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"Out of the Past":

THE BUGONG MOTH –

A Feast for the, Onetime N.S.W. Aborigines

The old-time Aborigine consumed a surprising variety of food-stuffs, not only from choice but also from the difficulty of obtaining a permanent and regular supply of any one article of food -- they were not food-producers but food-gatherers, so that the availability of food materials formed both a pattern of hunting and of wandering, especially to some of the N.S.W. tribes.

Some of the larger-bodies insects, especially those which could be obtained in good supply, provided a welcome change of diet. Most insects appeared in a district for a comparatively short time each season, so that the appearance of a coveted species was very welcome.

To the southern Aborigines around the Tumut district the appearance of the Bugong Moth in the months of November, December and January provided a festive gathering.

The word "Bugong" is a native name, and it was for this moth that the Bugong Mountains were named, for it was amongst the rocks and crevices that the moth was found. They were particularly relished for at this time of the season they contained a quantity of oil forming a palatable and fattening article of diet.

The Aborigines collected them by means of a blanket or sheet of bark placed below one of the numerous fissures in the rocks wherein the moths lived. Small fires were lit to smoke them out, and they were scooped up into bags in great quantities. A small area of sandy soil was selected and then cleared; a shallow hole was scraped in the soil, and in this a fire was built and kept burning until the sand had been thoroughly heated . The embers of the fire were then drawn aside -- and great care had to be taken in doing this, for should the bodies of the insects be scorched it was believed that a violent storm would arise. The moths were poured from the bags onto the heated ground and stirred around in the hot ashes until the wings and scales were removed from the bodies, after which the bodies were placed on a sheet of bark and allowed to cool -- and the feasting then began.

-- Geo. Heavens.

Source: "Wanderings in New South Wales" (in the 1830s): D. G. Bennett.

SUTHERLAND CRONULLA TRAM:

AN ERROR OVER WATER

Members of the Sutherland Shire Council, and many others who took part in the agitation for the tram for Cronulla, were emboldened by the time limit of the contract and the promise of the then Minister for Works when the first sod was turned, in the belief that ere the year 1911 was entered upon the familiar coach would be a thing of the past, and the surf and Sutherland with-in so many minutes of connection. This belief had been shattered.



The first realisation of this came with a shortage of rails and a consequent stoppage of some of the work. Then a scarcity of labour presented itself as another obstacle, but even with this to surmount optimists held to their faith in seeing the iron horse on its tracks before the summer was spent. That this was not to be was made clear by the President of the Shire at Monday's meeting. (November 1910).

In discussing his usual presidential minute, Clr. Judd said: "I am afraid I have not very good news to report; in fact, I am somewhat depressed. In company with Mr. Downes M.L.A., I visited the Works Department in connection with the tram to Cronulla and was astounded to find that no provision had been made to supply water for the tram". The Water and Sewerage Board had been approached, he said, with respect to the laying on of the water to Miranda, and now it was found that pipes had to be specially made to cross the river at Tom Ugly's Point. This meant that there would be no tram running until Easter. "It's a sure thing", continued the President, "that someone has blundered, for to make six miles of tramway without provision for water was simply monstrous". He further stated he had seen Mr. Harper, and suggested that water should be brought from Water-fall in tanks, but the objection to this was that it would interfere with traffic on that line.

The President also stated that Engineer Hutchinson had informed him that four coaches had already been taken off the run from Sutherland. (This was found to be



an error in the information supplied to the engineer). However, the President thought the public should know the state of affairs and urge more buses to run.

Clr. Hyndman suggested that the Council should request the Minister to force the Commissioners to provide water. He considered the whole affair was the greatest setback the district could possibly have.

Clr. Judd pointed out that the fault was not with the Minister but with the Commissioners. "I'm simply disgusted:" He said. "If such a thing occurred in my business someone would have to go: It's a most serious thing, and a grievous mistake has been made somewhere -- with £20,000 to £25,000 spent on a tramway -- to find no provision even for water".

The discussion brought in the question of a permanent supply of water for the Shire, and it was urged that, with a growing population and with land varying from £10-0-0 per foot downwards, they were entitled to a proper supply, without which in a time of drought the residents would after a famine. Eventually it was decided to approach the Minister on the water question affecting both tram and household supply.

-- Alf Midgley

Source: St. George Call.

* * ***** * * *

Suburban Newspapers Close: at the end of May Cumberland Newspapers Pty. Ltd. announced the closure of eight suburban publications, including the Shire Pictorial. This paper was launched in 1955 by the McLachlan family of Caringbah, but was sold a few years ago to Cumberland Press. Other suburban newspapers closed are the Burwood Aeroplane Press, founded in 1921, and the Merrylands Broadcaster, founded in 1935.

Drama at Lobb's Hall 1908: during the evening of the usual fortnightly dance (Oct. 11) in Lobb's Hall (then situated in East Parade Sutherland), the programme was in progress when a stranger entered unannounced. A lady recognised him as the husband against whom she had a protection order. Fearing, however, more protection might be needed she vanished through the side door. The stranger made for one of the dancers saying something about a shooting. One lady fainted. Arthur Lobb the athletic M.C., put the stranger at full length on the floor. Constable Lewis came and took him into custody, and next morning had him bound over in Newtown Court to keep the peace for six months.

--M.H.N.

Source: "St. George Advocate".

Kings Cross Windmills: the skyline of Kings Cross was dotted with windmills around 1850; and the area contained many Chinese market gardens and dairy farms.

OUR COLONIAL HERITAGE -- Past & Present

The formation of the Heritage Council of NSW earlier this year has stimulated interest in the background of our history, particularly regarding "old" buildings.

The Shire is uniquely fortunate in having a local resident appointed to this prestigious organisation -- Clr. Michael Addison. Clr. Addison stated that the Heritage Council was a powerful body with greater strength than its Federal counterpart, the Australian Heritage Commission. Owing to the late organised settlement (in the 1880s) we have almost no "old" buildings of historical interest, but nevertheless Clr. Addison is attempting to list the Shire's oldest buildings and to evaluate their worth to local history.



Heathcote Hall
built 1888/90



The first Holt building in the Shire, erected 1861 at Horse Rock Point (Tom Ugly's Bridge). It was demolished in 1974.

In other metropolitan areas many old buildings of historic interest exist, a few from the earliest Colonial period. Roughly, one may say that this Early Colonial period would be prior to 1840. Many of these buildings, both large and small, were convict built, thus emphasising the "convict era" -- a stigma to be removed and forgotten. It is only of relatively



Fernleigh House –
"York Cottage" – built
c1875

recent years that an historical appreciation of these buildings has developed, with the realisation that these are actual visual history.

Elizabeth House at Parramatta, built by John Macarthur in 1793, is the oldest Colonial dwelling in Australia. Although placed in the hands of the "Elizabeth Farm Museum Trust" in the 1960s little restoration was done, even though there was a Government grant of \$25,000 as a basis for financing purchase and restoration, and the Trust failed to raise any additional funds. The Trust has been disbanded by the State Government, and the Heritage Council will take over the Trust's debts, after which the Council will then direct restoration.

Another early Colonial building is Cadman's Cottage, on the foreshores of Sydney Cove, built about 1816 originally as the "Coxswains' Barracks". Restoration was undertaken in 1972, and in 1973, completely restored, it was opened in October that year.

The magnificent two-storeyed Richmond Villa, which stood on land overlooking the Domain but hidden for many years behind a high wall, was a few years ago demolished stone by stone and re-erected in the West Rocks area at 120 Kent Street, and is now the HQ of the Genealogical Society. It was built in 1849 by the Colonial Architect Mortimer Lewis as his home, and is a magnificent example of Georgian architecture.

Opposite it are the twin cottages known as "The Ark" because of their shape. These twin single-storey cottages, said to be the first terrace houses built in NSW, were erected in 1823 on a grant of land made by Governor Macquarie to Thomas Glover, a free settler and stonemason. They have stood dilapidated and unoccupied for the past ten years, but are to be restored by the Ministry of Works and then rented to "sympathetic" tenants.

"Hoover's Cottage", the oldest residence in Randwick, was built in 1848 on the corner of Gilderthorpe and Figtree Aves. by George Hooper, a market gardener and an early alderman of Randwick Council. It is being purchased by the Council, and the Randwick Historical Society are negotiating to acquire the cottage under trusteeship as their headquarters.

