

# SUTHERLAND SHIRE HISTORICAL SOCIETY

## QUARTERLY BULLETIN



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ILLUSTRATIONS: A. & F. MIDGLEY

STATE GRANTS FOR LOCAL HISTORY (112)

Under the Cultural Grants Advisory Council Division of Cultural Activities it was announced last December:-

"The Government of New South Wales, as a contribution to literature and historical scholarship in this State, wishes to encourage the writing of books dealing with aspects of the social history of New South Wales and proposes to make special grants to writers for this purpose.

"The Government is concerned that much of the social history of this State remains unwritten. The people of New South Wales lack basic information about the origins and growth of the cities and regions in which they live, the socio-economic conditions in which they work, the history of community groups.

"On the advice of the Literature and Historical Committee of the Advisory Council for Cultural Grants, the Government in 1978 proposes to invite applications for grants for the writing of popular social history on such subjects as the development of Sydney's suburbs....education and religion, sport and leisure. In addition, the Government will encourage the writing of biographies of prominent people "

These State Cultural Grants will naturally be competitive. This is the first time the State has recognised the value of Local History, thus allowing for detailed recording of limited localities. The topics quoted in the Government listing are both wide and varied, and many of these would have a direct bearing on differing facets of our own local history.

It is to be hoped that some of our members will be interested in writing to the State Authority for further information. The full address is: The Executive Member, Cultural Grants Advisory Council, Division of Cultural Activities, Premier's Department, 18A Pitt Street, Sydney 2000.

Small annual grants have for some years been made to local societies by the Royal Australian Historical Society on behalf of the State, and this Society has availed themselves of such grants.

These State Grants, under the Cultural Activities Section, will not only cover a very wide field but will allow the successful recipients to cover most (if not all) of the general expenses necessarily involved in comprehensive research. One does not need to be an academic to undertake such work: a general knowledge of the Shire -- its geography and its back-ground history are essential; much of this has already been published in the various issue of the Bulletin. It is essential

that meticulous care be taken in checking correct dates, spelling of names and other factual data; and where possible these should be checked against any official documents. Much of this basic information will be found in the History Room of the Central Library at Sutherland, of which Mrs. Pam Garland (one of our members) is the Archivist. The only other essential is the ability to express oneself in clear, lucid and grammatical English.

Applications for assisting Grants will be called for in March and will be advertised in the metropolitan press.

M. Hutton Neve

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### THE PRESIDENT WRITES ....

This issue of the Bulletin closely follows an important development in the relationship of the Society with the Sutherland Shire -- a return to the Shire Council Buildings for the General Meetings. As a result of recent discussions with the Shire Clerk, the Society was offered spacious accommodation in the Council's Administration Building on the third floor, which is accessible by automatic lift. When this issue of the Bulletin is received the Society will already have had the January meeting in the new accommodation.

The Society is grateful to the Sutherland Presbyterian Church for the use of its Hall during the previous three years.

The coming year will prove an interesting one to members and executive alike, and I am looking forward to an enthusiastic response at the Annual General Meeting, which is reserved for the election of officers and committee. The activities anticipated will embrace some new, and some old, attractions, for the benefit of both new and "long-standing" members.

1977 has been another successful year, and for this I am grateful to all members for their support and attendance at meetings and tours. Much credit is due also to those ladies who provide the catering service, and to those members who arrange and restore seating.

In conclusion, I ask you please to note the change of meeting place, and when you meet other members, mention it to be sure that all know. Note the trip in February: and note also that only the place of meeting has been changed -- the time and day of the month have not.

Best wishes for 1978.

Harold Ivers,

President.

### Car Leaps Over Cliff At Gymea Bay

"Last week a well-known Cronulla resident, Mr. W.J.A. Hodgkinson, had a narrow escape from death and serious injury. He had driven a friend home to Gymea Bay, and went inside the house for a few minutes, leaving the car with the engine turned off and in gear. When he re-started the machine for his homeward journey at 11.30 p.m. the car gave a sudden jump forward. Mr. Hodgkinson's coat became caught in one of the mudguards, and he found himself being dragged helplessly to-wards the cliffs nearby. He called for help -- but owing to the lateness of the hour no one heard him. He struggles to free himself, but was bumped and banged about as the car jolted over the rough broken ground.. His head came into contact with the stones, and was cut and bleeding, and one of the wheels ran over and injured one of his ankles.

"Still he was being dragged nearer and nearer; and on the very brink of what he believed to be certain destruction, the victim made a supreme effort and wrenched himself free.

"He rolled away to one side and with horrified eyes saw his car poise a second on the edge of the precipice and then disappear. He heard the crash as it struck a ledge, and then disappear, after which he lost consciousness.

"Investigating the noise, his friends found him, and called the St. George District Ambulance, which took him to the St. George District Hospital. One of Mr. Hodgkinson's ankles was fractured and he received injuries to his head".

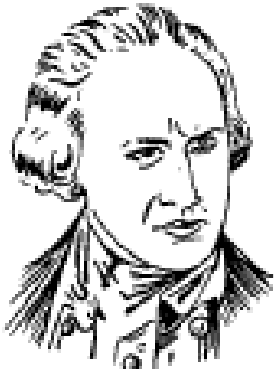
No mention was made in the report as to whether the car was salvageable -- presumably not; or whether it finished up in the waters of Port Hacking .

Hurstville Propeller, Feb.1922

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Memorial to Pioneer Robert Campbell (1769-1846): he became known as the "Father of Australian Commerce". He arrived in 1798 to investigate trading possibilities, and bought land for a wharf and warehouses on the site of Circular Quay. He settled and built up enterprises in trading, sealing whaling, shipbuilding and farming. He was a member of the first Legislative Council (1823-43); was co-founder of the first savings bank (1819-30) known as Campbell's Bank; supported the foundation of the Bank of New South Wales (1817), and also of King's School (1832). His descendants, in association with the Sydney Cove Redevelopment Authority, plan to erect a suitable memorial .

S.M.H. 21/11/'77



"Saturday 28th (April 1770): We Discovered a Bay..."

Captain James Cook, in command of H.M.S. Endeavour Bark, was sent to Tahiti to observe the transit of the planet Venus in 1769. After having completed this, he then turned to the real object of his voyage, as outlined in his Admiralty Secret Instructions:-

"You are to proceed southward in order to make discovery of the Continent until you arrive in the latitude of 40 degrees, unless you sooner fall in with it...If you discover the Continent either in your Run to the Southward or to the Westward... You are to employ yourself diligently in exploring as great an Extent of the Coast as you can".

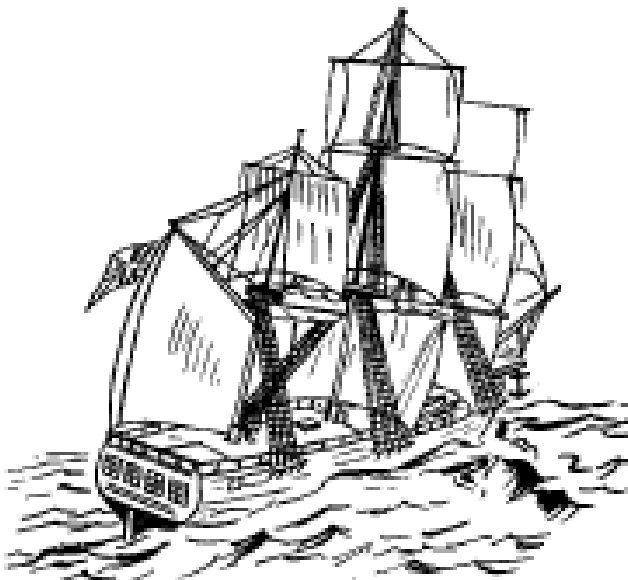
Having already discovered and circumnavigated New Zealand, and so proving it was not part of the Continent of Terra Australis, Cook then proceeded westward, until on Saturday April 28 (the dates are according to his log) he wrote: "At daylight in the morning we discovered a Bay which appeared to be tolerably well sheltered from all winds into which I resolved to go with the Ship and with this in view sent the Master in the Pinnace to sound the entrance...."

Sir Joseph Banks' Journal describes this first landing: "Our boat which had been sent ahead to sound proceeded along the shore.... By next day we were within the mouth of the inlet which appeared to be very good... After dinner the boats were manned and we set out from the ship intending to land...."

The next day, the 29th, the Endeavour passed through the Heads to drop anchor at a more southern location reported by the Master after his initial inspection the day before. The "official landing party" led by Cook, then came ashore on the "Landing Rock", Cook's nephew of fourteen, young Isaac Smith being the first to jump onto the rocky shore of "Terra Australis".

The following day was spent in sounding and charting the Bay, and in netting a large supply of fish.

Cook also recorded in his log book: "during our stay in this Harbour I caused the English Colours to be displayed ashore every day..."



He continued: "Having seen everything this place afforded we at daylight in the Morning weighed ... and put to sea...: (May 6).

It is to be noted that Cook did not, as is quite often stated — display the Union Jack ashore! Until the political union of Ireland with the United Kingdom in 1803 the flag was simply known as "the Jack": and further, as is also often thought, Cook did not take possession of this territory for the Crown this was not done until he was leaving the Australian coast, Crown possession being taken at Possession Island near the tip of Cape York Peninsula.

