

# SUTHERLAND SHIRE HISTORICAL SOCIETY

## QUARTERLY BULLETIN



No. 27. FEBRUARY 1979 Price: 10 cents

### CONTENTS

CENTENARY OF THE ROYAL NATIONAL PARK	M. Hutton Neve
THE S.S. ORARA	F. Midgley
THE DAYS OF THE GREAT DEPRESSION	G. Heavens
COOKING .... COLONIAL STYLE	A. Ivers
SUTHERLAND UNITED SERVICES CLUB	G. Heavens
DEPRESSION DAY EXPERIENCES	M. Derrey
THE PRESIDENT WRITES	H. Ivers
FIRST TRAIN EXCURSION TO THE NAT. PARK	M.H.N.
THE FIRST ROADS IN THE NAT. PARK	. M.H.N.
PRELIMINARIES TO BRIDGING THE WORONORA RIVER	F. Midgley
SNIPPITS FROM THE PAST	M. Derrey
CAPTAIN COOK -- 250 Years On	E. Ford
DEVASTATING FIRES IN THE NAT. PARK	M.H.N.
MEMORIAL TO ALF MIDGLEY	M.H.N.
OUR MONTHLY MEETINGS	M.H.N.
ILLUSTRATIONS .....	F. Midgley

This Issue Marks the Centenary of the (Royal) National Park on April 26th 1879

-----  
NATIONAL LIBRARY OF AUSTRALIA CARD No & ISSN 0586- 0261

---

REGISTERED AT THE G.P.O. FOR TRANSMISSION THROUGH THE  
POST AS A PERIODICAL (CATEGORY B)

## THE CENTENARY OF THE ROYAL NATION PARK

April 26, 1879

Sir John Robertson, Premier of New South Wales, was becoming concerned at the increasing growth of the population of metropolitan Sydney and the extension of suburban areas, and he foresaw the need to set aside areas suitable for recreation reasonably adjacent to both public transport and still available. Such an area was the virgin Crown Land south of Georges River. Sir John therefore instructed the Minister for Works to reserve from sale 18,000 acres of this Crown Land; and on April 26, 1879, this was dedicated as "The National Park" -- the second to be established in the world, the first being Yellowstone National Park in U.S.A., this having been created in 1872.



A Board of Trustees was set up, and at the first meeting Sir John Robertson, who had unanimously been elected Chairman, explained in his inaugural speech:

"That having in view the great progress already made .... in population, etc.; the more than probably large increase in population in the Metropolitan District and the suburbs generally within the next few years, and the consequent desirability of securing a suitable area .... for the use and enjoyment of the people of New South Wales; I caused investigation to be made respecting the tract of land bordering Port Hacking".



"The Dam" constructed in 1886 -- now the Audley Causeway.

The Proclamation of the Park was authorised by the Lieutenant Governor and Executive Council and duly notified in the Government Gazette of April 26, 1879, together with the names of the foundation Board of Trustees, viz. Sir John Robertson KCMG, Walter Bradley Esq., Angus Cameron Esq. MP, Joseph Graham Esq. MP, Walter Lamb Esq. JP, Andrew Hardie McCulloch Esq. MP, Charles Moore Esq. FRS, George Frederick Want Esq., The Hon. Robert Wisdom MP, Charles York Esq..

Walter Lamb, owing to pressure of business, resigned a few months later, and Edmund B. Woodhouse E. JP "of Mount Gilead near Campbelltown" was appointed. In 1881, when a controversy arose concerning the discovery and original naming of Port Hacking, Woodhouse claimed that "a family tradition" had it that Midshipman Aitken, his paternal great-grandfather, having been sent to search for fresh water whilst the First Fleet was anchored at Botany Bay, discovered and named the Port.

John Lucas was the son of John Lucas of the Woronora Mills Estate of 150 acres granted in 1823, and after whom the Lucas Heights Atomic Reactor is named. Charles York, "Gentleman, of Kogarah", bought the original 13 acres of land -purchased by John Connell Laycock at Burraneer Bay during the first Crown Lands sales of 1856-58; he sold to Thomas Holt, who sold it to Charles York in 1873, and York built a stone cottage -- his "country estate" -- named York House, about 1873-5, known today as Fernleigh. York died in 1880.

A Government grant of £2000-0-0 (a large sum in those days) was granted to allow the initial development of the Park. One of the first essentials was access, so it was decided to "clear a. spring cart road, from the confluence of Kangaroo Creek with Port Hacking River to Wattamolla Boat Harbour; .... and to make a track .... from opposite Kangaroo Creek to Meehan's (house) for £28-0-0". Meehan's house was on the northeast boundary, where Meehan Place Sutherland now is.

A Dam was built "to raise the water level, and so change Port Hacking River for four miles and Kangaroo Creek for 1½ miles, from salt to fresh water, useful for acclimatisation and other purposes".

The main Construction Camp was established on the site of Lord Audley's survey camp of 1861, being situated on the bank of Port Hacking River above flood-level, approximately where in later years Allambie Guesthouse was established.

In 1885 it was decided to name the centre of the Park, and it was decided that it be called "Audley" in honour of Surveyor Lord Audley. It is interesting to note that Emily, a daughter of Surveyor General Sir Thomas Mitchell, was married to "George

Edward Thicknesse Touchet, Baron Audley", at St. Mark's Church of England, Darling Point, on April 16, 1857.

The extension of the railway from Hurstville across Georges River as far as the site of Sutherland in 1884; and then, after some delay, first to Heathcote and then to Waterfall; with a "Military Branch Line" to "Loftus Heights" railway station -- later to be named "The (Royal) National Park Station" -- access to the Park "for the use and enjoyment of the people of New South Wales" was assured.

In those days "Loftus Heights" referred to the whole of the tableland between the "Main Road" -- East Parade and Loftus At. on the west of the railway line southwards from Sydney, and Port Hacking River. Today, Loftus Heights refers only to the highrise of the southern end of the suburb of Loftus -- which was formerly known as West Sutherland.

When the first National Park Guide was published by the Trustees in 1893, they were able to rhapsodise "For situation the National Park is so highly favoured that in the not far distant future it will stand a beautiful reserve, possessing undisturbed the best of its natural grandeur, in the midst of a dense population settled on both sides of the railway line, extending from the Metropolis to the furthestmost limits of the famed Illawarra district"... And, some eighty-odd years later this far-sighted anticipation of population expansion has proved amazingly correct.

-- M. Hutton Neve

\* \* \* \* \*

"Hobartville", built for William Cox II on the outskirts of Richmond in 1828, was sold last September. The building is considered one of the finest examples of Georgian architecture thought to have been planned by the convict architect Francis Greenway. The erstwhile owners, the Lindsay family, after several years of struggling to meet heavy mortgage repayments, were compelled to sell the property last year. They had previously had offers to subdivide the property but these were not acceptable. Consequently the 130 acre farm and house were sold intact to Mr. Graham Mapp, millionaire chairman of a mining company, who will use the property as his private home -- which means it will no longer be open for public viewing. The famous property, once a renowned horse-breeding stud, is now saved from the threat of a "developer" of close packed home sites.