In Liverpool, Collingwood, a large farmhouse, was built about 1810, but in later years was much added to, especially in the 1840s--1860s. It was acquired by the Liverpool



Council and restored to the 1875 period; no sketches or plans existed of the earlier constructions, but later records indicated it was at its best in the 1870s as a rural family residence, added to which an old family photograph of 1875 was found, thus allowing the architects to restore the cottage to a faithful edition of the 1870s. Collingwood was built by whaling-master Capt. Eber Bunker on a grant of 1600 acres. He is of indirect interest to us as, on the death of Thomas Laycock jun. in 1833 -- who had married Margaret Connell (daughter of the city merchant John Connell sen., who had bought Alpha Farm Kurnell in 1828 from James Birnie), Capt. Bunker was, with Margaret's brother John, a co-guardian of the Laycock children and a trustee of the estate.

Coming nearer to home, Lydham Hall, at Rockdale, a cottage of two storeys in stone, built in 1855, is the second oldest building in that municipality. It stands on a high ridge on a part of the original grant of 130 acres made by Governor Brisbane to James Chandler in 1822. The property was subdivided in 1850, and the cottage was built on 67 acres bought by wealthy master-butcher Joseph Davis. After a succession of owners the property was bought by Rockdale Council in 1970, and the St. George Historical Society made trustees. The cottage is furnished as a museum, with displays of antique furniture of varying periods; and there are some displays of exquisite china.

Until a few years ago an old stone cottage stood opposite the approach to Tom Uglys Bridge. This was built in 1861 to serve as a "weekender while the Hon. Thomas Holt supervised the foundations of his Sutherland Estate. It then became the residence of one of his overseers, but after the subdivision of the estate in the early years of this century it has had many tenants -- each seeming to leave the cottage more dilapidated. In 1968 the writer, with three other members of the Society and one of the Council's senior engineers, inspected the old building, but it was then too far gone for any restoration, added to which it was found that only the exterior walls were of solid sandstone blocks, the interior walls being of rubble. Council arranged for a comprehensive series of photographs to be taken of all aspects of its construction, including details of the shingled roof beneath the rusty corrugated-iron roofing.

From time to time I am asked about Moombara, Caringbah. The land was purchased from the Holt-Sutherland Estate on a lease of 99 years as from 1/7/1881, and the house was built by Richard Cornelius Crickett-Walker, CMG, JP, Principal Under-Secretary for NSW. The house was sold, with transfer of lease, after his death in 1903. It was never a country Vice-Regal residence as has been suggested, although it is thought that at one time it was considered but the difficulty of transport access vetoed the idea.

-- M. Hutton Neve

THE NATIONAL TRUST CENTRE... Observatory Hill, Sydney

The history of the National Trust Centre site goes right back to the early years of convict settlement. In those times the soldiers, who comprised a large part of the population, were all garrisoned west of the Tank Stream which flowed north into Sydney Cove.

To serve these soldiers Governor Macquarie in 1815 built a new two-storey Military Hospital on Observatory Hill (then known as Flagstaff Hill), choosing the location for its sunny aspect and the prevailing harbour breezes.

Designed by Lieut. John Watts, this is believed to have been the first building commissioned by Macquarie, the Governor who was later to become known as "The Builder" for his efforts to provide Sydney with substantial public buildings and roads.

The simple brick Military Hospital, with wide verandahs on all four sides at ground and first-floor levels, was also the original building on the Trust Centre site, and traces of it (e.g. the front doorway with its 1815 headstone and some interior walls) may still be seen in the present two-storey building which faces Bradfield Highway. With the establishment of Victoria Barracks Paddington, in the 1840s the need for a Military Hospital on Observatory Hill was removed. It was closed in 1848, and the building transferred to the newly established Board of Education for use as a school. Colonial Architect Mortimer Lewis enlarged the two-storey structure by adding more elaborate facades befitting a "Model School", for this was the function of Fort Street School through the remainder of the 19th century. These facades, with their heavy columns and arched openings, are still a feature of the building today.

Fort Street School, which has continued to be one of the leading Government schools in New South Wales, remained on the site, under different names, until 1974 when the New South Wales Government offered the historic building to the National Trust as its headquarters; and the two-storeyed building is being adapted once more for a new use.

A National Trust Shop has been established on the ground floor, and meeting rooms refurbished in areas that were once hospital wards and then school rooms. The Trust welcomes visitors to inspect the buildings and the comprehensive displays in the bookshop. At present there is a display of about one hundred of Conrad Martens' beautiful landscape paintings of early Sydney in the S. H. Ervin Museum and Art Gallery, made possible by a substantial legacy from the late Mr. S.H. Ervin.

-- Enid Ford

With acknowledgment to the National Trust pamphlets May 20, 1978.

STEAM TRAM ACCIDENTS

Almost six months after the commencement of the Sutherland-Cronulla tramway service the first accident occurred on Dec. 13, 1911, fortunately without damage to human life and limb. When the last tram on the Wednesday night was near Woolooware Road stopping place it came into collision with a horse and cart belonging to W. P. Hayes. The horse was killed and the engine derailed, but there were no passengers in the tram cars. All was put right in time for the next day's traffic. The tram service was disrupted for three hours on Sunday night, April 18, 1920, when the tram leaving Cronulla ran over a stray horse. Passengers arriving at Sutherland at 10 p.m. from the Sydney train had to walk to Miranda to catch a tram to Cronulla as the tram involved in the accident was derailed.

Straying livestock were a constant menace to tram drivers particularly at night, as the large lamp on the top front of the motor gave very little light, especially when operated on kerosene.

The first fatal accident occurred on Nov. 11, 1924, when steam motor 88A with three passenger cars, driven by Samuel Wyche got out of control at the bottom of the hill at Miranda (below the Miranda Co-Operative Society then in Jackson Avenue). Leaving the rails the 88A turned over, killing the driver. Samuel Wyche, aged 54, was married with one child, and resided in Auburn Street Sutherland. He had nearly 30 years' service to his credit as a conductor and driver of electric trams. He had only been a short time on the Sutherland-Cronulla line, having transferred from the Kogarah-Sans Souci trams.

In June 1922 the minister of Congregational Church, the Rev. Nathaniel Robinson, and his wife had a close escape from serious injury in the shopping centre at Sutherland near the Post Office when a goods tram bound for Cronulla came in sight the pony took fright and backed the sulky into the tram, despite the efforts of the driver to bring the tram to a standstill. The occupants of the sulky were thrown to the road, Mrs. Robinson suffering from shock for several weeks.



STEAM MOTOR 5A AND CAR IN THE CENTRE OF GARINGBAH 1913. MANSFIELD'S STORE AT LEFT.

A driver with one of the longest periods of service on the Sutherland-Cronulla line was Mr. Latham, who had the unusual nickname of "Sparrow". He lived at St. Peter's when a boy and was a friend of Richard Midgley's sons, with whom he played games in Yelverton Street. Richard Midgley at that time owned a Steam Buggy factory in Yelverton Street; the family later moved to Miranda and then to Menai in 1896.

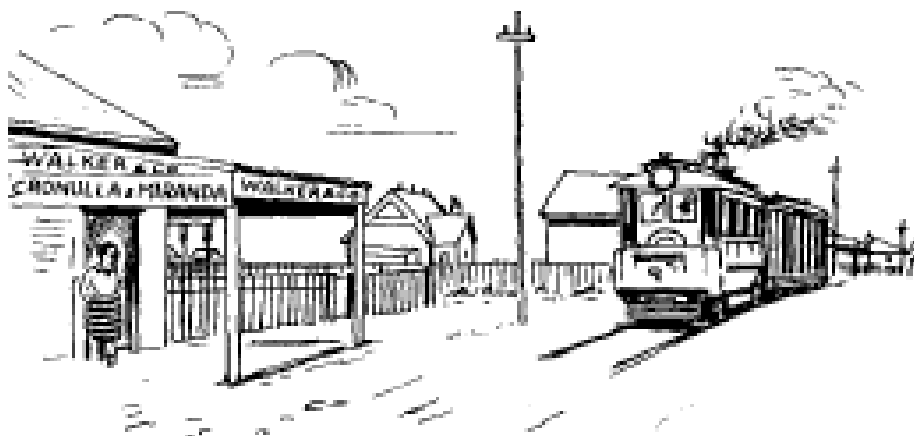
"Sparrow" Latham came to Sutherland just after the steam tram service began to Cronulla with motor 124A on Monday June 12, 1911. He was a slightly built man, and when driving the tram he always dressed in a dark shirt, dark trousers and a black bow-tie, but he seldom wore a cap or hat while on duty. When the Sutherland-Cronulla line closed to passenger traffic in 1931 and freight traffic in 1932 Latham transferred to the steam trams serving the Kogarah-Sans Souci line.