The death of Forby Sutherland, one of the crew, was noted in Cook's log:

"Tuesday 1st (May): Last night Forby Sutherland seaman departed this life and in the A M his body was buried ashore at the watering place which occasioned my calling the south point of this Bay after his name".

The original grantee of 700 acres of Kurnell was Capt. James Birnie, in 1815; he sold the property to a Sydney merchant, John Connell sen., who left it to his grandson John Connell Laycock (a son of his daughter Margaret), who had a son Elias. As a small child Elias had had an old aboriginal woman as nursemaid; she claimed to have watched the burial of Forby when herself a small child, and had pointed out the site to little Elias, on a slight rise above the beach. When Elias, as a very old man in his 'eighties, indicated the site to members of the Royal Australian Historical Society in 1923 he apparently mistook the hillock, there being a similar rise from the beach at the spot stated by Cook -- "near the watering place".

John Connell Laycock had run a dairy farm at Kurnell, and had built his dairy shed adjacent to the fresh water, and had widened the mouth of Cook's little creek, "the watering place", for the cows. Many years later, after the Hon. Thos. Holt had bought the Laycock property, he had his men remove the remains of the rotted dairy, and in digging out the posts the men found a "white man's skull". Holt realised that this was the grave of Forby Sutherland, and so instructed his men to replace the soil and to fence in the area.

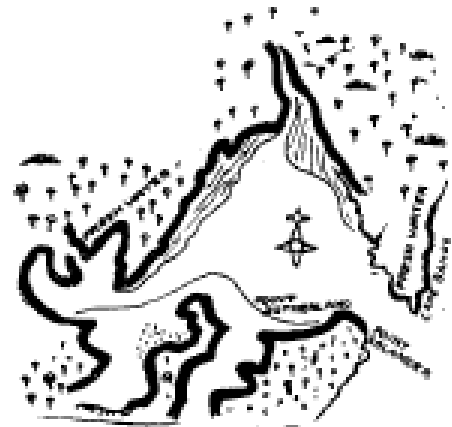
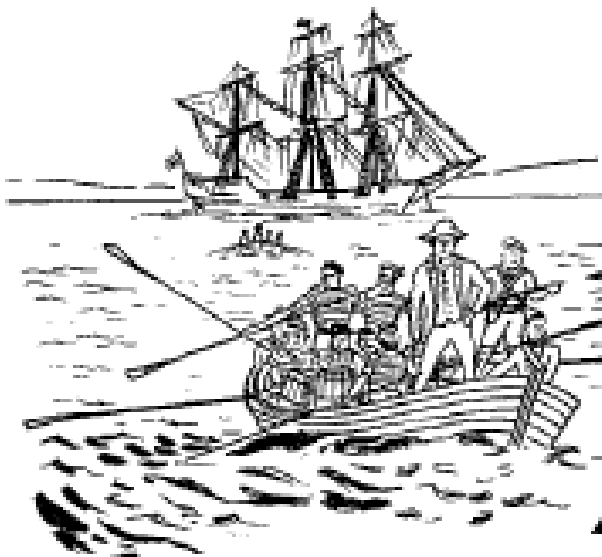


Chart of Botany Bay sketched by Captain Cook, approximately as far as Come.

A Sydney periodical, the "Colonial

Monthly", in Nov. 1869 published an article referring to the fact that Holt had recently bought a large tract of land "including in its area the grave" (of Forby Sutherland). In the same issue was published a sonnet by Judge Barron Field commemorating the burial of Forby. The last four lines of the sonnet are curious:-

"See yonder quiet lily! Have the blights  
Of many winters left it on a wilted tomb?  
Oh peace: Its fellows, glad with green delights,  
Shall gather round in deep eternal bloom".

The "lily" referred to is not the imported English arum, but the Australian Gynea Lily; and in the "History Room" of the Council Archives is a photograph taken about 1902, showing a large clump of the tall Gynea Lilies, with a notation that this was the grave of Forby Sutherland. The photograph, taken apparently from higher up the hill towards the caretaker's cottage, shows the grave on the small rise "at the watering place".

Thus the monument on the foreshore claiming to indicate the supposed site of Forby's grave, is placed on the wrong hillock -- about a 100 yards from "the watering place". Unfortunately, the large cluster of Gynea Lilies has long since been removed, but the photograph in the Council Archives shows the true site.

-- M. Hutton Neve

Sources: Cook's Journal: Author's Notes.

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#### PORT HACKING SAILING CLUB:

On Saturday evening the Port Hacking Sailing Club gave a Dinner and Social at the Cronulla Beach Hotel. It was rather an extensive affair, visitors having come from the city and suburbs'. Two coach loads went down from Sutherland.

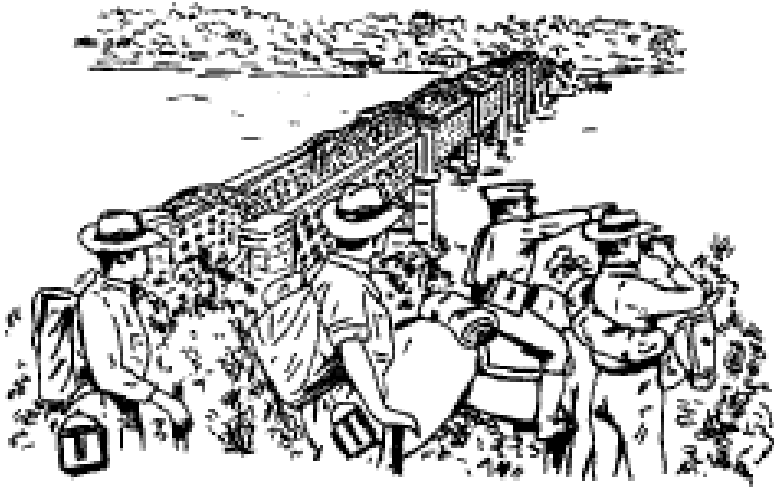
Mr. Gould, President of the Club, occupied the Chair, whilst Mr. Laycock, a champion sculler, worthily filled the vice Chair Mr Hill, the Club's secretary, responded to the toast of the Club and said it was in a healthy state and would, as the district progressed, make its mark. Dancing made up a very pleasant evening, to which the attentions of Mr. & Mrs. Davie largely contributed.

One striking feature was that when the official programme ended and the pianist had left, Mr. Maurice Laycock produced a small mouth organ and discoursed such excellent music that the ladies had an extra dance which they seemed to relish very much. Mr. William Simpson acted as M.C..

"St. George Advocate" June 29, 1901.

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## THE BATTLE OF COMO



Written in the diary of the late Arthur Midgley is the historic record: "First regiment of soldiers with cannons passed through Bangor (Menai) for sham fight at Como, Thursday

November 21 st, 1901".

This body of soldiers was a small detachment from the main force which proceeded through Sutherland to Como, being deployed to "capture" the hand-winchd ferry at Lugarno and to attack the "enemy" in the Como area off what is now Illawong.

The forces participating were Lieut.-Colonel Bayley's "flying column", which had been operating for a whole week down the South Coast, and a body of some 400 metropolitan troops.

The strategical idea was that a hostile force had effected - a landing near Bulli and was advancing on Sydney. A flying column had been detached from the Loddon River, via Waterfall and Sutherland, with the object of seizing Como Bridge and the ferries above and below it. To prevent this being carried out a defending force left Sydney by special train at 2.30 p.m., the troops de-training at Oatley, where they were met by Major-General French and his staff.

An advance party was sent out and proceeded under cover of the scrub to the heights on Sydney side overlooking the rail-way bridge to try to locate the enemy. No trace of the "invaders" could be discovered, so the whole force was brought up and posted in extended order along the side of the hill, from which a splendid view of the country across the river could be obtained.

Punctually at 4 p.m. came a puff of smoke from the south-east portion of the ridge on the Sutherland side of the river. The "enemy" had opened fire with his 15-pounders. Captain Dangar's gun promptly responded.



Desultory firing continued until nearly 5 p.m., when Major-General French gave the order to cease fire. The troops returned to Sydney at 7 p.m., the whole manoeuvre being considered an outstanding success.

-- Alf Midgley

Sources: Diary Arthur Midgley: Hurstville Historical Society Bulletin  
(D. J. Hatton), June 1976.

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### CRONULLA LADIES COLLEGE "WONDAH" CRONULLA

Beautifully situated in large grounds, large airy dormitories, with broad verandahs for sleeping out. Open-air class rooms facing the ocean and enjoying the cool breezes of the Pacific.

Terms: £10-10-0 per quarter, which includes Latin, Greek, French, all English subjects, Mathematics, Shorthand, Bookkeeping, Elocution etc.. Special teachers for piano, violin, dancing, drawing, painting and singing. All girls are taught swimming without charge.

Pupils prepared for all University, Public Service and High School Examinations. Quarter commences from date of entrance. Accommodation for 50 boarders.

For further details apply to --

Miss Grace Mitchell, A.L.C.M., L.A.B.(London), Headmistress.

The above advertisement appeared in "Splashes Weekly" on Thursday March 11, 1915. "Splashes Weekly" was published in Sydney, being similar in layout and format to the well-known "Sydney Mail".

-- A.M.

