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SUTHERLAND SHIRE HISTORICAL SOCIETY ... QUARTERLY BULLETIN... Feb.
1980

NOTES FROM THE PRESIDENT

This Bulletin reaches you as the last one before our Annual General meeting, and offers an excellent opportunity to look at the year just gone, and at our future.

1979 has been a good year for the Society; membership and attendance at meetings and field days have all been on a high level, due to interest maintained by Society members — a fact noted and appreciated by Executive members, who work through the year to keep the business of the Society on the move.

Our gratitude is due once again to the Sutherland Shire Council for the use of the Recreation Room in the Administrative building for our monthly meetings; and to the Parish Council of the Anglican Church Sutherland, for the use of their building for our Executive meetings.

We suffered a sad loss towards the end of the year in the sudden passing of our Past President and Life Member, Cyril Law.

In recent years we have covered fresh ground with both Speakers and field day material.

Co-operation from other Historical Societies made a success of our trips . In this connection it is pleasing that we have been able to continue the full weekend events which we organise around March each year.

My recent holiday along the Murray River proved most stimulating. Commencing at Mildura, including Wentworth, I came home eastward along the Murray, visiting the historical riverboat towns of Swan Hill, Euchuca, Deniliquin, Wagga and Albury. Of these, Euchuca is noted for its restoration work. I recommend a tour of this area to anyone interested in the early commercial history of Australia.

I look forward to a busy year once again, and with it, new Speakers with subjects, and new territory for our field days.

A Happy 1980 to all, and along decade to the Society.

— Harold Ivers,
President.

Donation of Photograph of our Founder President, the late Mr. Richard ("Dick") Harrison. I have been associated with the Harrison family for many years through the Girl Guide Movement, and have served on the local executive for about 20 years. Thus because of this connection I recently approached his children-- Ruth, David and Noel -- regarding a photograph. David copied one in the family's possession, mounted and framed it, and gave it to me to present to the Society. It is inscribed on the back ... "Presented to the Sutherland Shire Historical Society by the children of Mr. R. Harrison, First President of the Society". I duly handed it to the Society at the December meeting.

Mrs. Hutton Neve has asked Mrs. Veronica Law if she would make available for copying a suitable photograph of Mr. Cyril Law, our second President, and we look forward to this.

— Geo. Heavens

WORONORA BUS SERVICE

When the steam tram began running to Cronulla from Sutherland in 1911 it wasn't long before all horse buses except Sutherland to Malley were cut back to be feeders to the trams.

However, the intrusion of Newlyn's bus in 1924 running over the same route as the tram, and later Bardsley's De Luxe Bus Service, contributed to the decline of this passenger service, and it was forced to close in 1931.

A motor bus had made a brief appearance at Sutherland as early as 1908, and by 1914 Ned Toyer had three of the operating in The National Park.

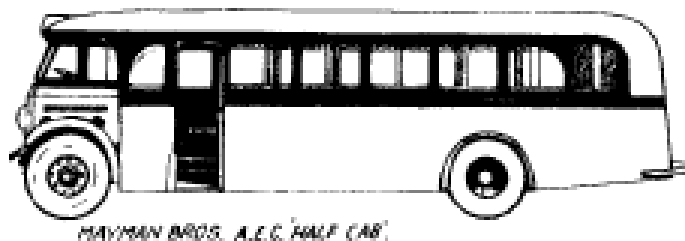
The motor bus gradually took over the routes of the horse bus; but what of the areas in the Shire that had never had any regular public transport? Why such a service had not operated to the Woronora River from Sutherland at weekends and public holidays would certainly not have been lack of patronage, for the people from the city and suburbs flocked to the Woronora River in their hundreds. Others had weekenders stretching all along the river up to the "Needles" or head of the tidal waters.

Robert Cook, a Sutherland Shire Councillor, had made his home at Woronora early in 1907, where he built a boatshed housing 12 boats, and made picnic and camping grounds for the holiday-makers.

A press report on August 24, 1907, stated that the road from Sutherland to Woronora River was being rapidly pushed ahead under the engineer-in-charge Mr. Marlowe. By Christmas of the same year the road was near completion, although in a neglected state approaching Sutherland station.

In an advertisement of September 1911 for Cook's Woronora Boatshed is a very interesting extract regarding public transport: "vehicles to convey parties from station to boatshed if required. Coaches and vehicles for hire to any part of the district".

From this it is apparent that Robert Cook was the first to operate a public conveyance between Sutherland and Woronora but not on a regular schedule.



HAYMAN BROS. A.E.C. 'HAMP CAR'

In 1926 an application for permission to run a motor bus from Sutherland to Woronora River was received by Sutherland Shire Council, but for some reason the service did not eventuate. However, it was during the Christmas holiday period in 1934 that a bus service was commenced on a trial basis.

The operator was G.H. Ramsey, who had been in partnership with Darby and Perry of the South Sydney Bus Co., which was forced out of Sydney on Deco 8, 1934, as were other private operators when the Lang Government instituted Government buses in the city.

Ramsey then bought The National Park bus service from Reg. Hammill, who operated buses between Sutherland and Audley, and in addition net trains in The National Park.

The South Sydney Bus Co. had amongst its first fleet of buses three double-deckers which had begun operating in 1929. When the partnership was dissolved Ramsey brought with him a number of American made White corridor buses, and some of these were used on the Woronora run. The trial services proved that a regular service was practicable, and on February 11, 1935 the route (237) officially commenced between Sutherland and Prince Edward Park. The fare was a flat rate of 6d.

Three of the early drivers were Jim Burke, Dick Deane. and Reg. Martin. There was also a tall man, whose name I cannot remember, who drove the first bus on the route -- and no one could help me in this. Some of the early drivers wore white coats, and a conductor was employed.

