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AS A PERIODICAL (CATEGORY B)

The Late Mr. Cyril Law . Past President

It is with deep regret that I refer to the recent passing of Cyril Law, Past President, Life Member, and Foundation Member of the Sutherland Shire Historical Society.

Cyril Law, President of the Society 1970-72, did much to guide it towards the firm foundation on which it now stands. The sympathy of all Society members goes out to Mrs. Law and her family at this time.

During my ensuing period as President I have been grateful always to have had the friendly services and advice of Cyril in the performance of the duties of office; and in recent times, acceptance of the duties of welcoming members and visitors -- an important duty.

Cyril had always been ready to give of his know-ledge whenever called upon; and he spoke at the last Members' Night. On previous occasions he had been Speaker of the day.

I hope that Mrs. Law will continue to find the Society a welcome company to be with.

Harold Ivers,
President.

* * * * *

For those members who did not see the Death and Funeral notices in the papers, the late Mr. Law passed away suddenly on August 17. The funeral service took place on August 21 at the Uniting (Methodist) Church in Cronulla, there being a very large congregation, members of the Historical Society and friends expressing their sympathy to Mrs. Law and her family. The cortege continued on to the General Lawn Cemetery at Woronora, where, again, a number of Society members attended.

M.H.N.

* * * * *

I Remember

FRED POWELL

Now, Fred Powel was "High Church" -- there wasn't a church around Rockdale that was of the standard which he and his wife Flossie were used to before coming to this country.

Fred lived on the corner of Minns Avenue and Gibbes Street Rockdale. He was a very wealthy man, owning seven cottages which he rented out, as well as the home in which he lived --this was no secret, for he told everyone.

As you walked along Minns Avenue you could hear Fred as he chopped the wood singing "Neee-ra My Gawd to Theeee, Neee-ra toooo thee", etc. etc.; very 'Igh Church.

Fred worked at the Glassworks, and any type of glassware he could get cheap. He was a good catch -- and could catch the item you needed as it fell of the cart.

A man bought land in King Street and had a thousand bricks unloaded onto the land. Now Fred needed a few bricks, so each night he would put two into his gladstone bag on the way home from work. The owner didn't miss the bricks until about two hundred were gone; then he laid in wait to see who was purloining them -- and, alas, it was Fred.

Well, after the police had interviewed Fred, he was presented at Kogarah Court. On hearing the story, and as Fred had a good character and was 'Igh Church", Solomon gave judgment. Fred was to be let off and not go to jail; he was to pay £5--0-0 and costs of 10/-: but the cruel part was he had to carry all the bricks back and stack them again. He attempted to use a wheelbarrow, but it so happened that a Constable Robinson lived across the lane from Fred (and I suspect, dubbed Fred in in the first place). He told Fred that the order of the Court was they had to be returned by the method whereby they were stolen -- that is, carried back in pairs... So poor Fred, probably singing to himself "Neee-ra My Gawd too thee" -- or perhaps "Rock (Brick) of Ages Cleft for me...

It was a sad day -- that first day especially. I can clearly recall all the neighbours calling out "Good on you, Fred:" "Keep it up, Fred:" Not a very nice thing for an "Igh Churchman.

-- Geo. Heavens.

* * * * *

St. Thomas' Church, North Sydney: the Churchwardens, just prior to 1977, invited the Friends of St. Thomas' Church (1877-1977) to make a special centenary appeal to save the building from serious decay. This beautiful building, designed by the colonial architect Edmund Plackett, and commenced 100 years ago, is now badly affected by weather. It is hoped to raise the sum of \$15,000 to restore the cracked and crumbling south wall and to raise the balance of \$60,000 by 1981 -- the centenary year of the laying of the final foundation stone by the two Princes -- sons of Queen Victoria.

* * * * *

A CENTURY OF THE STEAM TRAM

Trams were very unpopular in the minds of Sydney people for many years after the closing of the horse drawn Pitt Street tramway: but after thirteen years trams were to have a triumphant return -- hauled by steam motors.

With the International Exhibition to be held in the Botanical Gardens in 1879 the Government decided to construct a tramway for its opening, from Redfern railway station.

Commencing at platform No.6 it followed along the railway concourse into Pitt Street, through Belmore Park to Elizabeth Street, along which the line continued to Hunter street, a distance of one mile 33 chains. Crossings and run-around loops were provided, including one at Hunter Street. Construction began in may 1879 and was ready for traffic in September of that year.

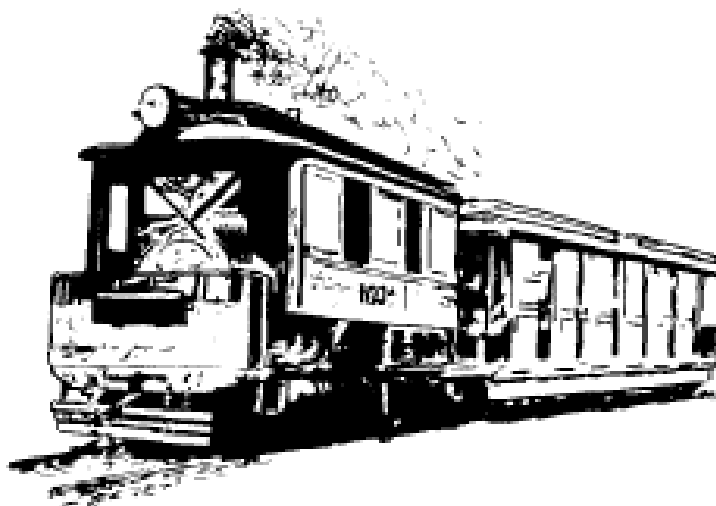
In the meantime orders had been placed with Burnham Parry and Williams (the Baldwin Locomotive Works) in the U.S.A. for four steam motors. At the same time another order had been placed with Brill & Company, also in the U.S.A., for two 90-seat double-deck cars; and a local order went to Hudson Bros. for two 36-passenger double-deck cars.

