

No. 24

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CONTENTS

| | |
|---|---------------------|
| THE DOCTOR'S PRESCRIPTION | Geo. Heavens |
| PORT HACKING AS A "FISHING NURSERY" | M. Hutton Neve |
| EARLY DAYS AT WORONORA RIVER | F. Midgley |
| 1828 COTTAGE SAVED BY DEVELOPERS | Syd. Morning Herald |
| THE RISE & FALL OF ECKERSLEY | A. Midgley |
| SERVICE FOR THE LATE MRS. M.D.SHAW | S. Ledwich |
| EXPERIENCES OF A PIONEER MOTHER IN SUTHERLAND | M. Derrey |
| LAST TRAM TO CRONULLA | M. Hutton Neve |
| "RICHMOND VILLA" | Syd. Morning Herald |
| EARLY SCHOOLBOY MEMORIES | M. Derrey |
| OYSTER CULTURE AT GWAWLEY BAY | F. Midgley |
| THE "VILLAGE OF COMO" | The Propeller |
| COBB & CO. BUSHRANGING DAYS | M.H.N. |
| VISIT TO DALWOOD HOUSE | H. Ivers |
| AROUND THE SHIRE IN 1931 | G. Heavens |
| CAPTAIN COOK BI—CENTENARY (Eng.) | M.H.N. |
| "SUTHERLAND HOUSE" TRAGEDIES | A. Midgley |
| DEMOLITION OF "MITCHENBURY HOUSE" | Syd. Morning Herald |
| THE LOSS OF THE "LOCH ARD" (Vic.) | M.H.N. |
| DAMMING GEORGES RIVER | A. Midgley ... |
| HERE AND THERE | |

ILLUSTRATIONS ... A. & F. Midgley

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"I Remember...."

THE DOCTOR'S PRESCRIPTION

It was 1938, just before the war, when at that time I was building a house in Gynea for a Mr. Kelly.

Arthur Hand the timber merchant asked me to call on a Dr. Burchell in Forest Road near Merton Street Sutherland. The doctor wanted some windows put along his front verandah, as the verandah faced south. I had to use hardwood runners to prevent water blowing under the sashes in bad weather; and eliding wood on painted wood they were inclined to grip and not slide easily.

Dr. Burchell, who never left my side during the whole of the operation, suggested I put lard on them. I laughed and said it would go bad and smell. The doctor laughed back at me and prescribed ½lb lard and one ounce of borax, and he assured me this would never go bad or smell.

I took his advice and dispensed the script -- ½lb lard from Fred Hayhow, and one ounce of borax from Evan Cox. I had to heat the lard and stir in the borax. I put the result into a square tin I had, with a lid to keep it clean for the future.

.....

Last Saturday I had painted some drawers, and when dry they were inclined to grip a bit, so I went to my workshop, found the last tin and rubbed some on the stubborn drawers, and they now run quite well.

It was the same lard from the same tin now forty years old. The exterior of the tin is very rusty, but the remains of the lard ie still white with no offensive smell.

Dr. Burchell lived and practiced in President Avenue prior to Dr. Sanbrooke coming in the 1920 period, Dr. Burchell planted the pine trees in front of his home where now stands the Catholic school near Glencoe Street.

The doctor's daughter, Mrs. Bennett, still lives in President Avenue Sutherland, and for many years she played the piano in "Mrs. Bennett's Dance Band". She was a magnificent pianiste and her Band attended all the important functions --balls, parties, etc..

Geo. Heavens

The Suburb of Bonnet Bay was proclaimed in the Government Gazette on 2-3-1969.

PORT HACKING AS A "FISHING NURSERY"

The Sydney Gazette of December 14, 1906, supplies the earliest reference to a local fishing industry: "On Friday, a boatload of salted fish, amounting to 13 cwt. was brought in at the Hospital Wharf". (This was in Sydney Cove, where the Maritime Services Building now is).

Fishing continued for many years to be a main industry in the Port Hacking area. By the turn of the century the local industry was producing a rich harvest for the Sydney markets. The State Government set up a fish hatchery at Hungry Point, South Cronulla, to encourage a scientific fishing industry off the Cronulla coast; but four years later, in 1911, the project was abandoned as there was insufficient commercial interest.

Today, the Port Hacking area (as also the grounds adjacent to Lake Macquarie and Narrabeen Beach) are almost barren of fish.

To encourage the return of fish to these grounds it is first essential that a food chain be established, and to encourage this the State Government has established artificial reefs in these three areas. Their purpose is to provide firstly a medium for the growth of marine plants and sedentary marine animals such as mussels and barnacles. These attract varieties of crabs and shrimps and provide food and shelter for many types of small fish.

In the deep water off Narrabeen Beach several derelict old ships have already been sunk.

In Port Hacking, in the upper reaches of the river adjacent to The Royal National Park, a new type of reef is "growing". This estuarine reef is being built up of hundreds of discarded old motor car tyres. The reef is being constructed in water 5 to 16 ft. deep, and will eventually be one of the biggest artificial reefs, with thousands of old tyres forming a reef some 600 yards long and 200 yards wide. The reef is still being built and has not fully matured.

When completed in a few years' time and a permanent and growing "Food chain" established, this reef will attract the numerous



small fish which feed off the various shellfish, shrimps and the like; and they in turn will attract the larger predatory fish -- which it is hoped will in due course provide tarwhine, red bream, trevally, blackfish and many others, all of which will provide a growing sport for the amateur fisherman.

After the establishment of The National Park (now Royal) in 1879, the Port Hacking waters were entirely closed to all types of net fishing, and still is; and this also will further encourage the return of the small fish to feed off the marine growths of the artificial reef; and so return the Port Hacking waters as a major area for recreational fishing, although not commercialised as it was in the early days of the Colony.

-- M. Hutton Neve

Sources: Sutherland Shire Studies No. 4: Sydney Morning Herald 10/2/'78.

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Aboriginal Areas and Their Meaning: The Aborigines were intimately aware of their environment. The landscape and wild-life were a part of everyday life, and an understanding of how Nature worked was necessary to find food, water and shelter. The Aborigines' explanation for the evidence of all life and landscape, for seasonal changes, birth and death lay in a rich and highly developed mythology. The mythology attributed to some part of the landscape special significance, and in each tribal area landscape could always be explained in association with spirits, people and actions that had occurred. This dependence on an area for the fabric of the society is what led to the immense disruption of Aboriginal life when the people lost their local lands to the Europeans.

NSW National Parks & Wildlife Service

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Bread -- 1930: by the time this magazine goes to press there may have been another rise in the price of bread; but in 1930 P. Shoemith of Miranda was advertising that the price of his 1 lb loaf was 5½d delivered.

The First Newspapers: the newspaper in its modern form began in 1566, when the Venetian (Ital.) Government issued written news-sheets available in the streets for one gazetta -- a small coin. Soon they were printed because of their increasing popularity.

EARLY DAYS AT WORONORA RIVER



(Reminiscences of the late Norman Price of Kogarah, dated Dec. 2, 1958. He was a son of pioneer settlers Jack and Mary Price... Copied in part)

It was on November 1, 1889, that we moved from Waverley. The (horse-drawn carts left at 9 a.m. loaded with furniture, including a piano, bound for Rickerty Street, Shea's Creek (Tempe). All the gear was put on to a punt which was towed by a little tug into Cook's River, thence to Botany Bay, past Sandringham into Georges River, eventually reaching our destination safely on the banks of the Woronora River, where our future home, a four-roomed cottage built by Uncle Frank Baglin, awaited us almost completed.

