

# SUTHERLAND SHIRE HISTORICAL SOCIETY

## QUARTERLY BULLETIN



No. 28

MAY 1979

Price 10 cents

### CONTENTS

CARINGBAH FIRE BRIGADE	G. Heavens
PRE-SHIRE'S FIRST LANDOWNERS	M. Hutton Neve
"THIS WAS SUTHERLAND"	M. Derrey
MENAI SCHOOLTEACHER & T-MODEL FORD	F. Midgley
WEEKEND TOUR OF GOULBURN	H. Ivers
JAMES FLECK -- Cook Family Descendent	M.H.N.
LETTER FROM MAYOR OF MIDDLESBROUGH	....
"THE GOOD OLD DAYS"	....
WORONORA MEMORIES	Mrs. M. Gray
THE SHIRE 60-ODD YEARS AGO	M, Derrey
ANNUAL GENERAL MEETING 1979	....
BUILDING RETAINING WALL WORONORA RIVER	F. Midgley
NEW SIZE OF BULLETIN	G.H.
"WATTLE & DAUB" COTTAGE BUILDING	M.H.N.
CHILDHOOD MEMORIES OF THE SHIRE	M. Derrey
PRE-METRIC MEASUREMENTS	M.H.N.
COOKING -- COLONIAL STYLE	A. Ivers
"THE GOULBURN TRIP"	G. Heavens
MONTHLY MEETINGS	M.H.N
ROSSFORD AVENUE (Jannali)	M.H.N.
POTTED HISTORY ABOUT THE BENTLEY	G. Heavens
SUTHERLAND-CRONULLA STEAM TRAM	P. Neve
ILLUSTRATIONS ...	F. Midgley

---

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)

CARINGBAH FIRE BRIGADE

In 1945 the National Emergency Services-- the N.E.S. -- finished up, as the war was over and it served no further purpose; but out of t h e ashes the men who had served as NES formed a Hose Post in 1946.



Harry Hinte, who had been most active in the NES, was elected as leader, and the NSWFB made them all Reserves, and they did an excellent job using Harry's truck as a "fire-appliance".

In 1948 Harry Hinte made application to be appointed as a volunteer to Cronulla Fire Station.

In 1952 the Fire Board supplied an "appliance" (Fire Motor) which was housed in a garage in President Avenue Caringbah. This was the first Caringbah Fire Station. A brigade was formed of volunteers with Harry Hinte captain in charge. All went well until 1956 when Captain Hinte had a severe heart attack and died suddenly. He was accorded a Fire Brigade funeral with full Brigade honours, and was conveyed to the Woronora Crematorium on the Caringbah "appliance", all the volunteer crews from Cronulla, Caringbah and Sutherland attending. Arthur Hughes, who was the senior man, stepped temporarily into the breach, and was eventually made Capt. Hughes.

In May 1959 the Fire Board built a Fire Station in Mansfield Avenue Caringbah, and Cronulla Fire Station closed, and the officers from Cronulla took over the management of the Caringbah Station. S. O. Curran was senior officer at this time — Station No. 45 NSWFB. Capt. Hughes was allowed t o retain his rank as Captain. The new arrangement gave t h e Caringbah Brigade a strength of 4 officers, 4 permanent drivers and 20 Volunteer Firemen.

The Mansfield Avenue Station closed in 1976, and a new Station was opened in Miranda; and a new Station was opened in Cronulla 1977 on the Kingsway near Swan Street. These two "appliances" cover from Cronulla to Gymea, Sutherland a n d Engadine and the rest of the Shire except Bundeena, which has its own Motor and Station.

Caringbah Fire Brigade, which served so well, has now gone forever.

-- Geo. Heavens

\*\*\*\*\*

Electrification of trains from Sutherland to Waterfall should be completed by mid-1980. Station platforms at Loftus and Engadine have been extended to take the longer electric suburban trains. Overhead wiring and signalling apparatus is now being installed.... At the same time the old Royal National Park Railway Station had been completely modernised; and it is here that the new Information Centre will be built. Unfortunately, the old original sandstone platform of 1886 has been destroyed in the reconstruction.

-----

THE PRE-SHIRE'S FIRST LANDOWNERS  
Extract from electoral roll for the Electoral. District  
of Central Cumberland for the year 1869-70

<u>Christian &amp; Surname</u>	<u>Residence</u>	<u>Qualification</u>
COSTON, William	Port Hacking	Freehold
BAGNELL, Edward	Port Hacking	Residence
DAVIS, James	Georges River	Residence
DOLAN, Patrick	Port Hacking	Freehold
DOLAN, Dominick	Port Hacking	Residence
DUNLOP, William	Georges River	Residence
GOGERLEY, Charles James	Port Hacking	Freehold
HARRIS, William	Horse Rock	Residence
HOLT, Thomas	Newtown	Freehold (Sutherland)
JUSTICE, James	Sutherland	Residence
LAHANE, John	Sutherland	Residence
SIMPSON, William	Port Hacking	Freehold
SMITH, Charles	Near the Punt (Syl.)	Residence (Georges River)
WINLOVE, John	Port Hacking	Residence

The Electoral Roll for the same District 1873-74 The following new names were added:

HALL, Edmund	Port Hacking	Freehold
HARVEY, John Peter	Punt	Residence (Georges River)
LOCKETT, Charles	Sutherland	Residence (G/R)
LORD, Thomas	Sydney	Freehold (Port Hacking)
PUCKERAGE, Richard	Port Hacking	Residence
ROWE, John	Southerland	Residence (at Mr.Holt's)

The Electoral Roll for the same District 1878-79

Only six of the originals are shown remaining - viz. Costen (Coston), Dominick Dolan, Lehane, Simpson,. Hall, Winlove. Gogerley was then residing in Sydney, Thos. Holt at Newtown. The new names are:-

DOUGLASS, John	Georges River	Residence
FUSSELL, William	Southerland	Residence
HASSELL, Thomas	Port Hacking	Residence
HOLT, Walter Henry	Sutherland	Residence
HORDEN, Anthony	Sydney	Freehold P/H

(contd. over)

Electoral Roll for Central Cumberland 1878-79 -- contd.

Christian & Surname	Residence,	Qualification
LEWIS, Thomas	Georges River	Residence
M'NORTON, John	Southerland	Residence
PHILLIPS, Emanuel	at Coston's	Residence
SHOOBERT, George	Port Hacking	Residence
WELLS, William	Southerland	Residence
WHITE, William	at York's	Residence

Notes: Coston/Costen: the two later Rolls spell the name with an 'e' .