In addition to taking over the National Park bus service and commencing the Woronora run, G. H. Ramsey also began the first motorbus service to Grays Point. At the time of turning his transport interest to Sutherland Shire, Ramsey resided at 28 Botany Road Mascot.

Tim Hume, who had begun working for Ramsey as a conductor, was appointed manager, and resided in the house near the gar-age at The National Park railway crossing, until he resigned to operate a bus service from Caringbah to Lilli Pilli. The next manager was Keith Woods, who had also been a conductor on



JOSEPH WHITE STANDING AT LITTLE BUS DEPOT AND GARAGE IN 1947.

the South Sydney Bus Co., and was responsible for updating the bus fleet with a number of Super Whites from Newcastle. When he retired to start his own bus service in the Come-Oyster Bay area, the next manager was W.A. "Joe") Gardiner, and it was while he was in charge that the route to the Woronora was put up for sale. It was bought by Mayman Bros. of Menai in December 1948.

The timetables prior to 1947 Monday to Friday, began from Sutherland at 5.30 a.m., and the last service from Prince Edward Park was at 8.30 p.m.. During the day there were 21 services each way. On Saturday there were 16 journeys each way, including a bus from Sutherland theatre at 11.0 p.m.. On Sun-days and holidays an hourly service was maintained from 8.0 as to 8.0p.m., the same timetables applying to Christmas Day and Good Friday.

Mayman Bros. timetable in September 1950 was very similar to Ramsey's except that the Christmas Day service was withdrawn. Six years later, in August 1956, there were considerable alterations in the timetables, when Sundays and holidays were cut to less than half; and the Wednesday and Saturday evening services for the theatre were withdrawn through lack of patronage due to the advent of television. Frank Mayman usually drove the buses himself on weekends.

When Doug. Smith took over the service in July 1966, a timetable issued in May 1967 shows that Sunday services had been reduced to two each way and holiday services withdrawn.

The impact of the private motorcar now had its final effect on Sunday services, which were withdrawn soon after. Gone were time times on Sundays and holidays when, particularly on the upward journeys the buses were crammed with passengers. The proprietors now rely largely on school bus services for their livelihood.

Colour schemes for the buses changed with the proprietors. G.H. Ramsey buses were of dark green; Mayman Bros. white with black bands; and Smiths, white and green. All of the earlier buses were powered by petrol engines, the diesel coming later.

Of some of the makes used over the years:- White, Chevrolet, International, Daimler, Bedford, Reo, A.E.C. and Leyland; of these, the latter two have proved to be the most rugged for the conditions on this route, which must now be one of the most arduous in the metropolitan area. Traffic was less congested in the earlier days, but today it adds to the problems encountered by the drivers, particularly on the sharp bends. There have been a few minor accidents due to the negligence of car drivers, but no serious accident has occurred. Some of the sharp bends have been widened; previously the larger buses had to reverse to get around.

Originally the bus service ran only between Sutherland and Prince Edward Park. An independent operator, who had taken over the Grays Point route from Ramsey, commenced running about the end of World War II from Sutherland to Price's Avenue Woronora. However, lack of patronage soon curtailed the

enterprise. There were insufficient residents to support such a venture, and as the timetable shows there were fifteen journeys each way Monday to Friday, with the addition of a bus after Wednesday night pictures at Sutherland. There was first one service less on Saturdays, but with the addition of the after-theatre service. Sundays, holidays, Good Friday, Christmas Day, an hourly service was maintained from 8.30 am. to 8.30 p.m.. There were protests from residents when the service was closed, and the Department of Motor Transport pressured Gardener to continue. The Prices Av. run was anything but a financial success.

In February 1955, with the commencement of the school term, Mayman Bros. began operating a bus service between Sutherland and Menai, travelling via Prices Av. en-route.

Mayman Bros. had four buses registered -- two A.E.C.s and two Reo's, one powered by a Chevrolet engine.

It is interesting to note how Maymans used different buses to overcome the three final sharp bends, including the one onto the Woronora bridge on the Prices Av. run, for which a large Reo was used. It would be left on the Sutherland rank (East Parade) after the morning peak; then, as the A.E.C. half-cab came in front from Prince Edward Park, the driver would change into the Reo for the Prices Av. trip. The reason was that the Reo had a shorter wheelbase and a better steering lock.

Some of the drivers were on the route for a number of years, but the longest serving driver was Woronora resident the late Norman Stahl, who drove for 28 years.

The service is now operated by Doug Smith's son Barry. Today the number of buses have increased considerably, including charter coaches. Services have been extended to Illawong and in Menai for the conveying of schoolchildren within the area. and to schools at Sutherland and Jannali.

February 11, 1980 marks 45 years continuous service to the public.

-- Fred Midgley.

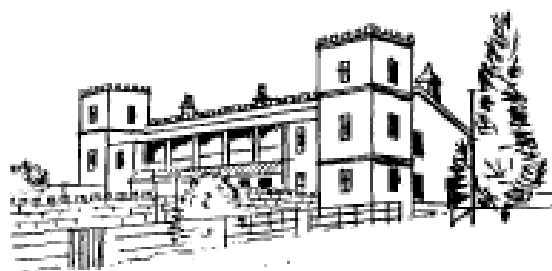
Sources: Mr. L. Manny; Mr. J. Midgley: St. George Call: Author's Notes.

Motor Car Museum: Historically-minded motorists have doubtless visited Mr. George Green's Motorcade Museum at Leppington. A "branch" of this museum has recently been opened by Mr. Green at the new Birkenhead Point Centre at Drummoyne, wherein are featured vintage, veteran and unusual cars. The Birkenhead section at present includes about twenty cars, amongst which are a Rolls-Royce Silver Ghost, a Bugatti, a 1903 Speedwell and a 1903 Oldsmobile.. The display will be changed from time to time, incorporating cars from the Leppington museum and cars on loan from private owners. The Birkenhead museum may be found in Building 7, Level 3; admission - adults \$1.00, children 50 cents.

