

SUTHERLAND SHIRE HISTORICAL SOCIETY

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President's Notes:

NEPEAN DISTRICT TOUR

I was very pleased with the enthusiasm shown by members at the recent visit to the Nepean District on May 19, and the attendance as usual was excellent.

The Nepean & District Historical Society was our host, and provided us with an enthusiastic guide, Mrs. M. Downes, who conducted us around, beginning at their Museum and Headquarters the old Emu Plains Inn, and finishing at Wallacia.

The properties visited were of great interest in that they were of the country home or homestead type rather than the affluent mansion style such as we have visited on trips to Goulburn and Bathurst. To add to the occasion the weather was perfect -- one of the sunniest days we have had around this time of year.

.....

By the time you read this members will have had another Field Day, this time to the historic Ashfield area on July 21.

Together with members of the Publications Committee I am pleased with the contributions which are coming in for the Bulletin -- please keep these contributions coming.

-- Harold Ivers.

* * * * *

"The Cottage". Mulgoa: One of the small country homes visited was this Cottage, built by William Cox (Blue Mountains/Mount York Road fame) for his three sons Henry, George and Edward, each occupying it in turn after their marriage while their own houses were being built -- Henry and "Glenmore", George and "Winborne", and Edward and "Fernhill".

In later years The Cottage was occupied by a series of tenants/owners, until it was finally more or less abandoned. It became neglected and delapidated and the local Council declared it unfit for habitation and ordered its demolition. However, the Council relented when it was taken over by some new owners and restoration work started. Much has already been done, but the present owners are hampered by a sufficient lack of funds. However, restoration proceeds.

-- M. Hutton Neve



The Cottage, Mulgoa, NSW before 1820

THE LOSS OF THE S.S. WONIORA

"Have picked up a lot of wreckage along the beach. Supposed to be the steamer Woniora. Anyone acquainted with the vessel could identify by the wreckage. Will make further search along the coast".

That telegram directed at 1.00 p.m. in the early afternoon of Sunday October 29, 1882 by an Officer of Customs through the telegraph station at La Perouse to Captain Hixson, President of the Marine Board, gave the first news of the shipping tragedy that had occurred some fifteen or sixteen hours earlier off the Botany Heads. Orders were given immediately for the pilot steamer Captain Cook to proceed to the area to search for wreckage.

Confirmation of the fears expressed in the initial telegram was not long in coming. At dawn that morning a cock crowing nearby had awakened a wet and exhausted sailor who had scrambled ashore at Kurnell some time about 2.0 a.m. and who had, from sheer fatigue, fallen asleep in the nearby scrub. The man was Heinrich Frederickson, an able seaman and the only survivor of the sinking of the Bulli Coal Company's collier S. S. Woniora, Sydney bound from Bulli with, according to the pit certificates, 244 tons of coal aboard. Frederickson crawled (reported from the Sydney Morning Herald) to the home of Mr. Beaker, a Kurnell fisherman. Apparently soon after the alarm had been raised by the first telegram, Mr. Beaker, having sailed across from Kurnell, informed the Customs House Officer at La Perouse that one of the Woniora's crew had reached his house and was recovering there.

Captain Creer of the Captain Cook was informed and the pilot steamer thereupon steamed across, took Frederickson on board and at 7.00 p.m. set off with him for Sydney.

The Woniora was a well-known ship on the coal run, having been built at Newcastle-on-Tyne in 1863 for the Bulli Coal Company. She was 160 tons register, 140 feet long, 10 feet 6 ins. deep in the hold and with engines of 90 horse-power. Built to carry 250 tons of coal, her normal cargo was about that figure as on her last fatal voyage, but Captain Lauridsen, in bad weather, had orders "to use his own discretion as to the quantity of coal he might put under hatches".

After arriving at Bulli about noon on Saturday, loading began at once. The ship left at 4.10 p.m. with the load trimmed and the hatches fixed. A heavy south-easterly sea was running and dirty weather coming up. Conditions became worse as the evening advanced. Heavy rain was falling and the night was very dark. However, although seas were breaking over the ship constantly, Frederickson said that he did not think the vessel was in danger until just before she sank. All who gave evidence at the later Marine Board inquiry said that it was a well-found vessel. Robert Pollock, superintending engineer of the Bulli Coal Company said he had been in the Woniora in heavy weather and "she had behaved very well". -

With a sound ship and a skipper that was without exception accorded great respect as a reliable and capable seaman, Frederickson's confidence in the safety of the vessel could be understood.

However, some four hours after leaving Bulli, disaster struck with devastating swiftness. Frederickson's description ran as follows: "We had taken in the fore-topsail half - an - hour before she foundered (It was not unusual at that time for steamers to use sails as auxiliaries -- K.M.), and some of us went into the galley, but it was struck by a heavy sea, and we went down below into the fore-castle; while we were down there the water commenced to pour down upon us and I said, 'I think she is done. Let's get up as quick as we can'; the captain was on the bridge; I heard him tell the man at the wheel to put it hard up, but she was too much on her beam ends to answer it; shipping so much water threw her on her beam ends; five minutes after I left the fore-castle she foundered, right abreast of Botany Heads".

Land was, according to Frederickson, about five miles away. He was fortunate. In the turmoil of the sea he came upon an upturned lifeboat. He managed to right it and lashed a plank across the gunwale to prevent her from turning over again. An oar which floated near Frederickson secured and with it he steered as best he could. Some hours later the boat drifted into Botany Bay and onto the beach. "I watched a good chance and jumped out of her and got ashore; the boat was washed up after me, and I tried to pull her up, the water being now comparatively smooth; I got ashore about 2, I think; I laid down and fell asleep, and when I awoke it was daybreak".

Seventeen lives were lost. Captain Lauridsen, who had joined the ship as an able seaman and worked his way to command, had been 15 years in the service of the Bulli Coal Company. His wife was, at first, mistakenly reported to have been on board and drowned with her husband. This was because Frederickson had seen her travel down Sydney Harbour on the ship as it left for Bulli but he had not seen her leave in a boat before the vessel cleared port.. One of his grandchildren Mr. Harold Lauridsen, lives in Caringbah, and has been shown in the St. George and Sydney press in recent issue with a painting of the Woniara.

In the Marine Board enquiry that followed the sinking, considerable discussion centred on the position of the Plimsoll mark on the ship and the safety margin it gave. It had been regarded as safe by the marine surveyor to the Board a month before the sinking, but so loose was the procedure whereby the positioning of such marks was determined that the Sydney Daily Telegraph, after the inquiry, devoted editorial comment to the need for more adequate controls.

After all the evidence had been heard "the Board found that the Woniara was lost in consequence of having been deeply laden, and from having probably been driven too fast to contend with the exceptionally heavy weather she encountered;

and that the master, who was lost in her, had discretionary power in loading her, the Board could only attribute the fatal accident to the weather and other perils of the sea. Under the circumstances they considered that there was no evidence on which to found a charge against the owners of the vessel".