Where a name is given as having a residential qualification "at Mr. Holt's" etc., this would indicate that the voter was an employee.

"at York's" (Wm. White): this was "York Cottage", now known as Fernleigh -- Charles York being the owner.

Southerland: it is noted that the original historical spelling is used in some cases.

Port Hacking as a residential address would cover both sides of the Hacking River.

Lockett, Chas.: 1873-74 Roll: this is given as "Lockarth", residing at Southerland.

Lahane should be spelt "Lahane".

Unfortunately, no indication is given of the occupations of the various residents. It should be noted at that time only adult males were enfranchised. Aborigines (males) were not entitled to vote: the Hon. Thos. Holt employed three or four of them on his Sutherland Estate.

This is the first documentary evidence of our very earliest settlers.

--M. Hutton. Neve

Source: from information supplied by Miss P. Garland

-----

"This Was Sutherland": when you left the shopping centre of Sutherland (prior to World War 1) you were in complete darkness at night. At times there were bazaars and the merry-go-round, but lighting was by carbide lamps.

There was then no water supply, no lights (other than kerosene and the carbide lamps for homes), no radio -- and no night-soil removal; you had to dig a hole in your backyard, and you could usually tell who was doing the job when the wind was blowing in your direction: On rare occasions Mr. Roberts the first Health Inspector, would make an inspection.

Miranda for years was referred to as "sleepy Hollow" -- it was just a "dead hole".

Funeral Train: as it came through from the city, caskets would be picked up from the end of the platforms like any other luggage, and two men from the mourners' carriage would load them.

-- M. Derrey



### THE MENAI SCHOOLTEACHER AND T-MODEL FORDS

Menai Public School until 1928 had always had a woman in charge from its beginning as a Provisional School in 1902. Then a man was appointed in charge, but he stayed only a few months, being then succeeded by Mr. C. R. Davis.

Affectionately known as "Pop", he was well liked during his six years at the school. This was his last appointment, Mr. Davis retiring in December 1934.

"Pop" Davis was the first teacher to have motorised transport, a transition from his predecessors who relied on horse-drawn conveyances, or walked from Sutherland -- but Mr. Davis walked too when his motor vehicle broke down. The author remembers when a boy with his brother Alf and other children walking to school with him; it was an effort for us children to keep up with our teacher, so briskly did he walk. With his lunch in a brown paper bag and the Sydney Morning Herald tuck-under his arm, "Pop" would puff contentedly on his pipe, with the harsh gravel grinding under his shoes.

The first car Mr. Davie owned to convey him between his residence in Sutherland and Menai was a second-hand T-model Ford, With a lot of low gear work caused by the rear daily grind out of the Woronora Valley, the band on the low gear drum had worn to the stage where it needed re-lining, so "Pop" one afternoon in 1929 took the car to Marshall Russack's garage at 39 Princes Highway Sutherland.

Jack Midgley, then about eighteen, was working for Marshall and he set about the replacing of the band: but Marshall decided he would do the job because he was afraid Jack might drop a nut used for tightening the low gear band into the gearbox. Marshall, however, experienced mechanic that he was, lost his grip on the nut -- with the dreaded result. The nut disappeared below the drums and gears as Marshall, with some expressive words and a look of dismay began to contemplate the enormity of the disaster.

The search for the elusive nut began when Marshall told Jack to drain the oil from the gearbox. All sorts of ways were then attempted in an endeavour to retrieve the elusive nut, including a piece of wire to probe in and around the gears without success. There were frayed tempers and damning of Henry Ford and his product as the hours wore on into the night.

Marshall hit on what he considered a solution to the problem by hoisting the car into a vertical position with its radiator facing the ceiling and lashed to a crossbeam, and its back wheels resting on the floor. This manoeuvre was supposed some-how to free the nut and cause it to roll back into the sump. Bu

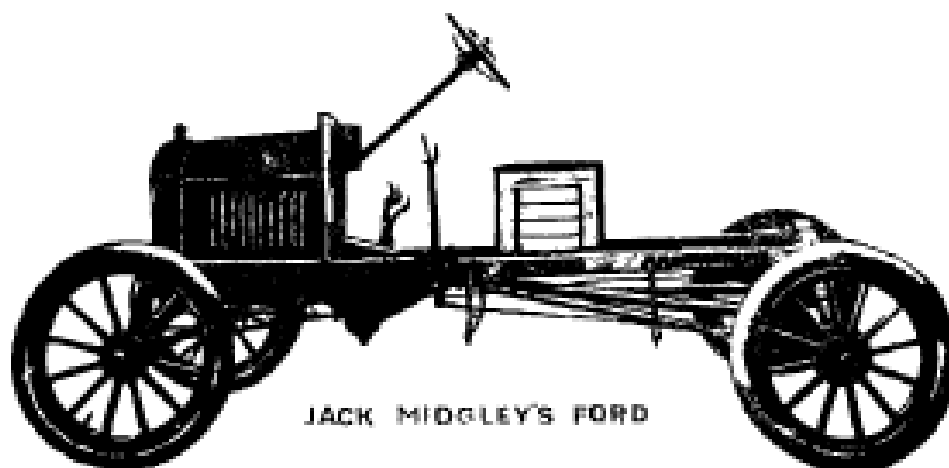
T Fords were always stubborn, and this Lizzie was no exception, refusing to part with the nut from its hiding place.

Worse was yet to come: There was only one thing left, Marshall figured amidst the frustration and a chain of cigarettes (he averaged 60 a day) -- take the engine and gearbox out. The hours ticked by as the two mechanics, having got the engine out on the floor and turned upside-down, proceeded to take the series of little bolts off the sump and gearbox.

Eventually the offending hexagon nut, approximately one inch in size, was found determinedly clinging to one of a series of magnets on the flywheel -- no wonder it wouldn't shift:

What had been a small job turned out to be one that finished in the early hours of the morning. Lizzie was proudly sitting up all ready to convey her owner to Menai, having given two mechanics a most frustrating encounter.

Later in that year of 1929 "Pop" Davis had a spot of trouble when the old Ford broke down while ascending the hill to Menai from the Woronora River. On rounding a sharp bend the already badly worn back axle gave out when it no longer meshed with the crown wheel. Travellers were few and far between in those days, but eventually a "good Samaritan" came along on the way to Sutherland, so "Pop" asked them to contact Marshall's garage.