"The Open Road" (NRMA): Dec. 1979.

THE FIRST SUBDIVISION OF SUTHERLAND ESTATE 1908

The map opposite is by courtesy of Sutherland Shire Central Library. Selected sites on the map are explained in the text.



The building of Sutherland House on the shore of Gwawley Bay was completed by December 1881.

The Holt-Sutherland Estate came into being when the Hon. Thos. Holt bought from the Crown some 12,000 acres of land in the southern part of the pre-Shire. Thos. Holt entailed the estate to his eldest son Frederick in perpetuity; and Sutherland House itself was completed towards the end of 1881. Thos. Holt's home "The Warren" at Cook's River (Marrickville) was sold, and Thomas apparently moved in with Frederick for about three years, when he left for England with his wife and daughters, and died there 1888.

Frederick became "Lord of the Manor" and lived there for about 10 years before he retired to a quieter life at Burwood. He was killed in a train accident near Katoomba in February 1902, and in 1908 the first subdivision of the estate took place.

The Illawarra Road, previously known either as The National Park Road or the Sydney Road, ie today's Princes Highway. In the early 1920s there was a major re-alignment of the Illawarra and Port Hacking Roads adjacent to the southern end of Cook's River Bridge.

On the western side of Illawarra Road was the Manager's cottage (M. on the map) built in 1861. This served for several years as a "weekender" for the Hon. Thomas and Frederick while supervising the initial development of the estate, and later, the building of Sutherland House. In after years it became the Manager's residence; and later still, after the opening of the bridge 1929 and the appointment of a Toll Collector (with a "Toll Gate") it became commonly known as the "Gate House" or "Toll House". In the 1920s, after the bridge opened, the cottage was bought by the Shire Council and tenanted for some years by employees. As it was not solidly built — only the front and main side walls being of cut sandstone (the interior it as largely rubble) it gradually became derelict and was demolished about ten years ago. A block of "town houses" now occupies this magnificent scenic site — although now noisy with the never-ending discord of motor traffic.

Belgrave Esplanade is the line of the driveway which led off near the top of Illawarra Road to Sutherland House (No. 5) on the foreshore of Gwawley Bay. Between the mansion and the Bay itself was a large swimming bath" (No. 6) --presumably fed by pumped-in seawater, and a dressing pavilion.



The Estate Manager's cottage was built in 1861. It is now demolished, and "town houses" occupy the site.