(In May, local skin-divers claimed to have located the wreck of the Woniara off the coast near Kurnell. This article is based on reports in the Sydney Morning Herald and the Sydney Daily Telegraph of the time).

-- K. V. Mathews.

* * * * *

MONTHLY MEETINGS

April: "A Huff, A Puff, and a Flash in the Pan": This was the intriguing title of the Address given by Mr. Vaughan Evans. The subject-matter dealt with archaic naval armaments; the "huff" was the powder being rammed down the muzzle; the "puff" was the wisp of smoke as the taper touched it; and the "flash in the pan" was the small tongue of flame as the powder ignited. Mr. Vaughan Evans illustrated his Address with a number of most interesting slides, and explained the various markings on the old cannon and their various interpretations. Mr. Vaughan Evans is a Councillor of the R.A.H.S. and hon. secretary of the Mari-time Historical Society.

May: Mr. S. L. Grimshaw, Publicity Officer of the Toastmasters' Club of Cronulla, gave an interesting Address about the origin of his organisation which began in the United States, to provide social training in formal public speaking. From small beginnings it has now grown into a worldwide organisation; and of recent years several Toastmistresses' Clubs have also been formed.

June: Our Deputy President, Mr. George Heysen, addressed us on a subject as commonplace as it is essential to our way of life -- "Money" -- its history, fascination, uses and abuses.

July: Mr. Sydney Stedman, Hon. Treasurer of the Society, spoke about the onetime prominent land-development firm of Arthur Rickard & Co., with special reference to the firm's interests in land development around the foreshores of North Cronulla. In the early days of this century Richards subdivided land roughly bounded by Hume Road to the bottom of the Kingsway to Mitchell Road, this subdivision being known as the Beach Park Estate. Today, no less than 16 waterfront blocks, each with an average depth of about 330 feet, have disappeared under an encroaching sea.

-- M.H.N.

* * * * *

Nora Heysen in 1938 became the first Australian woman painter to win the Archibald Prize. It was first awarded in 1921.

"I Remember...."

"THE JACK POT"

Dad was doing a carpentry job at Vaocluse; it was too far for him to travel from home that distance every day, so my family were living on the job and my little brother was with them too. I was at the mischievous age and couldn't be trusted so I had to have a holiday with my Aunt Louie.

Aunt Louie lived at St. Peters, and she was pretty old --about thirty. Their back fence bordered onto a disused brick pit now filled to the top with water; very interesting, but definitely out-of-bounds.

But the best of Aunts have to go shopping, and not wishing to be accompanied by a grubby talkative boy of ten, I was given 2/- to spend and left to my own devices. I could see the water through the cracks in the fence -- kids in old tin baths, canoes, and boxes as rafts; it did look interesting.

It so happened as I leaned on the fence that a couple of palings suddenly came loose and fell off, and I fell through the hole into the paddock. It's a wonder I wasn't hurt. I soon made friends with the natives, and we all played a game called "egg in the hat". I didn't have a hat, so we found an old enamel under-the-bed ornament known as a "guzunda". At the end of the game one smart kid named Jacky, just for fun, stood on his head --for fun, -- on top of my guzunda with his feet coming almost to the top of the fence. We had used small stones for eggs in the game and it still had them in it when a dreadful thing happened. His head slowly nestled into the guzunda down over his eyes. Imagine our horror when we couldn't get the thing off, no matter how we tried; and the stones rattled every time Jack moved his head:

One bullet-headed kid named Ronny said, "Take him to the hospital -- I know where it is. They will get it off".

So I went into the house and found an old Grace Bros. ladies' hat bag; this we put over Jack's head and tied it with string around his neck and tore a hole so he could breathe., and piloted Jack to the tram stop, and after a while we caught a tram to Missenden Road. Imagine the consternation: -- four boys, one with his head in a bog that rattled every time he moved on that tram: The conductor tried to move it, and then assured us the hospital was the only place to have it removed -- the guzunda, not Jack's head.

When we arrived at Prince Alfred Hospital they laid Jack on a table with his head off the end, and applied soap and water, at the same time wriggling and rattling the stories; and after what seemed ages they were successful -- and off came the guzunda. We conveyed it home in the hat bag to show to Jack's mother.

We thought we had done very well -- as Young Mr. Grace would have said.

I got a wallop from Uncle Tom, and my mates also received punishment to suit the crime -- one we couldn't see we had committed: which just goes to show even then sixty years ago there was a generation-gap.

-- Geo. Heavens.

* * * * *

BONNET BAY: this new suburb is to the west of Jannali, and was proclaimed as such on 2-3-1969. The original name of this headland at the mouth of the Woronora River was "The Old Woman's Bonnet", the shape [of a nearby cave] suggesting the old sunbonnet worn by some of the pioneer women. A modern primary school was opened on 20th July by H.R.H. Princess Anne, representative members of the Society attending.

* * * * *

BUNDEENA TOWNSHIP was originally known as Jibbon Village Reserve after having been acquired from the Yarmouth Estate; this was an original grant to Owen Byrne in 1823 of 400 acres. On the eastern side of the Jibbon area was "a reservation for public recreation"; set aside in 1891.

The Yarmouth Estate was owned by the Reform Land Investment & Building Coy.. In 1886-7 they made two grants towards the construction of a road from Loftus Heights Railway Station (The National Park Station), obviously in anticipation of a coal-mining concession. In early 1889 an application was received by The National Park Trustees for mining about 2000 acres of the part of the Park adjoining "Jibbon Village Reserve". The proposal was accepted by the Park Trustees provided that the required royalties were paid to them; but subsequent events negated the concession.

The proposed road was possibly intended to branch off at the Stevens Drive/Warumbal Road junction, cross SW Arm at the head of navigation, and continue across country to link up with the old Jibbon (Bundeena) road to the Yarmouth Estate, so providing road-access to connect with the Illawarra railway for coal loading.

The strong anti-coalmining opposition successfully appealed to the Attorney General in 1890, the ruling indicating that the Trustees had no power to grant such leases.

The boundaries of present-day Bundeena Township are those of the old Yarmouth Estate.

-- M.H.N.

* * * * *

The First Wedding Pictures began to appear in Sydney in 1848 when William Freeman set up a studio to photograph not only individuals but also groups on social occasions.

Sunburn was claimed to be a "dangerous disease" in 1876 when a number of sunburn victims died during a long heatwave.

First Sydney Photographic Studio was opened in 1842 by George B. Goodman, who thus became Australia's first professional photographer.