One of the best and most experienced drivers, he was unfortunate to be involved in several accidents during his 20 years' service at Sutherland.

There were always contenders in their jalopies who liked to race the steam trams. Maybe they felt the tram was a historic juggernaut and was there for their amusement or to build up their ego when "victory" was theirs. In the 1920s the tram on its way from Cronulla to Sutherland was challenged en route by the driver of a Hupmobile car converted to a panel-van. The driver of the tram became incensed by the actions of the driver of the van and his companion. Having rounded the corner of the Council Chambers the steam motor with its three passenger cars was now on the road through the shopping centre of Sutherland, where signs were posted warning motorists to beware of trams.

The driver of the van was determined to hold his position lust in front of the tram by driving with a quarter of the vehicle between the tram tracks. Latham gave them a warning blast on the whistle and then determined to nudge the van with the life-guard (cowcatcher).

But the nudge was too much for the old jalopy, and it rolled over and over, much to the consternation of Latham. Thinking there was only the driver and passenger in the van--he found instead that it was full of picnickers!



An accident occurred at the Sutherland Brickworks siding due to the fault of the conductor in not altering the points after his tram had come out of the Brickworks. "Sparrow" Latham, driving 126A, a passenger tram to Cronulla, found his tram heading swiftly into the Brickworks. Unable to stop in time, the steam motor crashed into a coal truck, badly smashing the front of the engine and bringing down a gantry crane.

On a scheduled trip to Cronulla, while going down the grade near Hotham Road the life-guard (cowcatcher) dropped when the pin or chain supporting it in the centre snapped. Like a bull-dozer blade, the guard dug into the track ballast and caused the engine to topple and roll over and over, coming to rest on its side. Latham, who was on the "top side" as the engine rolled, was uninjured.

"Sparrow" Latham, driving motor 71A, was late leaving Cronulla for Sutherland, and in an endeavour to make up time failed to stop at Miranda to take on water. It could not be regarded as an accident but it proved to be a costly error for the motor "dropped the plug" at Gymea when it ran out of water and had to be towed to Sutherland. "Dropping the plug" was an expression used when the safety plug of white metal or lead melted with the heat and doused the fire, thus preventing a boiler explosion. This was regarded as sheer neglect by the Tramways authorities and was punishable with six months "on the bag" as a conductor.

When Latham transferred to the Kogarah trams after the Sutherland-Cronulla line closed he was involved in another accident. While he was driving a tram en route to Kogarah at night a motorist drove head on into the steam motor on the Princes Highway near Gray Street the motorist was somewhat inebriated and claimed that he mistook the light on the front of the steam motor for a street light.

-- Fred Midgley

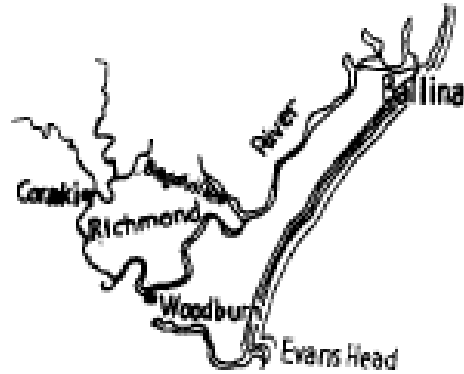
Sources: "ST. George Call"; "Propellor": Author's Notes: Jack Midgley who supplied the history of the late Mr. Latham as told to him.

Sub-tropical forest along Hacking River:

Over countless centuries the main streams in The Royal National Park have cut deep gorges through the Hawkesbury sandstone, and these valleys contain vegetation completely different from that of the ridges above. Along the Hacking River are trees characteristic of sub-tropical rainforest such as sassafras and cabbage tree palms. Above the rainforest occur forests of large blackbutt trees which add to the diversity of the cover of general vegetation.

DIAMOND DRILLING EXPERIENCES IN 1924

After we had completed our job of drilling for the foundations of the Woronora Dam during the earlier part of 1924, our next job was to take us into remote country hundreds of miles to the north on the Richmond River.



We were to make the journey by sea on the S.S. "Pulganbah", a coaster of about 700 tone, tied up at the Sussex Street wharf near Pyrmont Bridge, in Darling Harbour. When the vessel had been loaded, including our diamond

drilling equipment, we put out to sea, and after an uneventful voyage we arrived at our destination, Baggot's sawmill at Ballina. Here our equipment was transhipped onto Baggot's paddle-wheel punt. It was a very large punt with the paddle at the rear, resembling a large lawnmower. The sleeping quarters were also at the rear. The punt was used for the transporting of large logs along the Richmond River to the sawmill.

We left the mill early on a Tuesday morning. I asked the two Baggot boys, who were the crew, how long it would take us to get to our destination, and they said it would take at least two days and a night.

We did not know where we would be unloaded because all arrangements were made by the Mines Department and Baggots. The brothers said that when the punt arrived at Coraki the boiler had to be unloaded and taken to our campsite by bullock team. There was no way we could take it off the punt where we were going as it weighed seven tons mounted on broad iron wheels.

After leaving Coraki we turned up the Bungawillin creek, which is halfway between Coraki and Woodburn. Here the Baggot brothers informed us that we had another ten or eleven miles to go, and advised us to pitch camp in case of floods; but we were prepared, having an eight-foot dinghy and oars in our equipment. We had occasion later to use it to row to Coraki over the flooded fences and farmland to do shopping.

It took us nearly two days to unload our most heavy gear: now I could understand why we left the boiler at Coraki. The Baggot brothers gave my mate Arthur Wilson and me a hand to pitch our tent. They said they had a long way further to go up the creek to load logs, and would probably be passing in three or four days on their return to Ballina.

A couple of days later our boiler arrived by bullock team and jinker. The bullocky had an aboriginal as an off-sider, and being late in the evening he said he would stay the night. My mate, Arthur, told the bullocky to make a bed on the floor of his tent. I said, "What about Jacky? Where will he sleep?" The bullocky's reply, punctuated by strong language, was, "let him sleep under the jinker with the dog:" I said that he would not: he would sleep in my tent.

I had a homemade shower with a valve, and soldered to the bottom of a four-gallon drum which we hauled up onto the branch of a tree. No screen was needed where we were. I asked Jacky if he would like a shower and he said "Yes".

When I asked Jacky if he was married he said, "Yes, but white feller takem my wife". I could see the tears in his eyes. I gave him a clean shirt and an old pair. of trousers, and he slept on the floor of my tent. Weeks after, we had to go to Coraki for stores and there was Jacky. He wanted to know when we were going back to camp as he wanted to help carry our load: he would walk the eleven miles to our camp and the eleven miles back.

After building a cooking galley and getting our camp habit able I would explore the surrounding bush. On one of these walks I came across an old man living with a bag-fly and a cooking-place made of scrap iron. I approached him and told him my name and what I was doing in the locality. He said his name was Hughie Hutton, and asked me where I came from. When I told him I came from Sydney he replied: "If you come from there you must know my brother who has a big bacon business there". I told him there were a million people in Sydney, but he still thought I should have known his brother:

I then asked Hughie how long he had lived there. He said he had been there ten years, and went on to explain that he d cleared out from home when he was fifteen and he hadn't seen any of his relatives since.

His neck was out of shape and he had a rib of skin as big as a pencil on his face. I then asked him what had happened to his face and neck.

"Well", he said, "I was riding my old horse through the bush here when he took fright. My neck got tangled up with the limb of a tree and I fell on a stump and tore my face open".

"Who was the doctor that stitched you up?" I asked. "My doctor", he answered, "it was Hughie Hutton".

He then told me that he had to sew his face as he could see his teeth! I asked him what he had sewed it with, and he replied that he had used a darning needle and a piece of cotton. He explained that the accident had happened nine months before, and that his neck was the worst as it must have been broken.

Hanging on a tree was a cracked mirror held together with wire netting at the back and turned up all around the sides to hold it together. Using this old mirror he had sewn up his face without the aid of pain-killers.

Hughie Hutton existed on a pension of £2-0-0 a fortnight. When he wanted food he put a note of his needs into a tin on a post half a mile away. Al Dominic, from New Italy, in a horse-drawn cart, would pick up the note beside the track and leave the provisions for Hughie on his return; and Hughie would leave the money on Dominic's next trip.

In his younger days Hughie earned a living at various types of jobs including cane cutting. I would often visit him and he would always tell me of his relations and how wealthy they must be.