Jack Midgley drove out in his stripped down T Ford to see what the trouble was. He soon found that the schoolmaster's car wouldn't move under its own power, and as "Pop" was anxious to get to the school Jack said he would drive him.

Young people have their zippy cars today, but for its period this old Ford really could go. Stripped of its body-weight, no mudguards, and retaining a cover for the engine; the seating was a box over the petrol tank -- with nothing for a passenger to hang on to. Climbing warily on board "Pop" Davis braced his legs firmly -- like a Cobb & Co. driver -- and gripped the edge of the box seat until his knuckles showed white.

Records don't state what happened to "Pop's" hat -- maybe he sat on it: -- for he couldn't hold on to the seat and his hat too. The Ford flew over the rough road, the occupants giving no thought at being hit by flying gravel. But they arrived safely, the breathless teacher being stared at in amazement by his pupils. "Pop" later described it as the fastest trip he

had experienced, and the thrill of his life.

The stripped down Ford wasn't registered. It didn't matter so much in those days -- when the roads were rough and gravelled, with little or no tar sealing -- the friendly policeman "didn't see you".

Later that same day Jack and Marshall came out in the towing truck and towed the Ford backwards on its front wheels to the garage.

-- Fred Midgley.

Sources: Mr. J. Midgley: author's records.

\* \* \* \* \*

### WEEKEND TOUR OF GOULBURN

This tour of the historical districts of Goulburn and Braidwood took place at the beginning of April, with Kurnell Koaches arranging the tour and accommodation. It was very successful, with 43 passengers -- of whom at least 10 were visitors attracted through local advertising.

Goulburn and Braidwood both began as pastoral settlements, the area being opened up as a result of the explorations of Hume and Novell. Braidwood gained significant commercial advances for a short while as a result of the discovery of gold at Araluen some 20 miles east.

Goulburn began to develop from 1820, with the most significant advance from 1840. Many fine buildings in the city demonstrate the vigour with which the early settlers developed their new homeland.

Braidwood did not reach city proportions; it has remained a modest town, but has earned a high place in our heritage in its listing as an "historic site". The district possesses a magnificent country style home of mansion proportions, "Bedervale", on a property which dates from 1826 as a land grant. The house was completed in 1842. Bedervale is a private property, and we are very grateful to the owners, Mr. and Mrs. Roger Royds, for our special appointment.

All participants in the excursion were pleased with the event, our "big one" of the years, and expressed a desire to have another one next year.

-- H, Ivers, President.

\* \* \* \* \*

Mrs. Mary Reiby, Sydney's first female merchant, started by selling quilting for waistcoats, palempores and cambrick". She later sold goods somewhat larger -- ships for river trading.

While Anthony Hordern first concentrated on coach-building in the 1820s, his wife advertised "Tuscan Bonnets, French Curls, Coloured Beaver Hats, etc.".

Soon after her arrival in NSW in 1838 Caroline Chisholm took 147 girls in search of work to farms and homesteads. All the girls got work.

New Member a Descendent of Captain James Cook's Sister

Mr. Sidney Fleck, who recently joined the Society, has an unique historical claim, for he is a descendent of Captain Cook's sister Margaret.

Margaret married John Fleck, a fisherman of Redcar, a town on the east coast of North Yorkshire, in 1764. A son, Thomas, married in 1799; he had a son John, who married and had a son Cropton Cook Fleck.

This young man arrived in Australia in 1856, and the following year married an Irish girl at St. James Church in Sydney. There were six children, one of whom was Edwin Sidney, who married at Tenterfield in 1899. From this union was born our member Sidney Fleck.

Mr. Fleck had no interest in the sea, spending all his working life with the NSW Railways. His lifelong hobby began in 1908 when he started to play Rugby League football, which game he has ardently followed ever since.

Mr. Fleck recently presented to the Society a large framed coloured lithograph (c. 1870) of the landing of Lieut. James Cook at Kurnell, together with a couple of programmes of Kurnell commemorations and a Sydney Street Guide c. 1912: all of which are much appreciated by the Society.

-- M.H.N.

\* \* \* \* \*

"Captain Cook Birthplace Museum". Marton (Yorkshire)

In the May 1978 Bulletin it was reported that following my suggestion to the Sutherland Shire Council a selection of Shire photographs and publications were forwarded to Middlesbrough Council as donations to this Museum. The Shire Clerk has since received the following acknowledgment:-

Mayor's Parlour,  
Middlesbrough,  
Glebeland.  
November 3, 1978

Dear Mr. Hill,

Thank you for your letter of October 13.

The parcel very fortuitously arrived on October 27 as we were opening the Museum and I must say that it contained splendid photographs which will be of great value to us here in Middlesbrough.

Thank you for your good wishes, which must have been beneficial because October 27 transpired to be one of the most enjoyable and significant civic days we have had for some considerable time.

Yours sincerely,

....\* Mayor of Middlesbrough

\* signature cannot be deciphered!

-- M.H.N.



"The Good Old Days"TOURIST HARBOUR TRIPS: Sydney Ferries Ltd.

Every Sunday and Public Holidays: from Fort Macquarie Wharf. Music by members of late state Orchestra on all these Tourist Harbour trips.

All-day Trip (60 miles of Harbour Scenery):

Fares: Adults 2/6d: Children 1/-.

Half-day Trip: Adults 1/6d: Children 6d.

Afternoon Tea on Board, 1/-

MANLY BEACH: First-class Orchestra and Dining Saloons on all Steamers.

Adults 6d, Children 3d (each way): Children under 5 years carried free.

Ferries connect with Trams to Northern Beaches.

NATIONAL PARK AND CRONULLA: In summer, daily trains leave Sydney Terminus (Redfern) at 9.35 a.m. and 2.15 p.m. to Loftus Station, connecting with motor bus to Audley.

At weekends special trains terminate at National Park Railway Station. Boats may be obtained for rowing on the beautiful freshwater river; return for lunch at "The Rest" Accommodation House. Regular tram service from Sutherland to Cronulla Beach. Special combined ticket (1st class) 5/3d at Tourist Bureau.

CRONULLA BEACH is ideal for surfing; besides being one of the safest beaches near Sydney, it is also one of the best for surf-shooting, the floor of the beach generally being of such a gently sloping character that the long steady roll of the waters assures good length and strong "shoots".

-- Extracts from Guide to Sydney: NSW Bookstall Co. Ltd.: no date given, but about 1912. Book donated by Mr. S. Fleck.