On September 29 the steam motors took over on the line, which was laid only on a temporary basis, to be removed when the Exhibition was over. Instead, the line was duplicated, and from there a network of lines spread over the suburbs of Sydney and to other parts in the outer suburbs.

The steam motors were numbered from 1 to 4, and over the years, until the last one went into service in 1923, the number had reached 132.

The steam tram played a big part in the development of the Sutherland Shire, from the time the line between Sutherland and Cronulla was opened in 1911 until its closure in 1932. Some of the employees, together with steam motors and other equipment, were then transferred to the Kogarah-Sandringham line until its closure in 1937. A number of the 132 steam motors were sold to private buyers, others were scrapped, until today there are only three left.

Steam motor 1A is in the Sydney Museum of applied Arts & Sciences; two motors, 19 and 100 went to New Zealand, but only one, no. 19, survives.



The only working motor, 103A, is preserved by the Steam Tram & Railway Preservation Society at Parramatta Park, This motor saw service on the Sutherland-Cronulla line.

Steam trams of course had their critics. The Australasian Sketcher in 1887 complained amongst other things "that the smoke from the funnels would blow backwards and downwards and bring with it cinders possessed of a terrible desire to intrude into open eyes".

Nevertheless criticism is part of the way of life. The steam tram was the mainstay of the city passenger road trans-port until electrification.

Their seemingly effortless comings and goings were a source of pride to all concerned who maintained and operated them in sixty-three years of service.

The centenary of the steam tram was celebrated at Parramatta Park on Sunday 30th September last, when 103k was the centre of attraction. A thousand people of all ages came to witness this occasion: former steam tram drivers, Members of State and Federal Parliaments for the Parramatta area, Parramatta City Council; Navy apprentices from H.M.A.S. Nurimba with their 1922 Foden steam truck; boy scouts; women, girls and boys in period costumes; members of Loftus Electric Tram-way; and the Parramatta City Band-- all were added highlights to a delightful and historic afternoon.

-- Fred Midgley.

Sources: Author's Notes: Steam Tram & Railway Preservation (Co-op.) Society.

* * * * *

AUSTRALIA DAY. JAN. 26. 1980: INVITATION: Members who will be in the vicinity of Manly on Saturday Jan. 26 next will have an unique opportunity of inspecting one of Australia's most historic buildings and its collection of outstanding and valuable art treasures.

The imposing St. Patrick's College, Manly, opens its doors to the public for the only occasion in the year during Manly's annual "Colonial Day", one of the major events of the Australia Day long weekend.

This is a chance not to be missed, especially with t h e added attractions of choral and organ recitals in the College's beautiful Chapel; a Colonial Dress Competition with excellent prizes -- and all the family fun of an "old tyme fair" which lasts from 11 a.m. until 9.0 p.m..

(Note: the Society's Executive Council is considering making this a special bus trip for the day: details later).

* * * * *

Nov. 5: "Guy Fawkes Day" in England and New Zealand. In 1605 Guy Fawkes attempted to blow up the House of Parliament.

BOYS WILL BE BOYS:

I was about ten at the time, on my way to school -- walking of course -- and wearing short pants.

At that time the footpath which ran past our place in Watson's Bay consisted of specially made concrete drainpipes almost flat on top. We boys used to crawl up the drain and thought it great fun, even if it was a bit smelly.

On the top surface of one of the pipe section near our place was a recess about 1 inch diameter and a half inch deep, and on this morning around it were clustered an excited group of boys. When I saw what was going on I made sure I was in the front row -- going to school had, of course, been temporarily forgotten.

Clifford Vasey was the ring-leader. He had stolen a handful of detonators (sealed brass cylinders about 1½ inches long and ¼ inch in diameter and filled with gunpowder)-- or something similar.

The exercise being carried out was simple, effective, and for small boys, spectacular. The top was removed from a detonator case, the powder poured into the recess, and the sun's rays concentrated on the powder through a hand-held magnifying glass. There was a flash of bluish-white light and a gentle "poof" -- and a lot of excited chattering from the group of small boys.

A case full of powder had been poured into the recess, and the magnifying glass again in use. Clifford, meanwhile, had removed the seal from another case and was pouring the powder from it into the recess -- when all hell broke loose.

There was another flash of light -- plus an almighty explosion. I was blasted backwards against a paling fence about six feet behind me, and Clifford lost the best part of two fingers (as I found out afterwards). What damage to the others I didn't find out -- I had my own problems as I was to discover.

I jumped to my feet and was off like a rocket, headed for school -- down the street and around the corner. A few houses from the corner a Mrs. Eason was standing at her front gate, apparently having heard the explosion. I must have had a funny look on my face because as I approached she called out, "What's the matter Russell?" I remember stopping and staring at her but didn't say anything: then off like a rocket again, but now in the opposite direction, headed for Home and Mother.

My mother was at all times completely unflappable, so there I was, with my pants off, standing on a stool in the bath and Mother quietly picking out pieces of brass from my legs where the blood spots showed their point of entry. Weeks later one spot wouldn't heal, but we eventually fished out another piece of brass.

-- Russell Pike

PRESIDENT JUDD AND EARLY MOTORING

The Sutherland Shire was fortunate to have on the Provisional and subsequently elected Council William Geo. Judd. He was the first Shire President, and brought his experience as a Rockdale Alderman and Mayor and the N.S.W. State Parliament Member, to the Shire for six years and four months.

William Judd had turned 59 when he became President, having been born in Pitt Street Sydney on July 30, 1849.

His residence "Athelstane" was a large two-storeyed building at Arncliffe; and, as befitting his status in the community, he owned and drove his own car -- by which no doubt he was able to observe the condition of the roads and the driving habits of his fellow motorists. The illustration shows him at the wheel of his 1909-10 car, dressed in the typical style of those early days -- cloth cap and motoring coat.