One day the Chief Inspector of Mines at that time, a Mr. Ferrier, came to see us and to observe how we were progressing, so I told him the story of Hughie Hutton. Two months later on a Sunday there came a big black Buick car, the driver enquiring about Hughie Hutton.

I later saw Hughie, who said that it was his younger brother who had been looking for him for years, and wanted him to return with him to Sydney. Hughie said he wouldn't go as he had lived that way for too long and that he would die there.

When he did his body was found in his humpy eleven miles from civilisation.

-- Mick Derrey

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The Forgotten Valley", the history of the Macdonald River district (a few miles north of Wiseman's Ferry), by M. Hutton Neve, will be released by the publishers, Library of Australian History, at the end of July (illustrated). It may be purchased direct from the publishers at 17 Mitchell St. North Sydney; or from The National Trust, Margaret Woodhouse Bookshop (History House, Macquarie St.), or Henry Lawson Bookshop (531 Royal Arcade Sydney): recommended price \$12.95; postage/packing is 95 cents for one copy.

"The Story of the Royal National Park", by the same author and publisher, deals with the history of the Park from its inception until approximately 1950/60. It is expected to be on the market in November, to celebrate the centenary of the Park in April 1979. (illustrated). Price not yet known.

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The first armed vessel built in the Colony was the Cumberland of 30 tons, commissioned in 1801 for the police.

SCHOOL AND THE GOLDEN RULE,

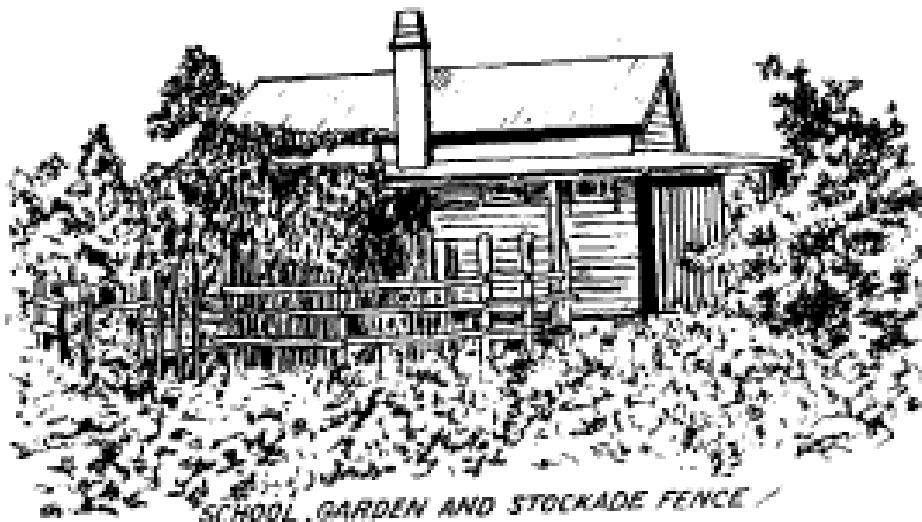
Miss Clara Agnes Huggart was the school mistress at Menai Public School from June 1918 to March 1928, following the departure of her predecessor Miss Gillespie. She resided at Sutherland between Linden and Vermont Streets in Grande Parade, where she travelled to and fro from Menai each day in a horse and sulky, although for some time during the years of her teaching she lived in the school where she had a bed.

Born in 1869, she was an average-built woman about 5 feet 8 inches and wore spectacles. she had a reputation for being strict while lessons were in progress, this being appreciated by the headmaster of Sutherland School who would comment on the high standard of the pupils who came from Menai.

Miss Huggart took her pupils on nature study outings, including Mill Creek. Sometimes she would take them to Shelly Beach Cronulla, travelling from Sutherland by steam tram. She also encouraged gardening, getting the children to erect a "stockade" fence around the area near the school building. Sometimes straying horses would knock the saplings off the "stockade" and enjoy a meal of fresh vegetables.

In those days the one-room school building had two small windows facing Old Illawarra Road. On one occasion when attempting to punish a pupil he fled out of her presence by scaling the wall and climbing through one of the windows to escape, much to the amazement of the other pupils who could not understand how the culprit squeezed through the narrow opening.

During the time of Miss Huggart the children spent lunch times playing "Jacks" on the school verandah, several young hands getting splinters from the hardwood flooring. Another



popular game was "Buttons". The winner of this game was the one who could throw their number of buttons the farthest. Mrs. Davis would remind her daughters they were not to touch any buttons at home:

On two occasions when she was ill for a few months Miss Huggart was relieved by Mr. Davy and Mr. Norton. When Norton came he "cleaned up" the school inside and out. Many texts on the wall including a set of "Golden Rules", introduced by Miss Haggart, were destroyed. One text, "God Cares", he turned to face the wall. He announced to local residents that "he was an atheist". He arrived in the settlement "on foot" from Sutherland to "look the place over", having left his bags at Sutherland Railway station. During his period at the school he boarded at Mayman's residence.

Miss Huggart had the distinction of having a hymn from her prose included in the Methodist Hymn Book for Australia and New Zealand. Containing three verses in the category, "Morning Hymns", it is number 1004 in the Additional Hymn section:

"I thank Thee Lord for morning light,
For rest and comfort through the night,
For life and health and home and friends,
And the good Thy bounty sends.

"Give me today a willing mind,
A cheerful heart, obedient, kind.
Thoughtful for all, forgiving wrong,
Seeking to please Thee all day long.

"I thank Thee for the wondrous love
That streams upon me from above;
Teach me Thy truth, and cleanse from sin,
That I may know the Christ within."

The hymn has no copyright and is sung to other hymn tunes in the book -- Morning Hymn No. 1931 and Eignbrook No. 665. Each morning Miss Huggart had her pupils sing the hymn to the tune of the "Old Hundred".

When she did not have her pony and sulky Miss Huggart used to seek transport with others. On one occasions she had obtained a lift with Mr. Les. Huston, the baker from Sutherland. Unfortunately, both were thrown from the conveyance to the road when the horse stumbled descending a steep hill half a mile from the school. Miss Huggart struck the road first, cushioning the fall of Mr. Muston, who was thrown on top of her.

When Miss Huggart arrived at the school the horse Dolly was unhitched from the sulky and taken by two children appointed morning and afternoon to Allison's paddock (now Menai Park). On most occasions Dorothy Davis and Gladys Midgley rode Dolly back to school, the horse having a reputation of being very

docile. However, one afternoon, with the two girls on her back, Dolly "buck-jumped" and threw them off going down the hill near the water reserve. Dot Davis came off worst, wearing a small scar all her life when a tooth cut through her bottom lip.

During the mid 1920s Arthur Midgley bought a horse by the name of "Chance" for use on the farm and to draw the sulky or light dray. The first time the horse was harnessed to the cart it suddenly commenced kicking violently, and in a matter of minutes the cart was smashed to pieces, Chance racing madly off with the broken shafts. It transpired that Chance had been a racehorse and had never been in the shafts of a cart before.

Clara Huggart offered to ride the horse, claiming she was an experienced horsewoman, as indeed she must have been. On her way to begin school she left her horse and sulky at Midgley's. Determined to ride Chance, she led the long-legged bay down the drive and out onto the road, where she mounted off the embankment. Miss Huggart gave Chance a hard pull on the reins and the horse was off like a shot. The harder she pulled on the reins the faster went Chance. A good mile was covered in record time with Clara Huggart clinging on grimly, when she realised that she should let the reins go. Immediately she did Chance stopped "dead" -- in the manner to which it had been trained.

Clara Huggart was the last woman in charge of the school, a succession of male teachers following on to the present day. On her retirement she lived quietly with her sister in the Grande Parade residence.

-- Fred Midgley

Sources: Miss N. Bentley, Mrs. D. Kerslake, Mr. J. Midgley, late Mr. L. Muston;
Author's records.

Illicit Stills at Port Hacking: in 1863 fifty acres then known as were the Yarmouth Estate handed over to George Simpson for service to the Crown. He later built a hotel there on a promontory known as Cabbage Tree Point. It later became popular with a certain type of Sydney businessmen and their girl-friends; and in the nearby surrounding bushland a gang of Sydney hoodlums, many of them one-time convicts, had established an illicit still, peddling the over-potent brew to the hotel visitors. One night under cover of darkness a Crown raiding party slipped across Port Hacking in a rowboat and overran both revellers and brewers.