Dad went to work leaving home at 6 in the morning. It was my job to row him across the river, after which he would walk up the hill to Sutherland and catch the train to the city.

My brother Albert was 2½ years of age at this time. With my sisters Pearl and Dulcie I went to Sutherland School. We used to leave a sugarbag at the baker's shop, order the bread and call for it on the way home from school. Groceries, etc., were also carried, there being no road to the river -- only a steep track over what was known as "the boulder", a big rock in which my father cut steps. Later, we made a new track that went into a big cave which bears my father's name in the roof, painted there by N.L. 54 years ago (1904).

On our way home from school we called for letters at the Post Office, which was situated at the back of the railway station, and was only a big weatherboard room. If mum had no stamps we enclosed a penny in a piece of paper tied with cotton and the letter was dropped into the letterbox. We never had any failures.

Where Woolworth's stands today. it was known as "Leather lane" on account of the pieces of leather somebody had dumped there. In this lane was a slab hut which had been used as a blacksmith's shop. It was used later by the Salvation Army. I used to go to the meetings sometimes with the Bray boys a t night.

There was a man whom I think must have been the first person to sell soft drinks at the Woronora River. His name was Dewhurst. He had a rough stall on the bank of the river made of saplings and bushes to keep the sun off his wares. He only opened on Sundays and holidays, and all drinks were brought down on horseback in a couple of chaff bags. His shop was on the right-hand side of a little creek as you approach the river -- not Forbes Creek. Forbes Creek at that time carried about 9 feet of water at high tide at the entrance to the river. The tugs which used to tow the punts full of sand at that time tied up at the bank, while some of the men wheeled wood across the flat to get steam up for the tug. Today the creek is very shallow; I think you can wade across easily.

The sand punts used to come up on our beach (opposite Prince Edward Park) and load sand for the retaining wall at Shea's Creek. Jimmy Howard had a small tug which used to tow the punt. This was filled by wooden barrows wheeled up a plank after the tide went out. With the punt loaded there was a wait for high tide. Then the whistle would blow and off would go the tug to Botany with its load of sand. Many a time as a boy I would hear the whistle as she came around the bend and ran down to meet her.

Later, Dave Chapelow came up the river in a big sailing boat to cut "bakers wood". When he had about 3 tons he would load the boat and sail to Shea's Creek.

In 1902 there was a great drought and we were short of drinking water as we had only one tank at that time. An old well which my father sank (having worked on it some years before he bought the property) contained brackish water. We would row up the river and fill a few kerosene tins for drinking.

For years we were the only people on the river. We had a couple of goats for milk at first, and later bought a cow and started a small herd. Blossom, our first cow, calved near the mouth of Still Creek. I found her with the calf, about two days old, and drove her up Long Gully (now has cottages on it) to the head of Convict Road (near Menai Road), close to our sliprails. Dad came home from work and we went and got her home. The cows sometimes got bogged in the mangrove swamps. They were looking for salt which at certain times of the year showed on the leaves.

My first trip to Como came when I rowed the boat to meet my father at the railway station. I was then eleven years of age. We had a caretaker at the time, but he refused to go as it was raining hard, so I pushed off in the boat by myself

with three miles to go. I met my father and we came back to our cottage and then walked to Sutherland to catch the train to Sydney, and thence to Waverley. Later, my brother Lewin came to live with us, and Dad ran a boatshed.

I was fourteen when I found my first bees' nest in a tree on our property, which I chopped down with a tomahawk. I think I spent most of the day on the job and I was rewarded with a nice lot of honey. I was proud to tell Dad and show the bucket $\frac{3}{4}$ full. I have been chasing them ever since. One day Mum gave me a broom handle and told me to go and kill a brown snake which was near the house. The geese were "blowing at it". Mum took all the children including cousins into the house for safety. The snake measured 5 ft. 3 ins. when we buried it.

Where the school now stands was one of my favourite places for trapping possums and bandicoots. Sandflies were bad at times, especially in dull weather when it looked like rain. In an effort to deter them we smoked dry cow dung which was placed in empty herring tins. (A tin of herrings cost about 6d). These tins could be shifted about to get the right breeze. Washing soda, wet, and rubbed on the bites, stopped the itching.

A good place to catch blackfish was from a big rock near where the footbridge of today crosses the river on the northern side. There was no need for nylon lines -- ordinary thread was good enough -- and there was no need to use "burley". Forbes Creek was a good place to get flathead -- you could see them on the bottom, the water was so clear.. My Dad and I often rowed up to "The Needles" (submerged rocks in the river at high tide). Many a stingray we harpooned with a steel-pointed shaft. The stingrays would lie on the bottom in the sand almost covered over. My favourite place when fishing for blackfish was near Still Creek (named Muddy Creek) by Mr. Bray and party including myself, where 87 fish were caught in three hours.

An identity was Charlie Chinner, who lived at Sutherland. He liked to fish a lot at what was known as the Crossing. The river was very shallow near the island and it was very hard to get a boat over the sandbar at low tide. Menai residents crossed here and cattle were driven across.

Old Bill Puckeridge, who came from Shea's Creek, was another well-known identity, who lived in a cave below the Crossing. It was a very good cave shaped like a Granny's Bonnet, with a Port Jackson fig tree overhanging it. The cave was on the side of a hill with a good view of the river. He earned his living cutting wood or loading the sand punts.

The Government put down a Bore looking for a coal seam on the northern bank of the river some distance from Cathedral Rock and close to Chute Hill. There was a little flat there. The Bore was sunk about the year 1885. My father showed me the cores that came out of the ground. They were scythe-like in sharpness. I picked several but did not keep any.

Between Cathedral Rock and Chute Hill was a flat known as "Handcart Flat", so called as woodcutters used a pair of sulky wheels with a platform on them to wheel "bakers' wood" to a punt moored on the riverbank. A wooden chute was used to get the Oakwood cut at Thorpe's Forest (Menai) into the punt on the river. I remember seeing some of the logs of wood which had jumped over the chute lying on the bottom of the river half buried in the sand.

--Fred Midgley.

1828 Cottage Saved by Developers: the saving of this cottage has a strange twist. In 1971 Grosvenor International (Aust.) Holdings Ltd., a UK-owned company, bought the site of the Sydney City Mission's Kent Street centre, and sought approval to build a \$5 million 24-storey office block. The 1788-1820 Association (who are descendents of convicts) asked to have one last look at the building (even now it is hidden from the street by a fence) before the wreckers moved in. Grosvenor happily obliged. Then the National Trust became aware that part of the national heritage was at risk and appealed to the State Planning Authority to save the cottage. The SPA agreed. The "Judge's Cottage" was built in 1828 and leased to Sir James Dowling, N.S.W.'s second Chief Justice. The Cottage will be renovated at a cost of \$100,000 and used as Grosvenor's head office. The National Trust's requirements that the internal structure of the building be maintained, ruled out its use as a showroom -- or as a restaurant. When Grosvenor's skyscraper is finally built, "The Judge's Cottage" will be in the forecourt.

- Sydney Morning Herald: 12-4-1978.

Hyde Park Vegetable Garden: in 1825, to cope with the general shortage of vegetables, a large portion of the Park was put under cultivation, in charge of John O'Halloran. The sales of the produce amounted to £118-6-2. In the period of April to June were sold:- 432 doz. cabbages @ 5d. to 10d p doz; 85 bunches of turnips @ 1d per doz.; 40 cwt. Potatoes 6/- to 8/- per cwt.; 40 doz. bunches green oats and barley @ 1/- per doz. bunches.