Residential Sites, LARGE MANSION with ample Gardens, and Cottages

Auction Sale on the Ground

EASTER MONDAY

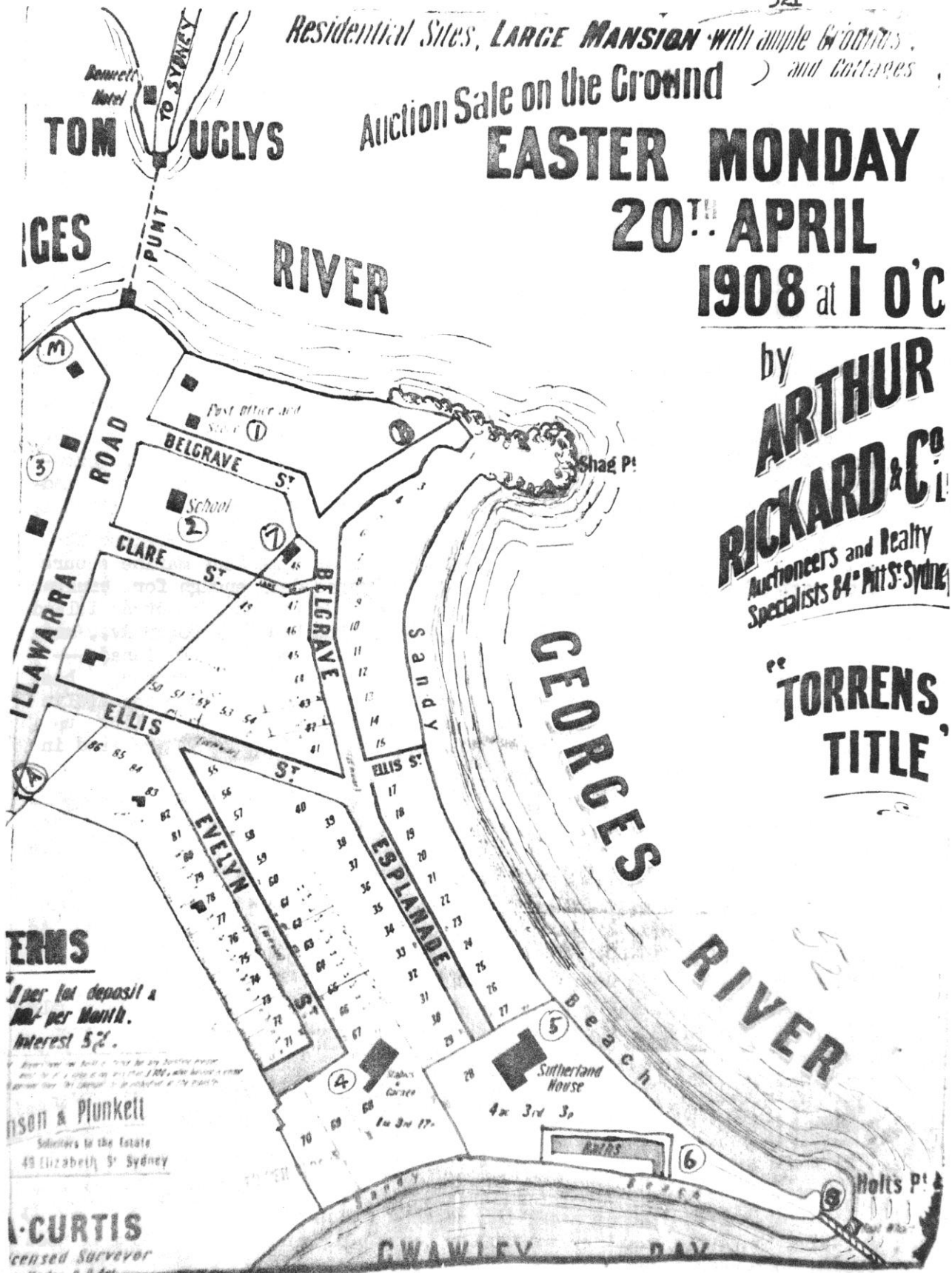
20TH APRIL

1908 at 10 o'clock

by ARTHUR RICKARD & CO

Auctioneers and Realty Specialists 84 Pitt St Sydney

"TORRENS TITLE"



TOMUGLYS

GES

RIVER

ERMS

£ per lot deposit a
10/- per Month.
Interest 5%.

Be careful of the... of the... of the...

son & Plunkett
Solicitors to the Estate
49 Elizabeth St Sydney

CURTIS
Licensed Surveyor

Shag Pt

GEORGES RIVER

Sutherland House

4 or 3rd St

GAWLEY

Holt's Pt

The diagonal line A--B was the western boundary of the home estate , whereon a high stone wall was erected. Remains of this boundary wall may still be seen at the rear of St. Mark's Rectory.

The Gatekeeper's cottage (No. 7): this was just inside the entrance gates -- tall wrought-iron gates to the entrance of the long driveway. One of the residents of this cottage was required to open and shut the gates whenever a vehicle wished to pass.

Adjacent to Sutherland. House (No. 5) were the Stables and Garage (No.4); Near the Stables was the windmill which pumped water to the household tanks from a subterranean spring.

Gwawley Bay entrance: Fence and Wharf (No. 8): as the estate owned all of Gwawley Bay the Hon. Thomas erected a wooden fence across its mouth to prevent trespass by local fishermen. Here, too, was the private wharf --Frederick owned an oil-driven launch. This he used for pleasure trips on the river and across to Kurnell, as well as transporting guests from Rocky Point Road terminus at Sans Souci; other guests would drive over in horse-drawn vehicles via the steam punt. The garage was of course a later addition to the stables — Frederick owned the first motorcar in the district.

Sylvania Waters : some years ago the Holt-Sutherland Coy. drained the shallow waters of Gwawley Bay, and developed it as a manmade marine suburb with most of the allotments having water frontages deep enough for cruising launches. float ramp occupies the site of Holt's wharf; Murray Island is linked to the onetime front garden of Sutherland House by Bogan Av., and Lachlan Av. covers the site of the swimming baths. Belgrave Esplanade --or rather, the estate's driveway -- which terminated at the mansion, has been extended to skirt right round Gwawley Bay to the eastern side; Evelyn St., which terminated behind the stables, now continues south to link up with Port Hacking Rd; Castlereagh Crescent is drained and built-up land in front of the stables and pony paddock.

In 1918 Sutherland House was gutted by fire-- believed deliberately --when the resident caretaker had left the place to go to a nearby shop; this would either be the Post Office and Store (No. 1) kept by Mrs. Honoria Rice, of the one on the other side of the Illawarra Rd. (No. 3).

Next to Mrs. Rice's store and residence (No. 1) on the ridge above was the Public School (No. 2), and nearby was St. Mark's Church of England. As the map shows, there were one or two scattered small cottages adjacent to the Illawarra Rd..

Except for a few tall old trees and remnants of the stone boundary wall nothing now remains of the castellated twin-towered "manor house"; even the name of "Holt's Point" at the entrance to Gwawley Bay was replaced by 'Handy Point". The gutted building was demolished and much of the stone used for road filling; other stone blocks were used to construct the War Memorial (W/W I) outside the Shire Council building at Sutherland.

--M. Hutton Neve

* * * * *

Children bowled hoops along the streets in Australia until about W/W I; spinning tops were popular amongst the boys. Girls and small children used wooden hops, the older boys had iron ones.

MEMORIES OF YESTERYEAR



I often think of those old timers
 Who used to roam the old bush tracks;
 They usually had a crosscut saw, a mall,
 a wedge and axe
 Slung carelessly across their backs.
 They'd go down into these gullies
 And there would fell big trees;
 Maybe it was for splitting posts, or to
 rob that nest of bees.
 Their attire was a grey flannel shirt,
 And their pants blue dungarees --
 They always had their bowyangs tied
 just below the knees.
 I think of how they grubbed those trees
 And cleared out all the scrub;
 Then how they would congregate on
 Saturdays outside Ted Boyle's pub:

Among them was old Dan Lobb -- I liked him better than the rest
 Because he had that long white beard that rested on his chest:
 All have passed on now; they've lived life's span;
 They did their best whilst here,
 Some had their quarrels and their fights,
 But they always liked their beer:

Mick Derrey

* * * * *

A flood on the Murrumbidgee River totally destroyed the town of Gundagai in June 1852,
 when 89 of the population of 250 were drowned.

Budgerigars were first exported to England before 1840.

Opening of the New

INFORMATION CENTRE at

THE ROYAL NATIONAL PARK

The opening of this Centre necessitated major alterations to the bushland along Farnell Drive --the entrance road leading off Princes Highway to the Audley Road which begins the descent to the "Audley Pleasure Grounds" laid out in 1883.