\*\*\*\*\*

Convicts: In the 80 years from 1788 to 1868 more than 160,000 convicts came to Australia. The great majority were men, but there were also several thousand women and a few juveniles.

## THE S. S. ORARA

The Orara was well known in local waters over 60 years ago, when she was engaged in weekend excursions between Sydney and Port Hacking. A wharf constructed at Salmon Haul Beach enabled this ocean-going steamer to disembark and embark passengers.

The cost to the Sydneysider to enjoy the breeze and swell of the ocean was five shillings.

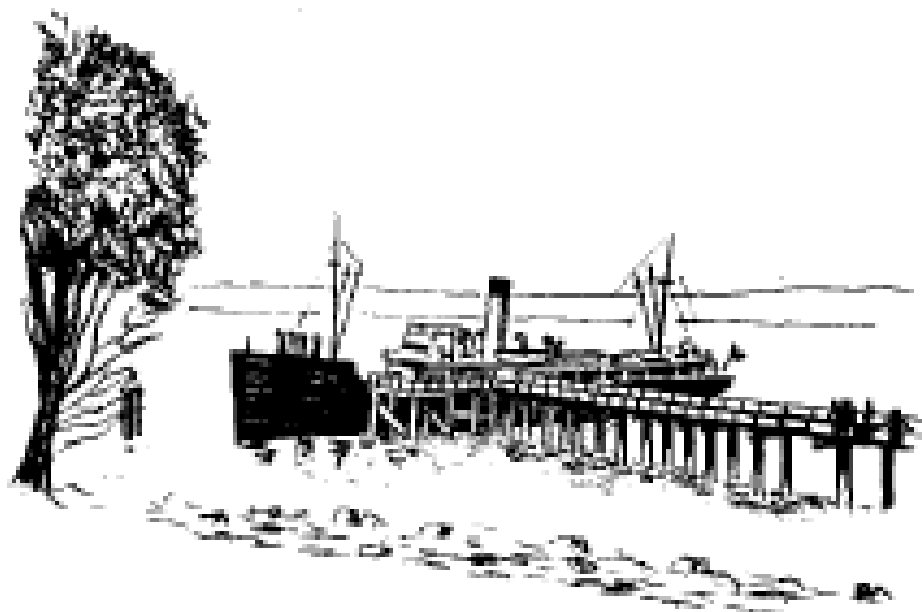
The excursions, which had their beginning during World War I, were very popular for some time, but patronage began to wane -- perhaps it was caused by the war or fear of a German submarine, for the cruises ceased just before the cessation of hostilities.

The opening of the Salmon Haul Wharf in 1918 was witnessed by a large crowd attracted by both the presence of the Governor Sir Walter Davidson and the S.S. Orara herself. Amongst the official guests were representatives of Sutherland Shire Council and the Cronulla Progress Association. The Governor, after cutting the ribbon, was then presented with the silver scissors by the wife of the first president of the Cronulla Progress Association Mrs. Furley.

The Orara was built in 1907 by the Ailsa Shipbuilding Company at Troon Scotland, for the owners of the vessel, the North Coast Steam Navigation Company, who named her after the Orara River in northern New South Wales. Of 1300 tonnes gross and 73 metres from stem to stern, Orara was specially designed for slipping the sandbars of the Clarence River and Richmond River, so she had a draught of 6 metres. Speed on occasions was in excess of 15 knots.

Orara's cargo was usually butter and cheese from the Norco factory at Byron Bay, supplemented by consignments of frozen meat.

Orara had a reputation of being a fast and lucky ship. The Company claimed passengers could have lunch in Lismore and be tied up at Sussex Street wharf in time for Sunday dinner.



For a passenger-cargo steamer she had better than average accommodation on the service established between Sydney and the Northern rivers. Between passages the steamer was engaged on Sunday excursions out of Sydney.

A month after the outbreak of World War 2 in September 1939 Orara was commissioned by the Royal Australian Navy as a mine-sweeper, with a single 4-inch gun for defence. She served throughout the war without mishap and was de-commissioned in 1946 and tied up in Sydney Harbour.

In 1947 Orara headed for a new area of service when she was bought by China and re-named Santos.

Running before a howling nor-easter off the mouth of the Zang Zse River in mid-June 1950 and crammed with unsuspecting passengers, the steamer with each turn of her screw was heading for disaster. There was a blinding explosion as the ship struck a mine attached to its rusting anchor chain. The bow was ripped open and as the steamer continued to thrust forward she disappeared in minutes beneath the waves.

It seems ironical that during the years of war service the Orara helped to keep the seas free of mines, only to end her days by running into one.

-- Fred Midgley

Sources: L.J. Lind in the Sydney Sun: Shire Pictorial: Author's notes.

\* \* \* \* \*

Sydney as seen by a visitor in the 1880a: The most unpleasant feature about Sydney is that there is a thoroughly untidy look about the place.... In keeping with the wretched pavements, the muddy crossings, and the dust, are the clothes of the people you meet.... Nobody seems to care much how they dress.... and succeed in looking pre-eminently dowdy.... The Sunday is soberly kept. In the less strict families music is allowed, but never cards or games of any kind ... High and low, rich and poor, indulge themselves in bad language luxuriantly; but it is amongst the rising generation that it reaches its acme.... There is a great deal of drunkenness amongst those who may claim to be considered the 'upper class'.... Larrikinism is a troublesome phase; but burglaries are exceedingly rare, and it may fairly be said that life and property are more secure in the Australian capitals than in any European towns of the same size...."

Town Life in Australia: Richard Twopeny: London: 1883.

-----

The "Cabbage-tree Hat Mob" were the aristocrats of the Sydney Town pushes in the last century, being "a school of young men, many married, who were good citizens, having fun!".

"I Remember...." THE DAYS OF THE GREAT DEPRESSION

Depression -- or Not Depression:

A man said to me the other day: "George, this is the second Depression you have lived through; is it as bad as the last?"

I was quick to correct him, and assured him that in my opinion this is not a "Depression" we are now living through -- it's exactly the opposite. In the 1930's the people had no money to purchase the goods they so badly needed; shops were filled to capacity with all types of stock, but there was simply no money.

Now, people have plenty of money to buy with, but the shops now only stock the quickly turned-over items.

Yes, you can buy bread and butter, meat and greens, but try to buy a spare part for your washing-machine or cleaner, or the wherewithal to mend that broken thing around the house -- you can't; try to get your good kettle, mixer or radiator mended --no way; it's cheaper to buy a new one. This does not make sense -- there is so much work available and no one doing it.