President Judd observed his fellow motorists very keenly and sometimes angrily. In November 1908 he said, "We must certainly do something in regard to the speed of motor cars -- they are simply cutting our roads to pieces -- in fact, the traffic is worse than heavy goods vehicles: The rubber tyres suck up the binding off the roads which is causing them to crumble far worse than with heavy carts. I have met eight or ten cars along the road going at the speed of an express train."

The President noted at the same time that forty-one vehicles had crossed the punt from Tom Ugly's.



At the beginning of that same month of November 1908 a sensation was caused by the advent of a motorbus, a bulky concern capable of seating 19 persons, propelled by a 45 H.P. engine and plying between Sutherland and Cronulla. Its advent caused no small concern to local coachmen, who indulged in various speculations of wisdom and otherwise of the enterprise. Added interest surrounded the affair by the fact that the question of the "right of the road" had not come before the Council, the bus running on a temporary permit from Traffic Superintendent Edward.

President Judd had misgivings about this because at least Council should have had some say in the matter, for local Councils passed regulations restricting the speed of traffic within their borders, until the Motor Traffic Act was passed in N.S.W. in 1909.

Even then Sutherland Shire Council in 1910 was determined to continue to have a say in controlling the speed of motor vehicles. They persuaded the police to fix a speed of 4 miles an hour over Gwawley Bridge on Port Hacking Road, This was reminiscent of the "Red Flag Act" in England at the end of the last century, when a man had to precede the motor vehicle with a flag:

Councillor Cook had diffidence in speaking on the question of the bus, but when Council agreed that he should do so, he took up the case with the coach proprietors. Cook was a coach proprietor himself. He said, "The bus was a convenience on holidays and Sundays, but the granting of the licence was hardly fair to those who had weathered the winter and kept up a convenience for all travellers". His own experience was that he had dropped £50 during the winter, and the other proprietors were in a similar position. If the bus broke down, where would the public be? Time for the journey was 20 minutes and the fare was 1/d each way.

That intrusion on the horse-coach stirred up a lot of dust, but this time not from the roads. The appearance of the motor bus may have had an adverse effect on the horse-drawn coaches, but it was the advent of the steam tram that caused their demise.

At a Council meeting in mid-December 1908 President Judd was angry because a motorist was acquitted of fast driving in the Shire. If a poor coachman drove at more than 10 miles per hour he would be fined for furious driving. As well, their women and children were subjected to the dangers of those who chose to drive at 30 to 40 miles per hour."

One can understand President Judd's concern, for the roads were few and inadequate, and straying stock was an additional hazard.

However, the Council was determined to improve its roads, and in a report of the activities of their third year of operations in 1909, President Judd reported that during the year the sum of £3149 was disbursed, 75% of which was spent on the roads. 300 chains of roads were cleared, 400 chains formed, 160 chains ballasted, 290 chains gravelled; and in addition 20 pipe culverts and 4 stone culverts were constructed.

(Note: 1 chain = 22 yards: 80 chains = 1 mile).

President Judd, in reporting Council's activities, emphasised the expenditure of £6000 for 1910, compared with the expenditure in 1907 of £1,280. About 82% of the £6000 was spent on public works. Many useful roads were improved and rendered good for traffic. The Boulevard was extended from the main Illawarra Road (now Princes Highway) to the heart of Miranda.

Kurranulla Beach Road was improved by re-grading at Woollooware Road; "the very fine road" known as Woronora Road was opened out so that vehicles could travel to Ewey Bay. A road from Sutherland to Loftus on the western side of the railway line was also worked on. Judd must have been something of a road builder, for in 1910 he said that he had given consideration to the question of making the historic site of Kurnell accessible to the public by road. This Holt-Sutherland Estate agreed to dedicate any land required for this purpose. A month later the Trustees of Cook's Landing Place at Kurnell informed the Shire Council they would do what they could, but it depended on the Department of Works; the Department, however, were not interested, and so about half a century was to pass before a road was built.

North of Georges River people were realising the Shire's appeal, and visitors grew from a trickle to a stream at weekends. They came in all modes of transport, including the roaring and chugging automobiles of the day. Council was now content to draw the tourists, and even began an ambitious promotion of the Shire's attractions.

-- Fred Midgley

Source: Author's Notes.

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Shorts at Cronulla Beach,

Sutherland Shire Council intends to enforce its regulations concerning the wearing of shorts (for men and kimonos (for women) at Cronulla Beach while sunbathing). Councillor Henderson stated at last night's Council meeting that, in view of numerous complaints made to him concerning those regulations, he wanted to know if the Council was going to change them or not. The President (Councillor Shaw) said there was no intention to amend the regulations, and officers had been instructed to see that they were properly carried out. No complaints had been made against the existing rules, and no person had been sent off the beach this season for not conforming with the regulations.

-- Hurstville Propeller: 19-11-1936

(What would the good Councilors say to present-day beach fashions of minute bra and "string bikini"? -- and to "topless" and "nude bathing" areas ?? -- Editor).

Nov. 14, 1922: British Broadcasting Corporation formed.

CHRISTMAS TRAGEDY AT CRONULLA 1913

One of the worst drowning accidents at Cronulla occurred on Tuesday December 28, 1913, when two girls and a small boy were drowned at the so-called "bogey hole" between the surfing area and Shelly Beach.

A prominent Hurstville resident, Mr. Alex Loudon, after his return from England, had decided to erect a summer holiday home at Cronulla, and it was completed in time for the family to move in for the Christmas holidays.

On the fateful Tuesday, early in the morning, Miss Marjorie Loudon aged 22, her younger sister Daphne aged 16,, and their brother's eldest son Alick, aged 12, decided to go for a swim near the "bogey hole" -- about a 100 yards from their cottage.