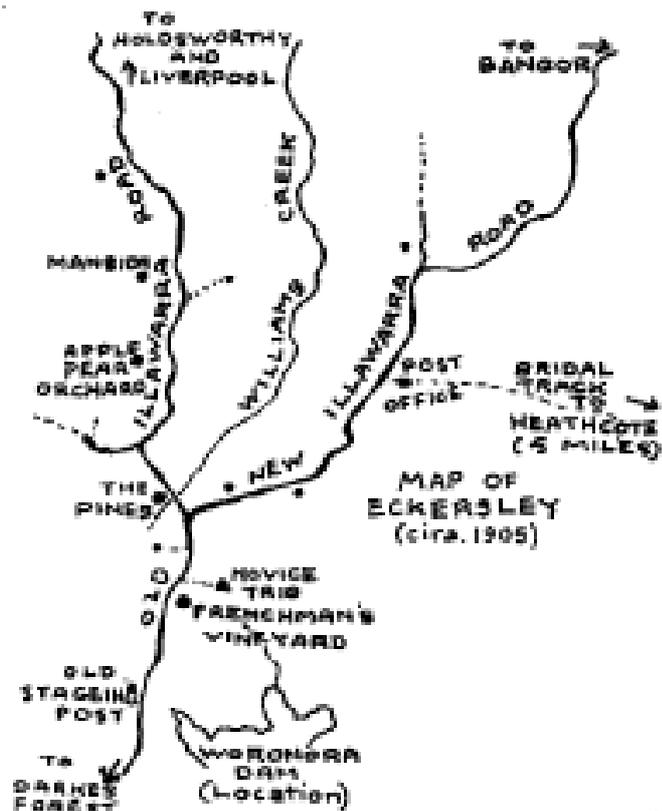
THE RISE AND FALL OF ECKERSLEY

In May 1891 Mr. J. Wroblewski of Eckersley Progress Association, asked the Post Master General's Department to meet a deputation seeking the establishment of a Post Office in the settlement. The petition stated that settlers had acquired land in the Eckersley Parish, which "extended from the Woronora River to the Georges River lying between Campbelltown, Liverpool and Bulli".

Wroblewski pointed out that the Government had spent large sums of money, amounting to over £3000-0-0, in clearing land and forming a road from Campbelltown to Liverpool through the Parish to Heathcote and Hurstville, which roads, when the noxious trades were established near Botany, would be the principle and only roads by which stock could travel.

Eckersley settlement, 730 feet above sea level, was eleven miles from Liverpool, and when a Postal Inspector visited the remote settlement, tenders were invited to carry mail twice a week via Holdsworthy, where a Post Office was established in the Public School under supervision of the schoolmaster.

John d'Apice of "Booinda" was appointed Post Master at Eckersley, and contracted to carry mail by horse and sulky or horseback, on Tuesdays and Saturdays over roads which were in very bad condition. d'Apice left Eckersley at 7.30 a.m., calling at Holdsworthy at 9.15 a.m., and arriving at Liverpool at 10.0 a.m. to catch the 10.25 a.m. train from Liverpool to Sydney. He left Liverpool at 12.30 p.m., and arrived home at 3.45 p.m. (scheduled times).



At that time Eckersley had a population of a hundred adults plus children in some thirty places of residence. The settlement was spread along several miles of an old coach road leading to Darkes Forest from Liverpool and the new settlement of Bangor (Menai), the settlers having several fine orchards and vineyards.

The proposal for a railway from Belmore to Campbelltown via what was the Bangor area -- which commenced in the 19th century and continued into the new century -- was supported by both the Eckersley Progress Association and their colleagues at Holdsworthy, who urged its construction in 1900, but was never achieved.

On May 15, 1906, Eckersley was added by Proclamation to the Campbelltown Municipality.

Settlers at Bangor were often in communication with their Eckersley friends. When the great drought of 1901–02 forced Bangor farmers off the land many journeyed to Eckersley and environments and beyond in search of grass–tree gum.

Charles Bentley purchased a four–wheeled buggy in 1910 from Mr. Williams, a settler at Eckersley, to add to his families' sulkies and carts. On one occasion while returning from Eckersley with a number of pears (China pears were used only for cooking and preserving) and a quantity of honey in an open–top kerosene tin, Mr. Bentley found on his arrival home that the rough road had bounced a quantity of the pears into the honey, thus filling the tin.

In January 1901 Sutherland Progress Association received a letter from Eckersley Progress Association, asking for guidance on a reasonable access to Sutherland district. Eckersley was advised that the "Association was about to get a bridge over Woronora River", and that a track from Eckersley would be much more level and easier of construction and only three miles longer, while the train journey (from Heathcote) would be five miles shorter with promise of a more frequent train service.

In 1905 Mr. Murray White, a Sydney business man, continued to agitate for a road from Heathcote to Eckersley, a distance of five miles across country. To that point of time he had succeeded in getting a bridle track to Eckersley Post Office.

A vineyard at Eckersley was called "The Zionist". This vineyard was still working in full production when the Commonwealth Government declared the Parishes of Eckersley and Holdsworthy

for Military purposes on March 7, 1913. A large orchard containing apple and pear trees, together with the vineyard, added much to what was a flourishing selection.

Another homestead was called "The Pines", as there were a number of these trees growing there. A Frenchman who had his selection on what was the New Illawarra Road Eckersley, had about five acres of vineyards which were irrigated from a creek. The wine was made on the farm and had to be kept in temperatures between 60 and 70 degrees F. When bottled, the wine was stored in a large cave, blocked in with stone, underneath the south-eastern side of the Post Office.

d'Apice's homestead, some distance south of where he had the Post Office and kept stores for the community, was large and comfortable, and set well back from the Illawarra Road with a red gravel (small pebbles) drive leading to it.

Stan Bentley of Menai and friend Sam Innes, when on shooting excursions in the Eckersley ranges, would put up for the night at the Post Master's residence.

Horace, Harry and Jack Bray, of Menai, claimed to be the first to drive a motor vehicle, a 1928 International truck, from Menai via Eckersley to Darkes Forest in 1929, following the old cart trail (road) used by the Menai settlers seeking gum over a quarter of a century before.

The route ran along the range tops in most instances, but at times wound along the banks of the Woronora River. Several trees had to be cut down, together with scrub, to allow the truck to pass through. The brothers camped out for several days and nights. South of the Eckersley settlement the Brays found the remains of an old staging post for coaches, with its stark chimney, as was the tall mud-stone chimney where the remains of the Post Office stood. At Darkes Forest the Brays found the grave of Darke, complete with headstone, in addition to his old home.

South of the Eckersley settlement was an area known as "The Island", where the Army had barracks built of stone, the remains still being in evidence in the 1950s. "The Island" was a clearing on a ridge where the Army, with cannons and mounted cavalry fought "sham" battles. Below "The Island" barracks in a gully was a swamp area where they had dammed the water for men and horses.

As late as 1977, a member of Campbelltown Historical Society in a small four-wheeled drive vehicle, working under Army permission, found rusted farm tools and remains of vineyards and wire fences. A large grindstone was discovered almost buried.

The rural settlement of Eckersley had a slow beginning and a sudden end. The hardy pioneers who formed themselves into an active community were bombarded theoretically by the Army; and the sound of guns did become a reality in 1914.

-- Alf Midgley

Sources: Australian Post Office Historical Office; W.A. Bayley;
S. Bentley; Miss N. Bentley; late Harry Bray; Author a notes.