\* \* \* \* \*

WORONORA MEMORIES

Mrs. Mamie Gray (aged 84), residing at the "Big Sister Movement Home" Miranda, has donated two large framed photographs of Woronora River taken about 60 years ago. Mrs. Gray recalls:

The two photos, of the Woronora were taken by my husband (then Griesbach) prior to our marriage, about 1916 or 1917. The negatives were on glass, but unfortunately they have disappeared.

Mr. A. G. Griesbach built a shack on the land between Mr. T. Price's home and his boatshed, maybe before the turn of the century -- they were regulars down to the river for weekends and holidays. Even after his death in 1913 the family continued the practice.

After the 1914-18 war his three sons changed the name by deed poll from Griesbach to Gray; my husband Albert was the eldest.

The subdivision of the land must have been about 1922, and then we had to forsake the shack. About 1930 we rented a cottage "Kirma" on the waterfront opposite the "reserve", and did so at Xmas for the 5 weeks' school holidays. Later, we bought a 28-foot launch and spent many happy holidays on the river, frequenting what was then called "Enterprise Reach", but now Shackles.

Our children, like their father's brothers and sisters, all learnt to swim in the river and to roam the hills. When my husband Albert retired he could only think of the river to live, so, as the same cottage we had rented was for sale, we bought it and had 12 happy years there until 1976, when he suddenly died: his two brothers also have gone, leaving only one sister. The spot is very dear to us all.

I am sincerely grateful for your care and interest in a Shire that would be hard to better,

\*\*\*\*\*

#### INCREASED HOSPITAL CHARGES:

The Hospitals Commission has decided to ask all hospital boards to increase their charges for the treatment of patients on account of the vast improvement in treatment standards and accommodation, and also on account of increase in wages, salaries and administrative costs. The daily charges for treatment in public, intermediate and private wards were 7/-, 9/-, and 12/- respectively. These had now been increased to 9/-, 12/- and 15/- per day. Under the new scale of charges, the ability of poor persons in public hospitals to pay would be assessed. However, it is pointed out that everyone can insure, at very low weekly rates, against hospital risk, by the joining of hospital voluntary contribution schemes.

-- Propellor, Hurstville. 27/6/1940

\*\*\*\*\*

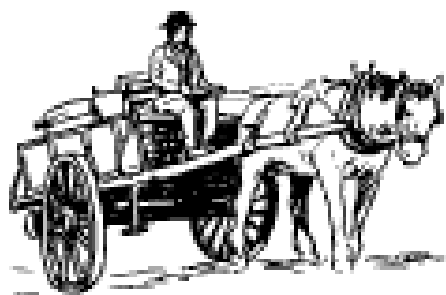
Historic Shipwrecks Act 1976, which already applies to waters off Queensland and Western Australia, came into effect along the NSW coast on April 15. This means that all shipwrecks are now protected i.e. all those of historic significance. A penalty of a maximum of \$5000 or 5 years' jail, or both, may be imposed on anyone interfering with the hulks.

-----

In 1896 the area west of the Woronora River was "declared open" for free selection, and by 1899 there were seven families in the district. Owen Jones, a Welshman, was the first in 1895, he naming the district Bangor after his home town on the Menai Straits.

-----

### THE SHIRE 60-ODD YEARS AGO



**Bob Bingham used to hawk fruit and vegetables around the Shire.**

Can you imagine the land opposite the Gynea Trade Union Club, from Manchester Road to Sylvania Road, being Marien's Market Garden with large pine trees along the Kingsway? Part of the original old home is still there, but altered and added to.

On the low land at the rear of the Port Hacking High School there was Charlie Loveday's home and garden, where he had his horses and drays. He was always referred to as "Buddy" Loveday.

Can you imagine there was a corrugated iron church tucked away amongst the ironbark trees where Sydney Wide Discount stores now stand? This small church was on the corner of Wandella Road and was the birthplace of the Miranda Co-op., now the highrise "Forum Centre" and restaurant. The Co-op. was founded by old Ted Thacker, Elijah Phillips, a Mr. Russell and the Fletchers -- to mention just a few.

Where the Miranda RSL now is was the home of the Theobald family, the house hidden behind a row of large pine trees. Their property came to the corner of Central Road. On the opposite side was Lye's Flower Garden; this later became a claypit -- and then Miranda Fair.

Then there was Walker's small butcher shop, with residence at the rear, where the Miranda P.O. now is. Can you imagine your meat being delivered and cut from a cart with a chopping block attached to the tailboard? A set of scales was on the cart.

One of the early Council gangers, Mr. Billy McDonald, was later to become one of the district's leading butchers in the 1929 era.

About 1909 there was a hotel at Yowie Bay -- I think the proprietor was Mr. Serbert. One of the housemaids at that time was Miss Minna Ray, later to become Mrs. Jack Sparks.

Some sixty years ago the slope where the Cronulla RSL now is was covered with grass trees. At the foot of the hill where the surf sheds and pavilion are, was a stoney creek with mangroves along the southern bank, and at high tide the sea would come in as far as the western bank (below the Cronulla Hotel). The flat part was all sand, and in the centre was a



*MIRANDA CO-OP TRADING SOCIETY IN THE TWENTIES.*

roughly made dressing shed on wooden piers about six or seven feet high minus a roof; to enter it was by way of a permanent ladder: (for men only, of course).

This would be about 1910. The only rock visible on the beach was at North Cronulla. Dunningham Park was largely reclaimed from the sea. At the

north end of this Park used to be a brick house, but over the years it became completely buried in sand.

Can you imagine Endeavour Field and Captain Cook Drive, from Gannons Read to Elouera Road, and the northern end of Cronulla Golf Links, being mangrove swamps?

Before 1912 there was not a playing field in the Shire. Today's Seymour Shaw Park would have been hidden behind Watts' Nursery of approximately five acres. The home was in the centre facing Wandella Road.

Chinamen were prohibited from taking out a lease of land or having a business on any part of the Holt-Sutherland Estate. In my childhood days I remember that Mr. Michael Maloney and Mr. McDonald were in charge of the Holt-Sutherland Estate office.

Can you imagine having today the choice of any block of land in the Shire, approximately 1½ acres, on a 99-year lease, for an annual rental of £2-8-0?

And I remember Bob Bingham with his horse and cart about 1920, hawking fruit and vegetables around the Shire -- many years later, in 1940, he was to become President of the Shire.

