come up at weekends and help me in the garden, as my husband was unable to do any hard work."

She built a small shop of weatherboard, with one window, and roofed with iron taken from the demolishing of an old shed. The "counter" was made of packing-cases covered with lino, and a couple of shelves were added

The shop was 24 ft. x 12 ft., with the tiny cottage at the rear; but when the shop finally became too small, Mrs. Jarvis had the diningroom wall knocked out, and that portion be-came the local Post Office. Her husband attended to much of this business, paying pensions, collecting and deliver-in mail, and serving in the shop.

"I displayed fruit in the window —lovely peaches at 1/-dozen, a n d strawberries 3 doz. for 2/-; also apricots, passionfruit and



and plums, all 6d per dozen. Some of the women advised me to charge a bit more for the large peaches, so I sold these at 1/6d dozen (they were lovely to eat) — and everything sold like hot cakes! At this time in 1921 tomatoes were very scarce, but I had plenty of them. Other shopkeepers in the Shire asked me to sell to them, and were willing to buy all I had at 2/6d dozen, but I kept some for my local customers.

"Then the local residents asked me to stock some groceries, but I did not have any money for stock, as I was saving whatever I could to repay my brother. So I went to town and saw the manager of one of the wholesale stores and explained my case to him, and told him I could let him have £5 now. He gave me £10 worth of goods — whatever I wanted — and told me to pay him what I could spare each month". (£10 — \$20 — for a small supply of basic grocery goods would purchase quite a nice little stock in 1921).

"I had an ice-chest, and my husband used to get ice and butter from someone in Sutherland, as well as any odd items — he used to drive our horse and cart."

Mrs. Jarvis also took meat orders, these being delivered by Stapleton's of Sutherland to her shop; and her husband would deliver locally with his cart.

"Mr. Stapleton always gave me very nice meat, and would come round with his cart and cut whatever was wanted .

"Mr. Harding had a horse-coach run from Sutherland down Gynea Bay Road; he would stop at my shop, and the people would leave their orders with me, and I would have them ready for their return. One Saturday he drove past my shop without stopping. The passengers told him to stop and they walked back to my shop. They told Mr. Harding: 'If you don't stop here we walk — please yourself! And after that he always stopped on the way down to the Bay — a lot of weekenders used to shop at my place".

At this time there were land-division sales in progress, so Mrs. Jarvis took a hand in this, selling blocks of land on commission — "That was how I was able to pay off my land".

As time went on, houses started to build, and more weekenders arrived. Mrs. Jarvis saw another avenue for income, by providing morning and after-noon teas; she bought cake, but made the sandwiches and scones herself. She would sell a 27 lb block of cake in 7 days, as well as numerous all cakes.

"I never overcharged, and people liked that. Sometimes I made only a penny each on some of the goods, but I had to encourage people to buy, and they did. In holiday times I had orders for 150 to 230 loaves of bread for 4 days. At Christmas and Easter I would work from 7 in the morning until 11 at night, as I often had to do my housework at night; but I was young, and not afraid of work, and wanted to get on for my husband's sake.

"Finally, the horse-bus was replaced by a motorbus, which always stopped outside my shop, so I placed there two long seats, and people sat there to wait for the bus.

"With all the building now going on in the area, and the fishermen working in the Bay, -



there were quite a number of men around, and so I stocked soft drinks. I used to sell a bottle of soft drink for 6d, and if the men were waiting for the bus after walling up from the waterfront — it was a long hot walk in the summer — I would always give them a glass with the bottle, and I never charged for the glass or washing it. I used to get 15 to 20 dozen bottles each fortnight from Marchant's, and everyone appreciated being able to buy these drinks in the summer.

The fishermen admired my hard working, and would bring me as much fish and oysters as we could eat -- everyone was friendly and helped each other.

"I was the first one to arrange a Church Service in the Bay, and it was held on my block of land. Wood boxes were used for the minister to place his Bible on., and another wood box served as the altar. We all stood on the cleared ground, with bush around us. Miss Peterson and four more people later got together and raised some money and bought some land and built a small church.

"As more homes began to built, we got an Infants' School nearby, and it did good. Where the large school now is was then all bush. As more people came to live at Gymea Bay it gave me a lot more work, but I Think I really got Gymea Bay 'going', and did a lot to help both the newcomers and all the weekenders. Another woman later opened a shop in opposition to me, and of course this caused a lot of worry; but all my customers stuck to me — and the bus continued to stop at my shop — and in the end she closed up and moved away.

"We had one tragedy; weekenders used to row across the Bay to my shop, and one day several young men rowed over for goods, and then called out a cheery 'goodbye' as they left. About an hour later one of them back to ring for an ambulance; one of the young men, feeling very hot after the rowing, had dived in for a swim and been killed by a shark.

"As time went on my husband's health did not improve but got worse, and the doctor told me we'd have to move from here to a locality that was drier; and so I had to sell out the business I had worked up over nearly 30 years. I built a house at Canley Vale, and my husband improved there for a time, but it was not long before he died".

All that was when the Shire was "growing up", much of it still being bush and scrub, amongst which were scattered farmlets. Land was being sub-divided, but settlement was slow in the beginning. There was no electricity until after 1926, and water reticulation did not come until the completion of the Woronora Dam in 1930. By the time the "boom period" had arrived after World War 2 Mr. and Mrs. Jarvis had left the Shire: but as she claims with some pride, she certainly helped "to put Gymea Bay on the map".

\* \* \* \* \*

Historical Thought: Motorcars have shown thousands of people how to live beyond their means — and how to exterminate the horsefly.

"I Remember"....

THE PRINCE EDWARD PARK RANGER

He was tall, gaunt, and very erect, dressed in a military-like uniform. He wore a handkerchief under the back of his peaked cap to keep the sun off his neck: he looked like an officer of the French Foreign Legion.

He seldom spoke, and when he did it was more like an order, and terminated in a firm "Thank you". He would stand for hours seemingly looking into space, but actually he was observing the whole of the area under his jurisdiction.

He was not the type you would choose to tangle with -- he looked as if he could handle himself quite capably. No one bothered to talk to him, and he was by no means popular with locals or visitors alike. His name was Mr. O'Connor: his position, Park Ranger.

It was at the end of an extremely hot summer Sunday in the m i d 1930s when some louts began pulling the planking off the wharf; Mr. O'Connor remonstrated with them, only to receive a lot of abuse for this trouble. One lout made a swing at him; O'Connor grabbed his wrist, sat him down hard, and demanded his name. The wharf demolition job came to a standstill; the louts yelled and jeered, and tried to rescue their mate, but after a short scuffle they picked the Ranger up, and with a "one-a, two-a -- and away she goes! " threw Mr. O'Connor fully clothed into the river; and, leaving him to drown - so they doubtless hoped — took off up the hill to Sutherland.

The river is deep on that side, but Mr. O'Connor was able to swim ashore and make his way back home to Sutherland, wet and cold, The result of this day's work was that he developed double-pneumonia and was ill for many weeks, finally recovering, but left with a serious heart condition and unable to work again.