* * * * *

Service for the late MRS. M. D. SHAW

A "thanksgiving service for the life of the late Mrs. Marcella Devereux Shaw," widow of the late E. Seymour Shaw, was held at St. Luke's Anglican Church Miranda on Friday March 17th 1978. Mrs. Shaw passed away in February at Buderim Queensland, where she and her sister, Miss K. M. Palmes, had recently moved.

In his address the Rev. P. Watson spoke of Mrs. Shaw's early life, having been born at Bundaberg in 1890 on the family's isolated cattle property. She was one of a family of seven children -- four girls and three boys. The supply waggon visited their property once a year, and she and her family knew what it was to be isolated and very dependent upon their own ingenuity and creativity, both for survival and the stimulation of interests and family life.

Every Sunday her father would conduct church for the family in their home, an atmosphere of love and dependence on each other. When one of the children died there was no doctor, hospital, undertaker or clergyman, and Mr. and Mrs. Palmes had to attend to everything themselves.

In 1920 Mr. and Mrs. Palmes bought a property which covered a substantial portion of the Ewey Bay peninsula -- in those days all bushland. The family home "Barfoot" still remains.

Mrs. Shaw married in 1928 at St. Jude's Bowral, and for many years Mr. and Mrs. Shaw lived in Malvern Road Miranda; and then towards the end of World War II, in 1943 they moved to Yowie Bay to live next door to "Barfoot".

Mrs. Shaw shared her husband's public life, and was very involved with him as a Shire Councillor in the establishment of the Sutherland District Hospital at Caringbah. Her interests were wide and varied, especially being concerned with handicapped children's charities.

Shirley Ledwich

EXPERIENCES OF A PIONEER MOTHER IN SUTHERLAND



The year was about 1894 or 1895 when my mother took up a selection of approximately three acres -- two blocks -- the land available being mostly one-and-a-half blocks: The rent to the Holt-Sutherland Coy. was £2-8-0 per year.. The land was a 100 yards back from: today's President Avenue and extended from North West Arm Road back to Talara Road.

My father built a slab humpy on the Talara Road side of the creek. At this stage my mother had four children. They were Leo, 8; Augustine, 5; Eva, 3; and Fred, 6 months. My father was mostly at sea, and not having any neighbours, life was very lonely. She tried to rear a few fowls, but was beaten by the foxes and native cats, which were plentiful in those times. On one occasion mother heard a commotion in the fowl-pen at right and, getting into the pen she was attacked by a native cat. She carried the scars on her back to the grave.

Loneliness eventually beat mother -- not being able to see any people walking along President Avenue, and no one to talk to. So in 1900 she decided to sell the three acres and the slab humpy for the grand total of £10-0-0. The purchaser was a Mrs. Cadden and daughter Anna Marie. Mrs. Cadden, I understand, was a Miss Fuller, one of the early family of Sir John Fuller.

After selling the slab humpy my father took up 1½ acres on the corner of the present North West Arm Road and President Av. where he built a pise three-bedroom mud house with a thatched roof. The kitchen was separate from the house. The house had bag partitions which would be whitewashed. The floor was of rammed clay.

Eventually I came along in 1904 (I can say "2 B.C." meaning 2 years Before Council, with the assistance of Nurse Lobb who washed me in water from the creek which ran across North West Arm Road and down President Avenue.

One incident imbedded in my memory happened in 1909. My brother Fred and I slept in a bedroom on the southern side of the house. It was a wet period, raining and blowing for days.

Eventually the side of the mud house caved in; half the mud fell outside and half inside. This happened in the middle of the night when it was still raining and blowing, and Fred and I had to get into bed with mother. My father was at sea at the time, which made things worse. Nothing could be done until the weather cleared except order flour bags from Hawkins the baker, and these were opened up and tacked on later. When the mud was cleared from our bedroom Leo, who was eleven at the time, was the "man" of the house. He helped mother to shovel the Mud put; and as I write this I can see my mother up to her ankles in mud trying to tack the bags up to keep out the weather.

I have read lately a statement by a prominent gentleman that life wasn't meant to be easy. I am sure it would have been a great consolation to my mother if she were here today to hear those words. In that era it was degrading for a married woman to go out to work, but my mother having to pay £2-8-0 per year to the Holt Sutherland Coy, found it was a struggle, so she took a job at the Yowie Bay Hotel washing and ironing one day a week. She worked from 8.0 in the morning to 10 o'clock at night, completing the washing and ironing in the one day. She also had to walk from North West Arm Road to Yowie Bay and back after work. Her reward for the day's work was eight shillings.

I remember one night when my mother was due to come home a severe storm was brewing. My sister asked me if I was too frightened to take a raincoat and a hurricane lantern to meet mother at Yowie Bay. I said I wasn't frightened -- but I was really! -- not so much of the darkness but of Walker's bullocks, which would break out of the slaughter yard and camp under the pine trees which grew along the fence between the present Walker Avenue and Sylvania Road.

On our way home the storm was in full fury, with thunder, lightning and wind; suddenly a big tree was struck about fifty feet from us, and I thought the end of the world had come. Big billets of wood were flying everywhere and we were covered in splinters. I noticed my mother making the Sign of the Cross, so I thought I would do the same. She must have been frightened because I could hear her saying her prayers in French, which she would do only when she was scared.

-- Mick Derrey.

* * * * *

Salisbury Cathedral (Eng.) has the same number of windows as days in a year; as many pillars as there are hours; and as many doors as there are months.

LAST STEAM TRAM TO CRONULLA

The last passenger steam tram service from Sutherland to Cronulla ceased at the end of July 1931, although after that three "last trips" were run, the final tram leaving Cronulla for Sutherland a few minutes after midnight on August 3, 1931. On this trip, as on the two previous ones, passengers were carried free of charge.

On this final run some 300 people were present, most of them managing to board the tram. The headlight was surrounded by a large wreath of lilies with R.I.P. beneath. As the last run began the crowd cheered and roared their farewell, while the whistle of the little engine shrilled "cock-a-doodle-doo" intermittently, despite the late hour, as it steamed for the last time towards Sutherland to enter the depot shed,

By the beginning of this century the Cronulla beach area was becoming increasingly popular with Sydney visitors who disembarked from the steam trains at Sutherland Railway station to connect with horse-drawn coaches for the beaches. However, with the increasing popularity of these beaches the horse coaches were unable to cope with the weekend crowds, and so agitation began for a more satisfactory service. For several years pressure, led by Mr. W. G. Judd, the first Shire President, was brought to bear on the Government, and in 1908 approval was given for a steam tram route from Sutherland to Cronulla this opening in 1911.

In its early stages the tramway was a profitable proposition; it not only served a long-felt want, but it was directly responsible for opening up much land along its route. However, from about the early 1920s the service began to fail, and became an increasing liability to the Railway Dept.. The single line system meant much delay at the crossing loops; increasing motor transport lessened passenger loading; until in the later years the service was losing heavily.

After the cessation of the passenger service the steam tram



continued to run for another year in transporting goods only.

Motor buses were used to replace the steam tram, the buses running to the same timetable, but protests continued throughout the Shire for an improved service. Mr. C.O.J. ("Joe") Monro, a long-time Shire Councillor and President, then led further agitation to have the electric train service extended from Sutherland to Cronulla, this service being opened at the end of 1939.