I would suggest we are now living in a "Compression" -- not a "Depression".

If you fall out of work, or if you don't feel like working you simply register for employment at the Commonwealth Employment Office and they post you a cheque for approximately \$50.00 each week; it's a steal: (single adult).

We are all living in a fool's paradise -- the fools are working and the rest are in paradise.

No, this is not a depression; if it is, it's not like the one I remember.

.....

The Run on the Bank in 1930:

In the early part of 1930 there was a run on the Savings Bank of N.S.W. as almost all of the working people were out of work or on short time. This was a bad thing; people queued up outside the Bank's branches all day, drawing out their savings until the Bank ran out of money and the Government ordered it to cease trading and close the doors. From then on, no more monies could be withdrawn.

The Bank branches all remained closed for about two weeks, then were allowed to open to receive monies only, and this went on for months. You could put money in, if you had any, but you

could not take it out again. This caused great hardship as you could not get the dole if you had money in the bank; and as you could not get out your money to buy food, and as little or no work was available, you were in big trouble.

That was the bad news. Now for the good news. In the papers advertisements started to appear. They were inserted by people wishing to help those distressed people who had their money tied up in the closed bank. It made my heart bleed when I considered the kindness that was shown by those more fortunate to those unfortunate people who had had their money in the trading banks at the time of the collapse -- tears came to my eyes.

All you had to do was to sign a N.S.W. Savings Bank withdrawal form for the balance shown in your bankbook and they would give you up to half that amount in solid cash -- weren't those people kind: It could not be considered a truly Christian practice to do that sort of thing, but -- what the hell: --the people who were doing it were not Christians anyway.

.....

#### Track Rations:

If you were a single male in the 1930s you could not receive any dole or Government assistance of any kind, if the said male was normal and in good health.

You simply had to roll up a swag, get a billy, a sugar bag, a quota of flies and head north, south or west, travel fifty miles and you were Jake -- you could draw track rations to the value of seven shillings and nine pence each Tuesday; then all you had to do was to travel another fifty miles and you could repeat the performance. Sydney to Gosford, thence Newcastle, to Singleton, and etc., etc. -- approximately fifty miles, no less though.

You received no money, only a voucher; on the back it stated what you were to receive: Baker, 3 loaves of bread; Butcher, chops or sausages (you had a choice); Grocer, ¼ lb butter, 1 box matches, ¼lb tea, ½lb porridge, ½lb sugar, ¼lb cheese, ½lb bacon, 1 tin Jam, ½lb rice.

Your fruit and vegetables had to be grown as you walked your 50 to 60 miles, depending on which way you were travelling. You could not spend half or part of your voucher-- all had to be spent on the one day, so the last of the bread you used on Tuesday for breakfast didn't need to be toasted -- it was dry enough already.



There were thousands of these single males on the road in those days; any bridge or empty building in the country housed in one-night-stands dozens of swaggies; most were good blokes, but some were not so good. They all had one common cause to travel to the next town while the weather lasted; when it rained you could be holed up for days -- and Tuesday was the only day they gave out ration tickets.

For Those Little Extras: As you needed a little money to help your rations out, all sorts of things were resorted to. I fell in with a few chaps who seemed to be doing alright. They classed themselves as salesmen; one line they sold from door-to-door were fresh shelled peas. Now, these peas were shelled by the boys from the orphanage -- I forget where. We would get mint which grew in great quantities along the creeks, take a bucket of fresh shelled peas and sell them for sixpence a fruit tin full, always supplying some mint -- the only thing we didn't reveal was the trade secret that the peas came out of a packet which we bought at 4¼d, and two packets gave us 4 full tins; tins ; these were soaked for a couple of days in water, and then, presto -- fresh from the orphans: no repeat orders, thank you.

Another good selling line was the piano protector, little bags of sand and crushed crystals from the railway toilets. Door-draught "sausages" were a good line; one chap carried these along filling them with sand from the creek. As he sold each one, all he had to do was sew the end up when full; these fetched 1/- each and sold well.

One chap who was a "bad cripple" sold bottles of water with a little spirits of salts added; it was good for polishing up brass door knockers or numbers; but of course, no repeat business, as in peas. I didn't stay with this crowd for long -- I could see impending trouble ahead, although peas were my line and at least you could eat them.

.....

#### ON THE WALLABY:

A Short Ride: I well remember getting rations one Tuesday morning and with three other chaps walking down just beyond Brinsley's to the cutting (between Jannali and Sutherland) to wait for the 11 o'clock goods train. She was heavily loaded but doing about 15 mph; we missed the first truck but we all managed to throw Matilda into the second onto the sheet, then we jumped into the next truck, all landing O.K. We then made haste to get into the second truck under the canvas before we went through Sutherland station. If you haven't

travelled in a truck, for your information you can tell cuttings, tunnels and stations as you pass them -- they all have their own noise. We went through the station and then we stopped; and after a bit of bumping and shunting, with someone talking outside, who should look under our sheet but Dan Dignan, the goods porter: We had taken a truck consigned to Sutherland. Dan was not his kind self and spoke harsh words, but he didn't stop us running off towards Loftus where we picked up a ride about 2.30 to Nowra.

Always remembering the railway was the safe way.

.....

Jack's Little Boy: We had slept the night at Nundle, had breakfast, and were walking towards the next town shown on our map, Wallabadah, when along came a truck that gave us a lift as far as the town of Willowtree; there we decided to make our destination Werris Creek as we still had two days to go before ration day. After walking a mile or so we came up with an old bloke boiling up, so we muscled in suggesting we join him for some tea. He was quite agreeable, but not very talkative.

We had some tea and toast -- Jack was the man's name. He had a nasty brown dog; the hairs around his mouth separated when he growled and snarled, which he did a lot. The dog didn't welcome us at all. Jack had an extra big swag and he walked with the aid of a long pole. We talked as we walked; Jack told us how the bank had taken his house after his wife died, so he had sold his belongings and took to the road. We walked uneventfully all day and made camp about a mile from Quirindi.

We had a bit to eat and then unrolled Matilda and bedded down. Jack didn't; he walked about and sat by a tree quite a distance from the fire. My mate Harry went over to see if he was O.K. and came back to me saying -- "This bloke's queer ; he's praying and crying and holding a teddy bear in his hands, but says he s alright." I know Jack didn't sleep that night at all; he sat by the fire and stroked that lousy dog all night.

The next morning I made porridge, which we all ate, and some tea, and were preparing to move on. Jack was fixing his swag, and as he was taking a long time I went to see if I could help him, when I saw the teddy bear.

Intending to pull his leg, I said, "Hey, what have you got there?" His answer just knocked me flat. He replied, "It's my little boy. No more than two years old -- it's my little boy -- he died yesterday morning. I'm taking him to the Police

Station at Quirindi". He rolled him up again and we walked on in a very silent group to Quirindi.