GYMEA MEMORIES

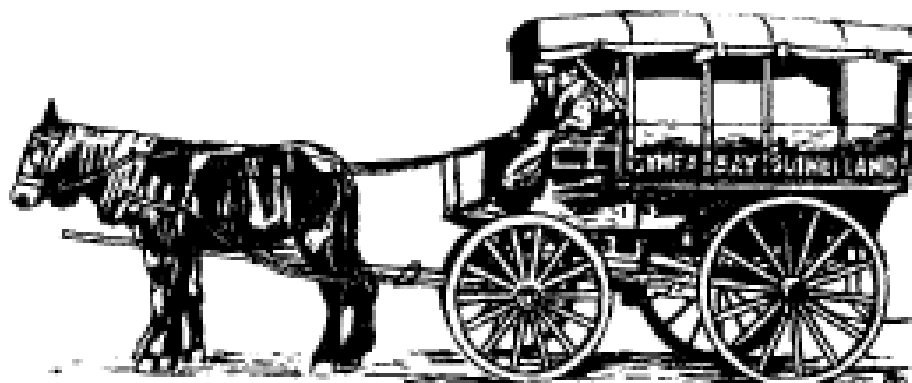
I was a very small girl when my parents, Mr. and Mrs. J. Worswick, brought my elder sisters, my brother and myself to Gymea in 1915.

We took up land at the corner of Gymea Bay Road and Coonong Road, and on our arrival our nearby neighbour Mrs. Freeman, gave mother a welcome cup of tea. Mrs. Freeman's daughter Connie, later married Mr. Mick Derrey. Mrs. Horne came to live in the area, and with the Freemans commenced a lifetime friendship with both families. Others in the area -- Moran, Smith, King and the Hayes family (who lived for years where the Gymea Hotel now stands) -- all helped one another.

Christmas and New Year parties were held at either King's or Hayes' homes. Mr. Bert Hines would play the piano, and a great time we would have. The Clarke family, who lived on the corner of Forest and Coonong roads, with the Hodgsons next door would be at the parties as well as the Shorter, Henderson and Derrey families. All were permanent residents of Gymea. These really nice people, the quiet beauty of the trees, wildflowers and ferns, and the lovely coloured birds made the district a nice place to grow up in.

Only the steam tram provided public transport as it ran along the Kingsway and part of Sydney road (later Princes High-way) between Sutherland and Cronulla. Most folk owned a horse and either a sulky or cart. They had to go to Sutherland or Miranda to shop or go to school. Many also walked.

Nearly everyone had a cow to supply milk for the household and grew their own vegetables and kept poultry. People came from Sydney areas to holiday and fish. Weekenders would drive along the old Gymea Bay road which was slippery in wet weather or dusty in other seasons, to our home. They left their horses and the sulkies there, then walked to Horne's or North West Arm. Returning home they brought some fish or prawns as a "thank you".



GYMEA BAY-SUTHERLAND HORSE COACH, J. HARDY PROPRIETOR

It was a great day when Mr. Warman started a horse-drawn coach plying between Gymea Bay and Sutherland. It helped a lot. All the children wanted to sit by the driver instead of on the seats inside, so we all had to take turns. Later, Mr. Warman sold out to Mr. J. Hardy, who built his own home at the bottom (southern) end of Gymea Bay Road, and the house still stands today. After a while Mr. Arthur Perks bought the run and put a small yellow motor bus on in place of the coach. He sold out to Mr. J. T. Jennings who after many years sold to Reo Motors and then to the present-day owners.

I had a happy childhood at Gymea. Another sister and a brother made the Worswick family six. When I married, my husband and I decided we would like to rear our own family at Gymea, which we did.

Although now retired we have lived at Cronulla for the past fourteen years, and some of our children and ten grandchildren are living in this lovely Shire also.

-- Phyllis Rugless

(appreciation is expressed to Mrs. Jean Fisher, daughter of Mr. J. Hardy, for supplying a photograph of her father driving the Gymea-Sutherland coach, enabling the drawing to be made from it).

* * * * *

Samuel William Gray, one of the pioneers of the Shire, and after whom Gray's Point is named, bought from the Crown on July 1, 1878, a block of land roughly bounded by Railway Parade (Princes H'way) southwards to a little past Forest Road, westwards to Linden Street (the railway had not yet been put through), and north to approximately Auburn Street. The Hon. Thos. Holt was not interested in purchasing this block, considering the ground too rocky and unsuitable for grazing his stock.

Early Military Training: Easter 1886 saw the first encampment of State defence forces in The National Park, the camp site being on the hillock on the south side of Farnell Drive. At that time the N.S.W. Cavalry Reserves comprised the Sydney Lancers and some Light Horse troops -- the Illawarra, West Camden, Maitland, Ulmarra, Grafton, and two troops from the Upper Clarence district. Most of these would have been volunteer units.

("The Royal NSW Lancers 1885-1960": by P.V. Vernon).

Owen Byrne received the first recorded land grant in the Port Hacking area in 1821, using it mainly for grazing.

THOMAS LEHANE

Thomas Lehane was born at the "Old Farm", now Miranda, on June 28, 1868. He was the eldest son of the late John Lehane, one of the district's pioneers along with other old families -- the Simpsons, Dolans, Halts and others. The family resided in different portions of the pre-Shire -- at Kurnell, Como, Sylvania, the "Duck Pond" (now part of Cronulla) and the "Old Farm".



Ch. T. Lehane

Tom Lehane was sent to school at Kogarah, but as the distance was too great and the pupil somewhat delicate, arrangements were made for him to board and be educated with Schoolmaster Scott of Peakhurst. In later years he took up a course of instruction with Major Murray, a well-known identity of the time, at Blakehurst.

There were not too many residents in the area, later to be proclaimed Sutherland Shire (1906), in the years before the turn of the century. The population included a sprinkling of blacks; among these were Bidy Giles (Mill Creek), Lizzie Malone, Theresa Puzzle, Aggie and others whose presence about the Shire today would be something of a curiosity, as would the kangaroos that were shot.

The Lehane family owned a large tract of land, on which the Sutherland Hospital complex of today stands. Some of the land was cultivated, but most of it was devoted to herds of cattle, a pastoral pursuit in which Tom Lehane engaged soon after leaving school. He was reputed to be a good judge of horses and expert with milch cows. Many of his cows were turned out to graze in remote parts of the Shire, some falling to crafty rustlers. A splendid vineyard graced several acres facing what was then Malvern Road (now the Kingsway).

Thomas Lehane entered into Local Government as candidate for "A" Riding when the first Shire Council was elected by ratepayers on November 24, 1906. He continued to serve from that date until 1925. He was an advocate for good roads and the popularising of the Shire's beaches and bays. He looked upon these as a great tourist traffic potential amongst whom were many prospective new ratepayers. He died in October 1933.

-- Alf Midgley

Sources: "St. George Call"; Diary of late Arthur Midgley.

Truth in Advertising? a headstone in Parramatta Cemetery bears this epitaph:

"Ye who wish to lie here,
Drink Squire's Beer".

James Squire was an early brewer in Sydney Town.



On June 1st 1878, at approximately 5.0 a.m., the sailing ship "Loch Ard", through a navigational error, struck a protruding ledge on Mutton Bird Island of the south coast of Victoria, near Port Campbell.

There was a crew of thirty-six and eighteen passengers; only two survived, one of the crew, an apprentice named Tom Pearce, and a passenger, Eva Carmichael, both eighteen years of age.

Eva lost her father, Dr. Evory; her mother, Rebecca; three sisters, Raby, Margaret and Annie; and two brothers, Evory and Thomas.

Only four bodies were recovered from the sea; that of Mrs. Carmichael and Raby; and two men who shared a spar with Eva during that fateful morning, Reginald Jones and

Arthur Mitchell. The two men could swim, but unfortunately they left the spar to swim to shore but did not make it. Eva could not swim and therefore clung to the spar. How she managed to remain alive in the water for five hours I will never know. My husband and I visited the Port Campbell district for the centenary functions, and the weather was cold and very windy, with the winds coming straight from the Antarctic.

We were the only people present at 6 a.m. on June 1st in the dark and cold. We realised it was a miracle that Tom and Eva were saved under these conditions. Eva was a strong girl 5'8" tall and a sturdy 12 stone, and this might have helped her to endure the cold.

We had decided to be present at daybreak at the Gorge named after the "Loch Ard", in remembrance of the lost Carmichael family.