Although it is a little over forty years since the demise of the steam tram many Shire residents still recall fond memories of the smokey and rattling little tram as it snaked its way down Kingsway to the run-round loop at Shelly Park in South Cronulla. The electric trains carry several hundreds of passengers at each trip -- but they do not have the personality or the friendliness of the little trams, whose drivers and conductors, being local men, were as well known to residents as the smokey little chugging trams themselves.

-- M. Hutton Neve

Sources: Hurstville Propeller 1931: Sutherland Shire Studies No. 6 (Peter Neve).

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"RICHMOND VILLA": The Department of Public Works has added a new touch of Old Sydney to The Rocks with the reconstruction of the Villa in Lower Kent Street. This historic building formerly, stood in the grounds of Parliament House in Macquarie Street -- but for years was largely hidden behind a high fence. In 1975 it was dismantled and catalogued, piece by piece, to make way for the new Parliament House building.

Richmond Villa, a large two-storey sandstock Georgian house, was designed by the then Colonial Architect Mortimer Lewis and built in 1849 as his private residence, overlooking the wide tree-covered land of the Domain.

Richmond Villa is the new headquarters for the 1,200 members of the Society of Australian Genealogists. The Villa now holds the Society's extensive collection of genealogical data, some of it on microfilm; all of it of unique value to the early days of the Colony.

Sydney Morning Herald, July 1978.

May 24: Once Empire Day, now "Commonwealth Day".

EARLY SCHOOLDAY MEMORIES

It was a week after my fifth birthday in 1909 when my mother said to me, "Michel (Michael in French), you are going to start school on Monday". Well, that just about spoilt my weekend -- she couldn't have said anything worse:

Later, she told me she had to make me some pants out of those of my elder brother. Her sewing was always done at night on a Roley's hand-sewing machine by the light of a kerosene lamp.

Eventually Monday arrived. We got through the sliprails on the corner of North West Arm Road, crossed the creek which flowed across the road and turned into President Avenue. Looking towards Sutherland from this position you peered through a tunnel of trees with a hole at the end. With mother holding my hand we set off in the direction of Sutherland. By this time the tears started to trickle down my cheeks. The nearer we got to the school the louder I cried. On arriving at Eton Street Mum decided we would go in at the small gate which was at the Station Street (now Boyle Street) end of the school ground. When she let go my hand to open the gate away I went--John Landy would never have caught me.

When my mother arrived home a ½-hour later, she never smacked me, but said Blanche, my elder sister, would help me to get to school the next day, which she did. On arriving at the school we were met by Miss Powe, who was to be my teacher. She was a lovely lady, and when she told me what a wonderful boy I was that made things a lot brighter: The bell rang, and we marched into school, two to a seat. Miss Powe then said, "Now stand and we will sing our Morning Prayer".

"A glad good morning song we sing,
To Thee our happy thoughts we bring.
To all our loved ones here
We bow our heads and softly pray,
Dear Lord, keep us all today
And may He help us here."

After we were seated framed slates were issued to all the children, with a slate pencil and a duster for cleaning our slates. Occasionally, just before play, Miss Powe would call me out and say, "Michael, will you go and buy me a nice rosy apple from Mr. Avery and tell him it is for the teacher". She would give me a penny, and away I would go across the paddock where Woolworth's now stands, to Henry Avery's shop which ad-joined the Post Office in what is now Flora Street. I would

usually end up with two apples -- one for myself and one for the teacher.

My sister Blanche, who was nine years of age and of course in a higher class, would meet me after school and we would come home together. We would enter the bush where the Presbyterian Church Hall is now, and wind our way through a narrow track in a south-easterly direction. There was no Auburn St. at that time; Acacia Road had been cleared but suckers had grown to 10 feet tall. There was not one house in that area of land from Glencoe Street to Oak Road. On our way home we would have a feed of wild cherries and also eat the sap of the wattle trees which was delicious.

Crossing President Avenue at Oak Road we directed our footsteps for the bush where "The Palms Nursing Home" now stands. Here we'd gather ground berries, five corner and geebung-- all edible fruit. By the time we arrived home we had had our fill and not inclined for any meal.

My lunch for school was mostly bread and treacle, which was not very appetising, especially in the hot summer days when the treacle would saturate the bread wrapped in the Sydney Morning Herald; you could read the news on your sandwiches, which I very often could not stomach. There were always many children at school with no lunch who were ready to accept a sandwich, but I think it best not embarrass their descendents who still live in the Shire. As for myself, I look on those times as treasured memories.

-- Mick Derrey.

Heathcote Church 85) Years Old: on November 12, 1893 a Service of Dedication was held in the newly constructed Christ Church situated on Mitchell's "Great South Road" in the scattered farming settlement of Heathcote. The site which the original church occupied is now part of Heathcote Shopping Centre. It is thus one of the oldest churches in the Shire, the first having been the Congregational Chapel erected in Robertson Street in Sutherland in 1887.

The Old-time "Pack Fence": one sign of the pioneering days that has practically disappeared from the outback is the "pack fence". It was composed of dead timber piled to a height of about 4 to 5 feet in the form of a breastwork. Owing to the scarcity of other materials its popularity was based on the fact that it only required hard work and little time to build. Pack-fences fell into disfavour when they proved a harbour for rabbits and snakes; and they were also vulnerable to fire.

OYSTER CULTURE AT GWAWLEY BAY

An interesting experiment was begun by the Hon. Thomas Holt in the early 1870s at Gwawley Bay. Holt had visited France and had seen the methods used there in the cultivation of oysters. He was particularly impressed with the French scheme of digging drains and channels, known as claires, in which the oysters were placed to fatten. Consequently he constructed claires at Gwawley Bay, which he privately owned, having purchased it for £90 (\$180.00) in 1866, fencing it with forty-foot piles from shore to shore.

The claires, which were of a uniform width of 22. feet, aggregated some 30 miles in length, and no expense was spared in making floodgates and dams according to the French system.

Many thousands of pounds were spent in their construction, and for some time upwards of 200 men were employed. The depth of these channels was so regulated that from about 4 inches to 2 feet of water would lie in them at low tide.

The oysters for stocking them were obtained from Port Hacking, Brisbane Water and Pittwater. They were laid on the bottom, but for several reasons they did not thrive. In the hot summer months the heat of the shallow water killed many, whilst great quantities became silted over with mud.

Consequently the dams and floodgates were dispensed with. This not only saved a considerable expense of management but also made a great improvement in the oysters themselves. It soon became apparent, however, that the scheme wouldn't pay, and as a result, in the course of two or three years was abandoned. Those oysters which did survive grew into very large and very fine specimens and brought top prices in the Sydney and Melbourne markets.

Apparently a son, Mr. F. E. Holt, thought all was not lost and later cultivated oysters in Gwawley Bay with some success, for of the total number of 138 bags marketed in 1888, a hundred bags came from the Oyster ground at Gwawley Bay.



About this time the mud worm disease caused great losses in the Georges River. Inspector Grant in his report for 1890 said: "I visited all parts of the river and found all oysters below low-water mark in a bad state with the worm disease, not one being fit for market. There were also a great many dead.

The private oyster fishery of T. Wray in Gwawley Bay is mostly in good condition. There are a few infected with the disease, but these are what he removed from his oyster lease in Oven Reach twelve months before".

It seems apparent that F.E. Holt leased Gwawley Bay to T. Wray, who made some success of it. Wray had a diving dress and tested deepwater beds.