I was building a cottage at the time, and one morning was having a cup of well-earned tea after cutting out the roof — when I heard high-pitched whistle noise, almost continuous. I saw people running, so went to see what was wrong and if I could help. The noise was the screaming of a little old lady who was standing in the middle of a patch of bean plants -- standing over the body of a man lying amongst the plants. We turned him over-- he was certainly dead: I looked again; yes, I was looking at the Prince Edward Park Ranger.

-- Geo. Heavens.

\* \* \* \* \*

Geo. Washington and Wiltshire: in the village church at Garson, Wilts. Eng., are buried five ancestors of George Washington. Sir Laurence bought the manor house in the reign of Charles I and was buried in the church in 1643. When the church was restored in 1855 the Sir Laurence memorial tablet with the family coat-of-arms, which incorporates the Stars and Stripes, had to some extent broken up, so the pieces were removed and stored. Some years later visiting Bishop of York, at the expense of himself and other American benefactors, had the ornate tablet beautifully restored and returned to its place in the chancel wall.

- East Anglian Magazine (Eng.): Nov. 1960.

### TRAMWAY SLEEPERS FROM LITTLE FOREST

When Mr. Griffith, Minister for Public Works, with Mrs. Griffiths and the Miss Gowen arrived by motorcar shortly after noon on June 26, 1911, all Sutherland was in gala array. The gaily decorated tramway motor carried a significant motto, "Our hopes fulfilled".

Mr. Carrick, President of the Sutherland-Cronulla Tramway League, presented Mr. Griffith with a pair of silver scissors to sever the ribbon. The steam motor then moved forward to the silken ribbon, which was cut by Mr. Griffith — and quickly pocketed by eager souvenir hunters.

The official opening followed eleven years of petitions, meetings and promises by citizens and Government, although the line became operational on June 12.

When the line began construction in 1909, basic materials for the rail-bed were provided within the Shire. Vast quantities of stone for ballast were hewn from a quarry on Sylvania Road just above Ewey Greek, and timber for sleepers came from the fine trees of Little Forest, west of Menai.

As far back as 1823 David Duncombe, an Englishman Who had acquired a grant of 700 acres, with quit rent of 14/- per year, from Governor Sir Thomas Brisbane, and had assigned convicts to work several acres of cleared forest. In the forest grew magnificent stringy bark, blackbutt, iron-bark, forest mahogany and gums to be prized by timbercutters' axes and saws.

Gilmour, of a well-known Sutherland pioneer family, contracted to supply the sleepers for the tramway. At that time the part of the forest be-in worked was known as Cox's Farm, and was being farmed by three brothers. Gilmour employed a number of men who camped out during the week and returned home at weekends. A shack was erected for the men to eat and sleet in, as well as providing shelter from rain.

A champion Australian axeman, Ronald MacDonald, led a team of men in cutting and adzing sleepers cut chiefly from iron back, grey gum and turpentine trees. Men who laboured in the forest were Alf Dwyer and a brother

6. David Duncomb, 700, seven hundred acres; bounded on the north by a line east 122 chains 50 links; on the east by a line south 60 chains ; on the south by a line west 122 chains 60 links ; and on the west by a line north 60 chains - promised by Sir Thomas Brisbane, on the 27th August, 1823.--Quitrent. 14s. sterling per annum, commencing 1st January, 1829.

From 'Sydney Herald'; 1831.

Fred Dwyer, who became the Shire Council's overseer; and a cousin named "Milky Jack". Their nephew, Cass Dwyer, then aged twelve, would travel from home at Sutherland to the forest, carrying a wicker hamper slung over his shoulder by a substantial stick, the hamper containing food supplies for his uncles and cousin. The journey was undertaken each Wednesday, crossing the toners-River by Tom Price's rowboat ferry; he then ascended the steep hill side and followed the cart track towards Menai, then deviated through the southern end of Midgley's (who had the Postal Receiving Office), calling at the homestead for a drink of water.

Gilmour employed two men with horses and drays, Tim Thornton and Fred Mepsted whose brother, Duke, cut sleepers: others employed were the Eckenberg brothers of Liverpool and Bob Cook of Woronora River. Tim, then aged 21, travelled on foot from Sutherland by the same route, as did Cass Dwyer. Tim camped on the job, and at weekends was paid 5/- per day for Saturdays and Sundays for looking after the horses stabled in the forest.

Sleepers were transported either to Lugarno or to Parkesvale by dray, where they were loaded into punts and towed down Georges River to Sylvania, where they were transported to their positions on the tramway as work progressed.

Fred Mapsted asked Thornton to drive his horse and dray — this was Thornton's first such effort — loaded with eight slippery rail sleepers to Parkesvale, which was then still a popular park and picnic area owned by Sanbrook brothers, whose paddle-wheeler steamers were extremely popular.

On the way Mepsted surveyed a "hurried route" through the timber and scrub with axeman MacDonald, a well-built man of 6 ft. 2 ins, following behind and vigorously hacking a pathway for Thornton's conveyances. On a steep part the horse and dray got out of control but were saved from disaster when the dray was stopped by a large stump. As the grade to the river got steeper a "brake" was needed; MacDonald cut down a tree and trimmed off a large log, which was attached to the dray by rope some distance behind, which proved successful in holding back horse and dray.

On arrival at the river a man was waiting at the punt which was towed by a launch. Enquiring as to how he wanted the sleepers loaded, the man replied casually, "Oh, upend them aboard." The dray was backed over the punt, and when the tip-pin was released the slippery sleepers slithered onto the punt (which measured 25 by 8 feet) smashing through it, while others went into Georges River.

Ronald MacDonald, a quiet man and slow in his speech, married a Sutherland girl, Alice, daughter of Duncan

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The little steam trams were a familiar sight between Sutherland/Cronulla for twenty years.



McLeod, and moved to a property at Macquarie Fields. Strangely, a large tree adjacent to his house caused his death: intending for some time to cut it down he finally determined to do so, and with axe in hand was standing under the tree when a large dead branch fell, striking him on the head.

-- Alf Midgley

Sources: Cass Dwyer; Tim Thornton; Author's Notes.

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### WARMAN'S COACHES

On November 2nd 1976 Alfred Warman died in Canberra at the age of 77.

As a schoolboy he was in the first coach drawn by two sturdy horses driven by his father from Gymea Bay to Sutherland Public School in 1913. The occasion was the first school "special" subsidised by the Education Department, and Alfred's companions were his sister Jean; Jack Milham; Bob, Stan and Thelma Gray (from Gundamain); Doris, Les and Vera Clarke. The Clarke children, who had recently migrated from England with their parents, lived in Forest Road (now in Gymea), the last pick-up point.

Children delighted to ride on the back steps of the coach, although reprimanded by Mr. Warman when he caught them. Others liked to roll into the space under the driver's seat where chaff was kept for the horses.

The coach Warman used for the school children was drawn by two horses and had a canvas hood with roll-up side pieces to use as the weather dictated. A small one-horse coach was used principally to meet trams at the Kingsway from Sutherland-Cronulla. The large coach was used at weekends and on holidays, both vehicles having to bump and bounce along bush tracks --the self-made roads of the time.