They apparently told no one they were going for a swim, and no one saw them enter the water. Within a few minutes Marjorie became caught in the undertow and called for help. Alick, although not a strong swimmer, attempted to reach his aunt, but was likewise dragged under and out. Daphne, who was a strong swimmer, realised the danger the others were in and struck out to assist them, but she, too, was caught in the undertow, all three sinking one after the other.

A small boy playing on the beach heard the first screams and then saw the tragedy; he rushed about half a mile to the surfing beach-for help, but it was then too late, Alick's body was quickly recovered and resuscitation tried, but when Dr. Sproule of Cronulla arrived, all he could do was to pronounce life extinct. the bodies of the two girls were washed up on the beach about an hour later.

The Cronulla Surf Club Carnival, which was to have been held a few days later, was postponed -- Mr. Wally Loudon, brother of the two girls, was Club Captain. The funerals took place at Woronora Cemetery, the caskets having been brought to the cemetery by the funeral train.

Following the triple tragedy many people criticised the Sutherland Shire Council for not prohibiting bathing at this location. Shire Clerk J. W. Macfarlane wrote to the Hurstville "Propeller": "At no time and by no person has the Council been requested to establish life-saving appliances at Blackwood's Beach, where the accident occurred. The contrary is the fact: the Council has been pressed to erect bathing sheds at one or two of the small ocean beaches, but it has steadfastly refused on the ground that to do so would probably encourage bathing in localities where the safety may be doubtful.... A lifesaver and an attendant are on duty at the park beach (Cronulla) from 8.0 a.m. to 6 p.m.... Persons who enter the water at places other than where the life-saver is stationed do so at their own risk".

-- M. Hutton Neve

Source: Hurstville "Propeller": Jan. 2, 1914,

INDEXING THE KIRKBY MANUSCRIPT,

When I returned to Sydney late in 1978, Diana Oliver (the Chief Librarian of Sutherland Shire Council) asked me if I would consider indexing the manuscript of the late David R. Kirkby, while I waited to commence my present appointment with the Public Libraries Division of the State Library of N.S.W.. The Council had listed this project of indexing as one of the items submitted for application for special grants funds to public libraries in the year 1978/9.

This manuscript was compiled by Mr. Kirkby in the years after his retirement in 1963. It formed the basis of the text of the book "From Sails to Atoms: first fifty years of Sutherland Shire 1906-1956", which the Shire Council published in 1970. It is primarily a history of the Shire as reflected through the Council's own records and press-cutting books. The manuscript consists of some 750 foolscap pages of double spaced typescript and the index finally completed consists of some 3,000 cards, many of which have more than one entry. It took from February to May to complete the work, and as far as indexing was concerned the average was 3 pages an hour. I found that four to five hours' work per day was the limit that one could achieve without lose of concentration.

Since both the book and the manuscript were not indexed they were difficult to use as a source of information and we a guide to locating information in other resources -- e.g. minute books, etc.. Mr. Kirkby had prepared his material on a chronological arrangement, dividing the text in eight parts, e.g., Foundation, Depression, War Organisation etc..

The emphasis on the Council's affairs is reflected in the contents of the index. Some knowledge of local government was essential to be able to index satisfactorily, as was some detailed knowledge of local history, affairs, and personalities. In addition the knowledge of cataloguing construction as a librarian was also invaluable. This particularly applies to the use of references to link together related subjects and to lead the user from headings not used to ones used.

There are some 150 entries under Sutherland Shire Council, further subdivided by departments, activities etc.. There are 37 headings using the names of suburbs, localities, etc., including the once popular but now almost lost name of Port Hacking as a locality as opposed to its use as the waterway of that name. There are over 140 standard subdivisions for use under the names of suburbs, such as Baby Health Centres, Bush Fire Brigades, Post Offices etc.. In addition to entries under the names of councillors and staff, there are many personal entries relating to individuals in the community -- not only doctors, clergymen, teachers, but also citizens active in organisations such as Progress Associations, Schools of Arts, etc. Industry, both primary and secondary, is included, as are individual firms, and unique institutions like Como Pleasure Ground, Sutherland Hospital, the Radar Station at Lilli Pilli.

I found the whole project of great interest, and very satisfying. It widened and re-activated my interest in the history of the Shire. Of greatest interest was the detailed account of the building of Captain Cook Drive, the far-reaching provisions that the Council obtained from Caltex Oil Co. regarding the route it took and the standards to which it was built, and the change in attitude on the part of the Company towards the end of construction, when it claimed that the "Company had signed the agreement (to the development consent and its provisions) almost under duress" ::

This index is available for public use in the Central Library and application should be made at the Readers Advisers' Desk and at the Reference Library Enquiry ask. Further information about this and other aspects of the local history collection may be obtained from the Local History Librarian, Pam Garland, on telephone 521.0.580

Bernard Sargeant.

Mr. Sergeant came to the Shire as Deputy Librarian in 1960, and was appointed Chief Librarian ..in 1961, a position he held until he resigned to go to England in 1976. He always showed a great interest in our Society, and for some time was our Archives Officer. He is Hon. Life Member of the Society, although not now living here.

-- ----M.H.N.

* * * * *

"The Hell Ships": the convict transports Surprise, Neptune and Scarborough, which arrived in port Jackson in June 1790, were given this appalling title because of the terrible conditions existing on the ships during their long voyage from England. Out of a total of approximately 1000 convicts, 267 died at sea, while some 500 were extremely ill when the ships dropped anchor, a number of these also dying soon after.

William Charles Wentworth, famed as explorer, land owner and constitution maker, tried to foster an aristocracy class in the young Colony; but, unhappy and upset about the trend in-stead towards democracy, he left Austr.lia in 1854 to spend most of his last eighteen years of life in England.