Unfortunately, in providing modern facilities at this northern Park entrance, some of the old historical associations had perforce to go, having long outlived their time.

On the northern side at the end of Parnell's Drive was the original sandstone railway platform, where on the N.S.W. Volunteer Defence Forces with their small field guns, their horses and fodder and other equipment disembarked for the annual Easter Training Camp, which ended with the popular public ceremonial parade on Easter Monday. These were held from 1886 until Federation, when all State training was taken over.

The "military branch line" left the Illawarra railway line at Loftus Junction and ran for about a mile to terminate at the old National Park Railway Station. In later years the terminus was enlarged to take a partial double track and extra platforms to cater for the steam trains (and later, the electric trains) for the holiday crowds.

Behind the terminus was "Hodge's Building Loftus", built by Sebastian Hodge about 1885 as "Refreshment Rooms". It was a wooden single-storey building, and stood until only two or three years ago — although by then in the last stages of dilapidation.

The new Information Centre is sited slightly south of "Hodge's Building", alongside the onetime scenic walking track known as Florence Parade (which, I understand, is to be re-opened). It is a truly beautiful building, nestling into the bush surroundings, and perched on the edge of "Loftus Heights", the original name for all this hilltop overlooking the Hacking River far below. The extensive use of all-glass walls and open decks seems to bring the roaring trees almost within the building; and the whole vista is magnificent.

The new Centre was officially opened on the afternoon of December 12 by the Hon. Paul Landa, Minister for Planning & Environment.

The Society was represented by Messrs. F. Midgley and S. Stedman and myself.

— M.H.N.

A "Financial Recession" occurred in July 1891 when many of the trading banks suspended payment. Within the next 8 months no less than 120 companies, including big financial institutions, closed down. It was this financial collapse which forced Isaac Harber, who had just completed the building of Heathcote Hall and 'moved into his new home, to place it on the market. Mr. Harber was a prominent Sydney businessman, and was unable to salvage the remains of his investments whilst living in so isolated a locality. The property was finally "sold" as the result of a raffle held by Tattersall's in Brisbane.

The late MRS. N. BAMBOROUGH

-- a Shire Pioneer for 68 years

(This contribution unfortunately arrived a few days too late for the November issue).

With the passing of Mrs. Nellie Bamborough at the age of 95 years on Oct. 15th 1979 the Shire lost a pioneer resident who had lived here for 65 years.

Mrs. Bamborough was widowed early in her married life, being left with three small children. The family settled first on a small farm in Bellingara Road Miranda, but soon after her husband's death she moved to The Kingsway Caringbah.

To support her young family Mrs. Bamborough worked for many years as a cleaner at Miranda Public School, where she gained the respect and love of all who knew her. By her work she not only supported the family but was also able to save money, enabling her in later years to take two or three over-seas trips.

Mrs. Bamborough is survived by her two sons Robert and John and daughter Norma (Mrs. Geoffrey Smart of Gosford); John will be remembered by many local people, first as a teacher at Cronulla Public School and then deputy headmaster at Gymea Bay Public School -- where incidentally he taught my daughter Doris (Mrs. Graham Russell).

-- Phyllis Rugless

Early Motor Cars:

THE VAUXHALL

Arguments can still be found amongst vintage car enthusiasts as to which was the finer sports car -- the vintage Bentley or the 30/98 Vauxhall. Both were built in the golden days of British sports car racing -- the 1920s -- and both had their remarkable features.

The earliest 30/98 was built in 1913 to a special order, and the first model was offered to the public immediately after the First World War. They continued in production until 1927.

It is said that the earlier model, known as the E type and fitted with a 4½ litre engine, could pull away smoothly from 8-10 MPH in top gear and accelerate smartly into the high 70s in normal standard touring trim.

The E type was capable of some 80 MPH, and stripped and tuned it was even faster. In 1923 the E type was replaced by the more refined DE type which, still with a 4½ litre capacity engine was capable of over 100 MPH when stripped and tuned.

-- Geo. Heavens

"THE ST. GEORGE CALL"



The district's oldest newspaper, "The St. George Call", published weekly since 1904, ceased publication in October 1979 after 75 years.



This newspaper, circulating in the St. George, Sutherland Shire and parts of Bankstown, was published on 9th January 1904 by David Christian and Robert R. Reid, whose address was the corner of Gray Street and Queens Avenue Kogarah, and whose Phoenix Printing Works were on Railway Parade.

Robert Reid originally came from Scotland to Kogarah about 1884. In 1899 he married Miss Isobella Christian, sister of David Christian. David married Miss Florence Stroud. All were prominent workers in the Kogarah Presbyterian Church.

In July 1904 the partnership between Christian and Reid was dissolved when Mr. Reid sailed for San Francisco. A business notice intimated that the publishing business in the future would be controlled by David Christian, Clement J. Kelly and Robert Bruce.

David Christian, the son of a printer, was a perfectionist, and the general appearance of the "Call" was a great improvement on other papers of the period.

In that first issue David Christian the Editor wrote:-

"Friendly reader, your appreciation of our humble efforts to provide the district with a journal that may safely find a place in the home or the business establishment will be by becoming a subscriber. In this hope 'The Call' presents itself -- its fate is in your hands".

The earlier issues of the newspaper are now to the historian a valuable source of information on the growth of the district in all its aspects.

The next editors of the paper were Mr. W. Reid, Mr. W. Bruce then Mr. C. J. Kelly, who was connected with the Dauer for almost half a century.

In later years "The St. George Call" was managed by the members of the late Mr. Kelly's family until it was sold to Harpham Pty. Ltd., who continued to trade as "The St. George Call" in Regent Street Kogarah.

- Fred Midgley

Sources: The St. George Call Jubilee Supplement 1904-1954.
Author's notes.