The coachhouse and stables were on the eastern side of what is now Vernon Avenue overlooking Gymea Bay, where Warman owned the boatshed, which he had purchased from the original owner Neil (Peter) Pederson.

— Mick Derrey

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Do You Know These Places? Goram-Bullagong, Great Sirius Cove? They are now Romans Bay.... Weye Weye Cove? — now Careening Cove, Kirribilli.... Bluff Head is Seaforth Bluff.... "The Necropolis" is Rookwood Cemetery.... and Billong-Olo-Lah is Clarke Island Port Jackson.

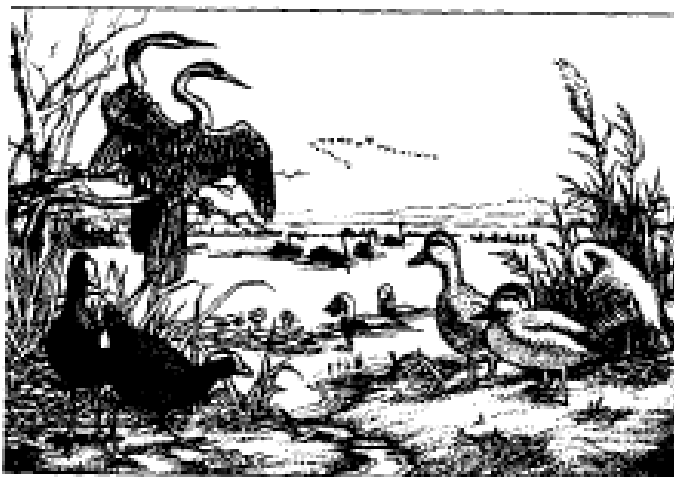
-- S.M.H. 24-11-'76.

Old Cemeteries: "History means telling a story about the past .... One of the best sources are the words on gravestones in old cemeteries. They tell the historian much about the attitudes to death in any particular period".

-- Prof, Manning Clark: SMH Nov. 1976.

## DESTRUCTION OF THE WETLANDS

One of the Objectives of this Society is the protection and preservation of Australian wildlife. In the 1960s The Australian Academy of Science setup a Fauna & Flora Committee to enquire into the needs for research into our Australian wildlife. They reported that the Fauna & Flora are vanishing at a rate not understood, or appreciated, by the average person.



The destructive activity is being accelerated in pace as the human population of Australia increases, and as more and more "development" occurs. This is especially noticeable with many of the waterfowl, But let the wild ducks, the geese and the swans speak for themselves:-

'There was a time when we were secure — when waters came from the eastern mountains to swell the billabongs, lakes and swamps, the rising waters providing food and refuge aplenty for us. Drought did occur, but then a flight to the coast soon located new refuges in better-watered parts.

"Then the white man came and 'monkeyed' with one environment. He damaged the watersheds with stock and fire. He has destroyed our nesting places. As his demand for food grows, waters are dammed and the annual flooding of our habitat grows less and less. Drought now comes to the few remaining swamp almost yearly.

"And now the refuge wetlands along the coast are being drained: "Flood mitigation", man calls. it. Our lives are in jeopardy-- our families are smaller. Man does not know the value of our loss: but we know-- we NEED the wetlands to survive".

--Wildlife Service Journal: Dec. 1966.

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There is a small patch of swampland adjacent to General Holmes Drive and the airport -- all that remains of the old Botany Swamps, from where Sydney once draw its water supply. The wetlands behind the Kurnell sand-hills were reclaimed some 20 years ago to provide the large industrial complex at Kurnell. Towra Point is probably the only spacious area left in the Shire, except for sites in the Royal National Park — and the recent bushfires will probably have destroyed many of the nesting sites.

Amongst those who escaped from the Indispensable on April 20 last, was one Owen M'Mann, "a character well-known in Botany Bay for swindling etc.."

-- Sydney Gazette: Apl. 28, 1810.

## BANGOR - M E N A I

In the Sutherland Shire the name of Bangor, which has been revived among the new suburbs, was the original name for the area now called Mani.

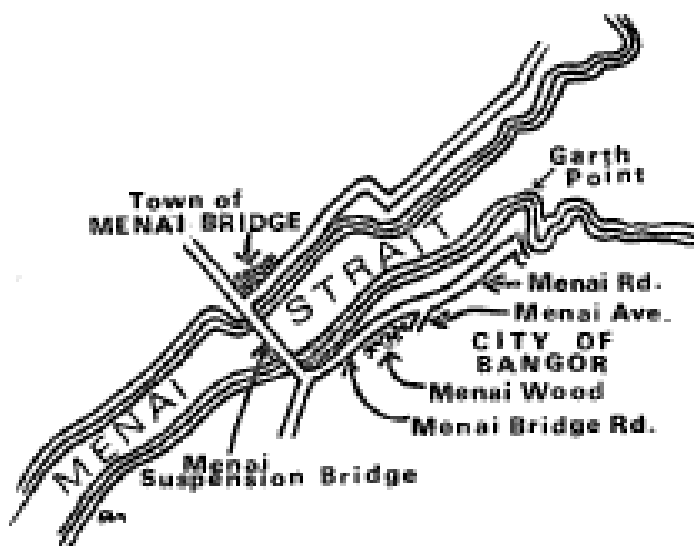
The name of Bangor was chosen by Owen Jones, a Welshman, who was the first permanent settler there in May 1895. The Post Office Department objected to the name because of Bangor in Tasmania, and in 1905 suggested to the Bangor Progress Association that a list of names be compiled and presented to the Post Office. Second on top of the list of nine possible names was Menai, suggested by Owen Jones. Determined that this name could be chosen, Jones sent his son Rowley with an urgent message to the Sutherland Postmaster, Mr. Brigden, pleading that the name of Menai be chosen. The Post Office agreed, and wrote beside Menai on the list of names submitted "suitable, not taken up". In 1910 the change of name was officially recognised.

But what is the link between Menai and Bangor which made Owen Jones determined to choose a Welsh name?

In North Wales is the City of Bangor with a population of 14,000. It Today it is a city cramped for space, but with delightful parks and a history dating back centuries. According to tradition --and there is no reason to doubt the testimony — it owes its origin to one Deiniol or Daniel, who set up a monastery there in the sixth century -- one of many such Welsh institutions.

Thus was formed "Bangor Faur yng Ngwynedd", and is known by Welshmen by this name today. Scholars state that the derivation of the name is in the "bangor" or wattle fence which protected the first monastic settlement is 535 A.D..

Leading out of the modern city of Bangor from the north is Menai Road, After  $\frac{3}{4}$ mile it becomes Menai Bridge Road , near the intersection with Menai Avenue. As you travel on Menai Bridge Road you pass on your left the extensive Menai wood, and about mile on you approach the world famous 'Menai Suspension Bridge, built by Telford in 1826 across the



Menai Straits to the town of Menai Bridge gateway, to the island of Anglesey. The town of Menai Bridge developed in the 19th century below the famous bridge. Today it is a compact little town with a population of 2,600 with all modern facilities. It is situated at one of the narrowest and loveliest parts of the Channel where extensive woods line both shores.