THE FIRST SUTHERLAND SCHOOL
OF ARTS ...

and the SUTHERLAND MEMORIAL
SCHOOL OF ARTS



SUTHERLAND'S FIRST SCHOOL OF ARTS DURING CONSTRUCTION

The fate of the Sutherland Memorial School of Arts is at the moment very much in the forefront of local news. At present it is being used as an occasional "sheltered workshop" and storage depot for a group of young adult employees --a section of the Handicapped Children's Centre. It's future is in doubt, it being under the present aegis of the Commissioner for Dormant Funds, but this position is clouded by somewhat involved legal trappings.

This present building of the defunct Sutherland Memorial School of Arts dates from 1922, but the history of the Sutherland School of Arts (an earlier conception, but the two are linked) began towards the end of last century.

With the extension of the Illawarra Railway over Georges River in 1885 interest was shown in land adjacent to the rail-way route. The Intercolonial Land & Investment Company (of which Mr. Fred Smith of Sutherland was manager) was involved in the subdivision of an area later known as West Sutherland. Mr. John Whitton, Chief Engineer for the N.S.W. Railways Commissioners, had planned the southern route over the river to follow the Como/Jannali ridge, terminating then at the station at "the 13th mile" (now Sutherland township). This station was to be in Robertson Street, this area then being regarded as the "village centre".

Several blocks of land were immediately sold; the Congregationalists erected a chapel in Robertson Street in 1883 and a manse; Daniel Lobb bought land opposite, where a little later he built "Lobb's Hall", intending it to be a commercial venture as a community centre. Most of this building still stands in East Parade, but a few years ago the front portion was completely renovated to form the modern premises of Opit's chemist and book shops.

On a subdivision plan put out by the Company land for a Sutherland School of Arts was reserved on the southern side of the present intersection of President Avenue and Princes Highway; but a building plan did not proceed. The unoccupied southern block was apparently disposed of shortly afterwards and another block purchased in Linden Street about a 100 yards northwards from Flora Street, and the Sutherland School of

Arta located there. This building, and also the forementioned buildings (as well as others in the next decade or so) were all built from and stock bricks baked in an open kiln by the original Sutherland Brickworks (not to be confused with the long-standing Sutherland Brickworks erected on the Kingsway in 1912). The old Sutherland Brickworks closed in 1914 as they were unable to compete with the new machine-made bricks.

The Linden Street School of Arts was probably built in the late 1880s or early 1890s. In the meantime, the railway having been slightly re-routed eastwards, the subdivision of the "Township of Sutherland" was laid out in 1886 on the eastern side of the railway, thus moving the "village centre" from the western side. This apparently affected the School of Arts for it seems to have functioned only desultorily for a few years before becoming neglected and allowed to deteriorate; it was then occupied by one Ted Burman for a few years -- together with his horse and cart. Ultimately part of the building collapsed and was engulfed by flourishing blackberry growth.

Daniel Lobb's hall was well established by the end of the century, for the Miranda Musical Society held a function there on January 5, 1901. It also seems that for several years the Sutherland School of Arts either took over this building or otherwise held meetings there. How long this continued is not known, but in 1909 when the infant Shire Council was looking for a suitable building consideration was given to purchasing "the former School of Arts".

From about this time the history and records of the early days of the Sutherland School of Arts cannot be traced; but with the end of World War 1 there was a sudden upsurge of interest.

On Nov. 18, 1918 a public meeting was convened by the Shire President Clr. Monro to consider a lasting memorial to all those who had enlisted from "C" Riding (Sutherland Township precincts): a two-line publicity note appeared in the Hurstville Propellor 8/11/1918 calling a public meeting for the dual purpose of advocating a Como/Oatley ferry service "and the establishment of a School of Arts for Sutherland". A perusal of contemporary Shire Council Minutes makes no reference to the President's action.

This is further confirmed first, by a historical sketch at the opening of the present building on 11-8-1922, when it was stated "that some years ago Mr. T. Diston senr. had collected the money with which to buy the land": on 21/5/1921 the Foundation stone had been laid by the State Governor Sir Walter Davidson: and further, at the 1922 function, it was recalled that "the late Mr. W. R. Ainsworth, then Shire President, had been mainly responsible for having £750-0-0 granted by the Shire Council. The money was paid over by the Council at the rate of £200-0-0 per annum". At the same time it was noted that it was the (School of Arts) Committee's intention "to make all returned soldiers of the district life members free of charge". The Minister for Education, the Hon.

A. Bruntnell, after formally opening the door "unveiled a beautiful memorial of Queensland white maple containing the names of 93 men from C Riding who had joined up with t h e Colours". (At that time the Schools of Arts were under the jurisdiction of the Department of Education).

A letter from the Shire Council of 8/10/1941 stated "the total amount paid to the Sutherland Memorial School of Arts Committee since Jany. 1, 1921p is £3,567-13-10". A further extract from this letter stated "The Council is aware of the fact that the rules of the Institution limit the privileges of life members to all soldiers, sailors, airmen and nurses who enlisted from within a mile radius of the Sutherland Post Office. The Council has made representations to the School of Arts Committee with a view to the rules being amended so that all returned soldiers, sailors and airmen from the last war, living in "C" Riding, be admitted as members with full privileges". The letter also advised that the annual subsidy for 1941 (of £100-0-0 to be used in reduction of the principal) was being withheld until the matter of the rule is finalised".

The Sutherland Memorial School of Arts seems to have functioned with some success not only as a place for local social evenings in the ensuing years, many dances being held there; but "three modern billiard tables have been installed... the library contained 400 volumes of books, and an up-to-date reading room" (1922).

The building provided a place both for relaxation (mainly for men) and the occasional social events, but even before World War 2 it was beginning to waver. After this war activity rapidly became less -- there were few elderly veterans interested; Schools of Arts no longer catered for "educational improvement", with the extension of State secondary education; radio provided increasing home entertainment, and then came TV. By then, too, the Shire Council had free libraries; billiards attracted only the odd occasional players: so that by the late 1950s the Sutherland Memorial School of Arts as such held little interest for the great majority of residents. It ceased to function, and a few years later -- after one or two ineffective ventures -- it was placed in the hands of the Commissioner for Dormant Funds until a decision is made b y the Commissioner concerning the disposal of the property.

There are many gaps in this brief history: are the various Minutes Books still in existence? where is the Roll of Honour? It is said that in the early 1960s the two remaining Governing Directors authorised the disposal of the out-of-date library, billiard tables, furniture, etc.; if so, were they sold or donated elsewhere?

One point appears to be clear from this somewhat sketchy historical outline; and that is that the Shire Council may have a firm claim to the property -- for the building was dedicated solely as a War Memorial to the World War I service personnel of C Riding; the money raised for the purchase of the block of land in East Parade was given by local residents;

and over the active years of the organisation local donations and the proceeds of local functions financed its running. The decision of the Commissioner for Dormant Funds will therefore be awaited with much interest.