A SHIRE

SETTLER'S

WIFE



It was another of those hot and fiery summer days
 When the burning sun shone through the haze
 Of skies all darkened by the swirling smoke
 From bushfires creeping over scrub and hill.
 The settler's wife bestirred herself to stoke
 The kitchen fire with kindling wood to fill
 The blazing grate and feed the flame,
 Until the heat within the kitchen leapt
 To meet the heat outside; no breezes came
 To cool her wilting form -- the kindling kept
 The swirling heat and held it fast
 To heat the food within its shuttered door.
 The cat and dog had long since left the blast
 Of hot air rising from the heated floor
 And found a cooling shade beneath the tank.
 But the settler's wife, her long hair lank
 And pressing hot upon her weary head,
 Must feed her menfolk working in the heat
 To move the stock and keep the fire at bay --
 They need the crusty bread and roasting meat;
 So she, like they, must struggle through the day.

M.H.N.

While holidaying at Tumbarumba in early January Mr. George Heavens was invited to be a guest at the local Rotary Club dinner, and was unexpectedly called upon to be Guest Speaker. George choose as his subject "The Sutherland Shire historical. Society Bulletin", explaining its objectives, the personal of the Publications' Committee and its production. He also read some extracts and passed several copies around; and was extremely pleased with the complimentary remarks concerning the magazine.

Conservation Order for Carcoar: The NSW Government, under the Heritage Act, has announced the protection of all buildings in the historic town of Carcoar in the central NSW, this coming into effect last November.

Estate agents who were finding it difficult to sell land after the First World War advertised: "Returned men: why not own a bit of the country you fought for?" This original approach brought quite a number of sales.

A MONEY MYSTERY,

When the Shire Council grader was levelling off the playing fields known as Waratah Park (Sutherland) the driver unknowingly opened up a cache of silver coins — hundreds of them. They were spread for about a 100 yards along the ground close to the surface. It rained that night, and the next morning some boys running around the area found and collected these, many in good condition. All were dated 1914 to 1918 --no other dates.

Of course, the good ones were spendable, but the acids in the clay ground had eaten away large quantities of the silver in most of them. The banks in Sutherland would not accept them, and they were useless as collectors' items (I have some). The boys finished up taking them to the Reserve Bank in Sydney, where they were accepted.

Many were eaten away to such an extent that to all appearances they looked like silver paper shells of the original coins, and the silver in-side looked like hard blank mud: but they were genuine coins.

At the next meeting of the Society I will bring the ones I have to show to any interested members.

I suggest the coins were stolen and hidden; then either forgotten, or they couldn't be re-located.

— Geo. Heavens

* * * * *

PIONEERS OF NORTH WEST ARM

The first man to build at North West Arm was Bob Dashwood, a New Zealander, about 1911. He was single and about 30 years of age. He married about 1914, but his wife died of pneumonia in 1918 from the conditions under which she lived. There was one son, Bob, of this marriage.

His water supply was from the creek which still flows across the North West Arm Road, just north of the Grays Point turn-off. His cart would often get bogged in Savilles Creek at night when coming from the city with a load of timber and horse feed. He would then walk back to our shack at President Avenue to get my dad to give him a hand on the wheel. Many times he would get flood-bound and would unharness the horse at our place and sleep on the ground floor in our kitchen, and then walk down in the morning to Savilles Creek to see if it was possible to cross.

Long before Bob Dashwood -sine to North West Arm, Claude Gough would fell big trees for logs, which would be snigged out of the gullies with bullocks for Coles timber yard at Sutherland. The only way out to Sutherland was just west of the natural stone bridge through the bush and came out on President Avenue at Acacia Road. But what impressed me most as a small child was the beautiful white sand which extended right into the elbow of the river. There must have been over an acre of sand -- and I think even now of how we used to romp around in any depth of water on those summer days of over seventy years ago:

Mick Derrey

A COMING CENTRE



SUTHERLAND SCHOOL OF ARTS AT THE TURN OF THE LAST CENTURY

This is a sketch of the Township of Sutherland written 75 years ago -- in the delightful journalese of the time.

The district was formally named and declared a Shire by the State Governor Admiral Sir Harry Holdsworth Rawson, on March 6, 1906.

A Provisional Council was installed, prior to the first representative elections being held some months later. — M.H.N.

Now that Sutherland has been raised to the importance of a local government centre, its claims to a residential centre must (per medium of judicial advertising) be made known far and wide by the newly elected Council. Many are the points which should attract the seekers after an ideal home. The climate rejoices in 90 per cent of sunshiny days; it invites you to midsummer nights beneath clear stars, and open windows in the spring and autumn; it has a fraternal feeling for long walks, motoring, bicycling. The genial moon that climbs up over the shoulders of the various hills sheds a silver light upon the stretches of purely Australian foliage, and reflects the waters of the Pacific and of Botany Bay and Port Hacking

There is no monotony in this district, but an alternation of sunlight and shadow everywhere.

This is Sutherland.

In its compass Dame Nature has scattered health and pleasure resorts lavishly. With the glorious bays of the Port to select, with the great stretch of ocean beach at Cronulla, with the adjacent National Park, the Sutherlander lives in a locality unsurpassed in the State. All these resorts are attractive the whole year round.

One of the most recent improvements is being made for tourists on the western side of the railway.

Here the traveller is being assisted to reach the winding Woniora (Woronora) River

The "Evangelical Jubilee Congregational Church" of 1886 was one of the first buildings in the early Sutherland settlement.



with its wealth of picnic spots, by a much improved and convenient track. Campers must have been agreeably surprised last week to find that the track from the Cemetery to the river has been in the hands of the men of Roads Department, and further delighted to know that the track was to be made to the Cemetery gate, thus reducing the distance from the station to these delightful river resorts. If this works out as expected the Christmas season will see hundreds on this side of the line, as against scores before.