No Male Onlookers: Before World War I men were banned from watching women's swimming races (at public baths) o n the grounds of immorality.

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First Australian use of Ether: A pioneer in the use of ether as an anaesthetic was Dr. William Ross Pugh of Launceston. He used it in 1847, only eight months after the drug was first successfully used in the United States of America.

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John Batman, Melbourne pioneer settler, was born in Parramatta in 1800, at the rear of a house in Macquarie Street.

LOOKING BACK --GYMEA DAYS

As I waited in a long queue in a chain store at Caringbah my mind went back to when my mother living at Gymea 64 years ago, had no small store to rely on. She would take the horse and sulky either to Miranda or Caringbah, where there were only a few shops and not much to choose from. She mainly purchased in bulk such items as sugar and flour etc..

How lucky I was to have a mother who was a good cook. She made all her own cakes, tarts and biscuits, Jams , preserves, pickles and chutney. She sewed all the clothes for her four daughters and herself, plus shirts for my two brothers. She would go to Newtown and buy a hat shape to fit each of our age groups, then cover and trim them by hand herself. She bought hats only for dad and my two brothers. She also knitted and crocheted jumpers and gloves and all our socks, as well as dresses and handbags, and bought linen by the yard cut into a hankie size, then crocheted the edges and embroidered o u r initials so that we each knew our own.

Apart from all this and keeping our home and clothes clean and tidy, mother also helped my father plant vegetables, milk the cow and feed the fowls. As dad left home at a quarter to five, Mum had to rise early to take dad to Sutherland Station to catch the steam train to Central six days a week, in our horse and sulky; on the return home dad caught the horse and coach, but they didn't leave early enough in the morning for him to do so.

Everyone worked 48 hours week in those days. When Mrs. R. Jarvis built a small shop with residence behind -- just be-fore you come to Forest Road in Gymea Bay Road, mum was very pleased as my brother Jack and I would take a billy-cart to put groceries in. The road was more like a track in those days

Mrs. Jarvis would give us a funnel-shaped piece of white paper with some boiled lollies in it; children didn't get m a n y lollies then, so it was a treat. Later, Mrs. Jarvis built a larger store at the Bay end of Gymea; and sometime later a Mrs Coughlin built another nearby.

Len Fletcher from Miranda came to the home delivering eggs, bacon, cheese and butter, mum buying from him. He married Lily Bloomfield -- her sister Eileen had been my sister Clarice's bridesmaid. Everyone knew everyone in those days.

Later in the early 'thirties Mr. and Mrs. Tom Wallace sen. built a small store right on the corner of Gymea Bay Road and Forest Road. Later still, Margaret Wallace married Don Thom-son from Sutherland, and after a while they bought out the store from Mr. and Mrs. Tom Wallace.

Fred (my husband) and I were married and living at Gymea, and Mr. Wallace at first brought our order down to us, then later Don did, delivery being made by horse and sulky. The Thomson children went to Sutherland public school with me and other members of my family. Many years later this store was demolished and a garage is now there.

Mother always bought our meat at Charlie Stapleton's in Sutherland, and members of this family also went with us to Sutherland school; so after Fred and I married we had them deliver our meat, George Stapleton mainly serving us.

My mother also made her own bread for a few years, but later when Muston delivered it from Sutherland she used to get the bread from Muston's. The bread was always good and so I also had Muston deliver to us. Bill Atkins, who had known me as a small girl, delivered our bread. Muston's shop used to be opposite the school, where Woolworth's built their store it is now Flemings. Then World War 2 came and deliveries stopped owing to manpower shortage, and we all started bringing our own supplies. Unfortunately this hasn't changed --we have more shops and a wider choice, but we've lost that personal touch.

I wonder what will come next? -- more thoughtfulness and pride in this wonderful country of ours, I hope.

-- Phyllis Rugeles.

SHORTAGE OF WATER AT COMO & ENGADINE 1936

The worst drought ever known by residents of Sutherland Shire developed into a serious position (shortly before the end of 1936). Water tanks have been dry for nearly two months, while creeks which have met all needs in past years during water shortages have dried up. Children are being kept away from Como public school, as parents consider the water in the school tanks not fit to drink. Other pupils are taking supplies in bottles to drink during the day. People in the Como area have also been suffering from gastritis, local doctors blaming the lack of pure water as the cause. There are no water mains in the Como area, residents being entirely dependent upon the tanks. The washing of clothes has been postponed indefinitely.

Residents in the Engadine area are also facing a serious shortage of water. Forbes Creek has always survived through past heat waves, but this year it has dried up for the first time in the knowledge of old residents. Water is being sold in small quantities for drinking purposes from carts, Bush fires have made Engadine black and brown.

One resident of Menai, Mr. J. Crook, of Gerrald Road, is obtaining supply by allowing kerosene tins to catch the soak-age from rocks. He averages two tins a day by this method. Market gardeners at Menai are facing ruin through lack of water. Sutherland Shire Council has asked the Water Board to install stand-pipes at Engadine end Jannali.

Hurstville Propeller:12-11--1936

First Harbour Bridge proposal came from convict Francis Green-way in 1815 -- 117 years before the Bridge was opened.

GYMEA FARMING and the MARIEN HOME

In our May issue Mick Derrey recalled "The Shire 60-odd Years Ago", and referred to "Marion's Market Garden in Manchester Road Gynea, adding that "part of the original old home is still there". This article was reprinted in The Pictorial News a few weeks later. It brought a most interesting response from a grandson, Brian Marien, who also pointed out that the farmhouse building was his parents', not his grandparents'. Marien, in writing to us, sent along two photographs; one of the old farmhouse with his grandparents, and the other of his parents' home where he was born. These photos. are much appreciated; they have been copied for our Archives and returned to Mr. Marien.

-- M.H.N.