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The sale at Cronulla of the White Sands Estate by Peach Bros. of Kogarah on January 11, should interest seekers of a good allotment. 12 of the 37 blocks have an absolute waterfrontage to Gunnamatta Bay. Within easy reach of the tram terminus, the estate is also served by motorbus. Lots average about 55 feet with liberal depth. Several cottages erected on the ground will also be submitted.

Hurstville Propeller 10/1/1930

(The average price per block was about £50- 0-0... Editor).

## CRONULLA WAR MEMORIAL

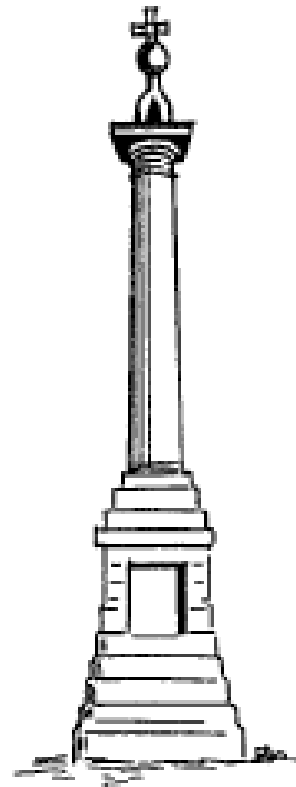
After the end of World War I --"the war to end all wars"-- Memorials were planned. for erection throughout the State (and Commonwealth), for this was the first major war in which Australians had been engaged.

Memorials were erected in Cronulla, Sutherland, Caringbah, the Royal National Park (staff enlistments), and Miranda Central School in honour of "old boys". A public meeting was held in Sutherland town-ship at the end of 1918 to sponsor the "Sutherland War Memorial School of Arts".

The Cronulla War Memorial was, as with the others, erected by public subscription, the site chosen being approximately at the corner of the Kingsway and Curranulla (Cronulla ) Streets between the Cronulla Hotel and the picture theatre. When erected about 1924 this site had symbolic significance: one side faced the east and the ocean which had borne the troops away; the north and south aspects indicated fronts whereat the troops had served; and the, western face recalled those who did not return. Annual services were held at the Memorial, and all seemed harmonious until 1938, when the question of its removal to a new site was then mooted.

By then there was increasing traffic both to the Cronulla beaches and turning into the main street, "And with the motor traffic increasing, it was a growing hindrance, and someone is likely to be killed if the Monument remains in its present position", stated Clr. Soutar at one of several Council meetings when the vexed question of removal was discussed. Added to the traffic hazard, the question of the widening of the lower part of Kingsway was also being discussed, then a single lane road. A portion of the street frontage of the Cronulla Hotel was to be acquired for provision of a left-hand lane; and this would have resulted in the Memorial being left as a "traffic cop" between the two laneways -- and a further traffic hazard.

The argument concerning its removal then centred around a



new location, but agreement between the Council and the local RSL could not be-obtained; some wanted it removed to the Cronulla Beach Park; others wanted it removed to the "new park" opposite the newly constructed Railway Station. For some weeks the wrangle continued; in February 1939 the Council again consulted the RSL, all being well until the Sub-branch learned the old school site had already been named "Monro Park" by a Council Minute in November 1939 in recognition of the several years' efforts by Clr. Monro to obtain finance for the extension of the Illawarra line to Cronulla. The RSL would agree to this site only if the Park was renamed "Anzac Memorial Park". However, the Council decided to press ahead, and in the same month called for tenders for the removal and re-erection of the Memorial in Monro Park; and in spite of further protests by the RSL, by a Council Minute in January 1940 "it was resolved that the work be put in hand at once".

At a Council meeting in February 1940 it was revealed by Clr, Soutar (who had been one of the original contributors to the cost) that "it had never been dedicated and never unveiled. It does not stand on holy or consecrated ground, but only on a Council road, so that there can be no objection to its removal on that score".

Another possible contretemps was threatened in April 1940 when a handbill was distributed throughout Cronulla, stating a Dawn Service and Solemn Dedication of the Memorial would be held in Monro Park on Anzac Day, the final line of the notice reading "Sponsored by the Returned Soldiers & Sailors and Citizens of Cronulla". Enquiries revealed that not only had the Council not authorised the announcement but also that this was the first they knew about it; and when the Shire President was asked if Council was to hold a Dedication Service he replied in a terse telegram -- "No. Bingham". However, matters simmered down and Council intimated that members would be present at the service and a wreath would be laid on behalf of the Council.

And so today the Cronulla War Memorial stands in the heart of Cronulla in a small green park, not only as a memorial to the first Anzacs but now also a hallowed site for the gathering of all ex-Service personnel each Anzac Day.

-- M. Hutton Neve

Sources: Council Minutes; Cronulla Observer: S.C.A.M..

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Shire President Clr. R. Bingham presided at the annual Anzac Service held in the Sutherland War Memorial School of Arts in April 1940.

## TRANSPORT VENTURES AND FAILURES.

Ted Newlyn was the second proprietor of a motor-bus service in the Royal National Park until a tragic accident caused him to relinquish the service. The crankshaft of a loaded Vulcan bus snapped while descending the hill to Audley. The brakes were unable to hold the load and the bus crashed into the Guest House ("The Rest") resulting in the deaths of six people. However, despite this unfortunate accident, Newlyn commenced running two pneumatic-tyred Karrier buses in opposition to the Sutherland-Cronulla steam trams. Rivalry and bitterness was not new in such a venture as running in opposition to the established system of transport.

As early as 1908 the motor bus made its intrusion into the domain of the horse drawn bus, plying over the same route. Described as a "bulky" concern the Shire's first bus was propelled by a 45 H.P. engine and took 20 minutes for the journey. This explosive and smoky entry of the motor transport shattered the dignity and tradition of the owners and the drivers of the horse coach lines. One proprietor, Robert Cook, protested vigorously against the intrusion: but it was not the motor bus which spelt their doom -- it was the steam trams.

A newspaper report of May 16, 1924, brought to its readers that the steam tram versus motor conflict at Sutherland had at last become reconciled. "Newlyn's motor buses now toot along contentedly loaded to their full capacity, while the tram passengers look longingly as they disappear from their gaze in a cloud of dust, and the old juggernaut puffs and toils on its weary way".

The same newspaper in its issue of June 6, 1924, only a few weeks after its snide remarks at the steam tram, reported in some detail a disaster encountered by the bus. The report stated:

"Last Saturday night (May 31st), while a motor bus belonging to the Sutherland-Cronulla Co. was travelling from Cronulla to Sutherland the driver swerved to avoid collision with a stray cow, but in doing so collided with another cow, which caused the vehicle to crash into a telegraph pole.



The body of the vehicle was practically stripped from the chassis and 13 passengers narrowly escaped seriously injury. Five persons were injured, one of them seriously

"The driver, Harry Hardy (27) did not have much time to act when he saw the first cow. The impact with the post when the bus struck the second cow was severe. The big body was shattered and collapsed on the heads of those inside. There was a shower of splintered glass and wood and the noise of it was accompanied by the shrill screams of the women. The driver had a narrow escape, large fragments of the smashed wind-screen almost shaving his face, and his arms were cut. Every passenger received a shaking and it was some minutes before they fully realised what had happened. Some of them were able to get up and sit on the roadside and then after a while they assisted to remove the injured from the chassis. The injured were taken to the Tea Rooms nearby and treated. One of them, Mrs. Norton, was removed to a private hospital on the Kingsway, Cronulla, where she was treated by Dr. Sproule."

It was unfortunate for Ted Newlyn's pioneering bus venture, for only a few years were to elapse before Bardsley began running buses between Cronulla and Sutherland in opposition to the trams.

Fred Midgley

Sources: "The Propeller": "St. George Call": Author's Notes

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#### Generous Federal Grants to Protect N.S.W. National Heritage:

The Federal Government has allocated up to \$500,000 over the next 3 years to NSW for projects to protect the national estate. Amongst the most important State Government projects will be \$33,000 for the restoration of Glenlee, an important Georgian mansion at Menangle Park, near Camden, built c. 1824. Another \$25,000 was provided for the continuing restoration of Elizabeth Farm House, built by John Macarther in 1893, at Parramatta.

The National Trust of Australia (NSW) will receive \$55,000 to continue restoration of Cooma Cottage Yass, built during the 1830s and occupied by the explorer Hamilton Hume. A grant of 60,000 would assist with restoration work on Lennox Bridge, Lapstone, near Penrith. This bridge, built by David Lennox, is believed to be the oldest stone bridge on the Australian mainland.

Sydney Morning Herald 6/12/77

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The "Village of Bottle Forest", laid out by Major Sir Thomas Mitchell, Surveyor General, in 1842, was renamed as the Village of Heathcote in 1903.

## PRE-GYMEA OF 1909-10

Men were napping for ballast for the Sutherland-Cronulla Tramway adjoining Malvern Road (now The Kingsway) from heaps of stone at approximately 50 yards intervals, the heaps being about 3 ft. x 8 ft. x 3 ft. high. Where the Gymea Technical College now stands, there was a dairy farm owned by George Smith. He had about 20 cows, and after being milked they would make for creek water directly in front of today's College. the creek crossed Malvern Road in the direction of Talara Road, and still runs under the house on the corner of the Kingsway and Talara Road. On the Hotham Road corner lived Mr. and Mrs. Petersen, parents of Mrs. Blade who had the Bladesville Post Office (Kirrawee) on the site later occupied by Mashman's Pipe works.