(This track led behind the present Sutherland Oval, and then across the northern end of the Cemetery. The track north of the Cemetery can still be traced in places.

-- M.H.N.).

The confident hope of the Sutherlanders is that this is only a preliminary to a bridge across the river, which will bring Liverpool within 10 miles of Sutherland.

The usual complement of stores is found here (one of the principal is that of R. Carrick and Co); and accommodation for visitors is to be had at either of two good hotels — Peter's or Boyle's.

(Peter's = The National Park Hotel, now the Royal, East Parade; Boyle's was then the Railway Hotel, Ted Boyle being the licensee. — M.H.N.).

With a fond hope that a long promised tram route will open up the town with the seaside, the residents look forward to the time when Sutherland will rank as one of the brightest townships outside the Metropolitan area.

The new Shire Council have a thoughtful and earnest task before them, and it goes without saying that their efforts during the incoming year will be watched with scrutiny that will determine their inclusion in the three-year's bunch of Councillors at next election.

-- The St. George Call: Dec. 8, 1906,

1980 Subscription: This is now due. If you have not paid this, please fill in the Subscription Form elsewhere in this Bulletin.

You will receive a yellow Membership Card 1980; please keep this in your purse or wallet — it is conveniently small. Only financial members may stand for election or vote at the Annual General Meeting on March 14.

Memorial to Lieut. Col. George Barney, regarded as the "father" of Australian engineers. The memorial is situated at the corner of George Street North and Argyle Street, near Cadman's Cottage. It is thus not far from the site of Lt. Col. Barney's best known building the Garrison Church at the Rocks. One stone of the memorial features a bronze portrait of Barney by the sculptor Dennis Adams.

A Solid Meal for 25 Cents: In the 1930s Sergeants Restaurant in Market Street -- now the site of a State Lottery Office -- was a Mecca for lunch and dinner. For 2/6d (25 cents) one could get two meat pies, mashed potatoes, peas, bread and butter and a large pot of tea (with of course milk and sugar provided).

Our Editor, Mrs. M. Hutton Neve, has the honour of being one of a panel of speakers invited to address a Symposium at the end of February on "The History of Medicine and Health in Australia". This National Conference has been arranged by the Department of Child Health of the Brisbane Royal Children's Hospital under the aegis of the University of Queensland. Mrs. Neve has entitled her 15-minute paper "This Mad Folly:", being a brief outline of the first Australian women doctors.

Mrs. Neve's first full-length research history "The Forgotten Valley and St. Albans District" (Macdonald Valley, north of Wiseman's Ferry) sold out its limited edition of 1000 copies within 6 months, and is to be reprinted later this year.

Her second research history "This Mad Folly:" is due for publication in mid-February. This covers the pioneer medical women from 1886 to 1910/12. As with "The Forgotten Valley", Mrs. Neve has again broken virgin research ground; the effort of the first women not only to enter Melbourne and Sydney Universities in the Humanities Faculties, but more so to enter the Medical Schools was met with concentrated opposition and even calumny; and in Sydney they were at first debarred from taking up positions as medical residents.

-- Geo. Heavens

* * * * *

Queensland's "National Day": the Queensland State Cabinet in December last proclaimed December 10 as "Queensland Day". This date is the anniversary of the proclamation of Queensland as a new State separate from New South Wales in 1859.

Conservation Order for Berrima: the NSW Government has placed an interim conservation order on the old Southern Tablelands town of Berrima. This Order places all building development and land use in the town under the control of the Heritage Council. After two years the Government will decide whether to make the conservation order permanent.

Berrima was selected as a town site on a ford on the Wingecarribee River in 1832. Berrima Jail, the Courthouse and the Surveyor-General Inn were built in 1834. The Surveyor-General Inn is the oldest "continually licensed hotel in Australia serving within its original walls".

When the idea was first proposed by the State Government in 1967 the property owners voted against the idea, but since then attitudes have changed. Mr. Ernest Johnson, licensee of the Survey-General Inn, speaking for residents, said: "We are proud of our historic town and we now want to keep it that way".

-- extract S.M.H. 22-12-1979

* * * * *

Fire-fighting in most 19th century towns was done by brigades maintained by insurance companies, the brigade first getting water to the fire being paid. Many town buildings carried an "insurance company" plaque as an identification. If you did not carry insurance - it was just too bad!

COOKERY ... COLONIAL STYLE

The Kitchen in the Last Century:

In the early days of our settlement the country kitchen, with its large open fire and savoury promise of soup, was the hub of family life. But when the bark hut gave way to a more substantial house of brick, stone or timber, cooking operations were relegated to the back of the dwelling. In many houses the kitchen was often a separate building so that the heat and smell of cooking would not permeate the main living area, as well as being a safeguard against possible spread of fire.

Built at a distance from the homestead one might find a large bake-oven; this was a domed structure of brick or stone, insulated with a heavy plastering of clay. At Menai there was just such an oven at the home of the Bentleys. Mrs. Bentley baked here the week's steady of bread, the loaves being inserted on a long-handled wooden peel (like a flat type of wooden shovel). Mrs. Bentley often baked bread for other families in Menai. The oven kept hot enough after the bread came out to bake tarts and do other cooking,

Between 1850 and 1900 country and urban kitchens had most essential features in common. The room itself was rather sparsely furnished, with cupboards to hold pots and pans, and a dresser for cutlery and crockery and cutlery. By the 1870s most households possessed some kind of wood-burning range with hot plates and an oven. Some housewives even had a hot-water fountain on the side of the stove (an enormous cast-iron lidded pot with a brass spigot at the base). During this time a lot of kitchen gadgets came onto the market, and most Australian kitchens had their share of nifty hand-operated machines. Such things as a hydraulic cake mixer and even a potato masher were available. It all helped to make life a little easier for the colonial housewife.