Mr. Brian Marien wrote:

My grandfather (Roberto Marieni until my Irish grandmother made him change his name) did have a market garden on the site pinpointed by the author (Mick). When he retired he built another house on the other side of Manchester Road and grew a couple of acres of fruit and vegetables on a hobby-income basis.

The original market garden site was bounded by Manchester Road, the Kingsway, Sylvania Road and extending almost down to The Boulevard. Twice a week in the late 19th century and early 20th century he would take a dray-load of farm produce to the city Markets.

One photograph (enclosed) shows the old farmhouse, which was situated about ten yards south of the road now called Marion Street and about a hundred yards or so east of Manchester Road. The other photograph shows the second house (built by my parents) on the corner of Manchester Road and The Kingsway. It was built in 1914 and was used as The Trade Union Club after the property passed from my family in 1943.

My father Frank was, at his death in 1936 at the age of 45, editor-in-chief of Smith's Newspapers, and had been previously editor of the Sun and managing Editor and a director, of Truth & Sportsman.

The house had everything that opens and shuts, including a full-size sound movie theatre with accommodation for 60 in the stalls and 25 in the circle. The screen could be seen from trees at the rear of the back garden, and these were invariably filled with local children. When the movies were later shown in city theatres the kids were able to say: "Oh, I saw them in the Mariens' backyard months ago:"

While service by the local tradesmen was excellent, I am sure nothing could compare with the personal attention not received from the steam train crews. When my mother was off to town, and because Sutherland-bound trams could be seen coming down the Miranda Hill, someone would be posted on the front fence to announce the sighting of the tram. This meant it would be at Manchester Road in 20 minutes -- it had to take on water at Miranda.

Invariably my mother would not be ready when the tram arrived. It would be waved down and the explanation given to the guard: "Mrs. Marien is going to town. She is not quite ready but she won't be long". The guard would then walk over to the house, escort my mother to the tram, open the door, ensure she was comfortable, and then let go with his whistle.

I didn't get quite the same type of treatment. Once after the pictures at Cronulla (silents in a tin barn almost opposite the Cecil Hotel site) I walked to the Shelly Beach Terminus to take the tram home. It took off without warning, leaving the guard behind and didn't stop until we reached Sutherland. The inebriated driver then went to sleep. Also inconvenienced were the customers of the wine bar at Caringbah who didn't get their usual Saturday service -- being carried into the tram and unleaded at their home stop.

By the way, is there any reason why the Shire Council can-not give the street its proper spelling of Marien? At least this would make it unique among all the Marion streets in Sydney.

-- Brian Marien

* * * * *

"HERE AND THERE":

"Soap Gets in Your Eyes": many will no doubt remember this old song -- linked, especially in the United States, with many of the programmes sponsored on radio by soap manufacturers; some of these programmes were extremely maudlin, and in time they became generally known as "soap operas". Similarly, Westerns were labelled "horse operas"; and both terms carried over into television.

Angus & Robertson: George Robertson, co-founder of this book-shop with David Angus, arrived in Sydney Town with his wife in 1882 -- with the combined sum of 10/2d between them.

Old-time Sydney Barbers: most of these early barbers were also "bloodletters" -- it being considered wise to be bled every now and again for one's health. Barbers undertaking this type of minor surgery advertised the fact by having the roof-supporting poles outside their shops painted in red and white.

Coastal Eucalyptus Forest: travelling from Parramatta to Sydney in 1886, Dr. Taylor of Melbourne, wrote: "the coast along the harbour is covered with a thick growth of eucalyptus trees".

Early Motor Cars:THE _ OLDSMOBILE.

In 1901 the United States' first mass-produced car appeared. Built by Ransome E. Olds and called the "Curved Dash Oldsmobile" it set the pattern for American cars until 1904. It was smaller and cruder than contemporary European cars and, as far as American status-seekers were concerned had less appeal. At this time the European motor industry was clearly ahead of its American counterpart; but the American models had certain advantages; they were lighter than the more luxurious European cars; they were less likely to get bogged in the mud, and their 4 ft. 8 ins. wheel treads fitted perfectly into the ruts made by the horse drawn farm waggons.

The early Oldsmobiles were capable of 20 miles per hour; and steering was by tiller instead of a wheel.

In 1908 the Oldsmobile firm joined with several others to form the nucleus of the now gigantic General Motors Corporation.

THE MODEL T FORD

On October 1st 1908 one of the world's most popular cars, the T Model Ford or "tin Lizzie" appeared for the first time, and one man's dream came true.

Henry Ford had succeeded in putting into effect his idea of "the universal car", a simple and reliable car that would be cheap enough for almost anybody.

Nineteen years later sales of the T Model had reached al-most 15.5 million, and Ford's mass production methods had been developed to a point where production costs were minimal in 1909.

When the first models appeared on the market the price was \$850.00, but by 1924 the price had dropped to \$290.00.

The T Model was simple but innovating; its 2.9 litre four-cylinder engine was cast in one piece, but the cylinder head was detachable -- a revolutionary development at the time. .

By producing the "tin Lizzie" Henry Ford probably did more than any other man to make the use of the motor car as wide-spread as it is today.

-- Geo. Heavens

* * * * *

The Benevolent Society of NSW, founded in Sydney in 1813, was the first charitable organisation to be established in Australia. Its grandiose and ponderously full title was:- "The NSW Society for Promoting Christian knowledge and Benevolence in These Territories and the Neighbouring Islands".

* * * * *

Australia's First "Zoo" was a menagerie established 1848, and run by the Australian Museum in Hyde Park, most of the animals being confined in small cages

SOCIETY ACTIVITIES

Snapper Island Excursion: Sept. 22: A good day with pleasant weather made our tour of the Museum and Training Depot one enjoyed by all. Completing the inspection early, after lunching on the Island, we returned to shore at 2.0 p.m.. Noting the new shopping centre at Birkenhead Point, j u s t across the water, an unanimous vote elected this establishment as the site of an hour-and-a-half inspection, completing our day at 3.30 pm., The buildings of this Shopping Centre were once a major tyre manufacturing establishment.