-- M. Hutton Neve

Sources: Notes from F. Midgley and the late A. Midgley:
the Hurstville Propellor: Author's Notes.

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Glimpses of the Shire in 1911:

SUTHERLAND -- THE FISHERMAN'S DELIGHT: "Sutherland, only a short distance from the metropolis by train, provides some very popular fishing grounds at Cronulla, Port Hacking and Yowie Bay... The fisherman takes the train to Sutherland, thence by tram to Cronulla Beach, Simpson's Point and Lilli Pilli. These are all good fishing grounds, and boats are obtainable at from 3/- to 5/- per day. Motor launches may be hired at £2-0-0 per day from W. H. Newman, and sailing boats from Elias Laycock at from 10/-, 15/- and £1-0-0, according to the size of the boat, for outside fishing, and a seasoned professional fisherman is sent along to manage the boat and to show where the best fishing grounds are to be found".

WORONORA RIVER & PARK: "on the opposite side of the Shire altogether, a short mile from Sutherland Station, is Woronora Park. This has for a long time been a favourite spot for young men to camp out weekends and holidays. It can be reached either by boat from Como or by this short walk from Sutherland, through picturesque scenery with gullies growing all descriptions of magnificent ferns. At the entrance of the Park is Cook's boat sheds, where first-class boats are for hire. Summer drinks and light refreshments can be obtained from Mr. Cook, while in the Park the Council have erected shelters and ample seating accommodation".

YOWIE BAY: "of the many beautiful bays perhaps Yowie is one of the most attractive, especially as the enterprising owner of the boatsheds, Mr. Matson, has had erected a very large pavilion capable of accommodating over 100 people seated comfortably with plenty of ventilation, and room for a dance or games in the event of bad weather. In the grounds adjoining are little shelters erected as protection from the sun, while the shady nooks are numerous. Accommodation for parties, visitors and tourists can be had at the Yowie Bay Hotel, Port Hacking. This famous hotel is now under new management, and the proprietor, Mr. Robert Po Murphy, has spared no expense in order to provide the maximum of comfort at the minimum cost to the visitor. Magnificent views are to be seen from the hotel in all directions". (It even had a telephone: -- 2920 Central).

-- Australian Country Life: 25/9/1911

Bushrangers started a bushfire in Bottle Forest "near Liverpool" (Heathcote East) in 1844 to avoid pursuit, burning to death two police constables.



Robert W. Cook

CHARLES DISTON

and the Early
Coach Drivers



Dave Dive

Horse-drawn coach travel must seem primitive to the people of today --who travel comfortably in high-speed motor coaches.

But there was something exhilarating about a ride behind fast horses, especially if you were sitting out on top with the driver. Horse-drawn buses in the pre-Shire and later gave their passengers plenty of excitement as they raced to their destinations at Cronulla, the various bays and The National Park. The straining horses with their pounding hooves and the ever-present smell of horse-sweat and leather: the crunch of wheels on gravel and the momentary feeling of alarm as the wheels dropped into a gutter: the sudden lurch and sway on the rough road or track -- for indeed in those early days many a trail wound through the trees and virgin bush.

Who were the drivers of these coaches? The names of only a few are known -- and they were better known because they were the proprietors, The larger coach lines, like Giddings, employed a number of drivers, as did MacNamara. One of the MacNamara drivers was Dave Dive who married into the Lobb family.

One of the early smaller coach proprietors was Charles Diston. Born in 1844, Charles Diston was in middle life when he entered the coaching business in Sutherland, running a coach from Sutherland to Ewey Bay. Presumably due to other interests Diston decided to sell the coach line, for in March 1899 he was fitting up two shops within the premises formerly occupied by Burns' Timber Yard at Caringbah (now Waltons).

Mr. John Kelly purchase the coach line but did not maintain the business for long before he decided to cease operating. In April 1899 Diston resumed the business again, but within a few years he sold out to Robert Cook, who came from Austinmer in the mid-1890s and settled at the Woronora River.

Cook was an experienced driver, having driven coaches for a few years for Giddings on the Sutherland-Cronulla run.

In 1906 Cook was elected as a representative of C Riding to the first Sutherland Shire Council with 101 votes. In the same elections Diston stood as a candidate for B Riding. On October 20th 1906 a meeting was held in Cooper's room at Como. Wellknown local identity Mr. Murphy was in the chair, and Charles Diston, after an introduction, was received with cheers. After what a reporter from the local press (i.e. St. George -- Ed.) described "as an able and livid speech" by Diston, Mr. P. Bucholz of Como moved a vote (unanimous) of thanks, seconded by Mr. Perks of Sutherland. Charles Diston

however, failed to receive a vote of confidence from the electors and polled only 57 votes.

Diston had lived in Eton Street Sutherland in one of three cottages facing west where the two-storied brick building, the Shire's first High School, now stands. As he owned a boatshed at Yowie Bay he moved there a few years later.

Charles Diston was the Shire's first funeral director, having a special coach for use as a hearse. The horse used for drawing the hearse was a large black animal and, appropriately, extremely slow. Diston, who was a small-built man, wore a bowler hat and swallowtail coat when driving the hearse. He did not have an assistant. The coffins supplied by Diston were of rough boards covered with black towelling sewn on.

In 1898 Charles Diston had a plot of ground set aside in Woronora Cemetery for his interment. On March 1, 1927 he died at the age of 83 and was laid to rest in the Congregational portion, section B.

-- F. Midgley

Sources: St. George Advocate; Mr. Tim Thornton; Author's Records.

Mr. R. W. Cook served as a Councillor for 19 years and eight months (1911–1931), and was Shire President for the year 1916.

Coach Opposition: in the first year of the Council, Macnamara and Giddings joined forces to lodge a protest against the Kogarah/Sylvania Coach proprietor who wanted to extend his service to Cronulla. Needless to say, the Council ruled in favour of the supplicants:



SEBASTIAN HODGE and
"Hodge's Building Loftus"

Mrs. Bess Goodie of Ewey Bay, a resident of nearly thirty years in the Shire, has a background connected both with the early days of the Colony and of the Shire through her maternal grandfather Sebastian.

Within a few years of the establishment of The National Park in 1879 the Trustees were considering amenities for the public. Some plans eventuated, others did not.

One who was "before his time" was Sebastian Hodge, a prominent Bathurst settler. At the beginning of 1887 he entered into negotiations for a 21-year lease of 1 to 5 acres "for the erection of a hotel at Loftus Heights" (Loftus Heights at that time extended from approximately the present-day N.E. ridges of Engadine to the clifftops overlooking the Hacking River by the Park railway station). Sebastian had already built a "Refreshment Rooms" adjacent to The National Park Railway Station; and the hotel, "for respectable patronage" was the next venture: but before he had finalised his plans he died, and his widow declined to take up the option; no one else being interested the proposal was simply forgotten.