We went to the Police Station with Jack -- he seemed to want us to. When the police were looking at the child the most dreadful feeling came over me; his little shoes had darned soles, darned with string just like my mother used to darn my socks.

'We stayed all day with Jack; the boy had died of pneumonia, I think. He was buried there; we didn't stay for any funeral--we had had enough; to have walked along for ten miles with that unfortunate man carrying his little dead boy was to me one of the most horrible days of my life.

We didn't see Jack again; he was going to Muswellbrook; he had a sister there; so we went on to Werris Creek feeling quite down.

-- Geo. Heavens

\*\*\* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

Bladesville was the name given to the railway station being built between Sutherland and Gynea during the construction of the Sutherland/Cronulla electric line, but when the station was opened on December 16,. 1939 it was named "Kirrawee", an Aboriginal name meaning "long" or "lengthy". In January 1909 Mrs. Louisa Blade, who had a small general store in that area, was granted a licence for a Postal Receiving Office, and the area gradually became known as Bladesville.

\*\*\*\*\*

Ocean Beach Road or Beach Road: in earlier days of the Shire the present Kingsway, from the junction of Port Hacking Road and President Avenue to Cronulla, was known either as Ocean Beach or Beach Road: and Port Hacking Road continued north-wards through Caringbah to Horse Rock Point at Georges River.

\* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

Friday. December 13. 1911: it was truly an unlucky day; the last night tram from Sutherland to Cronulla collided at Woolooware Road with a horse and cart driven by William Hayes. The horse was killed and the tram delayed, but Mr. Hayes, although much shaken, was not injured.

\* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

\* \* \*

First "Ferry" Toll: this was inaugurated in 1843 with a hand-punt from Lugarno (at the terminus of the present Forest Road) over Georges River to the (Old) Illawarra Road. the toll was lifted on December 1, 1907, after 64 years.

COOKING .... COLONIAL STYLE:

"The Dawn", a journal for Australian women, was published by Louisa Lawson from the late 1880s to early this century.

She used the nom de plume of 'Dora Falconer' as editor, and the magazine was practically all her work. The office was a single storey building at 138 Phillip Street Sydney; and here her son, poet and writer Henry Lawson, wrote his story "Faces in the Street".

Louisa Albury married a Norwegian seaman named Peter Larsen, who later changed his name to Lawson. Henry was born in the N.S.W. town of Grenfell in 1867; later, the family lived at Mudgee, but for Louisa it was a tragic place where her daughter Nettie died. Louisa Lawson died August 12th 1920. She was a dedicated and talented woman.

From time to time I shall give a little of her interesting household items. Here are a few traditional recipes from her magazine "The Dawn".

Ginger Sandwiches: Spread one thickness of bread which has been buttered, with the syrup from a jar of preserved ginger. Spread the other slice with thickened cream. Press together and cut into finger lengths.

"Polite" Ham Sandwiches: Mince 2 ounces of ham fat and lean together very finely; butter slices of bread and spread mustard; cover with minced ham, press together, and cut into small squares.

Blossom Sandwiches: A new sandwich is one flavoured with roses, violets and other blossoms. A pat of butter wrapped in the thinnest cloth rests on a bed of blossoms in the bottom of a china tureen, which is heaped high with the same kind of flowers. After the butter has absorbed all the fragrance it is spread upon thinly cut bread, with the effect of raising to ecstasy.

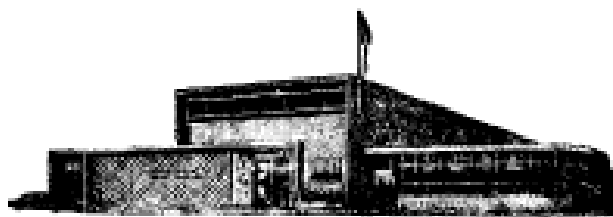
Soft Gingerbread: 1 cup treacle, butter the size of an egg, 1 cup sour milk, 1 teasp. ginger, 1 teasp. carb. soda, 1½ cups flour. Bake in a flat tin.

Queen Cakes: 3 eggs, and their weight in butter, sugar and s.r. flour, a few washed dried currants, vanilla and lemon essence. Well grease patty tins and sprinkle with flour, then sprinkle a few currants in each. Beat butter and sugar until creamy, beat eggs well and add essences, and lastly add sifted flour. Two-thirds fill patty tins; bake in hot oven until cooked, about 12 minutes.

-- Athalie Ivers

Source: "The Dawn": Mitchell Library N.S.W.

## Sutherland United Services Club Ltd.



Anzac Day will soon be with us, and so these reminiscences of this Club just over thirty years ago are opportune.

(The Sutherland School of Arts Memorial Hall was erected in the early 1920s as a memorial to Sutherland ex-service personnel of World War I -- Editor)

-----

In the latter part of 1945 at a meeting of the Sutherland Shire Council it was decided to give a block of land comprising Lot 17 and part Lot 18 as a memorial to the servicemen of World War 2. Subsequently, Shire President Councillor Seymour Shaw called a meeting of ex-service members at the Council Chambers.

At that time there were two ex-service organisations in Sutherland, the R.S.S.I.L.A Sub-branch and the sixth branch of the Legion of Ex-servicemen. Curiously, most ex-servicemen belonged to both organisations.

The meeting called by the Council and chaired by Clr. Shaw was held in the Council Chambers, the following ex-servicemen being present:- Messrs. Jim Allen and Leo Smythe; and (now all deceased) Frank Addison, Bill Campion, Bert Cooke; Alf, Bede and Jack Dwyer, Fred Haymett, Fred Lockly, Revel Stupart, and Bill ("Scotty") Taylor; and also the late Les Fitzgerald --who was only in attendance every few minutes; he was then employed as cleaner at the Council, and every so often he would put his head in the door to ask "How are we going?"

Clr. Seymour Shaw announced the Council's decision to make a block of land available as a memorial to local ex-servicemen. Then the fun started -- both the RSSILA and the Ex-servicemen's Association wanted the land: Clr. Shaw pointed out that he could not give the block of land to one organisation and not to the other, and so it looked like a deadlock. Eventually Clr. Shaw rapped his gavel on the table and said, "Look here, you fellows. -- we are getting nowhere, so I am going to adjourn this meeting for a few minutes; now see if you can unite into

one Association so that we can give this land to the ex-service men of Sutherland".

We then had an informal meeting amongst ourselves and the "Sutherland United Services Club" was formed. Officers of the new Club were elected, Trustees were appointed, and the late Revel Stupart (who was a solicitor) drew up a Constitution which admitted a very wide range of ex-service men and women.