-- Mick Derrey

\*\*\*\*\*

ANNUAL GENERAL MEETING

Held March 9: Clr. M. Addison took the Chair for the Election of Officers.

- Patron: The Shire President:.
- President: Mr. H. Ivers:.
- Deputy President: Mr. G. Heavens:
- Vice Presidents: Mr. Fred Midgley: Mrs. A. Griffiths
- Hon. Secretary: Mrs. M. Taplin
- Hon. Treas.: Mr. S. Stedman
- Hon. Archivist: Miss D. Olliver
- Hon. Research Officer: )
- Hon. Publicity Officer: ) Mrs. M. Hutton Neve
- Executive Committee: Mesdames E. Ford, J. Ivers, E.Gumbleton,  
Messrs. B. Griffin & K. Mathews.
- Hon. Auditor: Mr. K. Staples,

\*\*\*\*\*

HON. LIFE MEMBER: Mr. Geo. Heavens was elected as an Hon. Life Member on the nomination of Mrs. M. Hutton Neve and seconded by Mrs. A. Griffiths.

\*\*\*\*\*

Female Migrants: The Committee for Promoting the Emigration of Women brought out 217 migrants on the Bussorah Merchant in May 1854, and 180 obtained good positions within 3 days of their landing. The others were placed within a few more days. The women paid a fare of £5-0-0 from England.

### CONSTRUCTING A RETAINING WALL AT WORONORA RIVER

A Sutherland resident, Mr. Tim Thornton, was given the task by the Sutherland Shire Council for constructing a concrete retaining wall on the banks of the Woronora River at Prince Edward Park 1922-23.

At that time Arthur Hand, who was a Councillor for the C Riding, and had supervision over the project, suggested to Thornton that if it was possible he hoped he could save £200 on the estimates. Later events were, however, to prove very costly.

Metal was brought by Alf Mead in a horse and dray from Sutherland -- and for some unknown reason dumped near Price's on the opposite side of the river. When it was required for mixing sand and cement Thornton had to convey the metal over in a punt. A 500-gallon tank was erected for the mixing.

No survey as to line for the wall had been made and Hand had no idea how it should be done. However, Burley Griffin (who had laid out the plan for the Federal Capital of Canberra) was at that time advisory engineer to the Sutherland Shire Council, and with Fred Dwyer came up with a "make shift" line after Thornton had decided on a line of his own.

Work had to be done at low tide to get the piles in and to do cementing. Twenty-four piles, each 12 feet long and 12 ins. wide were made each day. A stretcher and anchor -- that is, placing the piles in and anchoring -- were used. A half-ton monkey driver was used to drive the piles, but damage to the piles had to be rectified, Thornton using a rubber tyre to cushion the blows of the driver.

Chief assistant to Thornton was Alex Malby. Sutherland Council employees who worked on the wall were "Scotty" Taylor, Bill Webb, and Fred Harrison then aged eighteen. Harrison, who had a horse and dray, was out of work at the time, was employed on Thornton's suggestion. Because of his age there was some altercation with the authorities, his pay being made adult as he had to feed his horse.

A fierce storm which raged for several hours caused the river to rise quickly -- being fed from raging creeks miles away -- which damaged the work and ruined the bagged cement. On another occasion following a flood all the templates of wood used for making the piles were washed downstream, and the watertank was wrecked.

Determined to find the templates Thornton and a companion obtained a launch when the flood subsided. Three were found at Schofields boatshed at the Woronora traffic bridge, others at Swains near the mouth of Still Creek and more of them towards Como. Only three were lost.

Much damage was done to the wall in its construction when a number of piles were swept into the riverbed. A man from Grays Point, who was later involved in a building swindle in Sydney, was at the time out of work, and on hearing of the damage done came on the job, saying he would get the piles out of the river. Despite the seemingly impossible task he was asked to take the rescue operation.

A gantry was rigged up. The man then dived into the water, staying under for long periods despite having no breathing apparatus, and always succeeded in fastening a line under each pile to be pulled out by the gantry. About this time Thornton broke his wrist and was told by the Council he would leave the job. He maintained that he could still carry on as overseer without any detriment to the work. However, after some argument with the Council and with the Shire Clerk Thornton won the day.

-- Fred Midgley

Source: written from the notes of an interview with  
Mr. T. Thornton by Alf Midgley in Sept. 1976.

\* \* \* \* \*

#### NEW SIZE OF BULLETIN

The only paper now available to print the Bulletin is this metric size -- slightly larger than the paper previously used.

The alternative was to have made the magazine only half this size -- folding the metric sheet in half -- which would have created somewhat complicated typing production as well as limiting the use of illustrations.

The magazine will regretfully have to be folded in half to fit into the envelope. When we ordered these large envelopes we ordered in bulk, thus getting a very reduced price. Unfortunately, we have just on 3,300 of these envelopes in stock -- which at the present rate of posting, will take us about three years to use up:

-- Geo. Heavens,  
Convener,  
Publications C'tee.

\* \* \* \* \*

#### "WATTLE AND DAUB" COTTAGE BUILDING:

This type of inexpensive construction originated in Kent (Eng.), being used by those who could not afford to build in stone, brick or timber; or who desired to combine timber with "plaster" and lathe.

As chalk was plentiful in many parts of Kent, a mixture of chalk, brushwood and water was used in these village cottages. This was improved upon by constructing a framework of lathes interwoven, and then plastered over.

Later, in the mid-18th century Kentish canals transported supplies of chalk and lime. Brick buildings were also built in the neighbourhood of chalk deposits.

The "wattle and daub" building principles were brought to NSW by Kentish convicts, adapting materials to suit local conditions -- and experimenting by trial and error. Thatching of roofs was not found satisfactory in the Colony, and bark strips were used; but in prolonged tropical downpours neither roof nor walls would always stand up to the elements -- the bark leaked and the saturated walls would collapse.

--M.H.N.

SOME CHILDHOOD MEMORIES OF THE SHIRE --

(from about 1909 to 1916)

Fishermen would walk from Sutherland Station to Gymea Bay where Pedersen's Boatshed was. Neal Pedersen was later to become my brother-in-law. He lived above the boatshed, having three bedrooms and a community kitchen.