However, "Hodge's Building Loftus" remained a profitable venture for many years until the establishment of Allambie House in 1914 provided more selective competition. "Hodge's Building" was a single-storey weatherboard at the corner of Florence Parade and the Audley descent. It was in the last stages of dilapidation -- and long since closed as a "Refreshment Rooms" -- when it was finally demolished about 12 months ago to allow new developments around the Railway Station.

Sebastian Hodge was born March 7, 1829 in Barnstable in Devonshire and migrated to Australia about 20 years later. He crossed the Blue Mountains to Bathurst, where he married Emma Eliza Mills of Richmond. They had 12 children, one, Susan, being Mrs. Goodie's mother.

Emma Hodge's mother was born in Sydney in 1802, and was the daughter of two convicts, Margaret Llewellyn, who came out from England on the "Nile" in 1801; and John Tanning, who arrived in the "Royal Admiral's" second voyage in 1800. Emma Hodge was related by the marriage of her sister to a Kable; this family claims that Henry Kable was the first man to set foot on Sydney Cove on January 26, 1788, when he carried Governor Phillip ashore on his shoulders through the water to dry land.

Sebastian had extensive interests in Bathurst, including a timber yard and joinery works, which were later sold to Hudsons, a skating rink and an undertaking business. This latter was carried on after his death by his son William; and this son is the one who presented the old coach now at Old Sydney Town, to the Royal Australian Historical Society. The coach was brought out from England in 1821 by George Rankin of Bathurst and later bought and used by Sebastian. Sebastian

also owned a row of semi-two-storeyed houses in Piper St. in Bathurst, on the top of the building across the front being the words "Hodge's Terrace" -- something similar to the phrase by which the tearooms at Loftus were known.

Sebastian and Emma Hodge, and also Emma Hodge's parents John and Mary Mills and another daughter, are all buried in the old churchyard at St. Peters Richmond.

-- M. Hutton Neve

Sources: Mrs. B. Goodie: Author's Notes.

CHILDHOOD MEMORIES

Recently I had the pleasure of meeting and talking to Mr. Wilfred Nelson, now 87 or 88 years old, who taught me at the Congregational Sunday School in Kiora Road Miranda. It brought back delightful memories of my childhood days.

My elder sisters Doris and Clarice, my brother Jack and myself would be driven over to the church by mother in our horse and sulky, so that we would arrive neat and tidy. Then after Sunday School we would walk back, taking short cuts to our home at Gymea Bay, sometimes arriving home neat and tidy -- and at other times not so tidy.

Mr. Nelson's two sisters also taught Sunday School at Miranda as there wasn't any church at Gymea in those days. Later the Church of England was started at Gymea when the Rev. Shaw was C of E Minister at Sutherland, and was held out of doors.

As it was closer for us to attend at Gymea we left Miranda Congregational Church. This Gymea Bay outdoor church was first held close to where Gymea Bay Post Office is today, the area then being full of nice shady trees. We sat on boxes and planks when the weather permitted; but when it was very cold, windy or wet, Mrs. W. Swift would allow the Church Service and Sunday School to be held in the front room of her house at the corner of Vernon Av. and Gymea Bay Rd.. Her eldest son Bill would play hymns on their piano, and Mrs. Petersen would teach us Scripture and hymns.

Later, as Gymea grew, a small church was built in Gymea Bay Rd. and named St. Barnabas. Much later St. Paul's in Gymea Bay Rd. near President Av. and closer to the shopping centre and the present Gymea Station, was built in 1939. Our second eldest daughter Val was married there on Jan. 21, 1960. Today there is a new modern brick St. Paul's near the old one, and it is now combined with St. Barnabas.

I am now living in another area of the Shire so have been in this new Church only once.

-- Phyllis Rugless.

THE WORONORA BRIDGE STORE

The "corner store" is a place of memories for most of us.

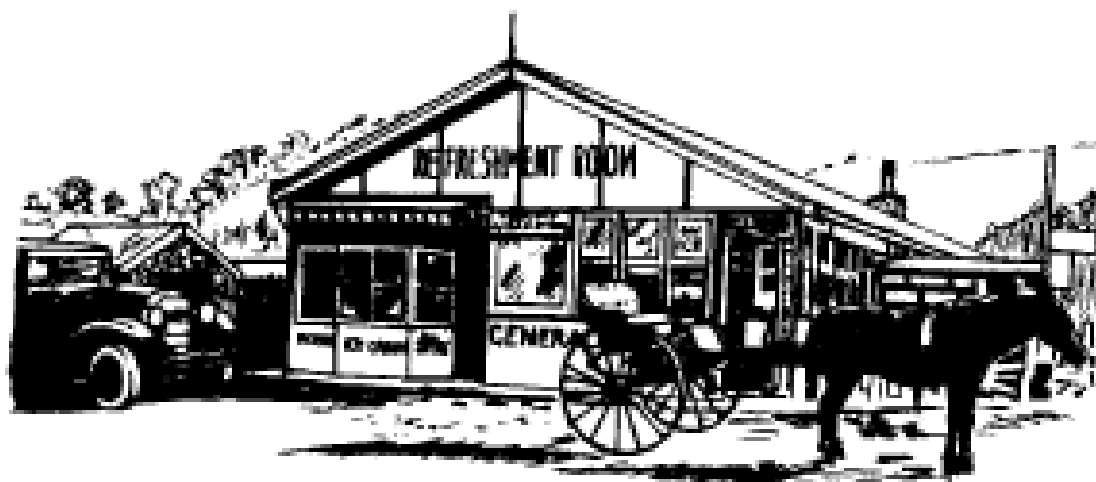
This article mostly concerns the early days of the Woronora Bridge Store which has survived all others on the Woronora in its long service to the public. It holds special memories for me as I have a lifetime association with it entering its door on countless occasions.

A small bespectacled greying-haired woman, Mrs. Hodgson, came to the Woronora River and opened a shop in 1923 near the traffic bridge on the site of the present-day store. She came there with her son -- who was not very interested in his mother's business venture -- on a Saturday morning and went home to an inner city suburb on a Sunday night. The store was open also on public holidays.

Jack Midgley, then about 12 years of age, who lived about a mile by road on the top of the hill at Menai would sometimes drive Mrs. Hodgson to Sutherland station on Sunday nights in his father's horse and sulky, and would be rewarded with two shillings. There was little passing traffic at that time, but hundreds of people, to escape from the city, caught the train to Sutherland and flocked to the Woronora.

Schofields, who had the boatshed on the northern bank of the river near the bridge did a "roaring trade" with their rowing boats, and at the end of the day the boats would be tied together outside the boatshed. Cleaning them out was a big job before they were stored in the boatshed -- the Schofields toiling into the night with the aid of a kerosene "Alladin" pressure lamp.