On October 4th each year is hold the ancient Flair Borth (Borth means Gateway), and is the Welsh name of Menai Bridge. This was originally a cattle fair, and with its sideshows and stalls filling the streets is to this day the biggest of its kind in Wales.

From the western side of the Woronora River (Sutherland Shire) the present main road forming a link between Sutherland and Menai is Menai Road. Here we now have Menai Road running through the developing suburb of Bangor to Menai as it is in Wales. The climate and the environment and our traditions may be different, but it is good to know that there is such a strong link with the old world. (Menai Rd. was previously Bridge Road).

In reviving the name of Bangor it is to the credit of Sutherland Shire Council with the approval of the Sutherland Site Historical Society, the Australian Post Office and the Geographical Names Board, that we have this reminder of Wales in New South Wales.

-- Fred Midgley.

Sources: Official guide to Bangor: Official guide to Anglesey: Post Office Archives N.S.W.: Author's Notes.

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#### From The President ....

Once again the time approaches when we celebrate an event in which we all rejoice, and one which is history itself: Christmas. This event so marked a division in human history that all people accept a calendar from that date.

I take this opportunity to wish all members a very happy Christmas and a rewarding New Year in 1977.

1976 has been a good year for the Society; it has brought a large number of new members, and interest has remained at a high standard.

As I write this I am preparing for my first excursion beyond the shores of this Commonwealth — to the relatively close but different country of New Zealand. I am hopeful of seeing history there, and will record as much as I can.

— Harold Ivers.

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Pepper - three thousand pounds of it -- was past of the price demanded by Alaric the Goth when he held Rome for ransom in the year 408 A.D.. Both the Greeks and the Romans set a very high value on pepper, one of the spices of the East brought in the Arabian merchants caravans over the long camel route from India, Pepper was used in those days as a condiment just as it is now, as well as for medicinal and other purposes.



### YOWIE BAY .... Thirty Years Ago

Recently I drove down Willarong Road at Caringbah from President Avenue, passing the intersections of Caringbah Road and Burraneer Bay Road as far as Castelnau Street. The thoroughfares were level-surfaced, bituminised and well constructed, with unbroken rows of neat modern homes and well-kept gardens. How different from only thirty years ago!

During the mid-war years husband, self and toddler were living in a small cottage on the water's edge at Yowie Bay, following my husband's discharge from the Armed Forces to live in Sydney. We were literally on the water's edge, for spring tides washed against the 3 ft. high retaining wall. We were lucky to secure this "pioneer dwelling", for the Yankee servicemen were "in occupation" at Cronulla, where the few small holiday flats then existing were let to them at exorbitant rents by avaricious owners despite so-called rental restrictions. We were supposed to be grateful for their presence whether on leave or en route to the battle zones, but they were arrogant and demanding and there was little appreciation by us! (Three and four guinea furnished holiday flats — until 1940 an average rental except during the Christmas period — were rented to American servicemen at sums of 20 guineas (\$42), more than double the average wage.

This small holiday cottage, recently built and attractive, had no electricity) the supply line being about 200 yards away in Willarong Road; cooking was by fuel stove and kerosene; bathwater was supplied from a copper from tankwater; there were kerosene lamps. There were deliveries of ice, milk, bread and mail, the three latter being left at the top of the track off Willarong Rd.; the ice-man grudgingly brought the ice bi-weekly down to the cottage — one had to be at home to receive it or it was left outside to melt:

There were a few scattered cottages some distance away, mainly week-enders, surrounded by bush and scrub. A rough bush track led off Willarong Rd. to the cottage: all was quiet and peaceful, with only the sound of the birds' continuous songs. The seawater was unpolluted, clean and lucid, and the rocky foreshores were covered with small but succulently sweet oysters; on incoming tides fish could sometimes be caught on a handline. It was a delightfully idyllic spot.

Peter, our son, at 2i was a "water baby"; all the summer he lived on the beach, garbed only in a pair of abbreviated shorts and a wide cotton sunhat. His father had made him a "boak", a small box-shaped contraption about 3 ft. by 2 ft. with 12 inch sides, and a double-ended paddle. This was anchored on along rope attached to a strong stake, and as the full tide ebbed slowly he had several hours of boating delight in the shallows; as the tide turned the rope was shortened until it became too deep for safe paddling. He soon became adept as he grew older (we were there for two years) and seldom fell out of his "boak" into shallow water - the so-called boat could not capsize.

We were planning to buy a block of land in the Shire but nearer to public transport than this cottage; by road we were about 12 miles from the Caringbah railway station and the three or four small shops forming the

"shopping centre". We did not have a car in those days (anyhow, petrol was strictly rationed even when procurable), and there was no bus service, so one perforce walked — taxis were a rare sight. We were offered three building blocks in Caringbah Road at £60 (\$120) — flat and viewless, and considered by the "locals" to be overpriced, about ¾ mile from the station. What would they be worth today!

Castelnau Street was non-existent, most of this southern area of Caringbah being either open space or scrub covered. To visit a friend in Northcote Avenue I pushed the stroller along a goat-track winding through shoulder-high teatree (Peter was a slow walker, and the track was rough ). All this locality now contains hundreds of neat suburban cottages, part of the Shire's post-war developmental settlement "boom".

As the Japs triumphantly progressed southwards in the Pacific, various defensive actions were taken around the outskirts of Sydney. Probably the only lesson learnt from the downfall of Singapore (where all its big guns faced seaward for a frontal naval attack) was that the Japs, if reaching the Australian coast, would invade from the outskirts of Sydney. Consequently, some defences were installed around Botany Bay and Port Hacking, including some tank-traps on the National Park roads. One of the "brilliant" defensive acts was the confiscation of all small boats, mainly dingheys and the like, around Port Hacking, several dozen or more being carefully collected -- and as carefully moored en masse in an isolated cove of Port Hacking — a marvellous assistance if the Japs had penetrated along the undefended and isolated waterways of Port Hacking!

Towards the end of the war (I can't remember the year) there was a most unique and amazing hatchment of cicadas -- not dozens, but thousands. The hard ground around the base of the big gumtrees were pitted with innumerable tiny ½" diameter holes from whence the chrysalises had emerged after several years' hibernation (from 3 to even 15 or 16 years, so I have been told, depending on Nature's "supply and demand" cycles). Emerging at dawn, the chrysalis then crawled to a nearby shrub or sapling until two or three feet above the ground; here it would remain several hours, breaking out slowly from its casing, moist and immobile, until it had dried out in the early morning sun, its shimmering wet wings, translucent as fine silk, unfolding to flutter until it had drawn sufficient strength to soar upwards to cling in myriads to the branches of the big bluegums surrounding our cottage. There were blacks, greens and yellows, all shrilling in a continuously never-ending cacophony of sound from dawn to dusk .... And all around the gumtrees hovered large savage brown wasps, almost as large as the cicadas, buzzing in angry anticipation of movement.