When watching the water movements in the Gorge we knew it was truly a miracle that Eva and Tom could reach land. Watching the movement of the water we understood why Eva was in the water for so long -- because the spar she was clinging to must have got in so far and its movement stopped; only that she saw Tom on the beach and called to him she certainly wouldn't have made the shore. Even then it took Tom an hour helping her in.

There is a ledge on the east side of the Gorge and about halfway in which Tom and Eva both knocked up against on their journey into the Gorge. At this point the foam on the water seems to stop its motion to a certain extent and then goes out again with the tide.

Tom, after getting Eva to a cave for shelter, opened a bottle of brandy (which he had apparently been able to grab before leaving the ship) and poured half down her throat. He then drank some himself and massaged Eva with the rest to warm her. This probably saved her life -- for being in the cold icy water for five hours in only a nightdress, she must have been almost frozen.

We returned to our motel for breakfast after our dawn visit only to go back again for the 11.30 a.m. unveiling of a Plaque of Remembrance to those who lost their lives, the Plaque being covered with a replica flag of the defunct loch Company. After the unveiling by the local M.P. the flag was flown from a near-by pole. Then a beautiful wreath of flowers was laid on the Carmichael grave: it pleased us to think this was the grave selected for this gesture. All this was arranged by the National Parks Service.

We then moved some distance away to a modern "sculpture" dated 1975, depicting Eva and Tom clinging to a spar. The "sculpture" was made of concrete and quite out of keeping with our thoughts of Eva and Tom one hundred years ago in prim Victorian times; I felt a much more appropriate monument could have been erected. This was dedicated by the local Heytesbury Historical Society. All present were then invited to sign the Visitors' book and have a cup of tea and sandwich on the beach.

On Friday June 2nd we changed motels, moving from Port Campbell to nearby Peterborough, where we were invited to attend a private dinner at the motel. Present was Don Charlwood, author of the three books on the disaster and also other wrecks -- "Wreck of the Loch Ard", "Settlers Under Sail" and "Wrecks and Reputations". He gave an address on shipwrecks in general and conditions for migrants in those days, concluding with the current subject the "Loch Ard". Don Charlwood was Vice Chair-man of the Loch Ard Centenary Commemoration Committee; and also present was the C'tee. Chairman Sir John Holland. While waiting for dinner Mr. Stan McPhee, a diver, told us how he discovered the Loch Ard wreck in 1967 and the difficulties he had in doing so. The whole evening was a wonderful climax to our two days in the district..

In the morning the whole motel rose at 5 a.m. to attend a dawn address by Don Charlwood at the Gorge, with breakfast afterwards on the beach. As we had visited the site at dawn on the day of the actual centenary, and also as a dreadful wind and rain storm had blown up during the night and still raged we decided to forfeit this meeting and start on our long journey home.

The commemoration was not only for the dead on the "Loch Ard". June 1st was also a date to remember as the end of immigration by sail and those lost during some 40 years.

Don Charlwood ends his book "Settlers Under Sail" with the following explanation:-

"By sail Victoria was founded, and for 40 years sail brought most of her immigrants.

"What was the cost in ships and lives? The number of lives lost may never be accurately known, for reports of wrecks are not always specific on the point. But it is known that 26 ships bringing emigrants to the Australian colonies were lost ... lost by errors of navigation, by collision with other ships, with icebergs and by fire. All that can be said with reasonable certainty is that over 2,000 emigrants carried in them perished.

"The loss of 368 emigrants on the "Cataragui" was equalled by losses from the "Strathmore" in 1875; both were exceeded by the "Guiding Star" in 1855. It is believed that the "Guiding Star" was "embayed".... forced by the wind into a bay within an iceberg 40 miles long. Her 480 emigrants were never heard of again. But such losses were exceeded by deaths from disease on the long journey out. During the eight busiest years of the Victorian gold rush, 1852 to 1859, a total of 1307 Melbourne-bound emigrants alone were buried at sea.

"If the overall story of losses could be told, the case of the "Loch Ard" would appear a relatively minor one. Nevertheless, occurring when it did and where it did, and leaving only two young survivors, it gained a niche in the State's history. It occurred when Australians were beginning to feel that the risks attending the journey from the Old World had almost passed the Suez Canal had already been opened for nine years; The Orient Line was about to put a 5400-ton steamship on the run. ... And it occurred only a few hours out of Melbourne, at the very landfall that had been regarded by sailing men from earliest time with trepidation.

"To us, a hundred years later, the wreck epitomises the risks taken by all those who emigrated under sail.

"Happily, nearly all arrived safely, though for few was the voyage an easy one. It is fitting now that we honour them, the men who brought them, and those others, who were brought safely to their landfall".

--Elva Carmichael

(Mr. Carmichael's late grandfather believed that Eva was a relative; and Elva and her husband are hoping to trace the Irish connections).

August 31, 1688: John Bunyan, author of "Pilgrim's Progress", died.

OLD CROSSING AT WORONORA RIVER

In September 1789 Captain John Hunter and Lieutenant Bradley of the First Fleet led explorations of the Georges and Woronora Rivers (the latter then unnamed) where eye surveys of the rivers, though not to their heads, were observed and mapped. In 1827 Assistant Surveyor Robert Dixon, on instructions from Surveyor General Oxley, explored and named the southern tributary of Georges River as the "Woronora". The word was Aboriginal for "place of no sharks", which was true to the point of the magnificent sandbar across the river which no shark would cross, yet from the bar to the Georges River they were often seen.

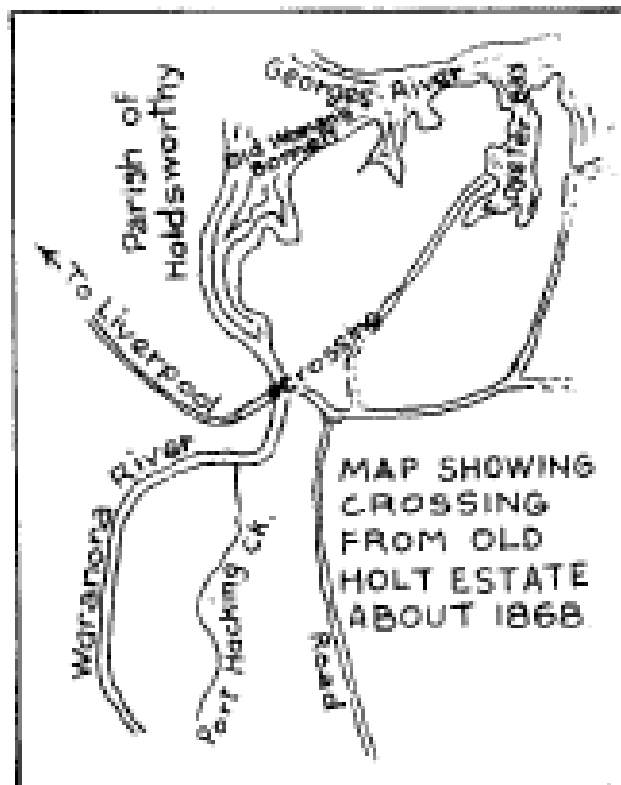
When boat parties encountered the natural low-tide crossing north-west of the island (the island, now being reclaimed, stretches almost to the site of the traffic bridge) what were their experiences? Hunter and Bradley with their crews in long-boats certainly had marines on board. Did some members step overboard and drag the boats across the river-wide sandbar or wait until high tide?

The crossing came into use some 160 years ago when it became a natural bridge for travellers at low tide either on foot or on horseback. It became a regular route from the isolated settlements in what was to become Sutherland Shire to Holdsworthy by "bridle track to Liverpool".

For a few years from 1825 the flat-bottomed boats containing grain would have had to wait for a full tide to cross the bar on their way to Lucas' Mill at the head of the river and the same on returning with crushed grain.

A map of the Holt Estate about 1868 clearly shows the crossing and its importance was certainly noted to warrant inclusion of the map.

On August 10, 1861, Mort & Co. advertised in the Sydney Morning Herald an Auction Sale on behalf of J.C. Laycock sixteen acres of land in



vast areas of the district (the present Shire), at which Thomas Holt was the highest bidder for almost 4,000 acres. The Auction Sale four days later, listed sixteenth on the list at Woronora River a "Farm of 50 acres on the left bank of the Woronora River where the track from the country to the west crosses the river on the way to George River punt. Valuable for its position".

In 1886 two men rode from Wollongong via Darkes Forest to Thorpes Forest (in the heart of the present Menai) where remains of habitation were found, to the banks of the Woronora River which they described:

"From here (Thorpes Forest) we wended our way to Woronora River which we reached at a crossing passable at low tide. Good land and timber on either bank and approaches promise stiff work traversing rocky slopes. Seeing signs of civilisation hereabout we explored a little and happened upon two or three disused habitations. Although opportunity afforded a crossing at low tide we decided to erect camp and turn in for the night".