President Av. was referred to as the "back road", probably because there was no other road further south. Gymea was a very quiet lonely place in those days, vehicular traffic consisting of horse-drawn vehicles, there being only one motorcar in the Shire -- owned by Charles McAlister who had properties at Engadine and Cronulla. The only noise would be the ring of bells on George Smith's cows, which could wander the bush towards North West Arm after being milked; or the steam trains coming up the hill from Como. In those days as youngsters we would have great fun making echoes in the gullies where our voices would come back.

Gymea Road was only a track through the gum trees. Where the Post Office now stands was an open paddock with a concrete cricket pitch in the middle.

On the land now occupied by the Gymea Hardware store was a bag humpy on approximately a half-acre of land with a wire fence, occupied by old Bob Little. Next door, at the back of the present Community Centre was another old man, Jack Deamon, who was burnt to death in his humpy. We come to the creek where the bridge crosses the railway line; The creek bed was about where the railway lines are now, and a crossing over it was made of saplings about 10 ft. wide and covered with soil. On each side was a sapling handrail in two forked posts. The crossing was mostly covered in blackberries and never left any room to pass until someone came along with a horse and dray or a sulky and rooled them down.

After crossing the creek there was a row of large pine trees, behind which there was a small weatherboard cottage owned by an elderly couple, Mr. and Mrs. Thomas. The rest of the land to President Av. and back to Talara Road was dense bush. On the eastern side of the Kingsway to President Av. and down to Sylvania Road was just like a jungle.

Years before Chapman St., Premier St. and Manchester Rd. were formed the only habitation in the area was a small cottage halfway between the present Manchester Rd. and Sylvania Rd.. It was occupied by Tom O'Connor who drove Warman's horse coach to Sutherland from Gymea Bay; it was demolished only recently.

Coming back to President Av. and Gymea Bay Rd. (opposite the present-day St. Paul's Church of England) there was a large brick home named "Lynconhurst", owned at that time by the Furguson family. My mother said a private school was held there, but where the pupils came from I do not know.

Ferguson's land extended from Gymea Bay Rd. to Manchecter Rd and south to Forest Rd.. I think there had been an orchard, judging by the rows of stumps and trees that were still standing. There were two rows of large pine trees on the Gymea Bay Rd. side of the cottage, and in the centre of their land running east to west between what is now Chapman Street and Premier St. were two rows of very large pine trees about 50 yards apart. Also on the property was a small brick cottage directly opposite the present-day St. Paul's which still stands.

The area of land bounded by Sylvania Rd. and Acacia Rd. back to Swallow Rock on the Hacking River contained only eight families. They were:- Walker, Pedersen (Boat Shed , Schofield, Ireland, Cadden, Ferguson, Dwyer and Best.



President Av. to where the Gymea public school now stands was thickly timbered with Christmas bush, waratahs, boronia, bluebells and heath in abundance. At the back of today's school boundary was Schofield's farm of five acres, which took in First and Second Avenues, the residence being on high ground at the western end of First Av.. They had fruit trees and pigs, with a dam on the south-eastern corner of the farm. There was a winding track from Gymea Bay Rd. down to Ireland's, who had a few boats for hire at the foot of what is now Coonong Rd..

Gymea Bay Rd. ended where it joined the present Forest Rd. and it was here you picked up a fisherman's track which came through from approximately Talara Rd. going in a south-easterly direction to Pedersen's boatshed at Gymea Bay.

There were signs painted on logs and stones to guide the traveller along the track which took you down to Stapleton's Creek as it was then called. This is the creek emptying into the Bay near the baths.

In those days Gymea and Gymea Bay did not assume an identity of their own; east of Sylvania Rd. was Miranda, and all land to its west was Sutherland.

Mick Derrey.

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#### REJOICING FOR A TRAMWAY:

On Saturday last the Tram to Cronulla got to a satisfactory stage. For a long time many of the people of Cronulla want to get to Sydney via Sans Souci. Others went different routes to Sutherland. All this delayed the action of the Department (of Transport).

At the dinner given to Mr. T. N. Williams in the Cronulla Hall it was stated they agreed to unite with Miranda and Sutherland for a tram between the beach and the Illawarra railway line, leaving the Minister to fix the route.

After the dinner there was a nice concert. Mr. and Mrs. McAlister, Mr. and Mrs. Williams, Mrs. and Miss Bouchier, Misses Smart and Stacey, gave some good music and recitations. The Rev. Robert Williams (Congregational) proposed a vote of thanks, and said he was down on a holiday visit and was glad to notice great improvements since his visit last year.

"St. George Advocate" Feb. 1, 1902.

(The agitation for a Sutherland/Cronulla Tramway service began several years before the inauguration of the Shire, an active committee being formed for this purpose.... Editor)

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“I Remember ...”

### THE PAINTING OF THE CONG

We turned, and went up the way to the land of Sutherland, even unto Belmont Street, to the House of the Most High, Known as the "Cong". And Tom, the son of Smith, came out to meet us, he, and all the congregation, they came out of the House of the Lord, because it was filthy. And they cried with a loud voice, saying, it must be purified, it must be sanctified from the laver to the spit.

And it came to pass the sons of McTaggart were Ron and Charlie, and they had come to sojourn among the peoples of the Cong, for they were skilled to work in paint and putty, in oil and in turpentine.

And it came to pass after much time, whilst Ron and Charlie laboured in the House, one came among them known as Bert, the sons of McKune, the representative of Swans from the far off land of Hurstville.

And Bert stood up before them, saying, What more paint dost thou need to finish off this job, And lo, as he turned to depart, the scales fell from his eyes and he saw before him an Organ, that important oil that accompanies the voices of the congregation.

And he spake unto them with great emotion saying, Behold, I will make joyful noises unto the Lord while you labour, and your work will be ever blessed. For Bert the son of McKune was a great player of the Organ.

Much Melody was dispensed, signing and laughter, and the House resounded with great joy until, at a point of time during the rendering of "There is a tavern in the town", When behold, the doorway darkened and Lewis, the son of Valentine, stood before them. He was very wrath, and he cried to them in a loud voice, saying, Thou art desecrating the House of the Lord: Get thee hence out of this place: And Bert departed and went hence, And Lewis spake again, saying, Shame upon you the sons of McTaggart, thou hast acted shamefully', and thou art full of 'weaknesses. Finish thy works quickly, Thou shalt be paid, and then go forth up to the mountain of Jenolan or to the plains of Madden. Go anywhere away from here, For this House will now have to be reconsecrated, Thou hast debased it, and I have to fetch Tom the son of Smith to acquaint him of this dreadful incident" ....

Tom and Lewis have long since passed on to realms of ever-lasting bliss and glory. The sons of McTaggart have long left the district.

The House of the Cong now stands gaunt, forlorn, empty and unused.

No more do joyful noises ascend to the Most High from with-in those walls, For the House of the Cong has at last joined the Union.

-- Geo. Heavens.

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Here & There....

"Isle of the Dead" -- Tasmania

The Isle, off Port Arthur, was set aside as a cemetery from the beginning of the settlement. It has an area of less than two acres, but 1,769 persons were buried there. 183 were free, the others prisoners. The funeral parties were transported by small boats pulled by convicts. One of the first persons to be buried on the island was a sailor, Dennis Collins, who was transported for having thrown a stone at King William IV. One curious epitaph on a gravestone records that underneath are "the remains of two men and portions of a youth" – all that was found after the wreck of the schooner Echo lost between Wedge Bay and Cape Raoul, on the east coast of Tasmania, in 1840.

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Ewos Parade; (South Cronulla) this has always intrigued those hearing this street name for the first time. One of the most delightful explanations, but without any foundation, was that it "acquired" the name from a local Councillor who, in referring to another, was wont to say "'Ewos ..." It has even been suggested that it was an Aboriginal name.

The street was named after E. W. O'Sullivan who was Minister for Public Works at the turn of the century, and amongst other construction he was responsible for the building of Central Railway Station. However, according to local legend, the naming was no mark of esteem. He had, as an election promise, pledged his Government to build a bridge over Georges River to replace the punt. When this pledge was not kept, angry locals named the street Ewos Avenue" -- as in " 'E was 'avin' you" -- and "Ewos Avenue" it remained, until some years later the Council changed "Avenue" to "Parade".

Sunday Telegraph: 8-2-'70.

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Shire Flag: in 1929 Council commissioned a Mr. C.R. Wylie to prepare a design. The resulting flag consists of a white flag having upon it the red cross of St. George, Signifying the naval ensign under which Capt. COO% sailed; in the centre of the cross is a circular blue field with two golden polar star and a globe (the Arms granted to Cook's family), surrounded by a laurel wreath.

(Advised by Shire Council).

## FAMILY HISTORY OF A GRAYS POINT RESIDENT

As secretary of Gynea Senior Citizen's Club I come in contact with many old residents of the Shire, one such being Mrs. May Heckenberg who has lived at Grays Point for 20-odd years, and is the widow of Mr. B. Heckenberg. This family was famous for its Woodchoppers, Wrestlers and Runners. Mrs. Heckenberg has supplied me with newspaper clippings and other items, and on these I base this brief family history.