Immediately a cicada fluttered from its branch to seek a position higher up (they preferred the top branches) or was dislodged by neighbours — the wasps pounced, riding the cicada to earth whilst paralysing it with its long stinging "spear". On the ground the immobile cicada was then dragged over the tough ground, around the scrub and over the stones, until the wasp reached its prepared nest in a soft pocket of earth, a distance of from 30 to 50 yards from the gums. Here the paralysed cicada was dragged underground and entombed in a form of "suspended animation", to

provide living food for the grubs hatching in due course from the eggs laid by the wasps. It was Mature at her most ruthless in the struggle for survival — one living mature creature providing the life-giving nourishment for the immature living foetal eggs.

Today, the small hillside with its tiny gullies and ferny Dockets, its flowering scrub and most of the tall gum trees are all gone; modern streets wind around the hillside where numerous expensive homes cling on the steep rises — seeming to cling as precariously as did the cicadas so many years ago. Most of the birds have gone — there are not sufficient nectar-bearing flowering trees and no scrub; and there is too much noise. The little inlet is polluted with the discharge of drainage run-off, and oil from the motorboats; and no one dare eat the small rock-oysters.

.....

Some years ago an elderly lady told me that her father had been a shepherd employed by the Hon. Thomas Holt (before most of the sheep developed foot-rot and had to be destroyed), and that Yowie Bay was the area of the Holt Estate where the ewes were sent to lamb. The old North of England name for the female sheep was "yow" (to rhyme with "jo") and the lamb was the "yowie". In Scotland the female sheep was the "ewe" and the lamb was the "ewie". Thus, according to whether the shepherd was a Yorkshireman --as was Holt — or a Scot, so was the name of the mother-sheep and her lamb pronounced; and hence the double spelling, both being correct, for the bay; although "Yowie" (which should be pronounced "yo-ee") now seems to have displaced the Scottish spelling to some extent.

— M. Hutton Neve

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Tusculum: an "elegant mansion" in Manning Street Potts Point, has been saved from possible demolition, and will again in its glory of 1835.

The Apostles of Mary, a Catholic lay organisation, successfully applied in September last to the City Council for a development application to restore Tusculum and use it as a school of religious instruction: and it will be altered and restored to the way it was when built; this will take both money and time but would eventually be completed.

Tusculum was built by Alexander Brodie Spark, a cautious Scot who became a merchant prince in Sydney. He was granted nine acres of land west of Macleay St. and Darlinghurst Rd., and he engaged the leading Colonial architect of the day, John Verge (who also designed Lyndhurst at Glebe); Verge was delighted as Spark had the wealth to indulge the architect's whims and talents to the full.

It is somewhat of a strange paradox that Tusculum, once the residence of the first Anglican bishop of Australia, Bishop William Grant Broughton, is to become a Catholic school.

— Sun /Herald: 26/9/1976

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## EMIGRATING TO THE COLONIES IN 1848

Would you have liked to emigrate from England in 1848? It was a very different venture then from what it is now — a day or two of direct flying; but 130 years ago it took two to three months, depending on weather conditions at sea.

In 1848 23,904 people left the United Kingdom for the Australian Colonies and New Zealand, the great majority at that time coming here. In 1847, with the failure of the potato crops threatening famine in Ireland, and political unrest in the United Kingdom, the British Government was encouraging by offering free passage to applicants of "good character", both to relieve the overburdened Mother Country and to help the Australian Colonies, where were labour shortages owing to the newly discovered goldfields.

In 1848 the four Colonies of New South Wales, Van Diemen's Land, Western Australia and South Australia had a white population of about 400,000; but Western Australia, with only 5,000 was considered a failure as a settlement. With the recent discovery of precious metals South Australia was booming; New South Wales, the parent colony, was expanding steadily with the largest population and the biggest settlement; Victoria started as a small establishment and developed rapidly, but Melbourne in 1828 was still only a village. No encouragement was given to go to Moreton Bay (= Qld.), which began as a penal settlement in 1824; a drought in the 1840s hindered Brisbane's growth and in 1846 fewer than 1000 people lived there.

In England taxes were so high that the lower middle-class were not much better off than the ordinary labourer. They paid taxes on everything — tea, sugar, coffee, tobacco, soap, papers; and even on the number of household windows. So the choice was between an overtaxed Mother Country and a free Colony of hope and prosperity — a place where even a labourer might occupy a place in society and receive the rewards of his toil; where he could look forward to enough food and clothing and a small cottage -- which he might even be able to build himself; and would have the satisfaction of seeing his family prospering around him, with no possibility of the "Poor House" in his old age.

Men who held positions as minor clerks, warehousemen and shopkeepers were much wanted in the Colonies; and skilled artisans — carpenters, wheelwrights and smithys, cabinet-makers, tailors, shoemakers, mechanics and craftsmen of any kind would all find employment opportunities in the Colonies. Females, too, were in great demand — unmarried of course; needlework was well paid, and domestic servants received high wages ; so that women were able to come with even more certainty than men in t h e choice of employment — and last, but perhaps not least, young females had the certainty of choosing an eligible husband.

No family with more than two children under 7 years, or more than three under 10, were allowed free passage; single women under 18 years and without a parent were not accepted unless accompanied by an elderly relative or guardian.

On arrival immigrants were often hired by the year; £23 to £30 for

single men; single women £16 to £25; and married couples £35 to £45, with board and lodging if domestically employed. In Sydney where the artisan was engaged by the year, he usually was able to rent a small cottage for his family; on sheep and cattle stations, besides living quarters, weekly rations were allowed, consisting — for a family man — of 10 lbs meat, 10 lbs flour, 2 lbs sugar, . 4 oz. tea, and milk, plus a small cash wage. The price of food varied according to the Colony, being dearer in Sydney than in South Australia. The price of land was from 5/- to £1 per acre free-hold, or it could often be leased for a number of years with the option to buy if so desired.

The voyage to Australia took three months on an average — seldom less; the immigrant occupied communal quarters well below the decks, with a minimum of space and comfort; basic food was provided, but the immigrant was required to provide bed-coverings and table utensils, and all "extras" for the voyage. The immigrants were given a list of clothing and utensils needed for the voyage (and the changes of climate), "extras" to be purchased if they could afford it.

#### Man's Outfit:

2 beaverteen jackets	2 duck trousers	4 handkerchiefs
2 ditto trousers	1 scotch cap	4 worsted hose
1 waistcoat with sleeves	1 Brazil straw hat	2 cotton hose
1 ditto without sleeves	6 striped shirts (cotton)	1 pr. braces
2 duck frocks (= over-shirts)	1 pr. Boots, 1 pr. shoes	razor & shaving, box

#### Woman's Outfit:

1 warm cloak	2 flannel petticoats	4 nightcaps
2 bonnets	1 stuff ditto	4 sleeping jackets
1 shawl	1 pr. stays	2 black worsted hose
1 stuff dress	4 pocket handkfs.	4 cotton ditto
2 print ditto	2 net hdkfs. for neck	2 pr. shoes
6 shifts	3 caps	6 towels

Children's Outfits: varied with age.