Our first Officers were: President, Bede Dwyer; Secretary Jim Allen pro tem (I held the Secretary's office for Bernie Pearson until he was discharged from the Army in Sept. 1946; he is now deceased)', I was discharged Oct. 1945: Treasurer, Leo Smythe; Trustees were J. Allen, J. Dwyer, F. Haymett and F. Lockly.

The agreement between the Council and the Club for the sale of Lots 17/18 for the sum of £5-0-0 was signed by the Trustees and Shire President Clr. Bill Peasley. This document is held at the Council.

In the meantime our new Club had to find some way of raising money to commence building the Clubhouse. At that time our annual subscription was 2/-. As secretary of the R.S.L. I had rented the old Sutherland-Cronulla tram building from the Railway Department for 2/- per week, and we used this for our meetings.

Over Christmas-New Year 1946/47 we ran a very successful Carnival at Cronulla. A man named Smith supplied the gear --merry-go-rounds etc., and the S.U.S.C. supplied the manpower. We ran this Carnival on a 60%-40% basis with Smith. Our nett profit was £1025.

However, during the first three years we had not been inactive; our President Bede Dwyer had drawn up plans for our building, and we had acquired all the bricks from the Mortuary Station at Woronora Cemetery. The Station was being dismantled, so working bees carted the bricks to the Club site, and on Sunday mornings we would meet there to clean bricks and to drink a few quarts which came from Wal Stewart's pub. The cleaning of the bricks was a hard job as they had been set in cement and not mortar. Eventually we paid the late Bill Campion £2 to clean the remaining bricks.

At last the day came to lay the foundation of the Club. As the late Bert Cook laid the first brick he said, "Look, mates, here is the foundation of the United Services Club".

Written by Mr. Jim Allen of Heathcote:      per Geo. Heavens

\*\*\*\*\*

### A COUPLE OF EXPERIENCES IN THE DEPRESSION DAYS

Some 25 years after the Depression of the 1930s , while having lunch on a job, the topic came round to Depression experiences.

One man said that at the time he was living at Alexandria, paying £1-0-0 per week rent and had three children; he became unemployed and three months in arrears with his rent. He was eventually served with an eviction notice and given a month to get out or be put out on the street. So he went to " Happy Valley" out Botany way and selected a site on which to erect a shack within a month.

The next thing was material for the shack, for which at that time there was a big demand. Word always got round on the grapevine as to who had been evicted and from where; so he made arrangements with a friend who had a 1-ton truck to go to the house in the very early hours of the morning to start collecting building material. When they arrived they found some-one else had taken the back door and a window; so in they went and started unscrewing the front bedroom door. They had not been there very long when they heard faint noises. My friend said, "Those damn rats: They must be bad here", and went to have a look -- and there were two other men, unscrewing doors off the other bedrooms: -- and they amalgamated, sharing all the back windows. All talking was done in whispers, and on parting they made arrangements to come back a couple of nights later to see only the chimney standing: and all the palings had gone from one dividing fence. My friend told me that over that month he collected enough material from other empty houses to build a two-bedroom shack and a rough galley. Here the family lived on the dole for three years, He said it was an experience he will never forget.

\* \* \* \* \*

### The Robbing of Billy Mac's Butcher Shop at Miranda in 1931.

In these Depression days poultry farms everywhere were being raided, as well as vegetable gardens, by half-starved unemployed. In those days Billy Mac's shop was near where the Miranda picture theatre now is. Thieves raided the cool-room taking a large supply of carcasses of beef, mutton and pork. No one was ever caught.

My friend asked me where I lived: "Gynea Bay", I replied.

"That's not far from Miranda", he said. "Will I ever forget my experience out there when we emptied the butcher's shop: We must have had thirty hundredweight of meat on the ½ton Truck:"

"Did you sell it?" I asked.

"No", he replied, "not one pound of that meat was sold. It was cut up and distributed amongst the widows with big families all round the Alexandria area".

-- Mick Derrey

\*\*\*\*\*

#### THE PRESIDENT WRITES ....

1978 passes us by, and we are all reminded to renew our associations and responsibilities for this year of 1979. In March 1979 this Society commences its 13th year of activity.

I am very pleased to note the continued active attendance at meetings and excursions. In the matter of meetings I express the gratitude of members to the Shire Council in the provision of an excellent meeting place on the second floor of the Council's Administrative Buildings which has now been available to the Society for the past year. I also wish to thank the Parish Council, and particularly Rector Peter Kemp, for the use of the "Cry Room" at St. John the Baptist Church of England at Sutherland, as a meeting place for the Society's Executive.

In the matter of excursions, every one for 1978 has been well supported, none having suffered any financial loss. It is unfortunate that at times some members miss out, but members are insufficient to support two buses. New areas are planned for 1979; and members are reminded to be early in their arrangements because the coach rapidly runs out of seats at the meeting before the excursion. Kurnell Passenger & Transport Service has given us excellent service and we are happy to continue this association.

No year leaves us without a sad note, and we regret the passing of Alfred Midgley, a foundation member and a regular contributor to the Society's Bulletin. The Society has benefitted much from his participation; and members will be glad to know that the Society donated a gift in his memory in the "Alfred Midgley Memorial Hall" at the Uniting Church Menai.

A Happy New Year to you all.

-- Harold Ivers

\*\*\*\*\*

When the Crinoline first appeared in England in 1854 it was somewhat facetiously described as "One of the triumphs of the new age of steel, as modern as the Crystal Palace and not at all dissimilar in shape".



## FIRST TRAIN EXCURSION TO THE NATIONAL PARK

December 26, 1885

Any additional extension of the Illawarra line, however short, which brings the public into closer communication with their great recreation ground, the National Park, is naturally a matter of great importance. Therefore the announcement made by the Railway Department at the end of last week that passengers would be carried as far as Sutherland on Boxing Day was received with much satisfaction. Prior to Saturday the line was open only to Hurstville, but the line may now be considered practically available for a distance of 13 miles, although until the station buildings, etc., are completed at Sutherland, regular trains will not run there.

Sutherland may be said to be on the north-western boundary of the National Park, the entrance gate of which is about a mile further out, so that when the new extension is thrown open for everyday traffic numbers of excursionists will use it as a means of getting to and exploring the Park, and enjoying the privilege of yet another glimpse of varied southern scenery.

According to the timetable there were ten trains to Sutherland during the day, the first starting at 8.35 a.m.. This and the succeeding train carried the passengers without undue crushing, but that timed to start at 11.36 was uncomfortably crowded, and, much to the disgust of confirmed smokers, the carriage specially apart for their convenience was invaded by ladies and children; and a number of persons had to be content with standing-room on the somewhat airy car platforms and to hold on tightly to the iron guards.

Passengers were taken on at almost every station until the train reached Kogarah and Hurstville, where the pressure was somewhat decreased.