This began in 1860 when Captain William Heckenberg sailed into Sydney Harbour looking for cargoes for his ship, and with him was his son William as a seaman. Young William became interested in the Timber industry, particularly cedar. He left the sea and worked for James Attwood and his family, who were prominent woodcutters. In 1863 he married a Miss Attwood, having in due course three sons, James, Charles and John Attwood Creek (Port Stephens) is named after the family.

In time the cedar was cut out at Port Stephens -- where he had been working -- and William realised he would have to find a new district and a new type of timber. A pretty little tract of country 3 miles west of Liverpool was his choice. Part of the district he worked was Green Valley, and part was what is now the suburb of Heckenberg. Most of the timber was hardwood and he made a fair living. He had eight sons and one daughter, all, because of their healthy outdoor life becoming young giants. Pleasures were simple, and family picnics at Casula or Deadman's Creek were special treats.

As the boys grew up they married and the families joined in these picnics. On one such outing, on the return journey their father lined up all his sons and put them on a weighbridge, ex-claiming, "There you are -- a ton of Heckenbergs:" A written record in 1912 gave these figures: James, 44 years, 6'2½", 17 stone; Casper, 42, 6'2", 16 stone; Ernest, 40, 6'3½", 16 stone; Edward, 38 6'2½", 15 st. 4 lbs.; William, 32, 6'4", 16 st. 8 ; John, 30. 6'2½", 15 st. 1; Alfred, 28, 6'2", 15 st.; Colin, 26, 6'¼", 16 st.; Gertrude's weight and height were not recorded, but she was over 6'. The "smallest" of the next generation was 5' 11".

All eight brothers were Champion axemen and athletes, Jim (James) being perhaps the best. He held the Australian Championship for 16 years, during which time he won 105 First Prizes, 53 Seconds and 18 Thirds in Underhand chops. These were all Handicap events, with Jim the last to start. He was the Standing block Champion for approximately 10 years. Until 1908 his best prize had been £120-0-0. With the arrival of the American Fleet in that year the prize money was increased. the family were very honest, never stooping to take bribes to "throw" an event to help the bookmakers. When Jim was 40 he

won the Australian Sprint Championship for Running. On one occasion at Campbelltown Show the three eldest brothers won 1st, 2nd and 3rd in every chopping and sawing event. When Jim semi-retired Colin, the youngest, took Jim's place as Champion, although each brother was of Championship material. A tug-of-war was a major event at any Show or Carnival in those days, and the family needed only one "outsider" to complete their famous team. He was Charlie Britten, a dairyman from Smith-field, and weighed 18 st. 4 lbs.. The team represented N.S.W. in the Australian Championships in 1908 and was placed 2nd to Victoria -- who had used foot cleats on their boots.

William junior took up boxing after winning an Army Championship; and then fought as a regular at the "Gaiety" and "Alhambra" Halls, and was a constant winner. Probably his only losses were to Bill Squires and Peter Felix; both the latter were Australian Champions and later fought World Champions, so Jim did not need to feel disgraced in any way. Ernest became a top-line wrestler when wrestling was scientific and not just showmanship. Jim also was a wrestler; he was defeated by a Japanese Ju-jitsu wrestler named Shims (nicknamed "Mr. Two-by-Five") at Parramatta Tom Hall. This was the beginning of the recognition of Ju-jitsu both as a sport and as a means of defence.

Gradually the timber was cut out in the district and the family gravitated to other occupations such as policemen and carpenters, etc. Although of German descent members of the family fought with distinction in both World Wars.

For the record, the founder of the N.S.W. family, Captain William Heckenberg, died in 1904 at the age of 88 years.

-- S. Stedman

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"Extraordinary Performance: last week (June 1831) one of the most powerful steam engines upon the Manchester and Liverpool Railway hauled a train of 36 carriages containing 900 people This train, so loaded, which would extend to nearly 200 yards along the road, must have been a very imposing spectacle." (The Sydney Herald, Oct. 10, 1831)... and, with the end of steam travel in Australia, it would again be "a very imposing. spectacle":

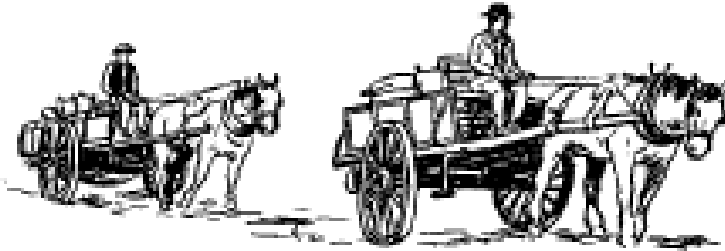
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Major Sir Thomas Mitchell, Surveyor General, with over-seers and 20 convicts, began the clearing of scrub and trees from Lucas' Mill site (head of Woronora tidal waters) in June 1843, Chained gangs were engaged on the construction of the "Great South Road" (the Old Illawarra Rd.) but 5 months after the commencement of the work 8 of the most unruly had been marched back to Hyde Park Barracks from the Pass of Sabugal, Woronora.

## PIONEER

## MARKET

## GARDENERS



In the days before the motor truck began to dominate, the horse and horse-drawn conveyances were the

undisputed modes of transport on the roads. Travelling long distances was slow, and though in an era when life was different to the rush and bustle of to-day, a journey then taking eight hours can now be done in just over 30 minutes.

Farmers who travelled from Bangor (Menai from 1910) to the city markets with their produce were Tom and Marry Buckle, Jack Barnsley, William Webb, George Midgley, Charles Delardes, Wilfred Nicolson, Charles Bentley, Matthew Mayman (then William Meeves when Mayman died in 1909), John Dawson, William Shaw, Arthur Davis. Some of these men travelled from the earliest years of the settlement while others over different periods were not regular. When some farmers had little produce, those who travelled regularly carried it to the markets for them.

It was always the rule for the market gardeners to travel in pairs or more, the reason being if one had an accident the other could help out in the circumstances.

The road not far from the Lugarno Ferry on the Peakhurst side of the river was dreadful in wet weather. Ern Webb was travelling in his cart when Tom Buckle's conveyance became bogged in a section of the road which was no more than clay. Each cart carried two props attached under the shafts. Those on Buckle's cart were used to keep the loaded cart level when the horse was taken out of the shafts. Webb's horse was then unhitched and with Buckle's horse fastened to special trace chains on the end of the shafts, pulled Buckle's loaded cart out.

Farmers left Bangor at 8.30 p.m. to arrive at the city markets at 4.0 a.m. next morning. The journey covered seven-teen miles each way. Generally, a candle was placed in a specially covered lamp, but some preferred to use a hurricane lamp.

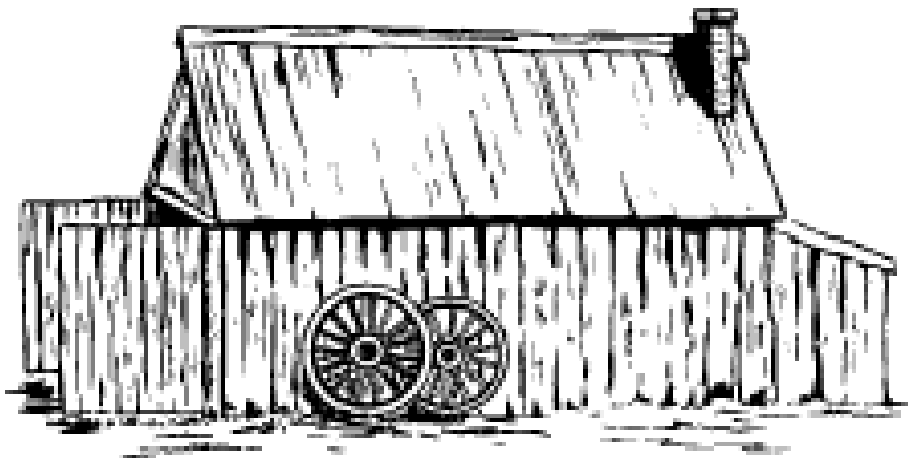
Market days were Tuesday, Thursday and Saturday for the market gardeners, the Saturday being the main market. George Midgley always chose Thursday as market day, his produce for the other days being taken by Webb or one of the others. On wet nights it was extremely difficult, due to the intense blackness, "to see your hand in front of you". The men who became

soaked remained so until they arrived home. Three horses and carts were often squeezed on the old hand-punt by skilful and practical manoeuvring, the rear gate being part open and secured with rope.

On the night of Saturday October 2, 1909, when a market convoy was journeying through Newtown in the early hours of the morning in company with some of the Miranda farmers who had linked up with the Bangor men at Arncliffe, Berger of Miranda, walking and leading his horse, engaged Matt Mayman in conversation. After a time and receiving no answer and thinking Matt could be sound asleep, Berger climbed onto Mayman's cart and found he was dead, the discovery creating a severe shock to his fellow farmers. Mayman was aged 51. He was known as a very kind and generous man, and had been known on many occasions to toss bananas and other fruit to children from a case "stocked" for the purpose when coming home from market.

A load of cabbages stacked high on the carts and with fruit in season made heavy work. In situations like this the farmer had to walk the whole journey to Sydney. Alberta peaches made one hundred cases to the ton, there being five cases to a hundredweight. With loads like this the Lugarno hill on the Hurstville side of the river presented a formidable obstacle. Farmers with heavy loads would bring another member of the family with a horse, which was hitched in front of the horse in the cart to make a "lead horse" for the pull up the hill. At the top the horse would be unhitched and taken home.