Each person would also require:

1 knife & fork	1 tablespoon	1 pr. blankets
1 deep tin plate	1 teaspoon	2 pots blacking
1 pint tin drinking mug	2 lbs. marine soap	strong chest & lock
2 shoe brushes	1 hair brush & comb	
1 counterpane	1 pr. sheets	

Cost of the above for a man was approximately £4-10-0, and a woman £5; and a married couple, ,approx. £9-0-0; cost for children varied with age.

Food on the voyage was adequate to preserve health, but immigrants were strongly advised to take a few extras according to their means, viz., Candles, potatoes; preserved meats, jams, butter, ham, cheese, eggs; biscuits, ginger and preserved fruits were some of the items recommended.

Many of our ancestors came out during this period — several of my

great-grandparents did ; and I think we should be proud of all those "free immigrants" who came out to this country in the cramped sailing ships of that period.

Would you have liked to leave your home and that part of England which you knew, for an unknown country and unknown conditions thousands of miles across the oceans? They must have been very courageous!

-- Athalie Ivers

Source: "The Emigrants' Friend": published 1848 England.

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Note: the items of men's and Women's Outfits provide some interesting glimpses of the type of clothing worn by the artisan classes; e.g, "worsted" hose were coarse woollen stockings; a "stuff" dress was, I think, a type of coarse serge; "stays" were a type of corset; "marine soap" would lather more or less — in Sea water, which was the only water available for both personal ablutions and laundry. Bunks and straw palliasses were provided in rows along the communal quarters, where also laundry was often done and the wet clothes hung on overhead lines to dry; there would be a very limited amount of "drying space" on deck. Consequently the living quarters became gradually stale and foetid, and could only be aired in good weather; in stormy weather the whole ship might be battened down for several days. It must have taken not only courage but also a "strong stomach" to endure such conditions for some three months:

— Editor.

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1st Fleet's Brief Sojourn at Botany Bay: on May 13, 1737, the ships of the first Convict fleet left England, comprising six transports, the little Supply and the Sirius. Eight, months later, on January 18, the Supply arrived at Botany Bay, and by the 20th the entire fleet was safely anchored. Governor Phillip sent a party of convicts under marines ashore to clear a space whereon to erect a flagpole on the Kurnell hilltop overlooking the cove.

It took Phillip only a few hours to realise the unsuitability of Botany Bay as a settlement, lacking especially adequate water: "There was a small run of water here, but it appeared to be only a drain from a marsh". The ground generally was low and infertile, and the locality unprotected from strong winds. Phillip left on the 22nd to explore Port Jackson, which Captain Cook had named in 1770 but had not entered. Phillip found this to be eminently suited for a large settlement, so: on January 26 the Convict fleet sailed from Botany Bay -- leaving it undisturbed until 1815, when James Birnie was granted "Portion No. 1 of 700 acres at Botany".

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A Plaintive post -Christmas Plea: Notice is hereby given, that if all those persons who received Beer from Absalom West in December last, on credit, do not immediately come forward and settle for the same, he will be under the necessity of resorting to coercive measures to enforce the Payment thereof.

-- Sydney Gazette, July 28,1810.

### MT. KEIRA. SCHOOL

Our excursion. to the Wollongong district in October was somewhat marred by almost continuously heavy rain, but nevertheless all enjoyed the outing even though mist obscured the usual panoramic scenic views. The visit to the Mt. Keira Demonstration School was a delightful and unexpected interlude. The Teacher-in-Charge (Mr. Barry Banks) not only provided a delectable morning tea, but had also converted the schoolroom into a most interesting historical display. The tour was conducted under the able guidance of Mr. "Bill" Bayley of the Illawarra Historical Society. —Editor

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Mount Keira Demonstration School traces its continuous history back to 1861. It now has an enrolment (1976) of 44 and serves, as well as those children, the Wollongong Institute of Education for which it is both a demonstration school and a practice school. The teaching staff consists of a Head Teacher and an Infants Assistant.

The original school building was at Slackheap, a few hundred yards to the north of the school's present site, in an area now overgrown with scrub. The building — a one-room building of slab and board measuring 22' by 11' and roofed with shingles — became a school serving the community which grew up around the Mt. Keira mine, following the appointment of the first teacher, Mr. James Ball, on Nov. 9, 1861. Helped by his sister, he began teaching at the beginning of December of that year. Thirty-nine children attended, using 10 forms and 2 long desks. No mention was made of any other school fittings, so apparently it was rather a spartan establishment.

By 1885 the enrolment was 185 and the ordinary attendance was 140 — sometimes 150 — children, which was at least 30 more than the building had room for. The southern wall was extended 18' to its present alignment by mid-1886. By 1888 the enrolment had reached 259 with an average attendance of 176 pupils, taught by the Headmaster and three pupil teachers, all in the one big room; During 1891 the enrolment fell to 137 with an average attendance of 94. This was probably a result of the depressed economic conditions then prevalent, and the consequent industrial conflict, and also the opening of the Keiraville school. The staff of the school was reduced to Headmaster, Assistant and one pupil teacher.

A glazed partition was erected in 1904 to divide the schoolroom into two parts, although the roughly dressed stone walls and high-pitched ceiling remained until the late 1960s. In 1904, too, the original gallery and long desks were removed, the latter being replaced by dual desks. The shingle roof was replaced by iron in 1906, and the playground was partially levelled to provide a space for drilling.

A tablet on the northern wall of the school building pays tribute to Mr. James Murphy, who was appointed to the school in May 1874, and who remained Headmaster until he retired at the end of 1910. The tablet was

supplied by his ex-pupils after his death and placed on the school by than at a ceremony which took place on January 18, 1936.

Here is one of the arithmetic problems found in an old Mt. Keira exercise-book of last century:-

"If 5 horses require as much corn as 8 ponies and 15 quarters last 12 ponies 64 days, how long may 25 horses be kept for £41-5-0 when corn is 22b per quarter?"

Good luck! — and please, no calculators;

Ken Mathews.

(When I asked Ken if he had worked out the problem, he just gave me a quizzical look; By the way, this problem was for 6th class primary pupils! -- Editor).

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Port Jackson was named after Sir George Jackson Bart. (afterwards Sir George Duckett Bart.). A memorial tablet is in Bishop's Stortford Church in Hertfordshire Eng.. It reads: "To the Memory of Sir George Jackson Bart., afterwards Sir George Duckett Bart., Judge Advocate of the fleet. who died 15th December 1822. Aged 97 years. He was for many years a Secretary of the Admiralty, and a Member of Parliament for Weymouth and Mel-Combe Regis, and for Colchester. Captain Cook, of whom he was a zealous Friend and early Patron, named after him Point Jackson in New Zealand and Port Jackson in New South Wales. In 1769 He made the River Stort navigable to this town".

In 1797 he changed his name by Royal Licence in accordance with the Will of his second wife's uncle Thomas Duckett. To find the explanation for this change of name one would have to refer to the Will (if still existing); but it was probably a condition of inheritance of Estate. If uncle-in-law Duckett had no male issue it is likely that he wished the family name to be continued through Sir George. George.

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Lyndhurst, now a derelict mansion in Glebe, has been saved from demolition — but not before vandals had partially wrecked the interior.