These recipes you might have found sitting on the hob, ready at a moment's notice:-

GRAVY SOUP: cut ½lb of ham or lean bacon into slices, and lay them at the bottom of a digester, with 6 lbs of lean beef cut into pieces. Add 2 onions, 2 turnips and 2 carrots, a head of celery, a few cloves and some mace. Cover the digester, close and set it over the fire; when the meat adheres to the bottom of the digester turn it; and when there is a brown glaze on the meat, cover it with hot water, and when coming to the boil, put in half a pint of cold water; take off the scum, put in some more cold water, and again skim it. Set aside to simmer for 3 hours, and when done, strain through a teals and turn into a pan. When cool, take off the fat (if thick, it must be clarified with the whites of 2 eggs).

Digester: a heavy iron cooking pot with a tight-fitting lid which permits the escape of steam only through a valve at the top.

Tamis: a fine cloth used to strain soups and sauces.

STEW SOUP: 2 lbs beef, 5 onions, ¾lb rice, a large bunch of parsley, a few sweet herbs, pepper and salt, 2 quarts of water. Cut the beef into small pieces, add the other ingredients, and boil gently for 2½ hours. Oatmeal or potatoes would be a great improvement.

Time: 2½ hours:

Average cost: 6d per quart.

Seasonable: in winter. Sufficient for 6 persons.

(contd.)

BANDICOOT STEWED IN MILK: 1 bandicoot, salt, water, a small finely chopped onion, small blade of mace, seasoning, 1 pint milk, 1 teaspoon of cornflour.

Method.: wash and cut the bandicoot into neat joints: blanch the head and neck in strong salted water. Pack into a baking dish, and sprinkle with onion, salt, pepper and mace. Nearly fill the dish with milk, cover with an inverted dish, and cook in a moderate oven for 1¼ to 1½ hours; about 10 mins, before serving mix cornflour with a little milk, boil, and add to dish. Allow to cook for 10 mins, more. Serve on a dish and strain sauce over.

Sources: "Advise to Young Ladies in the Colonies": Greenhouse.

"Household Management": Mrs. I. Beeton: 1859.

"Australian Cooking": Mrs. I. Beeton: 1890.

"Australian Colonial Cookery".

Miss E. M. Bentley.

--Athalie D. Ivers

"SERVICE".

He was an old man -- tall, thin, and very clean. He was very particular with his library books, always wrapping them in a towel to keep them clean. (In those days, before the free Shire libraries, I had a Lending Library in Princes Highway.). He said literature was to be treasured and he treated our books accordingly.

One day he was standing at the bookshelves selecting a book — when he suddenly doubled up, grasping at his middle and lay on the shop floor obviously in great pain.

While my girl made a quick pot of tea, I rang the police, but they told me it was not their domain; so I rang the Ambulance service — who told me they couldn't help unless he had collapsed on the street but as he was on private property a doctor had to call them. I then called both Dr. Sanbrook and Dr. Miles, to be told one was out and the other was doing surgery. I ran down to Evan Cox the chemist, who suggested an APC. This I gave the old man. I then rang (the late) Wal Cooper in the Council Health Department; but Wal said it was none of his business.

Then who should come into the shop but Harry Olsen who ran a taxi service. The old man had by this time drunk the tea and had the APC; he said he felt a little better and asked to be taken home, so Harry drove him to his home in Jannali. -

The next day I called Harry Olsen and asked him to visit the old man to see how he was....

It was only then that the doctor, ambulance, police and the Health Dept. sprang into line — for the old man was dead.

The old man was a Mr. Mann of Jannali, and he had died of a ruptured ulcer.

Harry Olsen later opened an undertaker business in Sutherland, and it is still run under his name.

-- Geo. Heavens

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 CAPITAL LETTERS; hand to Editor or Convener, or post to Editor's address. Copy for the May issue should be handed in no later than March 14 (Annual General Meeting) or posted.

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.

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., (illus.) M. Hutton Neve: 50 cents. Reflections: (illus.): F. Midgley: \$1.00. a history of the Menai Congregational Church & district, 1901 to 1977. Proceeds to Menai Pioneers' Fund,

Publications Committee: Convener: Geo. Heavens: Editor: M. Hutton Neve: Committee members: Mrs. E. Ford, Messrs. D. Archer, B. Griffin, and F. Midgley. 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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**** Note: Mr/Mrs. Ivers have sold their present home, and are in the Process of moving to — 6 Raymond Place, Engadine: 2233. They hope to be settled at Engadine by the time this Bulletin is received. At the moment the Engadine telephone number is not known. but this will, if possible, be announced at the February meeting (also March). In February, please contact the Hon. Sec. (Mrs. Taplin) if the Ivers' telephone number is required. .

FIXTURES

Speakers

February 8 Film Evening.

March 14: ANNUAL GENERAL MEETING:

Note: Only financial members may stand for election or vote. Subscriptions must be paid before the beginning of the meeting-- :\$3.00. See attached form.

April 11: "The Story of The Rocks".

Address by Mr. Keith Johnson, President of the Australasian Genealogical Society.

This will be followed by a 15-minute (appx.) sound and colour film , supplied by courtesy of the Sydney Cove Re-Development Authority, illustrating the area in general.

EXCURSION

March 21—23: Weekend tour of Carcoar & District \$63.00

Leave the Shire Friday March 21, approx. 6.0 p.m.

Return to" Sunday " 23, " 8.30 p.m.

Two nights' accommodation and all regular meals included.

Please pay fees at February meeting, when programme of tour will be available.

H. Ivers,

Convener Tours Committee.