When eight years of age Ern Webb first went to market with his father. The cart had no brakes, and on the steep hills de-sending to the ferry it was Ern's job to jab a pole in the wheel and a chock under the other if the cart did not slow down. His father, who was crippled in one leg, rode on a special seat on a shaft with his leg hanging down. On one occasion when returning home with a load of stock feed on the Peakhurst down side of the ferry, Ern, still a young boy, was operating the "pole brake system" when the cart axle broke, and Ern was pinned underneath the pole by the weight of the cart. Jack Barnsley, who was



"Sonny" Bennet's Blacksmith shop in the onetime Blacksmith's Lane, now Boyle's Lane Sutherland. It has long since gone.

following some distance behind, came to the rescue.

Vegetables like lettuce were carried in a chaff bag cut open so as to be attached at four points slung under the cart. Often fruit and vegetables which could not be sold were brought home again. Unsold lettuce was chopped up at the markets to prevent Chinamen claiming them to sell through their own outlets.

Alberta peaches would bring a top price of 2/6d a case down to 9d or 6d, depending on the market. Passion-fruit, grown chiefly at Nicholson's farm, suffered in fluctuating markets. Peas, like beans, were bagged in two-bushel lots in chaff bags, one being separated from the other by being tied in the centre after the shape of an hour-glass. William Shaw specialised in growing white turnips, transporting cartloads to the markets.

When the aphids attacked his crops he'd remark, "the 'athiests' are in my turnips". Charles Delardes specialised in the growing of pears.

From the Lugarno punt Forest Road was the usual route taken through Hurstville to Wollongong Road at Arncliffe. Stoney Creek Road was extremely rough and though used was shunned during wet weather as being impassable. Water troughs were spaced along the route, the first one after leaving Bangor being at Bonds Road Peakhurst. Some farmers took water home from there in times of drought.

Tom Buckle was the "best sleeper" in the convoy. He'd drop off going into market; and coming home, would wake up instantly when his hat fell off. A policeman on duty at the bridge over the railway at Arncliffe would call out, "Wait 'til you get to the Stoney Creek Road and sleep". The horses, of course, were quite capable of taking their drivers home without guidance.

On busy Saturday mornings the road out of Sydney and along what is now Princes Highway would be a cloud of dust raised by horse vehicles, consisting largely of cabbies conveying book-makers to Moorefields Racecourse in hansom cabs. In wet weather the roads were all slush and bog; needless to say, the Bangor farmers were enveloped in dust or sprayed with mud as their slow-moving carts were passed by the ebb and flow of high-strutting horses.

The bush at Bangor abounded with wild life, many koalas living in the area. At night time going to market Webb and Harry Buckle would "peg small stones" at the numerous possums which abounded in the tree tops, as a digression from the monotony of the journey. Charles Bentley drove a horse named Paddy.

After their produce was sold (or unsold) some farmers would stop at the corner of the Potato Markets at an "eat-house" at the Fish Markets for breakfast, usually a cup of tea and toast for threepence. Other farmers would stop at a butcher's shop

owned by a big Irishman named Murphy, at Newtown, on their way home. Here they would buy meat supplies for several days. A boy of about 14 years, with a big white apron around him, would fry a huge pan of sausages for the men for their breakfast usually about 8.0 am.. The breakfast was supposed to be free, but Charles Bentley maintained that it was added to the price of the meat purchased, in the same manner as when Murphy added a pork sausage "for the wife as a present" (these were long ones).

Provisions for the homes and farms were purchased from storekeepers at Redfern, Newtown and Hurstville. Charles Bentley dealt at McManus' store at Redfern; Bentleys kept a small one-room store adjacent to their homestead where settlers were able to buy necessities as flour, tea, sugar etc..

There were three blacksmiths in Hurstville where Bangor settlers had their horses shod. Those journeying to market had their horses checked or re-shod about every six weeks. After the Woronora River bridge was opened in October 1912 some of the settlers took their horses to "Sonny" Bennet at Sutherland. Hubs, tellies and spokes were cut from ironbark forests at Peakhurst and at Little Forest -- west from the Bangor settlement -- for blacksmiths and wheelwrights. ;Chen a tyre ( iron) came off a cartwheel a smithy would get it "red hot", thus expanding it; it was then placed on the wheel and allowed to shrink by pouring cold water on it, thus ensuring a tight fit.

A good draught horse was worth £50 fifty to seventy years ago. Rock salt was important for horses doing a lot of work, particularly in hot weather in travelling to Sydney, as they sweated heavily. Bangor farmers always washed their horses down after a trip to market. Police were vigilant in Sydney and the suburbs, booking careless owners who drove horses which had sores under their collars or on their legs and bodies, these being caused by sweating.

Farmers fought continual battles with the forces of Nature to win crops from the soil. Water in summer was always in short supply and often crops were lost to severe droughts or flooding rains. Wells and creeks often dried up, yet the courage and the skills of the farmers would produce crops with continual cultivation of the soil. When the droughts won out, men turned to the cutting of grasstree gum in the bush to sell until the rains came again.

-- Fred Midgley

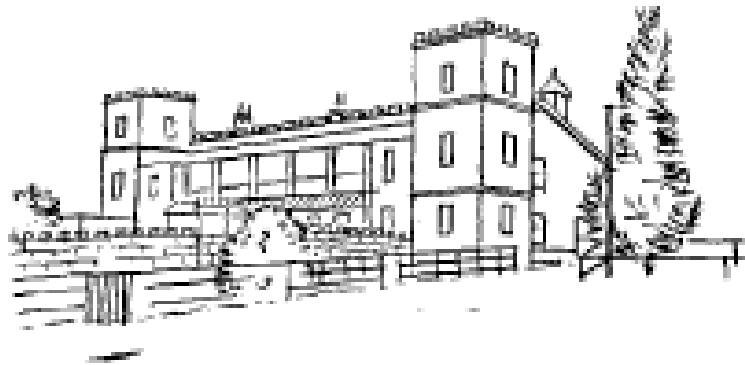
Sources: Mr. Webb, Miss N. Bentley, Author's records.

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April 23: William Shakespeare born 1564, and died on his birthday 1616.



## THE PASSING OF SUTHERLAND HOUSE SYLVANIA



Sutherland House, on the shores of Gwawley Bay, was completed in 1881 by the Hon. Thomas Holt for his eldest son Frederick. Here Frederick lived for some twenty years as "Lord of the Manor", entertaining most lavishly. The property was largely self-supporting, with its own orchard and garden produce, its fish and oysters and dairy produce. An oil-burning launch conveyed guests across the river from Sans Souci Point; or they would drive from Sydney, crossing Georges River on the vehicular ferry, turning off "the Sydney Road" through the large iron gates of the driveway, where the gatehouse keeper waited to open and close the massive gates, whence the long carriageway led to the ivy-clad house set amidst a brilliant panorama of flower gardens and soft green lawns.

But in February 1902 all this came to a sudden end. "Flags were flown at half-mast and other tokens of respect were visible throughout Sutherland when news of the untimely death of Mr. Frederick Holt became known". He was extremely deaf, and while taking a short cut across a railway line [at Katoomba] was killed by a passing train.

A few years later the lower part of the estate -- on Gwawley Bay -- was put up for auction, it being reported that "Water frontages sold under the hammer of Arthur Rickard & Co. on Easter Monday (April 1908) at prices ranging from 21/- to 41/- per foot. The house was passed in at £1450-0-0, and negotiations are now pending for private purchase. Thirty-eight lots were disposed of for a total of £3293-14-6".

In February 1916 it was recorded that "Sutherland House again changed hands last week at the instance of Messrs. H. Horning and Messrs Batt, Rodd & Purves. The buyer was a gentleman from Queensland, and the price some-where about £3000-0-0. The property was sold by the Holt family some years ago to Mr. Arthur Rickard, who disposed of the property to Mrs. Crossley, who is the seller in this instance".

The house subsequently changed hands several times, and by 1918 was yet again for sale, and a caretaker installed: then came the finale....

"An enquiry was held last week by the City Coroner concerning the fire which destroyed Sutherland House on Dec. 17...

"It was stated that the Kogarah Fire Brigade did not turn out because the building was outside the Brigade's area.

"Evidence was given that the place was purchased three years ago for

£3000-0-0. The building was insured for £2000 and the furniture for £1000.

"Richard Matchurn Griffiths who was caretaker of the house said he left about 5 pm. on December 17 to go to a nearby store and on returning noticed the place on fire. Witness thought the place was deliberately set on fire in his absence.

"Henry Ashbrook Glovers of Sans Souci, said that about 6.30 p.m. he saw smoke issuing from Sutherland House. He looked through a pair of field glasses and saw figures of two men on a parapet at the front of the building.

"The Coroner returned an open verdict".

A reward of £100-0-0 was offered by the Holt family for information leading to the arrest and conviction of the person or persons guilty of setting fire to the property; but even this sum — a large one for those days -- did not draw any information.

The burnt out shell was demolished, much of the sandstone being used for road-construction filling; and some blocks were employed in the building of the Sutherland War Memorial World War I (standing outside the Council's Administrative building).