Built between 1833 and 1835, it is one of Sydney's few remaining Georgian mansions. It was erected for Dr. James Bowman, Inspector of Colonial Hospitals, by the architect John Verge. Lyndhurst was situated on the highest point of Dr. Bowman's 44 acre estate which ran down to the heavily wooded shores of Blackwattle Bay, "overlooking Sydney Town and the beautiful trees of Pymont and its picturesque rocks".

The State Government has decided to renovate Lyndhurst and restore it to its primal glory, to be used as a lavish public restaurant. For the past five years it has stood empty and deteriorating while the various authorities debated its fate. It was originally scheduled for demolition to provide access for the proposed north-west expressway through Glebe — a proposition now apparently abandoned.

— S.M.H. 5/12/'76



### ST. JOHN'S .... The Pioneer Church of England

As this goes to press the old building of St. John's at Sutherland may be no more as it is to be demolished to make way for a new hall complex. It was the first Anglican church in the Shire, its history going back to March 3, 1894 \*\* when the district was first Licensed and the building opened on March 4 by Archbishop William Saumarez-Smith.

In 1896 the Mission District of Cronulla with Sutherland and Helens-burgh was created, the Mission Curate being the Rev. John Wilson, whose stipend was the princely sum of £175 p.a.. The Rev. W. R. Bowers arrived on June 17, 1901, when the District of Cronulla with Sutherland was formed. The rectory at this time was an old rented house opposite the Woronora Cemetery, lately vacated by a railway plate-layer. The Rev. Bowers' parish then included Sylvania and Miranda.

The Church of England School Hall was opened on March 27, 1904 by Archbishop Langley, with a concert, the hall also being used for church services. Rev. T.H. Taylor served here 1905-09, and was followed by Rev. I. D. Armitage (1910-1919), whose Parish by 1916 included the districts of Sutherland, Cronulla, Miranda, Sylvania and Audley. The rectory was then at Cronulla and had the "long" phone number of 45. The Rev. Armitage ran and edited the Parish magazine "Sutherland Church News", which embraced almost the entire Shire, and cost all of one penny per issue.

Rev. Armitage was followed by Rev. Rutledge, Newtown in 1919, and during his stay the district of Sutherland in 1920 became a Parish, and the Rev. Newtown's stipend was raised to £300 p.a.. In 1922 Sutherland separated from Cronulla, and the Rev. A. Rutherford Shaw arrived in 1923. The first Sutherland service on existing records was 27th June 1926 at 7.15pm. During 1926 the Sutherland minister purchased a car at the cost of £21-13-4.

Rev. A.W. Setchell arrived in 1931 and remained until 1933. During his incumbency the wooden buildings were moved bodily from the site on the corner of Boyle and Eton Streets, where the Police Station and Courthouse now stand, to its present site. The first service on the new site was held in the church hall on May 1, 1932, as the church was literally on wheels on the old site awaiting removal. When the church was moved on a horse-drawn low-loader the weather had been wet and it became bogged on Flora Street, unable to move for some time. The official opening of the renovated church was held on June 9, 1932, and the door was formally opened by Mrs. Stapleton. The first service in the church after its move was a Confirmation Service held on June 7th. St. John's was raised to a full Parish in 1933, and in that year Rev. H.J. Marshall arrived, and was followed in 1936 by Rev. A.S. Smith. By 1944 the Parish of St. John included the churches of St. John at Sutherland, St. Luke at Miranda, St. Barnabas Gynea Bay, St. George at Engadine and Christ Church Heathcote. As well as these Rev. Smith had the districts of Como, Oyster Bay, National Park, Menai and Woronora River to serve.

\*\* The original Record of Service was located by Jenness in the Archives at Moore College, Sydney University; until then its existence was unknown, and thus establishes that St. Mark's Sylvania was not the first Anglican Church.

Rev. Smith was followed in 1944 by Rev. Gordon Gerber and in 1945 by Rev. N.M. Gelding. By 1948 St. Mark's Sylvania and the district of Jannali were added to the already long list of churches and districts: but the Parish became smaller once again on August 6, 1950 when St. Luke at Miranda formed its own Parish, taking in the churches of St. Barnabas at Gynea Bay and St. Mark's Miranda. Rev. Gelding was followed by Rev. L.S. Richards in 1948, then Rev. W.A. Watts in 1950. Around 1951 the Parish of St. Clement's Jannali was formed, separating from St. John's. Then in 1959 Rev. C.N. Steele came, remaining until the end of April 1976.

On May 17, 1974 the first sod of the new building was turned and its foundation stone laid by Bishop Kerle on August 22 of that year. The old building of St. John was to step back to make way for a modern buildings Now these old buildings are to go — the buildings in which the history of St. John's Church was made — just another piece of our history destroyed.

— Jenness Ivers.

Sources: Fred Midgley's Notes: Moore College Archives: St. John's Archives: "Parish Messengers" magazines: Rev. Steele's Notes.

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Another Country Museum: a homestead once occupied by the statesman William Charles Wentworth is now a colonial Museum on the Windermere property at Lochinvar. Lochinvar is on the New England highway, about 7 miles west of Maitland; and Windermere's entrance is approximately 2 miles along the road which runs north from the village.

In 1821 T.W. Winder was granted 700 acres to establish Windermere, and convicts built the homestead with sunbaked sandstock bricks made on the property. From 1835 until 1851 Wentworth occupied the property by agreement with Winder; since 1870 it has been owned by the Capp family.

The museum is open between 2 p.m. and 4 p.m. on Sundays, but people may picnic in the grounds from noon (no barbecues). Admission is \$2 per car.

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Calala Cottage, Tamworth: this 100-year-old cottage, classified by the National Trust, has been completely restored by the local historical society. The cottage was built as the home of Tamworth's first Mayor, Philip King. Calala, in Denison St., is open between 2 p.m. and 4pm, each except Monday. Admission charges: Adults 50 cents, children 20 c.

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Auckland holds its Anniversary Day on January 29, that being the official date recognised as the foundation of N.Z. in 1840. The outstanding function is the beautiful Regatta, when literally hundreds of yachts throng the lovely waters of the Waitemata Harbour in continuous nautical competitions. With the exception of the war years, the Regatta has been held for over one hundred years.

"THE PUB WITH NO BEER"

"Old Billy the blacksmith" has long since died; the publican is no longer "anxious"; very few swaggies call, "smothered in dust and flies", and The Cosmopolitan seldom runs dry .... Just a few of the changes that have taken place in the quaint North Coast village of Taylor's Arm, home of the famous (or dastardly, depending upon one's dedication to imbibing) Pub With No Beer". A lot of beer has flowed through the pipes since 1956 when itinerant country and western singer Gordon Parsons wrote and Slim Dusty recorded, the best-selling ballad:

"It's lonesome away from your kindred and all,  
By the camp fire at night,  
Where the wild dingoes call:  
But there's nothing so lonesome, morbid and drear,  
Than to stand in the bar  
Of a pub with no beer".