The huge flood of 1924 ruined the stock in Mrs. Hodgson's shop when the water rose to the height of the ceiling. This was the highest flood then known on the Woronora, beating the great flood of 1908. All during the previous night the rain fell in an incessant deluge. Council employees worked through the night removing logs and stones which had been forced



WORONORA BRIDGE STORE BY 1923

against the bridge by the rushing water which was well over the decking. Drowned goats were found in the tops of mangrove trees below the bridge, having been swept down from the upper reaches.

When Mrs. Hodgson decided to sell out the store was taken over by the Staples family who lived a couple of hundred yards away on the rise above the flat.

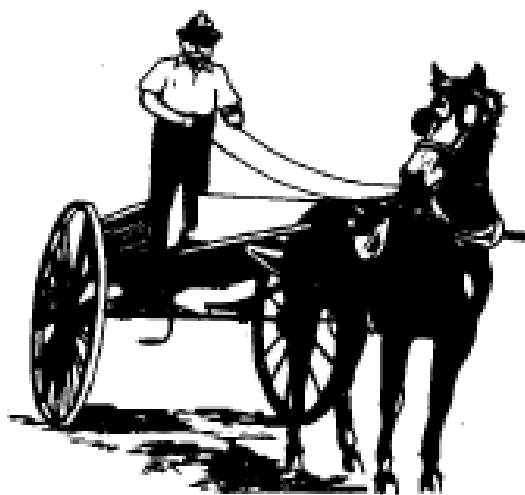
This was my first re-collection of the interior of the shop with its counter at the end opposite to the entrance door from Menai Rd.. The counter remained in that position until only recently. For some reason or other I was not

impressed at the time -- the shop seemed rather dull and appeared to have not a great deal of stock in it.

About 1931 the shop again changed hands when Mr. Doney and his wife Maud took up residence there. They were related to the Staples, Mr. Doney coming from Cooma where he had been a blacksmith.

How my brother Alf and I enjoyed walking down to the shop after school or on a Saturday morning when mum wanted some-thing: Maybe it was the small-paned glass windows displaying a large variety of sweets: Sometimes we would stand outside the window and point out lollies we fancied to Mrs. Doney or to Mary Gardiner, who lived there and later became Mrs. Francis. There were musk twists, treacle toffee, Allens sweets, Sweetacres chewing-gum, Giant Brand Licorice Cigarettes and others too numerous to mention. The latter three were the favourites because they always had a card in them. They pictured motorcars, cricketers, famous Australians and ships, to mention just a few. I still have them and have been an avid collector ever since.

The shop was typical of the corner store, with a chair always placed at the counter for the benefit of a customer who had time to sit and talk of happenings. The chair was always yellow, with "Arnotts Famous Biscuits" painted on it, and it was well used, judging by the way the paint wore off. There were shining glass jars on the counter filled with boiled lollies and other sweets. There were no packaged biscuits then, but on a shelf stood a line of Arnotts Biscuits which had to be weighed according to the Customer's selection. Other goods such as sugar, rice, sago and some-times flour were weighed in their brown paper bags. Eggs were fresh from the farm packed and delivered in a butter-



PETER DONEY AND TRANSPORT

box of bran by my mother and delivered by horse and sulky by dad. In 1939 Alf and I took over the farm and supplied eggs to the store for 25 years.

Butter came from Phil Wiggins at the corner of Princes Highway and the Kingsway in half pounds -- such as you buy it today. The store never sold butter in 1 lb packs. Tins of golden syrup -- "Cookies' Joy" -- sold well, for it was still Depression days. Jack Batty delivered bread from his bakehouse in Sutherland.

In a recess on the right as you stood at the counter was a large deep cream domestic refrigerator with the condensing tubes in circular fashion on top of the cabinet. Even when later model display units were installed it still stood there.

In 1932 flood warnings were issued, so Mrs. Doney began carefully packing stock and removing them to higher places. Mr. and Mrs. Doney were both up on the counter with chairs when a man arrived and told them the floodwaters were receding, but to the Doney's consternation the water continued to rise and objects floated about the room. Afterwards, in an effort to prevent future minor flooding Mr. Doney had the whole building raised to its present level, and it has proved successful.

The shop was altered inside in the late 1930s to allow room for four tables with chairs for afternoon teas; and about the same time a Plume petrol pump was installed at the road-side.

After the war a Postal Receiving Office operated in the store for a short time.

Mr. Doney always used horse-drawn transport, either a sulky or a van. He was always known as Peter, and I often wondered what his Christian names really were when "S.L. Doney" was painted above the door: I never did find out.

Ill-health caused the Doney's to sell their business as-sets and to move to Linden Street Sutherland. Before their departure they were entertained by residents, who gathered in the picnic grounds and in some of the little summer-houses (see left of illustration on first page of this article) to show their appreciation with presentations to Mr. and Mrs. Doney and Helen Lovell, a friendless girl taken in by them.

The Doney's were at Woronora for 21 years, but since then the shop has changed hands many times. Names in order of occupancy are: Andrews, Cattnach, Garn, Charleton, Bogan, Stradbrook, Werner, Henry, R. & M. Garn, Patano and Nelson.

The present occupants, Mr. and Mrs. Watson, have recently changed the whole appearance inside and out of the store. It now operates mostly as a newsagency and sandwich bar, together with the lines of goods the store has always carried.

But time brings changes and tradition steps aside. The old counter has gone -- and the yellow chair -- people don't want to sit and talk any more. It is like the chain-stores--

you serve yourself and pay at the checkout.

-- Fred Midgley.

Sources: Interview with the late Mrs. Doney in 1968;
Mr. J. Midgley; Author's Records.

* * * * *

Early Motor Cars:

Potted History About the RENAULT

Many of the makes associated with the early days of motoring have now been forgotten by all but the enthusiasts; but a few of them remain, and one of them is Renault.

The first Renault car was built in France in 1898, with an air-cooled single cylinder De Dion Boulin engine. Thanks to some early racing successes the new firm developed rapidly and six years later the makers ceased using the De Dion Boulon engines and designed and built their own. During those years the car's creator, Louis Renault, was responsible for several important innovations.

His patent gearbox of 1898 which gave a "direct drive" was an important improvement, and at a time when horizontal engines were still preferred by many makers he was one of the pioneers of the high speed vertical engine in the 1910 Renault which had a four-cylinder side valve engine developing 15.8 horsepower.

-- Geo. Heavens

* * * * *

It All Began with "A": it is probably not known outside Holland that a Dutchman, Laurens Coster of Haarlem, invented book printing. It is recorded that Costen, while walking in the woods and contemplating the possibility of printing books, cut the letter A. in a small piece of wood. He accidentally dropped it in some sandy soil, and when he picked it up he saw the imprint of an A' in the sand. Printing was invented. His statue stands in the market square of Haarlem, holding up the letter A in his right hand, commemorative of that idle stroll in the woods one day in 1440.