Before reaching Como a driving shower came up from the S.E. and there appeared to be every indication of a wet afternoon. Fortunately, the rain was only temporary, and the clouds having passed away, the ground soon dried, and the rest of the afternoon turned out fine and warm.



Train crossing Georges River

Each train as it came in increased the number of visitors, who wandered about the bush in every direction in search of the pretty red and yellow bell flowers which abound in the locality and the Christmas blossom.

Some people, with a weakness for exploration, walked to the National Park, where even near the entrance gates were to be found the long stems and blossoms of the gigantic lily, and a variety of ferns and flowers. Crossing the mile of undulating parkland, those who ventured so far came to a steep zigzag path winding down into the deep gully at the bottom of which were the placid waters of the river, almost hidden by the trees.

The scene here is calm and beautiful, and no one save those who are insensible to nature's handiwork fail to appreciate it. The rugged and uncompromising rocks in the background seem by contrast to intensify the dark green foliage of the gumtrees and undergrowth, while every now and then a glimpse is obtained of the rose-coloured bloom of the Christmas tree, presenting at a cursory glance the appearance of a tree whose upper branches have by some unaccountable means caught fire. The fair expanse of water extending from the explorers' feet assists the pleasing contrast of colouring.

Of course, the return journey must be made; he will then brace himself for the upward climb. It will be found better to negotiate the hill by short instalments, and this will give the weary climber time to absorb air, and again to enjoy the scenery far below.



Arriving at Sutherland station, some mothers and children remained in the train. Most of the rest sheltered in the station buildings Others made for the "Sutherland bush" as the rain ceased -- there was as yet no settlement. The township site was not laid out until the survey in June 1886.

The original station was a little to the south of the present site.

On the way back to Sutherland picnic parties were met with in every direction, but by nightfall the last train and its weary passengers returned to Sydney.

-- M.H.N.

Condensed from a report in the Sydney Morning Herald of 28/12/1885.

\*\*\*\*\*

### THE FIRST ROADS IN THE NATIONAL PARK

In the first five years of the Trust's existence, nine main roads were planned and the work of construction began.

These routes were from the main camp to the Illawarra - Sydney road, near the site of Loftus Junction Railway Station; from the same starting point across the dam to the summit of the range, and on to Wattamolla Boat Harbour, and the Marley and Little Marley Beaches on the sea coast.

A coast road was cut from Garie Beach in the South to Jibbon Beach in the north, traversing the whole ocean frontage of the Park, and from this main thoroughfare, branch roads were made to near Costen's Point, to the Spit, and to near Wentworth's Fountain, all of which terminate on the bank of Port Hacking; and a roadway was also made to Grafton street, in the township of Sutherland.

During the period named, 32 miles of roads were cleared, and a considerable length was formed and finished for traffic,

Perhaps the most important of modern improvements is the reduction of the grade in the steepest part of the descent from the railway terminus to Audley. Formerly there were pinches in this road, on a grade of 1 in 5, but a re-survey and a slight deviation has resulted in a mean grade of 1 in 11, a straight instead of winding roadway, whereby a greater degree of safety to vehicular traffic and a less laborious climb to pedestrians have been secured.

Extract from the (first) Official Guide to the National Park of  
New South Wales: Sydney: 1893.

"The main camp" = Audley.

"The Dam" = Causeway

"Costen's Pt. = S.W. Arm

"Wentworth's Fountain" = about ¾ mile south of Gundamaian

"Illawarra-Sydney" Rd. = Princes H'way

"Grafton St." = this was approximately where the entrance gate was to the Park

-- M. Hutton Neve

-----

PRELIMINARIES TO BRIDGING  
THE WORONORA RIVER



OWEN JONES

With the proposed construction of a new bridge across the Woronora River commencing this year, it is interesting to recall the hopes and frustrations of the residents of Bangor when they sought to have a bridge built nearly eighty years ago.



ADAM DAWSON

The earliest move by Bangor residents officially to petition for a bridge over the Woronora River was reported in the St. George Advocate of August 10, 1901, when a deputation from the local Progress Association visited the Sutherland Progress Society. The matter was talked over, and it was hoped to arrange a time for a deputation to the Minister of Works, and letters were sent to Mr. Kidd, the Member for the district, and to Mr. Carruthers (premier) as the founder of the settlement of Bangor, in the hope he would lend his influence to obtain the bridge.

This reference to Mr. Carruthers did not imply that he personally formed the little settlement by his presence, but it was through his efforts in Parliament that Homestead Selections became available. However, the officials were not moved, for twelve months later on a Wednesday afternoon in September 1902 Mr. W. S. Hanna, Acting Under Secretary for Works received a deputation of settlers "residing" (as the report stated "near Sutherland, but on the other side of the Woronora River." This of course referred to Bangor.

Mr. J. M. Purves then presented a petition, from the residents of Bangor asking that a bridge be erected over the Woronora River to give access to Sutherland, He said the district was well adapted to fruit and vegetable growing, but its development was severely hindered by there being no convenient access to the railway. The settlers had to cart their produce ten Miles to Hurstville station, whereas by the proposed bridge it was estimated to be three miles (to Sutherland railway).

Mr. Hanna in replying said that the bridge and approaches would cost £3,160 to construct, and as this was too expensive he suggested a punt might meet their requirements. A member

of the deputation said he thought that a dam could be built for £300, and that this would suit -- bringing up a previous suggestion of constructing a small dam on the old sand bar,

and throwing a bridge across this. (see article -- Old River Crossing at Woronora River: by Alf. Midgley, Bulletin August 1978). Mr. Hanna promised to get an estimate prepared for constructing a dam, and would lay the matter before the Premier... But officials were concerned more with the cost of such a project in bridging the river than in the plight of Bangor residents: but to build a dam and throw a bridge across this would have been sheer folly, for floods, such as the gigantic one of 1908, would have made short work of such a structure.

Publicity in the local press in April 1904 gave some encouragement to the residents of Bangor to continue agitating relentlessly for a road to Sutherland.

In mid-July 1905 a deputation consisting of Bangor residents Owen Jones and John Dawson, and Cowling; and Sutherland representatives the Rev. W. A. Marsh (Congregational Minister), Mr. D. Peters and Mr. Bell of The National Park, with Mr. Croft of Sydney, were introduced by Mr. F.W. Downes M.L.A. to the Minister of Works to present a petition bearing nearly four hundred names for the construction of a bridge.

Early in August 1905 a group of surveyors were seen on the job, surveying the country. Mr. Downes paid another visit to the locality, expressing to the elated Bangor residents his optimism of the prospects for the bridge.

Plans were drawn up for the bridge in 1907, but by some unaccountable means the Sutherland Shire Council lost the set of plans completed by Engineer Griffin in January 1908. They were posted to the Public Works Department by Shire Clerk Mr. MacFarlane -- and were not heard of again. The value of the plans was £12-0-0, and the unfortunate part was that there was no other copy in existence. However, new ones were prepared, for the Council intended to leave no stone unturned to get the bridge. Councillor Judd strongly criticised the Post Office "as being a farce".