Future Tours: these are listed under Fixtures on the back page, with details.

Tours Committee: H. Ivers Convener: Ph. 521.1407: Mesdames A. Griffiths (23.5801) and E. Gumbleton {524.1660}0

MONTHLY MEETINGS :

July: Mr. S. Stedmen gave an Address concerning the history of the Land & Estates development firm of Arthur Rickard & Co. tracing the firm's activities throughout the metropolitan area, with special reference to the Shire. He illustrated this with several very interesting old-time maps,

August: Professor John Bach, of the University of Newcastle, gave a fascinating Address on Marine Archaeology, dealing especially with the locating and salvaging of 16th/17th century Dutch East Indiamen on the West Australian coast. His talk was illustrated with a number of magnificent slides, including a number of most unusual underwater ones.

September: Mr. Ken Mathews spoke of late 19th century shipping on the Illawarra coast, and of the small ships which were then the main means of transport for both passengers and goods. The Address was illustrated with a number of slides.

October: Mi. Gary Schoer, of the Dept. of Education at The Royal National Park., spoke about the early settlers of the Port Hicking district --Owen and Andrew Byrne, The Simpsons, William Costen, and others connected with the early days of the locality. He illustrated his Address with a number of interesting slides,,

-- M.H.N.

"The Perfect Nurse": in 1913 a Bendigo (V.) doctor described "the perfect nurse as possessing "the three Rs, sound serviceable teeth, absence of varicose veins and flat feet, no squint, a tidy hear, of hair and short back" No mention was made of specialised educational studies for nursing. The "three Rs" were -- Reading, (W)Riting and Reckoning", the last being a simple form of practical arithmetic.

The late Lord Louis Mountbatten served as the last Viceroy of colonial India during its transitional period to independence, India becoming a Republic on January 26, 1950

COOKING COLONIAL STYLE

Christmas Dinner 1929: This article might have appeared in the "Hurstville Propeller" in December 1929:•-

Until now thousands of women have spent long hours over a hot stove in the kitchen. They prepared savoury Christmas dinners just because their mother and grandmothers were accustomed to such fine foods, in a totally different climate and totally different circumstances. But thank goodness we in the lovely southern suburbs in 1929 are beginning to think for ourselves: w- casting away much that is useless and embracing that which will be a benefit to us. So why not this Christmas take a cold dinner and travel from Sutherland station by steam tram to Cronulla "where cool waters will entice you", and have your dinner on the beach in the lovely fresh outdoors.

Take with you a suitable menu such as this:-

Timbales of Prawn and Cucumber	Poultry de Luxe
Hearts of Lettuce Salad	Cream Dressing
Christmas Pudding Coffee	Christmas Cake

Timbales of Prawn and Cucumber:

2 cups cooked shelled prawns,. 2½ doz. sp. Gelatine, 2 tablesp. Lemon Juice, 1 thinly sliced Cucumber, 2 cups boiling Water, ¼ teasp. Sugar, Salt and Pepper to taste, 1 tabl. white wine. Dissolve Gelatine in boiling water; when cooled, add wine,, sugar, lemon juice, salt and pepper. Line individual shapes with prawns and sliced cucumber, pour in liquid and chill. Serve in lettuce leaves garnished with gherkins and dressing.

Poultry de Luxe:

Choose your birds, stuff and place in a fairly quick oven with a piece of fat bacon on the breast of each bird. When beginning to brown remove from oven, place in a steamer, steam gently until tender.

Hearts of Lettuce Salad:

Take leaves from Hearts of lettuce, place asparagus tips, cooked peas, beans and broad beans in leaves and garnish with stripe of red beet and gherkin.

Cream Dressing:

2 eggs, 1.¼teasp. salt, dash paprika, ¼ teasp. mustard, 1/8 teasp. pepper, 3½ tablespoon lemon juice. Beat eggs well, add dry ingredients, then lemon juice, mix well and stir over hot water until it thickens. When ready to serve, stir in whipped cream.

Christmas Pudding:

1 lb suet, 1 lb currants, ½ lb breadcrumbs, ½lb plain flour, 1 lb raisins, ¼lb almonds, 1 lb brown sugar, 1 grated lemon rind, 1 grated nutmeg, 1 wineglass of brandy, 1 pint o f milk, ¼teasp. allspice, 8 eggs. Sift flour, nutmeg, all-spice and salt together, add suet (well shredded), sugar, breadcrumbs and mix well; add prepared fruit and mix.

Beat the eggs and add milk. Pour into dry ingredients and mix thoroughly, then add brandy. Pour into a buttered basin and tie in a well-floured cloth. Boil for 9 hours.

Rich Christmas Cake:

¾lb flour, ½lb sugar, ¾lb butter, ½ lb raisins, ½ lb sultanas, ½ lb currants, ½ lb mixed peel, 2 ozs. sweet almonds, 2 oz ground almonds; pinch each of ground ginger, cinnamon and mixed spice, wineglass of brandy, 6 eggs. Warm mixing pan, put in butter and knead with hand until very creamy. Stir in sugar and beat well. Add a well beaten egg, and continue until all are mixed together. Add the brandy, almonds .and fruit. Mix the spices and ground almonds with the flour, then mix them in to other ingredients, a little at a time. Continue beating until thoroughly mixed and is a creamy batter. Turn into a paper lined tin and bake until a skewer, when inserted in the centre and drawn out quickly, is clean and free from stickiness. I t will take about 3 hours.

-- Athalie Ivers

Sources: Australian Home Journal, Dec. 2, 1929. Everyday Cookery: Isabella Beeton, late 1800s.