-- Fred Midgley

Source: T.E. Rowley's book published by the Technological Museum (1922); loaned by W. & A. Matthei, of Lugarno

The "VILLAGE OF COMO": The Village of Como is now defined by the following boundaries, under the provisions of the Local Government Act:-

All that portion of Como bounded by Budea (= Bindea) Street and Mulyan Street northerly along the western alignment of Mulyan Street to the intersection of Warraba Street, westerly along the southern alignment of Warraba Street to the intersection of Wolger Street, northerly on the western alignment of Wolger Street to Woronora Crescent, northerly to the western alignment of the reserve to Woronora River, north-easterly along the foreshores of Woronora River to its intersection with Georges River and southerly and northerly along the foreshores of Double Bay and Geylla (= Scylla) Bay south-easterly along the foreshores of Careena (= Carina) Bay to its termination of the Parish of Sutherland, south-westerly along the eastern alignment of Tivoli Esplanade to the north-western corner of the Parish, westerly along the southern alignment of Bindea Street to a point south of the point of commencement, and then north to that point.

Hurstville Propeller: 9-6-1922.

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For Sale -- Bicycle: owner wants fare to New Zealand. Sacrifice £3-10-0.

St. George Call, 30/1/09.

(In the 1880s my father as a teenager travelled from Wellington to Melbourne return for £1-0-0 during a shipping "fares war". -- M.H.N.)

COBB & CO. BUSHRANGING DAYS

"Mr. Richard Palmer, the oldest driver of the old coaching firm of Cobb & Co., died last Sunday (= 25th) at the residence of his daughter Mrs. S. Latta of Allison Road Cronulla, at the advanced age of 94 years".

Mr. Palmer joined Cobb & Co. while in his early 'teens, remaining with the firm for 14 years. He drove the coach over the Blue Mountains for the first land sales to be held in Bathurst; later, he drove coaches from Mount Victoria to Bathurst, from Orange to Wellington, from Bathurst to Trunkey, and from Wallerawang to Cunningham Creek.

In the last-named service his coach was bailed up and robbed by the notorious bushrangers Stapleton, Rose and McGrath. The passengers included Captain Riley, station owner at Rylstone, and Mr. Bennett, Cobb & Co.'s manager at Wallerawang, also twelve women. Under the threat of pointed revolvers all the passengers were robbed of money and valuables --except Captain Riley. He had just sold some property, and had a wallet containing several hundred pounds.

"While the bushrangers were robbing the passengers, I felt Captain Riley slip his wallet along into my hand under his overcoat which we had across our knees for an apron. I took it and poked it up the sleeve of my driving coat, and then I stretched up my arm and scratched my head a while so as to let it slip down past the elbow. Stapleton, who was collecting from the passengers, didn't twig anything, and that little trick saved Riley over £300.

"I was ordered to throw out the mailbags, which were quickly ripped open, but Stapleton didn't get much, as most people used to post half-notes by one mail and the other half by the next mail so as to cheat the bushrangers. Stapleton was wild when he found no gold, but he had just missed a big haul, as the gold escort had come through the day before from Gulgong.

"We were then told to drive on, and away we went after seeing the bushrangers make off on their horses. Half a mile on I wheeled short and made straight back for the mail-matter that was lying scattered all round. Then we went on our way until we reached Wallerang and informed the police. All three bushrangers were later caught and tried at Windsor, where they were sentenced to long terms of imprisonment".

-- M.H.N.

Condensed from Hurstville Propeller of May 28, 1931.

February Excursion -- VISIT TO DALWOOD HOUSE

On this excursion to part of the northern districts on February 18 we were unable at the last moment to visit the historic Quarantine Station, but this was compensated for by a delightful visit to Dalwood Children's Home.

Dalwood Home was originally built by Professor Gurney about 1880, and was purchased by the late Mr. A.E. Dalwood, who installed a caretaker for some years. In 1914 Mr. George Fitzpatrick (who was Chairman of the Food for Babies Fund) suggested to Mr. Dalwood that it would be a good idea to have it as a Holiday Home for under-privileged children and mothers.

The Home, set amidst 9 acres in French's Forest Road in Seaforth and overlooking Middle Harbour, was rented from Mr. Dalwood for the nominal figure of 1/- per year. When he saw what tremendous good and benefit the mothers and children received, he donated the Home to the Trustees to carry on the good work.

Mr. George Fitzpatrick became the first Chairman of the Dalwood Health Home and for many years raised a tremendous amount of money to help maintain the Home. After several years the Hospitals Commission took over control of Dalwood and it was registered as a public hospital.

The original stone building houses the Boys' Dormitories and Administration Offices. The Girls' Wing was added in 1958 and the Games Wing in 1968. There is accommodation for fifty-five children (girls and boys) and ages range from three years to high school students. The old staff quarters were demolished in 1976 and the New Services building was erected on the site. This contains the Children's Dining Room which overlooks beautiful views of Middle Harbour. The Home is controlled by a Board of Directors and receives a regular subsidy from the Health Commission of NSW. The balance of monies required to run the Home is obtained from donations, fees, Child Endowment and income from various functions organised by supporters of Dalwood Children's home.

We (forty-five of us) were treated to a dainty afternoon-tea by the Matron, after she had personally escorted us all around the Home. In appreciation of our visit I was privileged to hand Matron a cheque for \$20.00 on behalf of the Society.

-- Harold Ivers.

June 2, 1953: Coronation of Her Majesty Queen Elizabeth II.

AROUND THE SHIRE IN 1931

(extracts from S.C.A.M. Newspaper)

March 28: (Advt.) Nearly new residence in Miranda -- Fruit, Flowers, sandy soil, 1 acre, poultry pens and 300 head stock, Value £1300. Exchange for residence Cronulla, Miranda or Sutherland. Must be near the tram line.

H.I. Bagshaw, Estate Agent, Miranda. Phone Suth. 281.

Comment: This seller probably lost heavily when the tram finished up a couple of years later.

May 30: It is with the deepest regret that we record the death on Tuesday last (= May 26) of Dr. William Sproule at the age of 63 years, at his residence "Castlewood", Woollooware Road Cronulla. He was born in Sydney, and at the age of 15 went to Ireland where he continued his education, thence to Edinburgh University where he qualified in Medicine and Surgery (M.B., C.M.), after which he was attached to various hospitals in England and Scotland. After some years as a ship's surgeon he returned to Edinburgh and took his degree of M.D. with distinction. Returning to Australia, he practised at Taralga, Crookwell, Normanton Q. and Wyalong, and also in Western Australia. He returned to practice in the Newcastle district and then, about 20 years ago he moved to Cronulla and became one of the most prominent citizens who, by his genial and kindly disposition, and benevolence that knew no station in life or creed, endeared himself to all. He retired about two years ago, his intention being to make Cronulla his headquarters and between times to travel abroad. He is survived by his widow Mrs. Constance Sproule, his sister Miss Margaret Sproule and his brother Dr. Robert Sproule.

July 4: Mrs. E. Dawson and family of Menai wish to thank all kind friends and relatives for sympathy cards, letters and floral tributes in the loss of her dear husband and their father, grandfather and great-grandfather.

Comment: The deceased was the grandfather of our two members the Midgley brothers.... John Dawson was a good friend of mine and one of the best educated men in his field whom I have ever known.

July 11: Public Notice: Girl Guides: A meeting of parents and friends to form a local association of the Girl Guides Company will be held in St. Johns Church of England hall Monday next 13th July at 8 p.m.. All interested are invited to attend.

Girls aged 11 to 16 years. Miss Riley, Loftus.

Comment: Any person attending that meeting I would like to meet to discuss the result of it.