By mid-December 1907 the new road to the Woronora River was near completion, though the neglected state of the road approaching Sutherland railway station was hard to understand. The road had five zigzag bends winding its way to the bottom. Near the summit was Swaines' Refreshment Rooms, and from this view a panorama unfolded of the river winding its way. Looking to the left was a tented camp on the flat, and a quarter-mile upstream was Price's home and boatshed. At the end of the road was Mr. Cook's property, where he had erected a substantial cottage with a strong three-foot retaining wall (the

house and wall still stand). This was all about twenty to thirty feet from the riverbank. Mr. Cook, who was elected to the first Shire Council in 1907, built a commodious shed to house twelve new skiffs for the pleasure-seekers and fishing parties.

-- Fred Midgley

Sources: St. George Advocate: St. George Call: Author's Notes.

\*\*\*\*\* \* \* \* \* \*

Checking the Time:                      Snippets from the Past.

This was always a problem when I was a child. There being no radio in those days, our only way of checking our clock was from passers-by; but sometimes you would not see anyone for two days. So my mum would tell me to let her know when I heard the Funeral Train coming up the hill from Como to Sutherland -- we could hear this very plainly (our place was between Sutherland and Gymea), and we would then know it was 3 o'clock. The return train was about quarter past four...So that's how she would set her clock -- but you would have to give or take ten minutes each day.

This was Sutherland...

My father told me about the time his horse dropped dead outside Sutherland station, and all the kids in the area gathered round poking it and opening its eyelids before deciding it was dead. Sgt. Lewis (Sutherland Police Station) came along and said, "What's the trouble here?" The boys all replied, "It's dead". Lewis said "Stand back:" and then he fired two shots into the horse's head to make sure it was dead....

Or was it only for a little practice?

"The White Elephant":

When the first Council Chamber was built in 1916, it was called "The White Elephant", and some residents showed their disapproval by disfiguring it with black paint. Then, to clean their brushes they made for Mr. Hoares' place at the corner of Merton Street and President Av., opposite the M.I.C. College -- and painted his white horse's ribs in black:

The early Council workmen wore oilskin coats and sou'wester hats in wet weather; they would paint the coats with oil in order to make them waterproof.

Council Rates in 1913 were 6/8d (68 cents) for two acres of land.

-- Mick Derrey

CAPTAIN COOK ...250 Years On

Official Opening of the  
Captain Cook Birthplace  
Museum, Marton,  
England.

-----



Britain's history buffs returned to Middlesbrough in the northeast of England on October 27th last to celebrate the 250th anniversary of the birth of James Cook, marked by the official opening of the \$971,200 "Captain Cook Birthplace Museum" at Marton in Middlesbrough. The museum is only a short distance from the site of the mud-walled thatched cottage in which Cook was born.

One museum display depicted James' christening in the Marton parish church of St. Cuthbert. There is a reconstruction of the cottage, a scale model of the Endeavour and 20 cm models of Cook's guns. These models were made by students of Sydney's James Cook High School and were presented to Middlesbrough Council last June. Galleries have been devoted to New Zealand, Australia, Canada and the Pacific Islands.

A Captain Cook Trust was set up last year to raise money for the museum. Its patrons included Earl Mountbatten of Burma, the (British) Prime Minister Mr. Callaghan, the Opposition leader Mrs. Margaret Thatcher, and the First Sea Lord Admiral Sir Terence Lewin, who performed the official opening.

Along London's Strand, New South Wales House and other State Houses had impressive displays of Cookiana, these stopping hundreds of passers-by.

Captain -- or, historically speaking, Lieutenant -- Cook, was born on 27th October 1728, the son of a labourer, with few apparent prospects. The register at the parish records his baptism by the Rev. Philip Kitchen on 3rd November that year. This parish record entry has been preserved; and the church, which has a special stained glass window commemorating his landing in New Zealand in 1769, is still in use.

The vicar, the Rev. Donald Firth, said: "Australians would gladly take it stone by stone:"

Cook's father, also named James, was a Scot who came south in search of work. Young James was able to attend the village school when the family moved from Marton to a farm at Great Ayton, south of Middlesbrough. His academic ability came to the notice of his father's employer Thomas Scottowe, who paid for him to stay at school until he was 13. Then, through his connections, Scottowe arranged a job for James with a merchant at Staithes, a seaside village, where he spent 18 months with the grocer and haberdasher: and here he became fascinated by the sea. In 1746, at the age of 17, he went to Whitby and became apprenticed to a Quaker ship-owner, John Walker. In July 1751 after nine years on coastal colliers, James Cook joined the Royal Navy, beginning a career which was to take him to the undiscovered corners of the earth and to greatness.

-- Enid Ford

(With acknowledgment to Malcolm Brown, London; and Sydney Morning Herald Oct. 27, 1978).

-----

NB.: At my suggestion in June of last year, the Shire Council sent a selection of Shire photographs, both of historical and contemporary interest, as well as a number of varied publications relating to the Shire, to the Town Clerk of Middlesbrough, as our Shire contribution to the Museum.

-- M.H.N.

\*\*\*\*\*

KINCOPPAL CONVENT, Elizabeth Bay. The original sandstone house of that name was built in 1870, and the Convent moved there from Darlinghurst in 1909. The trustees of the Society of the Sacred Heart of Jesus have sold the property to developers as a site for home-units, but two old stone buildings within the grounds are protected by the National Trust and will be exempt from redevelopment -- which will begin as soon as the Convent completes arrangements to amalgamate with the Order's Rose Bay Convent.... And so an Almost century-old ecclesiastical landmark will pass.

Condensed from item in the Sydney Morning Herald 23-9-'78.

-- M.H.N.

\* \*\*\*\*\*

Colonial "Cooking Terms":

Hashmagandy: Bush Stew.

Devil on the Coals: Small quickly baked Damper.

Gunderoo Bullock: Baked Koala.

-- A.I.



DEVASTATING BUSHFIRE: IN THE  
NATIONAL PARK

Destruction of Fauna and Flora



With the ending of World War 2 the Trustees of the Park were faced with many problems created by the wartime years of enforced neglect. Roads and buildings were urgently needed to be repaired, replaced or rebuilt; while in May 1942 a violent storm caused such tremendous havoc that the hard-pressed wartime Government made an emergency grant of £9050.

Then, while the Trustees were striving to repair and to improve Park conditions, a raging bushfire occurred in February 1946, destroying thousands of acres in the coastal areas and all but wiping out the isolated settlement of Bundeena. At that time there was no trafficable road to Bundeena, the only access being by ferry from Cronulla. Only the superhuman efforts of Sutherland Shire voluntary firefighters, Park employees and the Police saved the small settlement. The Park had scarcely recovered when in November 1951 another fire swept through the Park, burning out about 26,000 acres, out of a total of some 36,000 acres, and destroying all native fauna and flora.