The various groups of fishermen had nicknames. Two I can remember were the "Banjoes" and the "Jamies". Every Friday night, when they came from the city, the "Banjoes" would play their instruments (hence their nickname) as they walked down President Avenue about six o'clock. As a small child I would sit on the side of the road where North West Arm Road is, and wait for them; they would save all their cigarette cards for me -- two brands I recall were Three Castles and Players. One night while waiting two black men ran down the road shadow-sparring. They scared the life out of me and I raced home and told my brother. He said, "They won't hurt you. That's only Sam Langford and Jerry Jerome training". They were American negroes. Langford had brought his wife and daughter Charlotte and they lived at Boyle's Hotel. When they were punching the training ball in Boyle's Hall it would seem that the hall would collapse:

When I got to the ripe old age of seven I started to wander a little further, to an area where St. Paul's now stands at Gymea. Here I would gather Christmas Belle and Waratah and sell them at the junction of Princes Highway and the Kingsway, receiving 3d or 6d per bunch. This was mostly on Sundays, when the boys would take their girlfriends out in their rubber-tyred sulkies; these were beautifully varnished, and the harness would be decorated with silver or brass ornaments.

Another thing which sticks in my mind was the merry - go - round, which would be turned with a pony harnessed inside the merry-go-round. To stop it the attendant would have to assist the pony. As you can imagine, the seat next the pony was never empty. The first merry-go-round I saw in Sutherland was at the eastern side of Boyle's Hall in Station Street (now Boyle Street). Before they could make a position for the merry-go-round they had to roll away the tree stumps. The only buildings on that side of the street then were Powe's Newsagency and Boyle's Hall; the rest of the land to Eton Street was covered in tree stumps.

I remember various funerals. Toby Diston, who was the undertaker, had a horse and hearse. He would supply the casket -- if you could call it a casket: the only ones I saw were made of rough boards covered with black towelling sewn on. There being no means of refrigeration, the deceased would be kept in the home until the day of the funeral, and there would be a wake or vigil. Neighbours would come in and sit up all night, talk and make tea. My mother was often called on to lay out the deceased, and the first thing she would say was: "Have you got some boards or a door to put the body on?"

I will never forget one event. There was an old Mrs. Cadden and her daughter Anna Maria living in a humpy in the bush a quarter of a mile from us, and she became very sick. My mother

went every day early in the morning to see how she was before I went to school. This particular morning I went instead to see her. I knocked on their bedroom door and the old lady said, "Who's there?" I replied, "It's Mick. I've come to see how Miss Cadden is". I was told to come in, and I saw Miss Cadden sitting up in bed. I said, "Good morning. How are you?" as her eyes were wide open looking at me. She didn't speak so I touched her on the face -- and she was cold as ice. The old mother said, "What's wrong, Mick?" I blurted out, "She's dead:" and I raced home and told my mother.

Mother told me not to go to school as I'd have to help her. As there was no door in the humpy to lay Miss Cadden out on, mother said we'd have to carry her to the dining-room floor. Mum said, "You get hold of the sheet at the feet and I'll take her by the shoulders". I don't know whether the sheet tore or what happened, but the body ended up on the floor, so we got her by the arms and dragged her into the room. She was so stiff and in such an awkward sitting position that if we sat her up she would fall over: I never stayed longer than was necessary; and I know I never slept that night. That was in 1916, when I was twelve years old.

-- Mick Derrey.

\* \* \* \* \*

Pre-metric Measurements: some of us accept the metric system some are puzzled by it, and others just detest it and won't use it. Many shopkeepers still sell by "the pound", and at some shops fabrics may still be bought "by the yard": but in the next few weeks all this will be changed -- when "metrics" become compulsory. These are old measurements once used:-

1 Grain	= smallest unit of weight
1 Scruple	= 20 Grains
1 Kilderkin	= a cask holding from 10 to 16 gals.
1 Firkin	= ½ Kilderkin
1 Pottle	= ½ gal. 3 Barleycorns = 1 inch
1 Cubit	= 18 to 22 inches (roughly, length forearm)
1 Span	= 9 inches (maximum distance between tip of little finger and thumb; used as a rough measurement). A horse's height used to be estimated in spans.

- M.H.N.

\* \* \* \* \*

Prince Albert and Prince George (grandsons of Queen Victoria) visited Australia as midshipmen in 1881 and were taken to Kurnell for a picnic. A stray dog chased a wandering goose, and the princes chased the dog and made him release his prey. Prince George was later to become H.M. George V.

Joseph Farmer, founder of Farmer's, on his arrival settled first at Parramatta in 1840, but five years later he moved to Sydney.

May 8.. 1945: end of World War 2 in Europe.



### COOKING --- COLONIAL STYLE

Cake Baking in the 1800s: In the early days of the Colony cake making was much more of an art than today. They were often baked in a camp oven -- a few lucky women had an early form of the fuel stove. Much more care and judgment had to be used. Here are a few of Mrs. Beeton's hints for "good cake making".

The heat of the oven is of great importance, especially for larger cakes. If the heat of the oven is not tolerably fierce the mixture will not rise. If it be too quick, and there is any danger of the cake burning, put a sheet of clean white paper over the top. Always test the temperature of the oven with a piece of brown paper (if it sings it is too hot). To know when a cake is sufficiently baked, plunge a clean knife into the centre and draw out quickly; if sticky, put it back until cake is done.

Eggs should always be broken into a cup, whites and yolks separated and strained. As eggs are often used instead of yeast they should be whisked thoroughly. Loaf Sugar should be well pounded and then sifted finely. Currants should be well washed, examined for grit, then put in front of the fire to dry. Good Butter should always be used for cakes and beaten to a cream for 20 minutes; it saves time to warm it, but do not melt,

MRS. BEETON'S POUND CAKE: 1 lb each of Butter, pounded Loaf Sugar and Currants, 1¼ lbs Flour, 9 Eggs, 2 oz. Lemon Peel, ½oz. Citron, ½ oz. Sweet Almonds, a little pounded Mace. Work butter to a cream, add flour, sugar, currants, peel and the almonds, and mix well together. Whisk eggs and blend thoroughly with mixture. Beat cake for 20 minutes. Put into a large round tin lined with white buttered paper. Bake 1½ to 2 hours. A glass of wine added to mixture will make cake richer.

RICH SAND CAKE: 1 lb each of Butter, pounded Loaf Sugar and Flour, 8 Eggs, 4 level tablesp. Cornflour, 2 level teasp. of Baking powder. Cream butter, gradually beat in sifted flour, beat until smooth and white. Beat eggs, add sugar gradually, beat until sugar is dissolved. Gradually add to butter and flour mixture, add cornflour sifted with baking powder lastly, mix well. Place in large dish and bake in moderate oven for about 1¼ hours.