Parsons, then a bush worker, was deeply shocked to enter the hotel one afternoon and find the amber absent. It was a fourth week, the "off" time for beer supplies from Macksville -- which were delivered over the bullock tracks that passed for roads in the region. Before staggering back to his camp to write of this unbelievable incident, Parsons watched the local characters' reactions to the drought; the upright dead-sober cattlemen refusing to touch the demon rum, other drunk anyway — "what the heck:" — the dog cringing in fear on the verandah, knowing instinctively "It's no place for a dog, around a pub with no beer".

Taylor's Arm is an interesting place; reaching it from the west one passes many derelict dairy farms, then crosses a narrow wooden bridge only inches above a fast-flowing river in a deep, narrow ravine. The river was a convenient timber transport system last century. The cedar cutters used bullock teams to drag logs to the torrent during high floods; the logs were rolled in, and recovered later from the Nambucca River near the mill about 23 miles away. The cedar is gone now -- like the old butter factory, the butcher shop, baker's, sawmill, several general stores, the case mill. All that remains are a few dozen houses scattered two miles along a ridge -- plus a store, three churches, two schools, a garage -- and of course the community hub the pub, usually with plenty of beer.

The publican (born and raised on the river") told me I had popped in too early to see the few remaining characters ("Saturday's the big night, we have a shindig here, you'll meet them then"), and too late to chat with Gordon Parsons. The writer had, after a two-month visit, been "discovered" only days before by "The Buck Carson Wild West Show" and whisked on tour.

John White says about 3,000 people have signed the visitors' book since he moved across the street from his general store. They still come in droves to see the unlikely pub. The bar-room is little different from those in other country towns; there is the traditional plastic bar top for the easier removal of the sips, the glass shelving, and the "Atmosphere" — in this case a record-cover of Parsons, a picture of a bullocky who still drinks in a corner, a collection of saws and axes, and a photograph of the victorious Arms' League Team of 1947.

— F. Butt

Acknowledgment: S.M.H. Aug. 1973.

OLD SYDNEY ... c.1845

Colonel Godfrey Charles Mundy (1804-1860), soldier, artist and author, was one of the most interesting personalities to visit Australia in the colonial period of the 19th century. During his five years' residence he travelled extensively whilst in Australia, recording his impressions of life around him with both wit and perception.

Dining with Lt.-Gen. Sir Maurice O'Connell, (O.C. Military Forces in N.S.W. 1838-1847) at his beautiful villa of Tarmons: "there were brisk coal fires burning in both dining and drawing room; and the general appliances of the household, the dress of the guests and the servants, were as entirely English as they could have been in London ... I found myself sipping doubtfully, but soon swallowing with relish, a plate of wallaby-tail soup, followed by a slice of boiled schnapper with oyster sauce. A haunch of kangaroo venison .... a delicate wing of the wonga-wonga pigeon with bread sauce, and a dessert of plantains and loquats, guavas and mandarin oranges, pomegranates and cherimoyas...."

Sydney Streets: "The lighting, and still more the paving of the Sydney streets, are a disgrace to the city and its corporation .... The sewerage of the town is also shamefully bad, though no city possess a site more favourable for that essential "

Roving Dogs and Goats: The Colonel's complaints about straying dogs would find sympathetic approval from our Shire Councillors, who are present are concerned with the lack of control and careless straying of Shire residents' pets. "The thoroughfares are infested by an innumerable host of apparently ownerless dogs — innumerable in spite of the Dog Act, which has been in force ever since the Government Order fulminated against the canine race in 1812...." And then there are the goats. "That picturesque animal, the goat, forms a conspicuous item of the Sydney street menagerie -- amounting to a pest little less dire than the plague of dogs. Nearly every cottage has its goat or family of goats. They ramble about the highways and byways picking up a haphazard livelihood during the day; and going home willingly or compulsorily in the evening to be milked. Woe betide the suburban garden whose gate is left for a moment unclosed.... In an instant the bearded tribes rush in; and in a few seconds roses, sweet peas, stocks, carnations etc. are closely nibbled down...."

Women And Children: "The women of the poorer classes look prematurely old; yet appear to delight in tawdry dress. The children in the streets and lanes are, on the contrary, so lovely, that it is almost impossible to believe them the offspring of the hags, their mothers. Poor hard-working creatures: poor faithful helpmates: well may youth and health and beauty wither before the manifold troubles, mental and bodily, that fall to their lot in this colony. The day-labourers of Sydney are notoriously idle, drunken and dissolute.... squandering their gains in drink and riot, leaving their wretched families to feed themselves as they can...."

Extracts: "Sydney Town" 1846-51": Lt. Col. G.C. Mundy: from a condensed edition 1971 by Review Publications Pty. Ltd. Dubbo. —

M.H.N.

REPORT ON. ROYAL AUSTRALIAN HISTORICAL SOCIETY CONFERENCE.  
October 1976.

In company with Mrs. Hutton Neve, I attended the Conference's Saturday program. Three Addresses were given and discussed, and a general discussion of problems being experienced by Historical Societies took place.

The first Address by Professor J.M. Freeland of the University of New South Wales dealt with "The Why, What and How of Preservation. Rational reasons for preservation were historical, psychological, aesthetic, sociological, economic and educational. There are, Prof. Freeland believes, limits to the number of museums that society needs, and he felt that it is best to retain buildings as a working part of society. The problems of restoration were outlined as were the principles underlying decisions on renovation.

Mr. Justice Else-Mitchell (R.A.H.S. President) gave the second address on "Legal Problems in Historical Preservation". Amongst the points he emphasised were the recording of places of historic interest - with date of construction, photographs, uses to which the building etc. is put, reasons of significance, present occupier, UCV and improved CV, the owner's intentions; and being selective in campaigns for preservation.

Miss Judy Birmingham caught the imagination of the audience with her address on "Archaeological Aspects of Preservation". She spoke of a growing concern for, and interest in, the study and recording of industrial sites. Miss Birmingham stressed the importance of recording rather than disturbing the site. It is important, she said, that care should be used about the collection of odds and ends on the site — it should only be done if they can be taken somewhere, labelled and known to have come from that site. The importance of a co-ordinated attack upon the task, of a tactful consideration relationship with the owner were emphasised. The most difficult -- and probably the most important part of such an undertaking is the making of a satisfactory and enduring record.

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All of the addresses were illustrated either by Slides or associated maps and plans.

-- K. V. Mathews

\*\*\*\* Industrial Sites in the Shire would include the onetime oyster-breeding canals at Gwawley Bay (c. 1870) by Thos. Holt; the first Sutherland Brick-works (c. 1888-1912/14) to the NW of the Woronora Cemetery Crematorium; the second Sutherland Brick Coy. (later, Punchbowl Brick & Tile Co. Ltd.) 1912 to 1974); State Government Fish Hatcheries, South Cronulla 1907-1911; Timber Milling (southern Royal National Park), early 1920s; Brick-clay digging for the Bakewell Brick Coy. Sydenham, c. 1888 to mid-1930s.

— M. Hutton Neve.

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Dates of Note:

Jan. 22, 1901: Queen Victoria died.

March 2, 1791: John Wesley,. founder of Methodism, died.

March 15. "The Ides of March": assassination of Julius Caesar 44 B.C.