S.M.H. 4-2-'78

* * * * *

King Street Sydney, in the late 19th and early 20th centuries was known as "Tin Pan Alley", being the location of numerous music shops.

Whaling Profits: until 1833 the value of whale exports from Australia exceeded that of wool, the products being used for oil for cooking, heating and lighting. So fierce was the increased competition of the whale-fishing boats that many species were completely wiped out.

Sabbath Transport: for several decades horse trams and later electric trams, stopped in Sydney on Sundays during all Church services (It was the same in Melbourne)

Mick Remembers

...Can you imagine a gang of us unloading all the concrete slabs for Jannali Railway Station (this first station was opened 7-2-1931: - Ed.), and coping after 12 o'clock at night with the aid of carbide lights? We obtained our drinking water from a pipe inserted into the western bank of the railway "Cutting" about 50 yards south of Jannali station. It was also the water supply for the fettlers on the length between Como and Sutherland. There was another watering place south of Como station.

A Mr. Gain, who lived on the hill at the rear of the present Jannali Inn, would spy on us while we were working on the station, and he would write both to the Railway Department and the Council stating we were loafing on the job -- the Council was paying half the cost of the job. However, when the job was finished we were complimented by the Railway Chief Engineer Mr. Pennyfather for finishing the job well ahead of schedule.

... Can you imagine clearing an acre of land for £8-0-0 by contract? At the bottom of the contract it would state "Ready for the plough". This meant that all stumps and roots must be 9 inches below the surface, and no final payment would be made unless this condition was complied with.

... Can you imagine laundry day about 70 years ago? Before North West Arm Road was thought of, in drought time my mother would take her washing from President Av. to where North West Arm Rd. now joins Avenel Rd.. She would load her soiled clothes in her big round tub, with washing board, washing soap, a fig of blue and a lump of homemade soap and a kerosene tin in which she would boil her clothes. My elder sister Blanche, who was about 7 years old, would help her through the bush and help get a clothesline from tree to tree and get the kerosene tin boiled before she went to school. My mother would do her washing, go home, and come back later in the afternoon to collect it. This was done during drought times on many occasions both by my mother and other women -- the tank water supply--if any was left -- was too precious to waste on laundry work.

... My sister, who was fifteen years old (about 70 years ago) worked for Mrs. Lewis, the wife of Police Sergeant Lewis of Sutherland, who had two small boys about six and seven. Her wage was 2/6d per week. When it was time for her to knock off at midday on Saturday Mrs. Lewis would often say, "I wish you would scrub the front verandah, Tena, before you go". I dare not think what a girl would tell her to do with her verandah these days:

... During the pneumonic plague in 1919 practically everyone wore face masks. They were made of muslin sewn to a wire frame which fitted over the nose and mouth; and were of all shapes. Some ladies also had a small bag hanging on their chest with a cake of camphor in it.

-- Mick Derrey

John Hill ... Early GUNNAMATTA BOATBUILDER

A new commercial venture, the "Caringbah Trading Post", recently opened in Denman Avenue. It is unique in that its design recalls the atmosphere of early colonial days. With overhanging galvanised iron front coverings, small-paned cedar windows, old-style brick facings and "iron lace" trimming, it creates an unique historical atmosphere.

The proprietors are Barry and Dennis Hill, whose grandfather John Hill was a boatbuilder with a business in Gunnamatta Bay where he built on land leased in 1906, after having lived in the Shire since 1892,

John Hill's boatshed was described in 1911 as a building "entered by large folding doors, immediately facing which at the other end stand another pair of large similar doors which open onto a slip running into Gunnamatta Bay. At high tide boats ready for launching are without any difficulty run straight off the stocks into the water.

"A beautiful stretch of water meets the eye on all directions from the shed, and one begins to envy craftsmen who are able to work in surroundings where beauty and picturesqueness are observable all around".

John Hill took a leading role in numerous interests in the infant Shire. His services to the community were many, he was President of the Cronulla School of Arts, President of the Sailing & Rowing Club, a member of the Miranda School Board and President of the Parents and Citizens Association which fought for the establishment of a school at Cronulla.

"When appointed President of the Cronulla School of Arts he found the institution nearly moribund, but in the course of eight months, through vigorous policy, which was supported by Messrs. McAlister and Short, the institution revived to such an extent that 125 members were on the roll and billiard tables were installed.

"His next agitation was in the direction of a travelling mail for the district. He then caused a receiving office to be established, which last July (1910) was gazetted a Post Office, and Mr. Hill in recognition of his endeavours for the benefit of his neighbours was appointed Postmaster thereof.

"On the proclamation of the Sutherland District as a Shire Mr. Hill was approached by the Government to act as one of the members of the Board and acquiesced. When the Shire Council became an accomplished fact he was nominated and elected as a Councillor".

Clr. Hill served as a Councillor for 16 years, including one term as Shire President.

-- Mark Pearson

The Pictorial News, Caringbah: 6-7-1979.

COOKING COLONIAL STYLE

Yeast and Bread

I was made to be eaten not to be drunk,
 To be thrashed in a barn, not soaked in a tank,
 I came as a blessing when soaked in a mill;
 As a blight and a curse when run through a still,
 Make me into loaves, and your children are fed;
 But made into drink I will starve them instead;
 In bread I'm a servant, the eater shall rule,
 In drink I'm a master, the drinker a fool.
 Then remember my warning my strength
 I'll employ, If eaten to strengthen, if drunk to destroy.

-- from "A Friend in the Kitchen"

Always use a seasoned bottle to store yeast in, and boil bottle well. Then make yeast recipe up and store for several days; then pour this lot out and bottle is then seasoned.

Yeast from Cream of Tartar:

1 tablesp. C of T, 1 Tab. Sugar, 1 Tab. Flour, 1 cup warm water. Mix C of T, sugar & flour into a smooth paste with a little warm water. Bottle in the morning and it will be ready for use at midday. This makes 5 loaves.

Yeast from Potatoes and Hops:

1 oz. Hops, 2 med. sized Potatoes, 6 cups Water, 2 Tab. Sugar, 1 cup pl. Flour. Boil hops, potatoes and water 20 mins. Strain liquid into a jug and add sugar. Allow to get quite cold. Mix flour to a smooth paste with a little of the yeast mixture, add to rest of mixture and stir well. Bottle in a seasoned bottle. Do not cover too tightly. In summer it ripens in 8 to 10 hours, in winter 24 hours.

The Cavewomen's bread was unleavened (a type of damper), and husbands had to wait thousands of years until bread using yeast was discovered. Yeast loaves were found in the Pyramids (for use by the Pharaohs in after-life), showing that the Ancient Egyptians knew the art of bread making 5,000 years ago. Many of the breads we know today were first served at banquets in Ancient Egypt. Bread was also used as currency in Egypt, as it was in many other cultures.