An elderly gentleman from the St. George area, commenting in a letter to a newspaper some forty years afterwards questioned the travellers' further exploits -- "Whether they are still there, or whether in an attempt to cross the river they were swallowed up in the quicksands which rendered the crossing dangerous at times".

There were occasions of danger at the crossing at full tide or away from the specified route across the sandbar which old residents of Bangor (Menai) maintained was always firm. Several travelled this way and testified to the many cattle driven over the crossing, to early Shire slaughter yards. Mr. Fred Valiance of Sutherland, a splendid horseman, recalled the several occasions he drove cattle from Liverpool over the crossing in the early years of this century.

In April 1869 a man and his three sons went "gypsying on the Georges and Woronora Rivers". After camping in the Old Woman's Bonnet cave, the party proceeded next morning upstream and recorded:-

"To us who knew nothing of this river the navigation was very difficult. There were numerous flats and the channel is in many places serpentine. About a mile or two up where the river is very wide there is a crossing place only to be passed in a boat when the tide is pretty high. Here we stuck for a short time. There were many other difficulties. Beyond the crossing place and some flats which lie in its vicinity the river narrows and deepens and the banks grow higher and higher until they become almost precipitous".

After resting and obtaining fresh water at the head of the river the party returned later in the afternoon, stating:

"On our return we passed a sloop gathering supplies at her moorings, and hailing her people who were ashore, enquired as to the probability for our getting over the crossing. We were told that unless we made haste we should not be able to do it. This we were able to do."

Agitation for a bridge across the Woronora River began in 1901. Over ten years were to pass which embraced dozens of deputations and petitions by Bangor settlers and other organisations east of the river, before the dream became a reality

in October 1911. Use of the crossing was considered by a deputation from Bangor in April 1904. It was suggested a bridge and road to Sutherland via the old sandbar being proceeded with while for a comparatively small cost "a dam and bridge could be thrown across the river and settlers would be within three miles of the railway and the good road to Sydney". It was contended that a little money spent would induce a large settlement at Bangor in a short time. To that point of time the impact and devastation of floods on the river were apparently of little concern in volunteering such projects.

Three years previously a deputation of Bangor settlers and other organisations met Mr. W. Hanna, Acting Under Secretary of Public Works, who considered it would cost too much (£3,160) to bridge the river and suggested a punt instead. A man in the deputation suggested the river could be dammed at the old crossing for a cost of £300-0-0.

The crossing disappeared finally when dredging began in the river, the dredging including the crossing to some depth in 1935-36 for sand for the continued construction of Woronora Dam.

-- Alf Midgley

Sources: Kogarah Historical Society; "St. George Call"; Public Library of NSW; Sutherland Shire Council Library (local history); Author's Notes.

Ships' Figureheads: most old ships had carved figureheads on their prows, including many sailing ships of the earlier 19th century. From ancient times it was thought that every ship when launched had to be provided with a guardian spirit to protect both ship and crew from the perils of the sea. The god or guardian under whose protection a ship sailed was set up on its prow. The Vikings usually made their figureheads in the form of dragons. The N.Z. Maori war canoes (often 80 to 100 feet long) had magnificently carved up-sweeping prows. Most British vessels seemed to prefer female goddesses. Drake's sailing ship the Revenge had, however, a lion on her pro . The most famous of all sailing ships, the Cutty Sark (a clipper running between the United Kingdom and Australia) had the beautiful witch Nannie of Burn's poem "Tam o' Shanter" as figure-head and protectress. At Garden Island Naval Base a number of these wooden figureheads are to be seen.

Snippets From Shire History:

..... CAN YOU IMAGINE ??

... Canvas waterbags on both platforms of Sutherland Railway station with a battered enamel pannikin hanging from a chain for drinking water for train travellers.

... Coal fires in the waiting room in winter where on wet nights people from outlying areas would come and wait with their hurricane lanterns and overcoats for relatives coming off the train. Lanterns were left in charge of Mr. Warburton the Station Master if you expected to be home in the dark -- the unformed roads were a hazard; and you would have to pick your steps carefully as cart tracks would be washed out 2 ft. deep.

... Mr. Walker and Mr. Stapleton, the two butchers in the Shire at that time, unloading cattle and sheep at the goods yard and driving them down President Avenue to their slaughter yards -- Mr. Stapleton to the southern end of Glencoe St. and Mr. Walker to Sylvania Road.

... The first Bank in Sutherland at Cole's Timber Yard on the corner of Princes Highway (then Railway Parade) and President Avenue. It was an agency for the Bank of New South Wales.

... George Aspary with his double-sized dray and elephant-sized horse with a small-size leader, taking clay from the corner of Acacia Road and Princes Highway and loading into trucks at Sutherland goods yard. The area where Aspary removed clay was later the Site of the Tile Works.

... A creek running from the eastern end of Kirrawee Station. On the bank of the creek was Dube's bag-covered house. Dube's property extended from Flora Street to President Avenue and was mostly used for the growing of flowers. The only water available was from the creek, which they would bucket out onto their crops. Dube's neighbour was Gough, whose property extended to Bath Road. They also lived in a bag house on the bank of the creek and, like their neighbour, cultivated a large flower garden. Sometimes the Gough boys, Claude and Alf, carried water by way of two kerosene tins fastened to a yoke, from the natural stone bridge on North West Arm Road. Across Bath Road from Gough's was the Avery family, who also lived in a house covered by bags, on the bank of the creek.

... Logs being deposited in the middle of President Avenue at North West Arm Road having been washed down the creek when in flood... And Derrey's mud shack with its thatched roof obscured in the scrub at the corner of North West Arm Road.

... The barking of beagle hounds when Cass Dwyer and some of the lads from Sutherland had a wallaby drive late in the afternoon from Sutherland to Yowie Bay: and the yapping of foxes in the night -- they could also imitate dogs barking.

... The night sky thick with flying foxes at fruit-picking time, coming from south to north. You never saw them coming back... And seeing koalas in the area between Gymea Bay Road and Sylvania Road.

... Dan Wiggins' market garden at the junction of Princes Highway and the Kingsway. His property of about five acres ex-tended from the Highway to Waratah Street. His son Phil, who had a wholesale butter business in a big room where his brothers Jack and Harry and his in-laws would work at night cutting and wrapping and boxing butter for the whole district, the butter being kept fresh by a water-cooling system. This was about 1912.

... The tram shed at the junction of Princes Highway and the Kingsway where the tram guard would call out "Sydney Road". If .he didn't call out you would never know where you were in the darkness for all you could see was bush. Swaggies camped in the tram waiting sheds on wet nights.

... And imagine cows from the dairy drinking from the creek on the Kingsway outside where now stands Gymea Technical College:

-- Mick Derrey

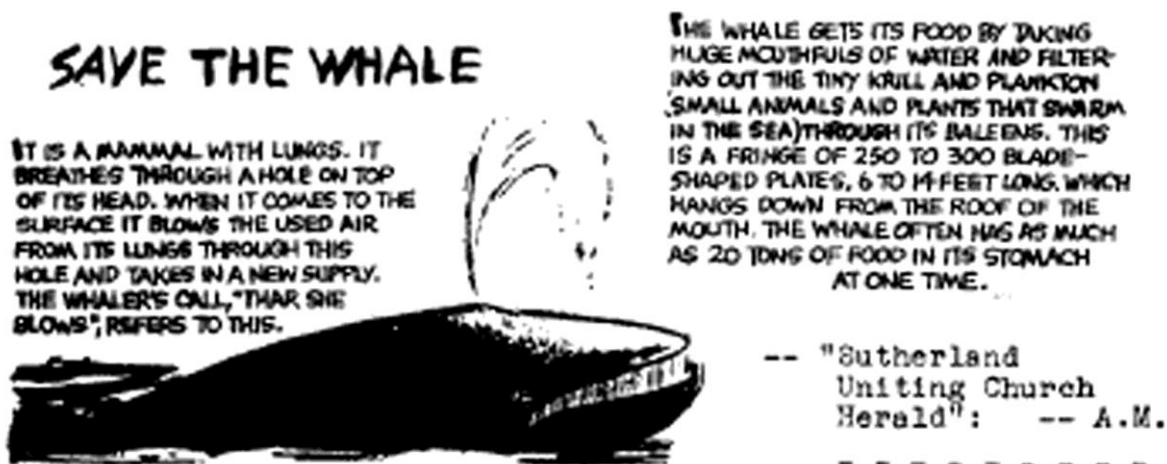
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Rum "A penny a bucket": to celebrate the arrival of the first train from Sydney to Parramatta Junction (now Granville) on September 26, 1855, the proprietor of the Vauxhall Hotel -- an astute gentleman named Stone -- advertised that he would sell rum "for a penny a bucket". Hundreds of thirsty individuals lined up to wait for the tavern doors to open, each carrying a bucket. The "buckets", however, were supplied by Mr. Stone him-self, having been specially made for the occasion. They were about the size of the bowl of a wineglass and shaped like a bucket, but were solid except for a slight depression at the top, this holding one teaspoon of rum. The joke was apparently appreciated, as it was reported that "the novelty caused a lot of fun", and large numbers were sold. If any exist today they would be a collector's item.