Note.: After reading this article my mother informed me that her family had their first cold Christmas dinner that year. She remembers it well as they had moved to Sutherland that year. They chose The Royal National Park for their dinner. Perhaps my grandmother had read the tome advising people to do just that: . -- A.I.

Odds & Ends:

A Melbourne newspaper in 1873 carried a letter from a male reader which stated that he was "pleased at the sudden out-standing success of girls in the Victorian matriculation examinations". He added, however that in his opinion "female university students will remain curiosities' for all time".

(It was not until March 1881 that women were first admitted to the University of Melbourne. M.H.N.) .

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Governor Macquarie's wife, Elizabeth, was the guiding influence in designing the Nth around the Sydney Domain -- hence "Mrs. Macquarie s Chair" and "Mrs. Macquarie's Point" between Farm Cove and Woolloomooloo,

.....

Isabella Rosen, who arrived with the First Fleet, became Australia's first schoolteacher.

.....

William Buckley, a runaway white convict, lived with Port Phillip aborigines from 1803 to 1836. When returned to civilisation he had forgotten most of his own language.

ROYAL AUSTRALIAN HISTORICAL SOCIETY ANNUAL CONFERENCE

This was held at the North Sydney Council Chambers on Saturday October 13, beginning at 9.30 a.m. and terminating at approximately 9.15 p.m.. The Conference Chairman was Associate Professor K. J. Cable, President of the Society. Sunday was devoted to an all-day tour of the St. George district, with visits to Carss Park cottage (Kogarah Historical Society) and Lydham Hall (St. George Historical Society).

Prior to luncheon on Saturday a visit was made to the historic St. Thomas' Church adjacent to the Council Chambers. The inspection of the Church and its Archives was under the guidance of Mrs. Daphne Dobbyn, the church's Hon. Archivist, and Mr. J.M. Bennett, a Fellow and Vice-President of the R.A.H.S. and Vice-President of The Friends of St. Thomas.

There were 130-odd delegates present, representing 79 local Societies.

This Conference was the last to be organised by the retiring secretary of the R.A.H.S. Mr. Harry Harper, who inaugurated the first Conference 16 years ago.

The general theme of Addresses by selected speakers dealt with "Family History as Related to the Regional Historical Society": It was emphasised that individual family histories may often tie up with the early development of the immediate locality. (This was especially so with the Hon. Thomas Holt and his son Frederick: with Edward Thacker in the Miranda area: William Burns and his timber yard at Caringbah). Inscriptions on public buildings -- e.g. "J. Jones & Sons 1886" -- often establish evidence of commercial beginnings etc.. Names on War Memorials and inscriptions on gravestones in a local cemetery are other valuable sources of records of pioneer settlers.

It was pointed out that the Mormon Society in the U.S.A. holds a worldwide record of births marriages and deaths of every individual family collected over many years -- millions of names. The local representatives are Mr. and Mrs. Frank Lord, 18 Northcoate Av. Caringbah 2229; or P.O. Box 1326 North Sydney 2060; to whom enquiries may be addressed.

It was decided that, prior to the next Annual Conference affiliated Societies will be asked to submit in writing any resolutions they may wish their delegates to bring up for discussion.

As in previous years, a number of Societies displayed their various publications for sale, and all are eagerly sought after according to the interest in various districts. I took along six copies each of the Pictorial History of Sutherland Shire (F. Midgley) and The Hon. Thomas Holt (M. Hutton Neve), and sold all -- I could have sold more.

Mr. Ken Mathews and I were the Society's delegates.

- M.H.N.

HISTORICAL SOCIETY REFERENCES

Contributions: Members are invited to submit material for the Bulletin; this 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 February 1980 issue should be handed in no later than the meeting of December 144, to allow for the ensuing Xmas holidays and the restricted time for printing.

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).

Society Publications are registered with the National Library Canberra in accordance with the 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, except for "Reflections".

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

Reflections (illus.): by F. Midgley & the late A. Midgley: a history of the Menai Congregational Church & district, 1901 to 1977: \$1.00. Proceeds to Menai Pioneers' Fund.

Publications Committee: Convener: Geo. Heavens: Editor: M. Hutton Neve:

Committee members -- 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 are held on the 2nd Friday of each month, commencing at 8.0 p.m., in the Recreation Room of the Council's administrative Centre in Eton Street Sutherland (2nd floor). Intending members are welcome.

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Editor: Mrs. M.Hutton Neve, 26 First Av. Loftus 2232: Ph. 521.2578.

FIXTURES

- November 9: Mrs. M. Hutton Neve:
"Cook Was Not the First"., -- illustrated.
- December 12: Xmas Meeting -- Films, etc..
- January 11. 1980: Members' Night.

Members are invited to give short talks of 10 to 15 minutes, on any subject of their choice; or to show Slides. Please notify the Hon. Secretary Mrs. Taplin as soon as possible, so that the January Programme may be arranged.

November 17: Kiama and District.
 Bus leaves Cronulla 8.0 a.m.
 " " Sutherland 8.30 a.m.
 Fare = \$4.00.

March 21. 22. 23. 1980: Orange and Carcoar.
 Bus departs Cronulla 6.0/6.30 p.m. on Friday 21. Pick-up en route to be advised. Fare, including all meals and accommodation, about \$60.00 -- exact amount to be advised later.
 Bus returns approximately 9.0 p.m..

Special Tour January 26. 1980: As announced elsewhere in the Bulletin, there will be a special visit to St. Patrick's College at Manly to coincide with Manly's "Colonial Day".. Fare will be \$3.00 -- bookings are being taken now. The exact times of departure will be marked on your ticket. Please contact Tours Committee -- Mr. Ivers, 521.1407: Mrs. A. Griffiths, 523.5801: Mrs. E. Gumbleton, 524.1660.

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