May 30: Well-known Resident Honoured by Family: To live to a good age and still to be able to enjoy the company of children and grandchildren, is the happy lot of Mr. Thomas Annabel, who has resided at "The Rest", Richmount Street Cronulla for the past 19 years. On Thursday last, May 21, the family and friends assembled, some forty strong, outside the home and paid a surprise visit to celebrate his 83rd birthday. The evening was spent in a happy and informal way, with games, recitations and solos, contributed by members of the family. Even Mr. Annabel himself was persuaded to recite an old favourite of his, "Simon Pure", which he gave with memory and spirited voice and action. Family members who spoke on behalf of those present included Mrs. Boden, the eldest daughter; Mr. Reg. Hayes, on behalf of the sons-in-law; Mr. C. Boden, on behalf of the grandchildren; and Mr. Jack Cox, an old friend of the family, spoke on behalf of the visitors. A birthday cake was cut, while the company stood and sang "For He's a Jolly Good Fellow".

Geo. Heavens

Captain Cook Bi-centenary: Cook's third and last voyage in 1777 to 1779 took him into the North Pacific and across to the North American Continent, where he sailed along the coast as far as Alaska, penetrating the Bering Strait, continuing towards the Arctic until he was stopped by ice. He then retraced his steps to the Hawaiian Islands, where he was massacred because he had violated the sacred personage of an Island chieftain by having him shot. The Canadians have already started their Bi-centennial commemorations, and from nearly 250 entrants selected a "Captain Cook" -- a tall man not unlike James Cook in general appearance, named Kelvin Andrews. He is a naturalised Canadian of English birth -- and, strangely, was born in a Yorkshire village only 25 miles from what is now the Middlesbrough Borough. The English borough is planning a series of events this year, leading up to the finale of his birth on Oct. 27th 1728, although the crescendo will be reached on the following day, Saturday. Since his appointment as "Captain Cook", Mr. Kevin Andrews has become something of an expert on the famous navigator, and has travelled throughout Canada to make public appearances and to lecture. In mid-March he came to Sydney, accompanied by members of the Canadian Broadcasting Corporation and a film crew, and with Shire President Clr. Tynan he visited Kurnell. Later, Mr. Andrews will travel to some of the other Australasian places visited by Captain James Cook during his three Pacific voyages.

-- M.H.N.

SUTHERLANDHOUSETRAGEDIES

On Saturday May 13, 1899, the sad news travelled around the sparsely populated Sutherland district of the death at Sutherland House Sylvania, of Mr. John C. Hamilton, formerly of the firm of Garrard and



Hamilton, Auctioneers. Hamilton left his mother's residence on the banks of the Georges River and was present at the Kurnell Dedication as a Park the previous Saturday.

He stayed at Captain Smith's at Kurnell that night, and on the Sunday morning some friends passing by invited him to go down to the beach. He got his horse ready and followed. Within the hour he was brought back in an unconscious condition by Mr. Robert Puffet, a railway inspector, who found him lying on the road with the pony feeding a short distance away.

Mrs. Smith sent word to his friends and they brought a sociable (= a type of buggy) and took him home. Dr. Lambert of Kogarah attended every day and was present when he died the following Saturday morning.

On Monday the 15th the District Coroner, Mr. McKenzie, held a magisterial enquiry and entered a finding of accidental death. Hamilton had been at church (Congregational on the Holt Estate) the Sunday preceding the accident, when he was reported to be in high spirits.

A month previously, on April 8, John, the second son of a pastoral tenant of the Holt-Sutherland Estate was discovered with his throat cut, although not fatally. The doctor (Dr. Graham) thought the situation grave and friends prepared for the worst. The young man had attempted to take his own life, and it was hoped the tragedy would not hinder the attainment of a useful life. The presence of the Priest indicated a higher Court than Newtown; while a policeman patrolling the premises pointed to the Court at Newtown for justice.

-- Alf Midgley.

Extract: "The St. George Advocate" 1899.

DEMOLITION OF MITCHINBURY HOUSE at Rooty Hill

Members of the 199-strong Blacktown Historical Society are closing accounts with the Commonwealth Bank in protest at the bank's demolition of the 1890 mansion "Minchinbury House" at Rooty Hill.

Minchinbury House, a 25-room mansion, with sandstone brick walls some three feet thick, was built as "Artornish House" by James Angus, the rail-builder and vigneron. Angus, who was killed by a train at the Rooty Hill railway crossing in 1918, owned the Minchinbury vineyards, about 2 miles from the station.

Two weeks ago (= mid-March) the Commonwealth Bank flattened Minchinbury House , its livery stables, enclosed courtyard, and servants' quarters, against the entreaties of the Historical Society who considered it worthy of preservation. A new branch of the bank will rise on the old site.

Meanwhile, eleventh-hour moves are afoot by the Society, which may save Blacktown's threatened railway station of 1886, the western centre's last remaining building of historical significance.... The Transport Commission intends knocking it down in May, and this has stirred the local Council into action.

At a recent meeting Alderman Alwyn Lindfield, urged the Council to seek funds from the Premier's Department to establish a Western Districts Art Gallery in Blacktown. His resolution was carried unanimously. The Town Clerk said later it was proposed to dismantle the old station and re-erect it brick by brick as the Art Gallery in a central park, possibly Alpha Park, near a major shopping centre and sports complex.

Sydney Morning Herald: 1-4-'78

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"THE FORGOTTEN VALLEY": The Story of the Macdonald Valley and St. Albans:

by M. Hutton Neve: Library of Australian History -- Publishers, 17 Mitchell Street North Sydney 2060.

It traces the history of settlement from c.1803-08 to the 20th century . The story of this once-isolated and mountain-girt valley north of Wiseman's Ferry has not hitherto been researched. The story is full-length (approximately 50,000 words), well illustrated, hard cover, and should be released in late June or July. Price \$12.50 (postage 60 cents if purchased direct from the Publisher)

THE LOSS OF THE "LOCH ARD": Victoria 1878

The History Advisory Council of Victoria has planned commemorations to mark the part played by sailing ships in the settlement of the State, these to coincide with the centenary of the wreck of the "Loch Ard", the last ship to lose emigrants on the approaches to Melbourne: there were only two survivors from the horrifying wreck, and this story has been told by Mr. David Charlwood of Victoria in his booklet "Settlers Under Sail."

Mrs. Elva Carmichael has supplied information concerning the varied commemorative functions, organised from March 1 to June 3; and, by official invitation she and her husband will be attending some of the final functions next month.

According to historical records the Loch Ard, when nearing the coast of Victoria, calculations regarding the vessel's true position are believed to have been in error. During the night of May 31, 1878 the wind freshened, and by next day she was heading almost due north towards Cape Otway through heavy mist. Some hours later the crashing of waves on the rugged coast was heard; as the mist lifted she struck a reef running out from the sheer cliff of Mutton Bird Island off the mouth of an inlet -- now known as the Loch Ard Gorge.

The yards began striking the cliff face and dislodged rocks which crashed onto the ship along with the rigging, badly holing her and she began to fill and sink quickly. Horrifying scenes followed as the passengers and crew struggled for survival. Only two lived -- Miss Eva Carmichael, aged 18, one of a large family from Ireland, and Thomas Pearce, also 18, a Loch Line apprentice. Both were washed by chance through the gorge entrance to comparative safety.

Mrs. Carmichael and her husband Don are now carrying out family research, as Mr. Carmichael's grandfather (now deceased) held the belief that the survivor Eva was a near relative.