During the raging 1951 fires, one of the worst in the Park's history, panic-stricken deer fled into surrounding areas seeking sanctuary, only to be shot by callous hunters. One such man, after wounding a deer in the leg, chased it into the Hacking River and then went in after it. He collapsed in the water and was towed ashore by the deer, which thus saved his life. As soon as he had recovered the man turned on the injured deer and shot it.

The ravages of bush fires will always remain a potential threat to the well-being of the Park. Not only is plant life destroyed, but the loss of bird and animal life is even more tragic, for the survivors do not breed and re-establish their species until their natural habitats have recovered. It is doubtful if any of these fires are caused by spontaneous combustion; they are often the result of casual or criminally careless picnic parties; or of insane "fire bugs".



While many of the trees and undergrowth may in time recover -- although not perhaps for several years -- many of the small ground species of fauna may be entirely wiped out and the few remaining species incapable of re-establishing the colony.

(Illustrations - RNP & WS)

-- M.H.N.

\* \* \* \* \*

### MEMORIAL TO ALF MIDGLEY

At the October 1978 Executive Council meeting it was unanimously decided to grant approximately \$50.00 to the Menai Uniting (late Congregational) Church for the establishment of a Memorial from the Society, the selection of same to be left in the hands of the Church Elders in consultation with Fred Midgley.

A very handsome copper-bronze vase about eighteen inches tall was selected, both the shape of the vase and the etching thereon having a distinctly unusual antique appearance. The vase was engraved "In memory of Alf Midgley: Sutherland Shire Historical Society".

An afternoon service was organised by the Church community to celebrate the opening of the Church Hall -- which Alf had helped to build. Several members of the Society were in attendance, and the President, Mr. Harold Ivers, formally made the presentation of the vase to Fred as representing the congregation.

\* \* \* \* \*

APRIL MEETING: As the second Friday in April, the 13th, is Good Friday, the usual monthly meeting will be held the following week -- April 20th, in the Council's Administrative building as usual.

\*\*\*\*\*

Paying Subscriptions: As pointed out elsewhere, Subscriptions for 1979 are now due. When paying by cheque, please make cheques payable to Sutherland Shire Historical Society -- and not to the Hon. Secretary Mrs. M. Taplin, although cheques should be posted to her.

\* \* \* \*\*\*\*\*

Germans interned at the outbreak of World War I were engaged in the construction of a road between Menai and Liverpool depot for supplies and equipment were erected on a site opposite to where the Atomic Reactor now stands, while the prison camp was located in an area beyond Little Forest.

### OUR MONTHLY MEETINGS

OCTOBER: To mark the celebrations held in several parts of the world in connection with the birth of Captain James Cook on Oct. 27, 1728, Mr. J. Johnson of Canadian Pacific Airlines, spoke of Cook's exploration of the west coast of Canada, illustrated by slides of the localities seen or touched upon by Cook. This part of Cook's North Pacific exploration is generally little known here -- he penetrated into the Bering Sea (near the North Pole), only being checked by the ice masses, and in doing so proved there was no "north-west passage" -- a controversial claim -- allowing a short cut from England to the rich Orient trading localities.

NOVEMBER: Ald. Ron Rathbone's presentation of historic buildings past and present in the St. George area was a delight. The numerous coloured slides had been taken 15-20 years ago, depicting a wealth of charming homes which, in an era when they were little appreciated, had been demolished to make way for "modern facilities" as service stations and the like. As interesting as the illustrations themselves were the fluent, informative --and at times racy -- ad lib descriptions in the inimitable manner which only Ald. Ron could have achieved. A delightful evening.

DECEMBER: For this meeting our President was extremely lucky to obtain ("quite by error") two most attractive films from Qantas... "Track Winding Back" (to Gundagai), and "Those Were the Days", dealing with life in 19th century Victorian gold-mining days. For some unknown reason these entertaining historical films are not available for Australian viewing, being intended only to attract overseas' tourism. The "error" in loaning them was much appreciated: Mr. George Heavens completed a delightfully relaxing evening by screening one of his recently acquired films relating to Historical Victoria, and it, too was much enjoyed. The evening concluded with a delectable supper arranged by Mrs. Athalie Ivers and contributing members.

-- M.H.N.

\*\*\*\*\*

#### Some Dates of Interest:

Feb. 23. 1931: Dame Nellie Melba died.

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

March 24. 1603: Queen Elizabeth I died.

April 14. 1912: Probably one of the greatest maritime disasters was the sinking of the Cunard liner "Titanic" on her maiden voyage across the Atlantic to the United Kingdom, when she struck an iceberg in northern waters and sank with tremendous loss of life.

## HISTORICAL SOCIETY REFERENCES:

Publications Committee: Mr. G. Heavens (Convener) Mrs. M. Hutton Neve (Editor), Mesdames P. Garland and E. Ford, Messrs. F. Midgley and B. Griffin: President ex officio.

Contributions: Members are asked to submit material for the Bulletin -- it need not be confined entirely to local history interest, but local history is especially welcome. If material is extracted or re-written, please quote source. If hand-written, please print names in BLOCK (= capital letters) and hand to Convener or Editor, or post to Editor's address. Copy for the May issue should be handed in before the end of March.

Bulletin Copies: supplied to all branches of the Shire Library, and to the Shire President, Shire Clerk and all Councillors,

The Society is affiliated with the Royal Australian Historical Society and the National Trust of Australia (NSW Branch).

Society Publications are registered with the National Library Canberra in accordance with International Standard Serial numbering; this automatically includes copyright. The Society's registered number appears on all Society publications --ISSN 0586-0261.

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

Publications of Local History are usually on sale at each monthly meeting; proceeds are paid to the Society .... Illustrated History of Sutherland Shire, by F. Midgley, 50 cents  
The Hon. Thos. Holt, by M. Hutton Neve (illus.) 50 cents.

Monthly Meetings of the Society: Held on the 2nd Friday of each month, commencing at 8.0 p.m., in the Recreation Staff Room of the Council's Administrative Centre in Eton Street Sutherland (2nd floor). Visitors are welcome.

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

<u>President</u>	<u>Hon. Sec.</u>	<u>Publications Convener</u>
Mr. H. Ivers, B.E. 620 Princes H'way, Sutherland: 2232 P . 521,1407	Mrs. M. Taplin, 199 Willarong Rd., Caringbah: 2229 Ph. 524.5095	Mr. G. Heavens, J.P. 78 Toronto Parade, Sutherland: 2232 Ph. 521.6190

Hon. Treas.: Mr. S. Stedman, 495 Kingsway Miranda 2228: 524.5389

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