Lane Cove, now one of our more elite suburbs, was described by the Sydney Gazette in 1841: "Lane Cove is a resort of the most disreputable people. There should be a military post there to prevent smuggling and sly-grog selling".

* * * *****

Cockatoo Island (Sydney Harbour) was known to the Aborigines as Biloela ("white cockatoo": the same type of parrot is to be seen in flocks around the Woronora River); but for some years the island was also known to the early settlers as "Banks Island", after Sir Joseph Banks.



There is continuing talk -- but relatively little action -- among the world authorities discussing quotas for the hunting of the whale, Russia and Japan in particular attempting to seek increased quotas. Although unsuccessful at the last convention to raise the figure substantially, the slight reduction imposed in some cases was minimal; and the gruesome slaughter of these massive and harmless animals continues. The sadistic cruelty involved is needless -- the firing of high-explosive harpoon-heads into the animal, wherein the delayed-firing head explodes within the body to tear apart vital organs so that the whale dies in agony. The commercialisation of the whale is today quite unnecessary, as all products thus obtained may now be manufactured by chemical processes. From the beginning of the 19th century various species of whales were indiscriminately hunted in Australian (and New Zealand) waters by British, American and Australian whalers -- although not with the gruesome cruelty of present-day hunting, as only hand-held harpoons were used -- until many species were entirely wiped out.

Whale Bay was a 19th century name for Bate Bay off Cronulla, because of the herds of whales which used to migrate along the coast from Antarctic waters to the northern Pacific. This annual migration was well known to the onetime Aborigines, as rock carvings, now faint and weathered, around the Cronulla and Port Hacking areas indicate.

- M.H.N.

* * * * *

First NSW Ambulance: the first recognised ambulance service came into operation in Sydney in 1895. It was manned by only two permanent officers and was known as the Civil Ambulance and Transport Brigade of NSW. For the first four years of service the Brigade transported their patients (street casualties) by means of handheld stretchers and hand litters. It was not until 1899 that the first horse-drawn ambulance went into service.

SINGLETON WEEKEND: last April the Society held its annual week-end trip to this northern district, meeting representatives of the local historical Society for a tour of the Singleton district. The area is rich in history, having first been explored by John Oxley in 1818. The following year, on instructions from Governor Macquarie, John Howe who was Chief Magistrate at Windsor, set out with a party (which included Benjamin Single-ton) to penetrate and explore the present Hunter Valley. The plains between the lower part of Wollombi Creek and Windsor were named Patrick's Plains, they having been sighted on St. Patrick's Day. Macquarie granted Howe 700 acres east of the present town of Singleton. In 1823 Benjamin Singleton was appointed District Constable and given a grant of 200 acres of land, settling in the new area; and the subsequent town of Singleton was named after him.

Several historical homes were visited: "Glendon" at Scott's Flat, convict-built about 1824; "Minimbah" (formerly "Dulcamah") built 1875-77 for the wealthy pastoralist Duncan Forbes MacKay, who sold it in 1901; after various owners it became an Aboriginal Inland Mission Bible Training School; in 1972 Mr. Alwyn Wells bought it and completely renovated it. "Baroona" (formerly "Rosemount") near Whittingham, was basically built in 1827 but extensively altered and added to in 1869 when A.A. Dangar bought it; it is considered a good example of a country mansion of the late Victorian period.

-- M.H.N.

Condensed from notes supplied by H.S. Ivers.

The Beginnings of Old Menai (Bangor):

Mr. E. A. Harris, a licensed surveyor, completed a survey for the Department of Lands on August 21, 1896, and on the following December 10, the subdivisions were thrown open for Homestead selection.

Richard Midgley, then residing at Miranda with his family, selected Portion 267, followed by John Dawson, Charles Bentley, the Webb and Gribbons families; the Mayman family, also from Miranda, selected in July 1899. The selections varied in value from twenty to thirty shillings per acre, with an annual rental at 1/4 per cent for the first five years.

Forest and scrub covered their land, but little clearings soon made their appearance. Timber which was not of use for the erection of buildings and fences was burned, the ashes being ploughed back into the ground.

Fencing was one of the early tasks to stop straying stock. "Cockatoo" fences were rough and quickly erected but were not as durable as rails or wire. Their water supply was a well with a bucket and rope, or tanks for the catchment of rainwater. Womenfolk often carried the family wash to an adjoining creek, a chore from which most women of today would recoil.

(Extract "Menai Diamond Jubilee Congregational Church", 1904 - 1964:

A. & F. Midgley, 1964.

DEATH OF MEMBER OF SUTHERLAND PIONEER FAMILY

The death occurred on June 15 of Charles Thomas Smith, aged seventy-five, of West Como, a descendent of one of the pioneer families of Sutherland.

When his grandfather Mr. Fripp, with his family, arrived as superintendent of the newly dedicated Woronora Cemetery on April 2, 1895, they lived for a few months in the two rear rooms of the Congregational Church, then on the corner of Oxford and Robertson Streets Sutherland, while the sexton's home was being constructed in the cemetery grounds.

Mr. Thomas Smith, who married Mr. Fripp's daughter, was the next superintendent of the cemetery, a position he held for forty years.

His son Charles Thomas was appointed in charge of the Crematorium in 1934, and when he retired in April 1968 he had completed 35 years with the Cemetery Trust, thus ending 73 years' by the family since the dedication of the cemetery.

Believers in the Christian faith, the family worshipped in the Congregational Church at Sutherland. Charles, who was 9 months when he came to Sutherland, began teaching Sunday School in 1918 when the church was located next to the Post Office on Railway Parade (now Princes Highway). In June 1925 he resigned as teacher of the senior boys, and also as treasurer, a position he had held for six years.

When Charles, an accountant, married, he lived for a time at Penshurst before returning to Sutherland, where he lived for 34 years. He is survived by his wife and two sons.

-- F. Midgley

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First Catholic Services: they are believed to have been held in a small cottage near the present Woronora Cemetery, probably between 1888-90, mass being said by Father Conway from Hurstville. He also visited Cronulla monthly in the 1890s, riding on horseback from Hurstville.

Native Flowers - August to November: much of The Royal National Park is a heath-covered sandstone plateau shaped rather like the rim of a saucer, descending from a height of 900 feet in the south to the waters of Port Hacking. The displays of native flowers on these heaths are a major attraction from the months of August through to November.

Please detach and keep this page for reference:

FIXTURES

SPEAKERS

August 11: The Aborigines of the Sydney| Botany Bay area:
Miss Anne Ross: - Illustrated.

Sept.8: Speaker (and subject) to be confirmed: to be announced at August meeting.

Oct. 13: Captain Cook Commemoration: speaker to be announced.

Nov. 10: Speaker (and subject) to be announced.

(At the time of going to press the Hon. Secretary was waiting for invited Speakers to confirm definitely).

Dec. 8: Christmas meeting: as usual, a special programme will be arranged.

EXCURSIONS:

Sept. 23: Camden and District. Leave Cronulla 9am Leave Sutherland 9.30am
Return between 4.0 and 5.0 p.m. approximately.
Fares to be announced at August meeting.

* * * * *

NEW MEMBERS SINCE MAY:

Mesdames R. Morrison (GyMEA), G. M. Nicholls (Caringbah), L. Syme (Loftus), P. Wright (Kirrawee), J. McInerney, Librarian Caringbah High School:

Messrs. A. Bird (Caringbah), D. Eatch (Dolans Bay), Wm. Strann (Sylvania).

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

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 November issue should reach the Editor by the end of September, to allow for editorial 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. Our number is ISSN 0155-4476, and this appears on all our issues.

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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