White Bread:

1 oz. dry Yeast, 3 cups warm water, 2 level Tab. Sugar, 2 Tab. soft marg., 3 lbs pl. flour. Dissolve yeast in the warm water in a large bowl. Stir, add salt, sugar and marg; mix in half flour and beat well. Add nearly all remaining flour, a cup-full at a time. Stir until blended. Turn onto floured board and knead till smooth and elastic. Place dough in a warm greased bowl and grease top of dough. Cover with bag and put in a warm spot until doubled in bulk. Punch down well and knead lightly for several minutes. Divide dough into leaves (about 5 small or 2 double); only half fill tins. Knead each

loaf for 5 mins.. Roll out into ovals 10" x 5" and roll up and fit into tins. Cover with clean dry cloth and put into warm place until doubled. Bake in oven 375 deg. about 35 mins.

This recipe is delicious when made into rolls -- bake these 10 to 15 mins..

-- Athalie Ivers

Sources: "A Friend in the Kitchen": printed about 1860.
Presbyterian women's Cookery Book. Printed 1895.

* * *****

Glimpses of the Shire in 1911:

POULTRY FARMING: by 1911 a large portion of the Shire had been subdivided by various owners; roads laid out;" and blocks from ¼acre upwards may be purchased on easy terms. Except for the clearing of scrub there are no difficulties in farming, and already there are several snug little poultry farms. A city businessman, who had to give up his work owing to ill-health, states: 'I was a printer by trade, and when I came here I knew absolutely nothing about poultry farming, but I studied the subject and went to work on business lines, and now my returns from the poultry enable me to live comfortably. There is al-ways a demand for poultry, and I can send a crate down to Sydney in the morning and have it delivered anywhere the same day. Although called a tramway, the service is practically a rail-way, as freight cars bring our goods from the station a regular hours during the day".

TAREN POINT ESTATE:" a big estate at Taren Point, also known as Common's Point, right opposite Sans Souci, is now in course of subdivision, and the Council are making a new main road from the Point right through the Estate with the assistance of the Company; and also have arranged for a ferry service from Sans Souci to Common's Point,-which service they have agreed to subsidise for seven years. The effect of this new road will be to shorten the distance by road from Sydney to Cronulla by some 2 ½ miles."

BOTTLE FOREST TRIG STATION (Heathcote) "is 635 ft. above sea level, and a vista of surpassing beauty extends from this spot. At this season there is a luxuriant growth of wild flowers, among which the Gigantic Lily or Gynea is easily king, a single stalk sometimes 20 feet high. The Waratah, Native Rose, and Flannel Flower grow in profusion. Bird life in the morning is particularly assertive -- the Lyre Bird in the gullies, a n d many others with them sound in varied mocking and musical notes. Below, the thin line of steam denoted the downgrade of numbers of coal trains which are going to Darling Harbour with all the importance of a thriving business. The double rail to Sydney is severely tested by the long trains of coal and coke which are assembled at this marshalling yard (Water-fall), and dozens of shunting engines give proof the expanding coal and coke trade in the districts bordering on this part of the Shire."

-- Australian Country Life: Sept. 25, 1911.

Early Motor Cars

Potted History about

THE SILVER GHOST ROLLS ROYCE

Ever since 1906, when a miller's son named Henry Royce introduced his "Silver Ghost" at an English Motor Show, the words "Rolls Royce" have signified absolute perfection in the world of motoring. The prototype was so named because it was enamel-led in silver grey with the engine silverplated and was " as silent as a ghost". (This was at a time when most other cars were somewhat dirty, noisy and uncomfortable).

The Silver Ghost remained in production for nineteen years, and throughout the entire period its standards of comfort, quietness, performance and reliability put it ahead of all challengers. Its engine and transmission were such that o n more than one occasion the Silver Ghost was driven from London to Edinburgh without difficulty, using top gear only.

The 1909 Silver Ghost had a six-cylinder side-valve engine with bore and stroke of 4½/4¾ and a total capacity of nearly 7½litres.

-- Geo. Heavens

* * * * *

"SHIP ROCK RESERVE" is a small marine park at Port Hacking, established by the Minister for Conservation & Water Resources earlier this year, and is at the end of Turriell Point Road..

It is one of three such NSW reserves considered important for the protection of the habitats of fish and other sea life for scientific study and observation. The reserve will protect marine life from bait gatherers and those who hand-trap fish and collect marine growths. Angling will be allowed but not spearfishing ,and the public will be encouraged to use Ship Rock Reserve as a picnic area.

-- Daily Telegraph: 28/6/1979

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FRUIT GROWING IN THE SHIRE: a report from Mr. G.A. Jones, a Fruit Inspector with the Department of Agriculture, reported in 1911:- "I have inspected nearly every orchard in the Sutherland district, and I am pleased to say that the best of stone fruit can be grown in any part of it. I have seen the famous Briggs May peach grown to perfection at Miranda with heavy crops o f fruit on the trees. This peach is the best of all early peaches for the Sydney markets. At Sylvania they grow some splendid crops of quinces and Lisbon lemons, and at Highfield they grow strawberries to perfection. At Sutherland I have seen the best grapes in any vineyard on the South Coast that I have inspected".

* * * * *

Some Historical Dates:

Sept. 2. 1666: "great fire" of London began -- in a baker's shop.

Sept. 22:1918: Marconi transmitted the first wireless message from England to Australia.

HISTORICAL SOCIETY REFERENCES:

Contributions: Members are invited 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 post to Editor's address. Copy for the November issue should be handed in before the end of September.

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 (NSW Branch).

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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 of the first are paid to the Society....

Illustrated History of Sutherland Shire, by F. Midgley: 50 cents The Hon. Thos. Holt (illus.), by M. Hutton Neve: 50 cents.

Reflections, (illus.) by Fred Midgley & the late Alf. Midgley; a history of the Menai Congregational Church & District, 1901-1977: \$1.00. Proceeds to Menai Pioneers' Fund.

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

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

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 welcome.

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FIXTURES

SPEAKERS

- August 10: Professor John Bach
(Dept. of History, Newcastle University) Marine Archaeology -- illustrated
- September 14: Mr. A. Holt: The Hon. Thos. Holt and Sutherland Shire (to be confirmed)
- October 12: Mr. Gary Schoer: Early Settlers of Port Hacking: illustrated
- November 9: Mrs. M. Hutton Neve: "Cook Was Not the First" illustrated
- December 14: Xmas Meeting -- Films etc.

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EXCURSIONS

- September 22: Snapper Island (Port Jackson)
Leave Cronulla 9.00 a.m.
Leave Sutherland 9.30
Fares and other details to be announced later.

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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".