My grandmother cooked this size cake in a large baking dish she used for her meat dinners. She varied it in flavour by adding orange peel, caraway seeds, currants, ginger or cinnamon and spice.

WEDDING CAKE OF THE 1800s: 2 lbs each of Butter, Brown Sugar, and Currants, ¼ lb Almonds, ¼ lb Lemon Peel, 1 lb Raisins, 1¼ lbs Sultanas, ¼ lb Cherries, 2¼ lbs Flour, 2 tablesp. of Treacle, 1 wineglass Rum, 1 Nutmeg, 16 Eggs, 2 level teasp. of Bicarb. Soda.

Mix butter and sugar, beat eggs and add gradually, then fruit and flour and bicarb. soda, treacle and rum. Bake in slow oven for about 6 hours This cake would have been cooked in 2 very large tins, one 2 or 3 inches smaller than the other, two tiers being then the fashion. Husbands usually made the tins to suit.

-- A. Ivers.

Sources: Mrs. Beeton's Everyday Cookery:

Recipes from Pioneers of the Barraba district.

## THE GOULBURN TRIP

by Our "Special Correspondent"

I was running late -- and had to run with a large port to the Council Chambers -- I had been working all day and was exhausted. Everything was packed in the port, including the liquid, for medicinal purposes only, and the driver complained bitterly as it was so heavy.

When I got aboard I saw twenty old ladies and twenty old men looking at me. All the seats were taken, but eventually an old bloke moved over so I had half a seat all the way; the old fella was deaf, so I had to yell to make conversation. He kept giving me peppermints and turning away -- I can't think why. We alighted at Mittagong for comfort; I didn't want any, but I bought a pie and coffee; I scalded my throat with the coffee, and as the pie was frozen I couldn't bite it for at least an hour. Meanwhile the coach rumbled on, and every bump of the earth you could feel.

Arriving at Goulburn, I fell off the coach and struck the jackpot; I drew the last room on the third floor -- no lift and no luggage-porter. We got the door open; there was no TV to watch; the shower kept going hot and cold; the bed was hard, the pillow too soft, and the rats in the ceiling never stopped fighting all night. Two bantam eggs on burnt toast and cold tea for breakfast; and then away to look at old houses with junk furniture all neatly arranged like Roy Unwin's shop.

Lunch was an eye-opener -- but what could one expect at the Workers' Club -- and the poker machines were a disaster.

Then off to another old joint: same thing -- pictures of dead people and the chairs they had sitten in. Dinner at night -- Pelican Steak and a sermon by the vicar of Pelican Ranch, but no Pelicans. Then back to the motel up the three flights of stairs -- no sleep; one bloke talked, the other snored, and the rats kept up their endurance tests.

Sunday morning; church was on the itinerary, but no one seemed to want to go; even when I offered to pay their fares in still no takers, and I didn't like to go alone -- people stare when I start to sing and I feel silly. Then we went for a train ride on the oldest train in the country -- so old that a kid passed us on a pushbike. Then away to another old house -- I wouldn't buy any shares in the National Trust -- their investments are too insecure.

Then another Club lunch and more unprofitable poker machines, and before I could finish my drink we were off again to see more real estate. Then the highlight of the tour -- we took on two elderly ladies who gave us a guided tour of Goulburn, showing us all the dilapidated old houses in the district. The two ladies had a sisterly debate all the way -- it made me feel most uncomfortable, as I can't abide people who are not nice to each other. After we unloaded them we set out for home -- only to bust our boiler, losing all our water, so we sat, grinned, smiled and nodded to each other, while the driver ran around like a goanna on a tarred road.

Arrived at Mittagong for tea too late for the pokies -- and they looked good ones too. We gulped our boiling fowl and chips and then headed for home.

I staggered off the coach, and the others all seemed relieved to see: me go. I struggled home with my heavy port; my dog bit me at the gate; my wife yelled at me for being so late; I'd left my pyjamas under the motel pillow and lost my hat....

.... But as a weekend away it was the best I have had for a long time -- and the girls; and boy am I looking forward to the next tour!

-- Geo. Heavens

\* \* \* \* \*

### MONTHLY MEETINGS

February: Mr. Harold Senior, a NPWS Ranger at Audley, gave an unusual but most interesting Address relating to the Park. Not only did he show slides of some of the outstanding beauty of the Park -- but he also showed how both vandals and many uncaring visitors despoil it; the former by car-dumping, as well as trail-bike riders pushing through the scrub and so destroying much young ground-growth; and the latter by the dumping of rubbish of all types.

January: "Members' Night": Mr. Basil Griffin illustrated his brief talk on Victorian-era Architecture with a number of selective slides showing various types of 19th C. buildings Mr. C. Law spoke about one of the most outstanding figures of NSW Colonial history -- the controversial Capt. John McArthur.. Mr. Geo. Heavens captivated his audience with his personal experiences of the horrors of the great Napier (N.Z.) earthquake in 1931, when most of the city was razed, the district hospital destroyed, roads split open, and some 300 known deaths occurred. .... Mrs. M. Hutton Neve referred to an old Carronade 150 years old or more, found recently at Gympie. She doubted if it was of Portuguese origin as had been claimed; and she briefly outlined some of the investigations the Queensland Historical Society are conducting relating to possible Portuguese contacts in the 16th Century.

March: after the conclusion of business of the Annual General Meeting, Clr. Michael Addison (of the Shire Council) gave a brief Address relating to the NSW Heritage Council -- a subject of much interest to several members. Clr. Addison represents the Local Government Assn. on the Heritage Council.

--M.H.N.

\* \* \* \* \*

Matthew Flinders, the famous Australian explorer, died July 19 -- the day after his book on his voyage of discovery on the Australian coast was printed. While he lay dying his wife took the books to his room, but he was then unconscious.

Convict "Hell Transports": in June 1790 three ships arrived in Sydney -- the Surprise, Neptune and Scarborough. Out of a 1000 on the ships, there had been 267 deaths, while 500 others were very ill, a number later dying after being landed.

History in the Making:ROSSFORD AVENUE RESIDENTS (Jannali)CELEBRATE 25 YEARS OF OWNERSHIP

After returning from World War 2 a small group of ex-servicemen, seeking inexpensive building blocks, selected land recently released on the heights of Jannali and during the years 1953-4-5 built their homes.