The climax of the commemorations will be on June 1, when "a wreath will be placed at the Loch Ard Gorge to commemorate the actual centenary of the wreck. A plaque listing the names of those lost in the wreck will be unveiled. Author Don Charlwood will deliver a dawn address at the Loch Ard Gorge. A short memorial service will follow".

-- M.H.N .

DAMMING GEORGES RIVER

On the late Saturday afternoon of February 15, 1899, the Hon. Varney Parkes, then Post Master General, and a party made an inspection of the Georges River at the site where it was proposed that certain works for construction of a dam should be carried out. The suggestion was that a dam be built across the river at Rocky Point, about nine miles below Liverpool, raising the level of water seven feet, and converting the stream below the town from salt to fresh water. A lock would be constructed which would make the river navigable. The party proceeded by steamer a distance of nearly 30 miles up the river from Lady Robinson's Beach.

At Sans Souci they embarked on the Government launch "Premier" and made a tour of Botany Bay, then proceeded up river to Rocky Ridge, from where they were then rowed in boats to Chipping Norton after having inspected several sites for the Dam.

Mr. Grimshaw, District Engineer for Sydney and South Coast agreed to pursue investigations, having satisfied himself as to the requirements of the situation, and would then report to the Engineer-in-chief of the Public Works.

Thorne's Crossing, the most favoured site for the Dam, was situated considerably below the junction formed by the confluence of the creeks which comprised subsequently the Georges River, and should the Dam be constructed there it was thought that two fine bodies of fresh water would be dammed back.

With regard to the Dam, the first proposal was to have a lock and weir, but Mr. Parkes (who was the Member for Canter-bury Electorate) considered that a mere with slips for the transfer of steamers from one section of the river to the other would meet all the immediate demands.

-- Alf Midgley.

Source: "St. George Advocate", February 1899.

Abel Tasman: although this is the "Cook Bi-centenary Year" little credit has ever been given to one of the most famous of Australian explorers, Abel Tasman, who after sailing down the west coast of the then unknown continent, discovered the small island now named after him -- Tasmania. He is a very minor figure in Dutch history, and in Holland there are no monuments of even brass tablets on any buildings to mark where he lived. He died on his way back to the Netherlands at Batavia in the Dutch East Indies -- now Jakarta in Indonesia -- and is probably buried somewhere nearby.

HERE AND THERE

Member's Success at Sofala Show: the Sofala district organised its first Show on Sunday 5th March last, and in the Crafts Section our member Mrs. Dot Cosgrove was most successful. In the Hand-spun Wool Cardigan she won 1st Prize, it also being hand-knitted. Mrs. Cosgrove also took out two 2nd Prizes, one for a hand-knitted Man's Jumper using commercial wool; and the other for a hand-Crocheted Woollen Ladies' Cardigan.

- M. Taplin

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Past Shire Librarian Mr. Bernard Sargeant, who after 16 years in that position, resigned in 1976 to return to England, has become a life member of the Society. Mr. Sargeant has also recently opened a bookshop in Brighton, East Sussex, under the name of "Forby Sutherland Bookshop". Not only are we happy to welcome him back as a Society member but we also wish him every success in his venture.

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1909 Council Finances: Shire Clerk Macfarlane reported there was a credit of £362-9-7 at the lost Council meeting, and it was decided to allocate it in the proportion of 3, 2 and 1 to the Ridings of Miranda, Cronulla and Sutherland respectively.

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Wild Fruit Trees: in many parts of Australia exotic fruit trees grow wild. Some of these were deliberately planted, as in the case of lemons growing wild in the Clarence river district. The seeds were sown by a clergyman named Selwyn, who was once lost in the bush and decided that if a man was so lost again he would not die of thirst or starvation if he could find some lemons. Railway fitters often used to find young fruit trees growing along railway lines, stones and cores having been thrown out of the windows by passengers. In the early days of this century, and also during the Depression of the 1930s, many settlers walked off their selections and left orchards behind; as the fruit ripened the birds carried the seeds abroad and more trees were established -- some to survive and some to perish.

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Jenolan Caves: although it is obvious that the first human beings to enter these caves were the Aborigines -- who called the caves Binoomea ("Holes in the Hill")-- no date is known. The first European to see these caves was an escaped convict named McKeown, in 1838.

Publications Committee: (1978-9) Mr. G. Heavens (Convener), Mrs. M. Hutton Neve (Editor), Mrs. P. Garland, Mrs. E. Ford, Mr. F. Midgley, Mr. B. Griffin: the President ex officio.

Complaints re Bulletin: if any members have complaints these will be investigated provided that the person concerned supplies name and address. Anonymous complaints cannot be dealt with. -- Geo. Heavens, Convener.

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

Contributions: members are asked to submit material for publication -- it need not be confined entirely to local history, but such material is especially welcome. If material is extracted or re-written, please quote source. If handwritten, please print names in BLOCK (= capital) letters; and hand to Convener, or Editor, or post to Editor's address. Copy for the August issue should reach the Editor by July 14 (monthly meeting) at the latest -- preferably earlier, to allow for typing.

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

The Bulletin is registered with the National Library of Australia at Canberra, and thus receives an International Libraries' serial listing number. In August 1975 we were quoted as being listed under ISSN 0586-0261; we have just been advised that this was allocated to us in error, it having previously been assigned to a Scottish Society. We have therefore been given ISSN 0155-4476, and this will appear on all future publications of the Society.

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

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

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 (2nd floor -- take lift), through the courtesy of the Shire Council. Visitors are welcome.

* * * * *

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

ELECTION OF OFFICERS, AND ANNUAL GENERAL MEETING March 10, 1978

President: Mr. H. Ivers: Deputy President: Mr. Geo. Heavens: Vice Presidents: Mr. F. Midgley, Mrs. A. Griffiths: Hon. Sec. Mrs. M. Taplin: Hon. Treas.: Mr. S. Stedman: Research Officer: Mrs. M. Hutton Neve: Archives Officer: Mrs. P. Garland: Publicity Officer: Miss J. Ivers: Committee: Mesdames A. Ivers, E. Ford, E. Gumbleton, Messrs. B. Griffin and K. Mathews.

Notice of Motion: at the A.G.M. an alteration to the Constitution was moved by Mr. G. Heavens (notice having been given previously) but was withdrawn in favour of an Amendment moved by Mrs. Hutton Neve and seconded by Mr. Heavens:

"That the title of honour of Past President be bestowed on members who have served for at least one year as President of this Society".

Carried

Note: this is not an Executive Council position.

The Past Presidents are: Mr. R. D. Harrison (decd.),
Founder-President :
Mr. Cyril Law.

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New Members (since February Executive meeting): Mesdames M. Baker, M. Cameron, H. Daley, N. Latta, J. Mace, J.MeKenzie, J. Miller, J. McTierney, R. Murray, P. Rugless, L. Synge, E.E. Wilson, M. Westbrook, P. Wright; Miss K. Buckle: Messrs. A. Bird, R. Butler, A. Doyle (jun.), K. Kirkby, F.S. Rugless.

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S P E A K E R S

May 12: Elizabeth John Macarthur: The Story of a Marriage:
Dr. Hazel King

June 9: The Pre-History of Botany Bay: Mr. Frank Dickson

July 14: Memories of Sutherland Shire: Mr. Geo. Heavens

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EXCURSION

June 24 Willoughby & District

Leave Sutherland: 9.0 a.m.

“ Cronulla 9.30 a.m.

Fares and other details to be announced at next monthly general meeting.

M. TAPLIN,

Hon. Secretary.