The sweeping carriageway is now Belgrave Esplanade; part of the original stone retaining wall along Georges River remains, and two or three large trees; but the private waters of Gwawley Bay, the huge swimming pool, and the lawns touching the sandy beach are now all part of the complex of Sylvania Waters.

The Hon. Thomas Holt M.L.A., who built Sutherland House, died while on a visit to England, dying there in 1888, and is interred in Abney Park Cemetery London; Frederick and some of his family are buried in the old Congregational Section at Woronora Cemetery.

- M. Hutton Neve

Sources: St. George Call, Hurstville Propeller: Author's Notes.

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"TO SNEEZE THREE TIMES IS BAD LUCK:" In ancient times sneezing was regarded as an evil omen -- something evil would happen to the person who sneezed. To sneeze in the morning meant good luck, but to sneeze last thing at night was particularly bad. To sneeze whilst telling a story meant you were telling an untruth. If you wanted to sneeze but could not, it indicated that somebody loved you but dared not say so: and to sneeze three times was an omen of very bad luck. Even the polite (and sanitary) habit of covering the mouth when sneezing is said to have had a superstitious origin, the gesture originally being the making of the sign of the cross.

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Mr. Toyer of Sans Souci was given Council approval in Sent. 1915 to run a bus service from Loftus Station to Audley in National Park.

## DAVID DUNCOMBE

A largely worded petition applying for additions to S c o t s Church Sydney, written in copperplate hand and signed by seventeen influential men of Sydney Town and members of the congregation was presented to Governor Darling on 18th August, 1828. David Duncombe's name was last on the list of signatures and, marked with an asterisk, contained the following declaration at the foot of the page:-

"This gentleman is not a member of the congregation of the Scots Church and signed the memorial without my knowledge in consequence of his general approval of its object and as the ex-communication of a Scotch gentleman who had previously defied it".

On March 12, 1828 Duncombe commenced employment in the Surveyor General's Department on a salary of £225 per year. He was appointed under instructions of the Governor and con-firmed by the Colonial Secretary.

David Duncombe was born in Scotland in 1784. He left his native land to sail for Sydney in 1822 at the age of 38, having applied for a grant of 700 acres before he left England. This was granted in 1823 on a promise of Governor Brisbane at quit rent of fourteen shillings per annum.

On his arrival in Sydney Town Duncombe worked for some time on the "Sydney Gazette". He was a family friend of James Birnie who received the first grant of land in 1815 at Kurnell, in what is now Sutherland Shire. Birnie's brother Alexander was a leading merchant in London and a friend o f the Rev. Samuel Marsden.

The grant of 700 acres acquired by Duncombe was at Little Forest, an area covered with magnificent timber of many varieties in the Parish of Holdsworthy. Pioneer settlers a t Bangor (Menai) at the turn of the century sometimes called the area "Five Mile Forest Road" -- or rather, cart track distance from the settlement.

Duncombe applied for and was assigned three convicts to clear 50 acres on which a number of cattle were run. A hut was erected for use of the convicts and another for a cattle shelter.

At this time Lucas' Mill was in operation at the head of the tidal waters of Woronora River a few miles to the south-east; while John Alford, a pardoned convict, his wife J a n e and children were endeavouring to carve a living from a 60 acres grant on Deadman's Creek and bounded north by Georges River.

Nearest access to Duncombe's farming project was across Georges River by rowboat and poled flat-bottom punt from Canterbury. Access could be made by an old coach track from Liverpool which continued on to Darke's Forest area, then un-named.

In 1829 David Duncombe took up 60 acres on a retained purchase in the heart of what is now Menai, where some of the forest timber was cut down and areas cleared of timber. In 1834 Joshua Thorpe acquired the land.

Duncombe continued his applications for convict labour. In 1832 he applied for one convict, one in July, three in August, two in September and one in December. Of the total number of eight applied for he was assigned four. In 1833 while in residence at Wilberforce on the Hawkesbury, Duncombe applied for three convicts but none was assigned to him. This was during Governor Bourke's period of office.

David Duncombe finally settled in Goulburn where all of his sons went on the land. The name Duncombe is the English derivation of the French Du Meric and Dumeresq.

-- Alf Midgley

Sources: Mitchell Library; Department of Lands, Mr. Duncan Chapman; Author's Notes.

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Snakes Alive: two young brothers, named Harry and Boydie Jones, aged 7 and 9 years respectively, were spending their holidays with their parents at Yowie Bay during school holidays in 1930. One night when the children were sleeping in a bed together, Harry heard a "slithery" noise over the bed-end. He sat up and saw something swinging on the bedrail at the foot of the bed, but he thought it one of his father's ties. He tried to go to sleep but he heard the noise again. Looking up, he noticed that the supposed necktie had fallen on the bed beside his brother. A sudden yell brought both parents to the boys' room. The thing that had aroused the boys fear was a 4-foot snake, which was soon killed; and the house was unsuccessfully searched for more. Later, the parents were-disturbed by the boys crying out that there was another snake, in the room. The parents doubted this, thinking that the children were suffering from delusions after their first fright; but there was a second snake --nearly as large as the first one: It was hiding behind a chest of drawers, and was found at daylight and killed.

Hurstville Propeller 1930,

## JANNALI RAILWAY STATION

It was a "red letter" day in the small settlement of Jannali on Saturday February 11, 1931 Around the newly built railway station and overhead bridge coloured bunting fluttered, where a large crowd had gathered to celebrate the event.

The Illawarra Line had been extended across Georges River in 1885, stopping at Como, and then the steep uphill pull to the site of Sutherland. In August 1926 the electric train service was extended across Georges River as far as Sutherland Railway Station: but even then, there was no intermediate stop.

The agitation for a station and overhead bridge at Jannali began in 1924 with the efforts of the Jannali Progress Association, numerous deputations being organised both to the Railways Commissioner and to the Premier. In 1928 a Local Government Act was passed whereby councils were empowered to contribute towards the cost of railway stations. In 1929 Sutherland Shire Council raised a loan for C Riding of £28,000, of which £5000 was earmarked for Jannali Railway Station and bridge; in 1930 an instalment of £2500 was paid to the Commissioners of the NSW Railways, and construction work immediately began.

Clr. E. Seymour Shaw, Shire President, presided at the function, and asked Mr. P. Kinsella M.L.A., to declare the station officially open, this being done amidst much cheering. All then adjourned to the overhead bridge, where Mr. W. H. Mitchell, President of the Progress Association, presented the Shire President with a pair of silver scissors to enable him to sever the blue and gold ribbon extending across access to the bridge. The ribbon having been duly severed, the late Mr. D. R. Kirkby, then Shire Clerk, had the honour of driving the first car over the bridge.

Following this, the President then invited all those present to join with him in afternoon tea, which had been tastefully laid out under a spreading gum tree by the ladies committee. This tree in itself had a special claim to historic notice, for it was under this tree that the Jannali Progress Association first met -- reminding one of the Angle Saxon days of local government, when the appointed elders met to discuss their business under the Moot Tree.

In concluding the report, the newspaper pointed out that "There is plenty of eligible building land now available at Jannali. The spot is one of the most salubrious in the State, and we have no doubt that within a surprisingly short space of time, a large settlement will be seen there, now

that rail facilities have been secured."

"Jannali" is an aboriginal name, meaning "here the moon comes down to Earth" -- perhaps referring to an original sighting of the moon setting over the treetops in the west?

Source: "Hurstville Propeller", Feb. 1931.

-M.H.N..

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### A SPLINTER OR TWO

In the early days of Sutherland the entertainment was either dancing or roller skating. The skating was mostly in Boyle's Hall, with an occasional fancy dress ball. After weeks -- even months of skating -- the floor got very rough and splintery, so had to be prepared for dancing.

I remember on one occasion when as youngsters were playing marbles where Woolworth's now stands, when Dorrie Boyle came along. She would have been about 15 years old at the time, and she asked us would we come down to the hail and help her smooth the floor. So off we went, a dozen of us.

Dorrie had produced half-a-dozen corn bags and laid them on the floor, and said for one of us to sit on one while the other pulled; Dorrie used to pull, too. After going for some time there was a yell. Someone had picked up a splinter through the bag, it going into his backside:

So there was Dorrie with her patient on the stage with his pants down, trying to extract the splinter. I think that the patient was Aub Dwyer. After some effort she decided to carry him to Dr. Hart, next door to Clugston the policeman's residence in Eton Street.

Dorrie could see the humorous side, but I doubt whether the patient did:

Mick Derrey

\* \* \* \* \*

The Side-Saddle Returns: at all reviews of the Royal Troops, Her Majesty the Queen retains the traditional side-saddle when mounted. A century ago all English "gentlewomen" rode side-saddle -- not for them the hobble-de-hoy divided skirt and masculine saddle! -- and even more unladylike were the colonial girls who simply tucked their angle-length skirt between their legs and rode astride! About 3 years ago the N.Z. Ladies Side Saddle Association was formed because so many horsewomen wanted to perfect this graceful way of riding. Their correct habit consists of a plain jacket with under-breeches, with a long skirt, called an "apron", correctly draped over the breeches. A "hardhitter" or bowler type of hat is worn, sometimes with a black net veil. Suede gloves, usually black or white, complete the formal outfit.