The group provided road-access, the Shire Council assisting with surfacing materials. When a communist group objected to the men working voluntarily and not demanding wages they were given short shrift and forcibly informed that they had been fighting in World War 2 for "freedom to live".

Of the "originals", twenty families still remain, and to celebrate this unique fact they organised a "Twenty-five Years Rossford Avenue Birthday Party" on Saturday Feb. 17.

It was a day to be remembered -- the Shire Council co-operated by closing the street to traffic; the Sutherland Shire Silver Band presented selections -- donating their services; the Shire President (Clr. J. Manuel), the Shire Clerk Mr. A. Hill) and the Public Relations Officer of the Council (Mrs. J. Thompson) attended; the Society was represented by the President Mr. H. Ivers, Mrs. Ivan and myself.

Several residents recalled "historical memories"; there was a display of photographs showing the development of the first homes. A huge Birthday Cake was ceremoniously cut, and a delectable afternoon tea served -- all provided by the residents. Mr. Ken Dunlop was Master of Ceremonies -- and he was favoured with a beautifully sunny afternoon.

To commemorate the notable occasion the sum of \$290.00 had previously been donated by residents and a cheque was presented during the afternoon to the matron of the nearby Chesalon Retirement Home.

Of the original "settlers"-- some now with grandchildren -- some twenty families remain; many of those who had since left the district returned to take part. The "originals" are: Mr./Mrs. J. Bennett, Mr./Mrs. J. Camplin, Mrs.T.Crawford Mr./Mrs. G. Dodds, Mr./Mrs. K. Dunlop, Mr./Mrs. L. Gough, Mr./ Mrs. S. Gannon, Mr./Mrs. B. Heyson, Mr./Mrs. H. Japp, Mr./Mrs. H. Johnson, Mrs. L. Kelk, Mr./Mrs. F. McGarry, Mrs. R. Miller. Mrs. E. Morey, Mr./Mrs. J. Potts, Mr. C. Ross (from whom the residents' land was purchased), Mr./Mrs. B. Stanford, Mr./Mrs. R. Nippond, Mr./Mrs. J. Waters, Mr./Mrs. B. Wright.

\* \* \* \* \*

Flood Tragedy: the greatest loss of life in an Australian flood occurred at Gundagai in June 1852 when 89 people drowned.

-- M.H.N.

Australia's population of a little over 400,000 at the dawn of the 1850s almost trebled in the next decade with migrants swarming to the new goldfields of NSW and Victoria.

-----

## Early Motor Cars

### Potted History about THE BENTLEY

Despite the fact that the Bentley Company was in existence for only twelve years, between 1919 and 1931 -- decked in the distinctive British racing green -- its cars were amongst those which dominated the world's motor racing circuits of the time

At Le Mans, for example, they won five times. There were four basic models, all designed by W. O. Bentley, and all based on the same pattern of a long stroke engine, dual ignition and four valves per cylinder in a non-detachable head.

First came the 3-litre model; then in chronological order the 6½, 4½ and 8 litre models. The 4½ litre Bentley, of which the 1920 model is an example, was capable of 90 m.p.h. During 1929 experiments were made in super-charging the 4i litre model, resulting in even higher speeds. One 1929 model was officially timed in 1959 over a flying mile in both directions at an average speed of 125 m.p.h..

Today the Bentley legend is as strong as ever -- as befits one of the world's finest motor cars.  
-- Geo. Heavens

\*\*\*\*\*

Electric Light Celebrates Royal Wedding: to mark the wedding of King Edward VII and Queen Alexandra -- then the Prince of Wales and Princess Alexandra -- electricity was switched on in Sydney for the first time in Australia on June 11, 1863.

-----

SUTHERLAND-CRONULLA STEAM TRAMWAY: August 3, 1966, marked the 35th year of the end of passenger service on this line. The 7½ mile line was opened on June 12, 1911, and was the last such tramway built in NSW. Although operated as a tramway, the line had been built to light railway standards, thus enabling Government railway- trucks to be conveyed to various sidings along the line -- an advantage to market gardeners on the route. Unchecked competition from road transport led to the discontinuance of passenger services, but goods services remained until Feb. 12, 1932, when the line was closed and the tracks dismantled. The route was from Sutherland Station via the Princes Highway and Kingsway to Cronulla, then along Curranulla (now Cronulla) St., Waratah St. and Ewos Parade, terminating in a balloon loop in Shelly Bench Park.

Source: Notes per Peter Neve



HISTORICAL SOCIETY REFERENCES:

Contributions: Members are asked to submit material for the Bulletin -- it need not be confined entirely to local history, but this 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 Editor, or to Convener, or poet to Editor's address. Copy for the August issue should be handed in before the end of June.

Bulletin Copies are supplied to all branches of the Shire Library, to the Shire President, Shire Clerk and 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 -- i.e. 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.

Also, Reflections, by the late Alf Midgley, & Fred Midgley: an illustrated history of the Menai Congregational Church & district 1901-1977: \$1.00. Proceeds to Menai Pioneers' Fund.

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). Intending members & Visitors welcome.

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

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

President:	Hon. Sec.	Publications Convener
Mr. H. Ivers, B.E. 620 Princes H'way, Sutherland: 2232: Ph. 521.1407.	Mrs. M. Taplin, 199 Willarong Rd., Caringbah: 2229: Ph. 524.5095.	Mr. Geo. Heavens, 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.

Publications Committee: Convener: Geo. Heavens: Editor: M.Hutton Neve: Mrs. B. Ford, Messrs. B. Griffin, F. Midgley, D. Asher. President -- ex officio.

FIXTURES

SPEAKERS

- May 11: Mr. Geo. heavens: "Money"  
(to be followed, if time, by short film on  
the Snowy Skiing area).
- June 8: The Penrith District.  
Speaker to be announced.
- July 13: Speaker &. Subject to be arranged.

-----  
EXCURSIONS

- May 19: Penrith/Nepean District.  
A guide from the Penrith Historical Society will be provided.
- |                   |               |
|-------------------|---------------|
| Leave Cronulla:   | 9.0 a.m.      |
| " Sutherland:     | 9.30 a.m.     |
| Return Sutherland | h.30/5.0 p.m. |
- Fare: \$4.00  
(Visitors, if any, 50 cents extra).

CHANGE OF ADDRESS: will any members who have moved recently please notify the Hon. Secretary in writing of their new address. Over the past few months several Bulletins have been returned marked "Not known at this address" or "Left this address".