Are You an 'Oldie'?? -- you are if you can remember ..... ??

Hearing Roosters crowing in a metropolitan area:

Referring to Mrs. Beeton for a recipe:

Buying a Rabbit from a street hawker:

Darning men's Socks, or painstakingly mending a run in a silk stockings

Buying a tin of Wax Vestas (matches):

Using a "Bluebag" in laundry rinsing water:

Mixing up lumps of Starch for laundry use:

Making thin Cucumber Sandwiches for afternoon tea:

When radio was generally called "Wireless", and you tuned in with a "cat's whisker" and listened with earphones:

When you used a cranking handle to start your new motorcar:

When Wheelbarrows had iron wheels — rubber tyres being unheard of:

When Schoolgirls with long straight hair wore it in either one or two

plaits; and wavy and curly hair was tied at the nape of the neck: -When all secondary Schoolgirls wore navy "gym tunics" and black shoes and stockings:

When Milk was delivered in a horse-drawn open cart, with the milk in bulk containers, and the milkman measured the milk out by the Pint into your "milk billy":

When country schools, and some outer metropolitan schools, kept a "Pony Paddock" for children riding to school:

When Fuel Stoves, Fuel Coppers, and open Fires, were in common use: ,

When Buns and small cakes, etc., were sold by the "baker's dozen" (= 13) –

When Sunday Dinner at midday included the spreading of a large white starched damask tablecloth and matching serviettes:

When popular "best wear" for small boys was in summer, a white "Sailor Suit" with naval straw hat; and in winter, navy serge with matching naval cap; with long or short trousers:

When sun-glasses were unheard of, and green celluloid "Eye Shades" were worn — sometimes called Tennis Shades:

When men played Tennis in long cream flannel or garbadine trousers:

When it was fashionable in summer to carry a dainty "Parasol" either to match one's frock or to contrast with it; and when Japanese paper-parchment sunshades were popular for the beach and picnics:

And when many a fashionable lady, in a well-tailored costume, used a dainty (and expensive) walking-stick:

If you can remember all or most of these — then you are an "oldie", a "has been" , or "walking history" — according to your children and grandchildren: .... But at least they all help to recall pleasant memories:

--M. Hutton Neve

The following verses were written by the late Mr. Edmund H. Jackson, who was born in 1867 at Walstanton England, and died 24/8/1948 at the age of 81 years, having lived in Cronulla most of his life. They were submitted to the Bulletin by Mr. S. Stedman, per Mrs. Jean Bowen, of Grays Point, daughter of the late Mr. Jackson.

### Cronulla

Cronulla, grand Cronulla,  
Oh let me tarry there,  
Where Nature has enclosed thee  
With beauty rich and rare:  
The cares of life are lifted  
Joy comes anew to me  
Whene'er I gaze upon thee  
Cronulla by the sea.

I watched the breakers rolling  
Towards the rockbound land  
And see white horses racing Across  
the golden sand: '  
Tis here I find the freedom  
Of life so fresh and free:  
Beside the wide wide ocean  
I see the surging torrent  
That dashes on the shore:

Look over mighty waters And  
hear the breakers roar: Cronulla,  
grand Cronulla, I love to think of  
thee,  
Thou gem of Sydney's suburbs,  
Cronulla by the sea.

The pretty parks, the surfing beach,  
A boat upon the bay,  
The launch along the riverside,  
Bring happiness each day,  
For pleasure and for charm,  
We one and all agree  
To crown thee Queen of beauty spots,  
Cronulla by the sea.

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### The Road to Kurnell

Kurnell, where the gallant Captain Cook  
While sailing around the world  
Upon the shores of Botany Bay  
The Union\* Jack unfurled.  
Here with his officers and men,  
A small but hardy band,  
Proclaimed it British land.\*\*  
Possessions rare, when other Powers  
Had cast their envious eyes  
But failed to take the steps to seize  
This wondrous Southern prize,  
A Continent of potent wealth,  
A gem of untold wealth,  
A land whose countless name and fame  
Has spread throughout the earth:  
And yet this great historic spot.

In solitude alone,  
Is but a few short miles from town, By  
many quite unknown,  
A road west in order good  
For lorry, bus and car  
To bring the thousands near at hand, And  
tourists from afar:  
A little money wisely spent,  
Much work would quickly bring,  
While busy workmen soon would  
make  
Their saws and hammers ring:  
Good homes would spring up  
round about,  
Land values rise once more,  
Prosperity return once more  
As in the days of yore.

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\* The flag was the "jack" in 1770.

\*\* Cook did not take possession at Botany Bay; this act occurred at  
Possession Island, Nth. Qld., just before leaving the Australian coast.



The passing of "Puffing Billy", the Sutherland/Cronulla Steam Tram, in May 1931....  
by E.H. Jackson.

So Puffing Billy is gone and we no more  
May hear the shrilly blast and muffled roar As  
with a mighty rush he climbed the hill: A rough  
and ready sort was Puffing Bill , And when  
midway he stayed to have a drink It gave us ample  
time to sit and think,

While here and there was heard a muttered curse As  
passing, we saw the flying bus. He was a rather free  
and easy sort, And did not always do just what he  
ought --At times he'd cross the road from side to side,  
Although the road was good and extra wide --

The lines were made that way; and though 'twas rash He  
risked the danger of a motor smash; And sometimes there,  
beside the station gate For half an hour he made you sit  
and wait.

And so we say goodbye old Billy dear, So  
sorry that we cannot drop a tear, We hope it  
will not cause you any pain To know we shall  
not ride with you again.

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"THE WINDSOR PALACE OF SHELLS": In the August Bulletin I described this one-time world-famous collection of varied seashells from the Cronulla beaches, gathered by the late Mrs. Ada Windsor over half a century. She modelled these tiny shells with infinite patience into all types of fantastic patterns -- all entirely by hand. From July 1935 to mid-January 1936 this beautiful and unique collection travelled throughout New South Wales by train for display to country children. After the tour the Collection returned to Cronulla about 1939, and was again then sold (the first sale was after the death of Mrs. Windsor in 1921).

An elderly lady has written me from Lidcombe stating that in the 1950s this magnificent collection of Cronulla shells was broken up and sold in pieces. "Part of it is now in a Shell Museum at Belmont, just past the bridge from Swansea", she advised.

The original collection contained some 6,000,000 shells, of several thousand varieties, most species of which disappeared from the local beaches many years ago.

- M.H.N.

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Feb. 15, 1942: Singapore surrendered to the Japanese.

Publications Committee: 1977—8: Mr. G. Heavens (Convener), Mrs. M. Hutton Neve (Editor), Mrs. P. Garland, Mrs. D. Vale; Mr. F. Midgley and Mr. B. Griffin; the President ex officio.

Contributions: Members are asked to submit material for publication — it need not be confined entirely to local history interest, but such material is especially welcome. If material is extracted or rewritten,

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please quote source. If hand—written, please print names in BLOCK (= capital) letters; and hand to Convener, or Editor, or post to Editor's address. Copy for the May issue should reach the Editor by the end of March -- preferably by the Annual General Meeting (March 10).

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

The Society is affiliated with the Royal Australian Historical Society and the National Trust, NSW Branch.

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

Monthly meetings of the Society are held on the 2nd Friday of each month, commencing at 8.0 p.m., in the staff recreation room of the Shire Council Administrative building (3rd floor -- take lift), through the courtesy of the Shire Council. Visitors are welcome.

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

PUBLICATIONS OF LOCAL HISTORY: on sale at each monthly meeting; proceeds are paid to the Society.... Illustrated History of Sutherland Shire (F.Midgley) 50 cents: Thos. Holt, 50 c: (illus.) M. Hutton Neve: Martha Matilda (Mrs. M. Hutton Neve) 20c;. Also on sale is Reflections, illustrated, by A. & F. Midgley, 31.00; the proceeds of this book are paid to the Menai Church Pioneer Fund..

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This page may be detached and kept for reference:

### S P E A K E R S

Feb. 10: Antique Clocks etc.: Mr. A. Walsh.

March 10: ANNUAL GENERAL MEETING: Reports: Election of Officers.  
To take any part in the Annual General Meeting, members must be financial for 1978.

April 14: "Farewell to Steam" (illustrated): Peter Neve.

May 12: Speaker to be decided by new Executive.

### E X C U R S I O N S

Feb. 18: A "day out" in the Manly-Warringah area to West Head.  
Depending on availability, the historic Quarantine Station at North Head will be visited. Other locations anticipated are the Ba'Hai Temple and Dalwood House.

Depart Sutherland 8.30 a.m: Cronulla, 9.00.

Return " " 4.30 p.m.: " 5.00 appx.

Adult fare for members = \$4.00.

April 7.8.9: Weekend tour of historic Singleton district by courtesy of the Singleton Historical Society.

Depart Cronulla 6.30 p.m., Sutherland 7.00 p.m. , on Friday Apl. 7:  
return Sutherland appx. 8.30 pm Sunday Apl. 9.

Arrive motel Friday evening: Saturday, tour of district: Sunday morning, inspect historic homes "Baroona", "Minimbah" and "Glendon House". '

All regular meals and accommodation provided in fee \$55.00 per person.

Please book early.

Non-members are invited subject to reasonable needs of members being met.

M. Taplin, Hon. Secretary.